

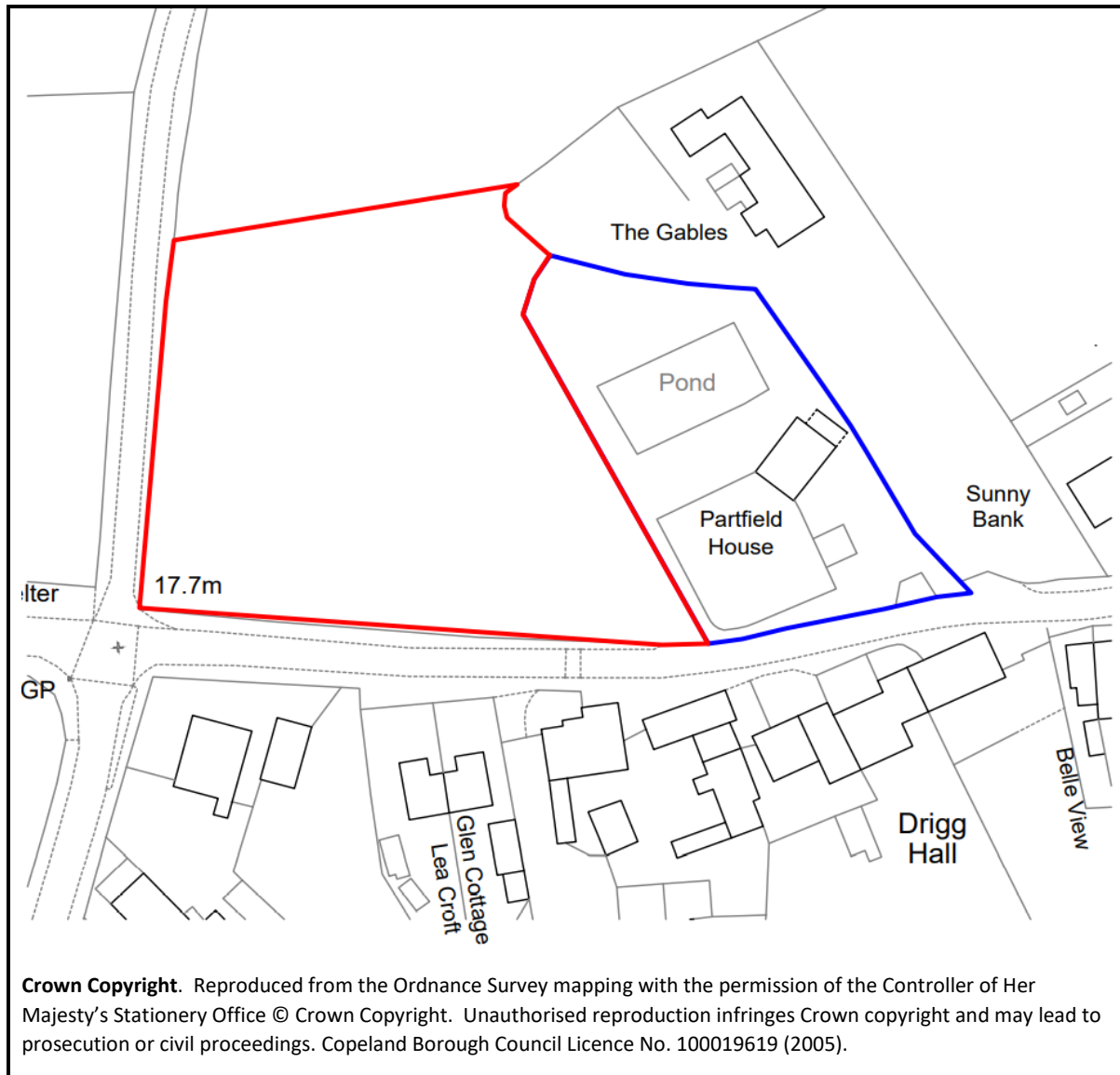


To: PLANNING PANEL

Development Management Section

Date of Meeting: 16/02/2022

Application Number:	4/21/2411/0F1
Application Type:	Full : CBC
Applicant:	Mr C Usher
Application Address:	LAND AT SCALEGILL ROAD, MOOR ROW
Proposal	CHANGE OF USE OF LAND FROM WOODLAND FOR SITE TO PROVIDE EIGHT MOTORHOME BAYS, EIGHT SELF CONTAINED TIMBER BUILT HOLIDAY CABINS, SITE SHOP/OFFICE BUILDING, SHOWER/TOILET BLOCK, BIN STORE WITH INTERNAL ACCESS ROAD (RESUBMISSION OF WITHDRAWN APPLICATION 4/21/2252/0F1)
Parish:	Drigg and Carleton
Recommendation Summary:	Approve subject to conditions



Reason for Determination by Planning Panel

The application is brought for consideration by Members of the Planning Panel due to an objection from the Parish Council and also due to the significant local interest in the application.

Members have had the benefit of a site visit prior to the determination of the application following a request from the Parish Council.

The Site

This application relates to land adjacent to Partfield House, located within the centre of Drigg. This woodland site is located to the west of the residential curtilage of Partfield House, and is accessed from the B5344 to the south of the site. The site is bounded to the

north by open countryside and to the west by an existing bridleway. The site also lies to the north west of Drigg Hall, a Grade II Listed Building.

Relevant Planning History

4/21/2252/OF1 – Change of use of land from woodland for site to provide eight motorhome bays, eight self-contained timber built holiday cabins, site shop/office building, shower/toilet block & bin store with access track through site – Withdrawn

Proposal

This application seeks planning permission to change the use of this site from woodland to provide a site to accommodate eight motorhome bays, eight self-contained timber built holiday cabins, site shop/office building, shower/toilet block, bin store with internal access road. This is a resubmission of the withdrawn application 4/21/2252/OF1, which includes alterations to the proposed access arrangements following previous concerns from the Parish Council and Cumbria Highways.

The proposed site will be served by a single entrance off the B5344, utilising and altering the existing access point to the site. This access will serve as both the entrance and exit point for the development, and provides a visibility splay of 40m to the west and 45m to the east. A number of existing trees will need to be removed and part of the hedgerow cut back to achieve these splays. The development will have a single access road providing access to the motorhome bays and parking spaces. This road will be made up of a gravel surface to provide a permeable hardstanding, however the entrance area to the site between the highway and the gravel road will be surfaced with tarmac. Within the site there will be eight parking spaces, allocated to the proposed timber cabins, with one disabled space provided. There will be a further two visitor spaces, one to disabled standards, for use by patrons of the shop from outside the site. A new footpath will also connect the shop to the existing footway on the B5344.

The proposed motorhome bays are to be located within the western portion of the site and will be arranged around the single access road. The bays will be constructed from a permeable hardstanding formed by a ground reinforced grid system. Amenity space for awnings and outside seating areas will also be provided. The site will accommodate six bays for two birth motorhomes and two bays for four birth motorhomes.

The proposed site will also accommodate eight timber built holiday cabins, located within the eastern portion of the sit. These will be accessed from a raised gantry off the access road, sited 600mm from ground level. One of these cabins will be fully accessible. The proposed gantry system has been designed in order to reduce the impact on the roots of the retained trees. There are two cabins proposed: type 1 providing 2 bedrooms, a bathroom, and a kitchen/dining room, and type 2 providing a single bedroom, bathroom and a kitchen/diner. Each cabin will be of a timber finish and UPVC windows, and will be

provided with their own power supply. It is proposed that drainage will discharge into an effluent tank located nearby.

The application also seek permission for the erection of a shop and shower block which are to be located at the entrance to this site. The proposed shop building will measure 11.4m x 6.8m and will provide a shop, store, office, and a staff room and toilet, and will be accessed via a ramp. The shop is mainly to serve patrons of the site, however the store will also be open to the general public selling essential supplies and food items.

The shower block will be attached to the proposed shop and will measure 5.35m x 4.4m. This will provide a toilet, shower, and accessible shower/toilet. The proposed shower block is designed for use by the motorhome visitors as the cabins will have their own internal facilities.

The application site is not connected to the mains drainage for either surface or foul water. It is proposed to deal with surface water via soakaways, and foul water will be drained to three separate effluent treatment tanks. Two of these proposed tanks will serve the proposed timber cabins and the third will serve the proposed shop and shower facility.

Consultation Responses

Drigg & Carleton Parish Council

Drigg & Carleton Parish Council wish to object to this proposed development on the following main issues:

It is situated close to the heart of Drigg village and is not sensitive to its surroundings.

There are established residential properties and farm buildings to the side and front, which could be severely impacted by increased light, noise and traffic movement.

The proposed entrance to the site is directly from the B5344 at one of the narrowest parts of the road through the village, at what is already a bottleneck.

The proposed dual entrance and exit arrangements give concern for pedestrian and road safety, given the tight nature of the resubmitted design and the required turning arrangements for motorhomes and service vehicles and the congestion likely from holiday cabin residents' own vehicles. There are concerns about line of sight onto the B5344, which, for safety reasons, could require removal of established hedging along the east face of the site, removing any beneficial screening affect they would provide.

The B5344 as it passes the proposed site, not only serves the need of our local community, access to Drigg railway station and visitors to Drigg beach, but also provides a route into the Low Level Waste Repository; it is the only route for HGV type traffic onto that site. It is also the only route into Seascale Parade seafront businesses for delivery vehicles (due to the restrictions of the railway arch at Seascale). These factors can result in fluctuating but busy traffic periods, as also would the pattern of holiday lettings onto the proposed site.

The site is situated in a part of Drigg which is already known to be susceptible to local flooding of the adjacent roadway, bridleway and farmyard and land to the east of the

proposed site. The application states that access water from the site will be discharged through an existing watercourse which runs through the site. This watercourse is already known to be susceptible to overflow and flooding. There is no apparent justification in the application that this arrangement is adequate and the Council believe that this should be re-considered.

It should be recorded that the Council has received concerns about disturbance to wildlife in and around the former woodland arising from this development. However, this is difficult to now confirm due to the extent of site clearance already undertaken.

This is a congested site development in the heart of the village. The Council respectfully request that a site visit is undertaken prior to determining an outcome.

Cumbria County Council – Cumbria Highways & LLFA

21st October 2021

Local Highway Authority response:

- Cumbria design guide states that within a 30mph speed zone a 60m visibility splay is to be achieved in both directions from the nearside kerb to within 2.4m of the junction unless a traffic survey is carried out to achieve the 85thile speed. Within the design access statement it is quoted that a traffic survey was not carried out for this site but visibility splays are only showing 40m in west direction and 45m to the east which is not acceptable.
- Note: Visibility splays are to be measured to the nearside kerb not to the middle of the carriageway which is shown on the plan for the visibility splay to the east.
- Within the Plans/Documents/Drawings there is no detail on how the surface water from the road surface within the site will be contained via road gullies etc, as any surface water within the site cannot encroach onto the highway.
- It states within the Design and Access statement that between the highway boundary and the start of the gravel road the surface will be finished in Tarmac it is suggested that this area is constructed to highway standards.
- Note: Carriageway construction design can be found within the Cumbria Development Design Guide.

Upon receipt of the above information I will be better placed to give my full response.

25th October 2021

After speaking with the previous Case Officer on Friday it was agreed between him and the applicant for Partfield house development that due to the new entrance suggested being within a speed restricted zone the 60m set out in the CDDG was not required. All of the other points raised within my response are still valid as the visibility splay cannot finish on the centre of the carriageway. The Officer had also agreed sight line could be to 500mm from the nearside kerb but this has not been demonstrated in the drawing submitted.

4th February 2022

Local Highway Authority response:

No objections to the proposal subject to the inclusion of conditions relating to visibility splays, access and parking, surface water discharge, access drive materials, and the inclusion of a construction traffic management plan.

LLFA:

Given the size of the site there was no requirement for a Flood Risk Assessment however a drainage strategy should be submitted considering how the site currently drains in its green field state and how it will under the proposed development, a green field run off rate will apply and the applicant needs to ensure that an appropriate drain system is constructed that meets the None Statutory Technical Standards (NSTS).

Noted within the application form desired discharge routes are infiltration and water course, the applicant needs to undertake an infiltration test to BRE365 Standard and needs to consider where the water course drains to and to establish if it is a suitable discharge route. Further information on drainage requirements can be gained from Cumbria Design & Development Guide (CDDG) Chapter N SuDs. Although a drainage strategy has not been submitted the LLFA are content this can be achieved through condition.

United Utilities

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

We request the following drainage conditions relating to surface water and foul water are attached to any subsequent approval to reflect the above approach.

Copeland Borough Council – Flood and Coastal Defence Engineer

Although this is a new application from a flood risk perspective, there is no real change from the earlier application, so just some basic comments:

- The site is in a location that is considered as being at a low risk of flooding.
- The motorhome and car parking bays will be a permeable hard standing.
- Although permeable, it is likely that permeability will be reduced from the natural level.
- The application states that surface water will be disposed of by means of a sustainable drainage system, existing watercourse and soakaway.
- It isn't clear from the Design and Access statement as to what is proposed.
- The ground conditions may not be suitable for disposal by means of infiltration.

- There is an uncharted watercourse along the east side of the site that may be suitable for surface water disposal.
- It should be conditioned that the drainage hierarchy is followed.
- If infiltration is not feasible, then it should be demonstrated that the watercourse at the east of the site is a suitable means of surface water disposal.
- If so then discharge points and rates may need to be agreed with the LLFA.
- If infiltration and the watercourse are not suitable means of surface water disposal, then how would the site be drained?
- Foul sewage will be by package treatment plant.
- Percolation testing is proposed, presumably for a drainage field for the three package treatment plants on site.
- If infiltration is not feasible, then it should be demonstrated that the watercourse at the east of the site is a suitable means of treated effluent disposal.
- It should be conditioned that the package treatment plans comply with the General Binding Rules, if not it may be possible for the discharges to be permitted by the EA.

Copeland Borough Council – Environmental Health

21st October 2021

No Environmental Health objections to the proposal subject to the following condition - All external lighting used on site must meet and comply with the guidelines and obtrusive light limits detailed in the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light 2011 for the lifetime of the development.

The site would likely require a caravan site licence under The Caravan Sites and Control of Development Act 1960 which would deal with routine daily matters and general health and safety of the site.

Summary of response: Neutral

29th October 2021:

In considering potential noise disturbance from the new development, it is firstly necessary to understand that the normal noise environment of the area is that of a semi-rural and quiet nature, particularly at night-time, where the usual noise sources may be limited to occasional passing traffic and wind-borne noise.

I would, however, consider the proposed development to be of low impact from a noise perspective, but there is some potential for noise disturbance, especially in the late evening / night, from the behaviour of the persons on the site - raised voices and music.

The Council could require that no music should be audible beyond the site boundary after 22.00 hours, though correct management of the site should be able to control this issue. I would envisage that the site, if allowed, would be licensed with the Council as a touring site

(motor homes) under the Caravan Sites and Control of Development Act 1960 and this would deal with day-to-day management issues.

Alternatively, the site could register with an exempted organisation (such as The Caravan and Motorhome Club) which would have its own management rules and would include a night-time curfew on noise.

The site could be required to have a solid boundary construction, such as a 2 metres high fence, that would give for some limited protection against noise transmission from the site but obviously there would be a large entrance / exit opening on the site frontage which further curtails the attenuation qualities of a boundary fence.

It may also be possible to condition to control times of deliveries and collections to the site, which should avoid unsociable hours and be confined to e.g. 08.00 - 19.00 hours all week.

If the site shop is to be open to the public, the Council can consider the potential for early morning and evening disturbance from off-site customers, and limit its opening hours appropriately.

There appears to be little in the way of plant / machinery on the site that may cause noise disturbance.

The package treatment plant/s do require an electrical supply and emit a low drone when in use but this is not foreseen to be problematic to residents.

Residents would in any case be afforded the normal protection against 'statutory noise nuisance' by provisions of the Environmental Protection Act 1990 s79 which gives the Council legal powers to control against unreasonable and excessive noise disturbance.

Finally, if the development were to be permitted, we would wish that the developer submits a Construction Management Plan that includes, but is not limited to, suggested working hours for noisy / percussive works at 08.00 - 18.00 Monday to Friday and 08.00 - 13.00 Saturday only. The delivery to and removal of plant, machinery and waste from the site should only be permitted during the above times also, unless emergency deviation is otherwise agreed with the Council in advance.

Mitigation measures as defined in 'BS 5528 Parts 1 & 2 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works. Control measures for dust and other air-borne pollutants should also be laid out in the above plan.

Arboricultural Consultant – Capita

This is a resubmission of a previous application Ref. 4/21/2252/0F1. There have been changes to the layout in this application which could result in a different impact on the retained trees to the previous iteration of the scheme. However, these are likely to be minor and have little, if any, significant impact over and above that previously considered.

My comments and recommendations in relation to application Ref. 4/21/2252/0F1 remain valid for this scheme and are repeated below.

The site is a small woodland garden area containing a number of trees of moderate quality and surrounded by a hedge of trees and shrubs. The trees within the woodland comprise a block of small etiolated trees in the south east corner of the site, and a line of multi-stem limes which runs through the site.

Some trees throughout the site have been felled recently, and some ground works appear to have been undertaken west of the line of limes which could have had a negative impact on the rooting area of the trees.

Views of the trees in the site are severely restricted due to their modest size and the surrounding hedgerow therefore, they have very little visual amenity.

Recommendation:

Should the proposal prove acceptable conditions requiring a detailed landscaping scheme, and a detailed arboricultural method statement must be attached to the decision letter.

Copeland Borough Council – Conservation Officer

25th October 2021:

Conclusion: Request design revision and additional information

Assessment

The site and its vegetation make a positive contribution to the setting of Drigg Hall, its outbuildings, and its front garden wall, which are grade II listed heritage assets, as well as to that of the non-designated heritage assets at Newhouse Farm opposite.

The site has not always been wooded, but has, as long as it's had a use, been part of the agricultural land associated with the historic farms in the area. Adjacent to the site is the former walled garden of Drigg Hall, now forming part of the garden of Partfield House.

Drigg Hall appears to date from the late 18th century. The house is bold, with a substantial pediment to the attic matching that above the front door. Quoins to the corners of the adjoining barn and cottage, and scrolled volutes at the gate, convey a sense of grandeur and confidence – a house that stands apart from and above its agricultural surroundings.

Setting is defined as the area that allows a heritage asset's significance to be appreciated, or that which contributes to its significance. In this case, I would determine views along the B5344 in the vicinity of the site to allow the assets' significance to be appreciated, as they are viewed in their still mostly undeveloped surroundings. The setting also makes a modest contribution to the assets' significance in being part of the agricultural landscape that forms an integral connection with such historic farms. It may be that views from the upper windows of the property will also be affected, but I have not been able to establish this, and would expect minor change from the chalets, due to their low, dark pitched roofs, but potentially higher impact from any motorhomes that may be visible.

Over time, this setting has been eroded with the addition of new dwellings and the loss of various areas of greenery to infill development, however the main character is retained. I

would view the loss of this particular area of woodland, and the commercialisation of the site, to be at odds with the rural character of Drigg Hall's setting.

Even if neatly executed, I believe the development would still be highly appreciable. The intended scale and level of commercialisation appear unlikely to be achievable without harm to the setting of the designated and non-designated heritage assets.

In the case of the listed buildings, I would view this as being less-than-substantial harm, which should nonetheless be given great weight in the weighing-up against any public benefits.

Due to impact on the setting of listed buildings, the 1990 Planning (Listed Buildings and Conservation Areas) Act obliges the Local Planning Authority to have special regard to the desirability of preserving the settings of such assets when determining applicable planning applications. I would not view this proposal as preserving the assets' setting.

Were the proposal of a more modest scope it may be possible to demonstrate that impact had been minimised and were of an acceptable level. This would in theory be a case of demonstrating that the opening-up of the entranceway for visibility splays, and the housing of caravans/motorhomes and other structures, were possible with satisfactorily minimal harm to setting.

Summary:

My suspicion is that a considerable reduction in scope, coupled with demonstration that the access can be achieved subtly and attractively, has potential to be supportable, but that the current proposal appears overdeveloped and at odds with the rural character of Drigg Hall's setting, to which the site makes a contribution.

I cannot support it in its current state, but invite a revised scheme along with additional supporting documentation (such as an elevation drawing of the site frontage/entrance).

28th October 2021

The site does provide an area of rurality right in the middle of this settlement that plays an effective role in counteracting the mid- to late-twentieth century residential infill, driveways and impression of cars.

This is not only true in a general sense, but the area of trees also frames a very dramatic view of the front of Drigg Hall along the B5344 from the West (see attached photo). In reality it's more impressive even than it looks on this phone image taken from 200+m away. I appreciate that the intention is to leave trees around the edge, but don't believe it will be possible to retain the pastoral effect currently in evidence.

Obviously the overall balance is not for me to say, but I remain of the view that the development would have a negative impact on the Hall's setting – losing the tree density, greatly increasing the size and visibility of the access point, increasing the amount of traffic, and providing views into the site of surfacing, parked vehicles and a shop, will all have a

negative impact – less-than-substantial, undoubtedly, but still I think meriting special regard.

A smaller, more modest proposal that didn't exploit the site so heavily would seem more justifiable in heritage terms, and with respect to local plan policies ST1C, ENV4A and DM27A and D.

12th November 2021:

Conclusion: Request design revision and additional information

Assessment:

This is the proposal I'm being consulted on, so I'm not able to consider the merits of any other development in this consultation response.

I maintain that the view toward Drigg Hall along the road from the west is an important one, and this is likely to be affected by the development. This should be viewed as less-than-substantial harm toward the lower end of the scale.

I maintain that the level of commercialisation proposed is excessive and likely to noticeably change the site's character and appearance. A five-van site would be one thing, but eight motorhomes, eight lodges and a shop/toilet/shower block is quite another, particularly in terms of the visual impact and added noise of the traffic going in and out (both factors in allowing the significance of the frontage of Drigg Hall to be appreciated).

I don't believe the development would be imperceptible from outside, particularly during winter when the vegetation will be thinner. I also believe that the entrance itself will offer views in onto the hard surfacing, parked vehicles and building, when passing, as opposed to woodland as currently. There are additionally three substantial signs proposed. Even if this is a fairly minor level of harm to the setting of Drigg Hall, implying the impact is zero is not accurate.

When considering impact on designated heritage assets (even less-than-substantial harm) it is reasonable to ask what alternatives have been considered that would allow people to visit this part of Cumbria while having a lower impact. For instance, five tourer/motorhome grass pitches and a gravel track from an opening in the hedgerow would appear to fulfil that brief with lower visual impact from surfacing, structures and traffic.

17th December 2021

Conclusion: Request design revision

Assessment:

The view toward Drigg Hall along the road from the west is an important one, and this is likely to be affected by the development. This should be viewed as less-than-substantial harm toward the lower end of the scale.

I would recommend relocating the lodge closest to the road to the north side of the little access track that leads to two other lodges, and relocating the four birth bay just inside the site entrance so it's further back. This will allow the thickest margin of vegetation adjacent to the road and respond to the need to pay "special regard" to preserving the setting of Drigg Hall.

12th January 2022

Conclusion: No objection

Assessment:

Since my last response, the lodge nearest the road has been reorientated to the north, leaving a thicker band of planting between the scheme and the road. I would view this as a reasonable response in light of the need to pay "special regard" to preserving the settings of listed buildings.

Natural England

No objections. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.

Resilience Unit

No objection to the proposed works. However it should be noted that the location of the property is situated within an area outside the site which, in liaison with Sellafield Ltd and the Office for Nuclear Regulation, special arrangements are made for residents/business premises, this area is referred to as the Detailed Emergency Planning Zone (DEPZ). As a direct result particular attention is paid to ensuring that people are aware of the appropriate action to take in the event of an incident at the Sellafield site.

Copeland Disability Forum

30th September 2021

CDF have looked at the proposed plans and we understand that one of the cabins will be accessible for disabled people. It states in the Design and Access statement that the cabins are not designs for disabled people however, they have provided an "ambulant shower" in the shower block.

Please can the applicant confirm that this would the applicant confirm.

15th November 2021

As the site is only partially accessible and CDF strive for full accessibility we would reluctantly not support this application. We hope that in future the manufacturer of the cabins can provide cabins accessible for everybody.

Copeland Borough Council – Building Control

Bit of a grey area this from a Building Regulations perspective and something that authorities in Cumbria have taken different approaches on over the years. We'd generally expect something with the description holiday cabin to comply with the requirements of the Building Regulations, including Part M (Access). However, in some instances (depending on the cabin type/size), developers have argued that cabins constitute mobile homes and are exempt as they're not on permanent foundations and can be moved.

If they're large cabins (over 30m² floor area) and sitting on permanent/strip foundations (as I'd expect), the Building Regulations will apply and depending on site conditions, I think we'd at least be looking for an access strategy that offers some accessible cabins, together with reasoning as to why all cabins shouldn't be accessible.

Copeland Borough Council – Tourism Sector Development Officer

There has been a significant growth in the domestic motorhome market and motorhome visits to Cumbria during 2020. Although there is no Copeland specific data, anecdotal evidence suggests that Copeland has not benefited from attract and disperse with motorhome owners largely choosing the south and central Lakes to visit. This presents an opportunity to grow the market sustainably in Copeland.

Market intelligence:

There are over 555,000 caravans in use in the UK.

More than 2 million people take holidays in caravans and motorhomes every year.

Nearly 65 million nights were spent camping and caravanning in Great Britain in 2018.

Source: Finder.com, 2020

Mode of Transport - visitors to Cumbria:

87% of visitors arrived by car

9% came in a camper van or motorhome

Figures were similar for new visitors (85%/8%).

Source: Cumbria Tourism Visitor Survey Research Findings – October 2020

Motorhomes v other types of accommodation - existing customers:

37% chose self - catering properties

39% opted for serviced accommodation in the form of hotels, guesthouses or B&Bs

22% had chosen a different accommodation type to what they would usually use

10% Motorhomes

3% Airbnb accommodation (new customers 10%).

Overall Results - accommodation

Source: Cumbria Tourism Visitor Survey Research Findings – October 2020

Motorhomes and camping

Just over half (54%) had only used official sites

16% had chosen casual sites

30% had used a combination of official and casual camping places.

Source: Cumbria Tourism Visitor Survey Research Findings – October 2020

Sustainable growth opportunities

- To build capacity in the development of the sector to work with private and community led businesses to grow new product, target new visitors and to increase market share within the borough focused on the coast
- Growth in staycation
- Accommodation requirements to establish a sustainable Visitor economy over the next 24 months
- Motor home pitches - Lake District Coast route
- Demand for Self-catering accommodation, glamping, pods, yurts, etc.
- New itineraries for motorhome owners focusing on quieter areas of Cumbria.
- Identify locations where it is legal and acceptable to direct motorhome owners who don't want to stay on a site or pay to do so.

Public Representation

This application has been advertised by way of a site notice, and neighbour notification letters issued to eleven properties.

Objections

Thirty two letters of objection were received in relation to this application which raise the following comments:

Principle of the Development:

- The development is disproportionate to the size of the community.
- The development is far too big for the area of land it is applied for.
- Inappropriate for a quiet unspoilt Lakeland village.
- It will ruin the atmosphere of the small village.

- It is a development within the village boundary and is not in keeping with the character of the village.
- The location of the site is not suitable for the development that is proposed.
- Policy T4PO indicates that lodges and motorhomes on site will be considered where they are of a scale and design appropriate to the locality. The proposed holiday site will grow the population of the village by 25% and the Parish population by 10%. This is out of keeping with the scale of the village.
- Any development of this scale should warrant the inclusion of physically disabled people who use a wheel chair to move around.
- Drigg is mainly of a ribbon style development where people have space around them not clustered together.
- The Drigg Parish Plan identifies a need for permanent housing for local elderly and younger people. Can the site not be used to accommodate a small number of dwellings? This would be much more in keeping with the locality and the needs of the community.
- Works are already underway therefore the application is inaccurate.
- Unfair to justify that no one objected to Partfield House being extended as justification for the application. One family living in a property is total different to potentially 16 families staying in a garden in temporary structures.
- This proposed development is not sensitive to its surroundings and will have an unacceptable impact on the narrow local roads.
- The proposed development is unsustainable since it will increase the village's carbon footprint and convert previously undisturbed woodland to a commercial site resulting in a loss of green space and amenity.
- The proposed development will result in noise and light pollution which may continue late into the evenings and will adversely affect surrounding properties. Significant natural screening has already been removed from the site and more is proposed to be removed if the plans are approved.
- Drigg is a small rural village which is valued by its residents for its rural nature and already available locally there is no such necessity. (Contrary to ER10 B iii).

Residential impacts:

- There will be too high levels of noise pollution for the adjacent properties.
- I believe that a 64+ persons and numerous vehicles on the site at certain times of the day will make a difference to our quiet village.
- Prevailing winds would carry the unacceptable noise to neighbouring properties.
- Smoke from BBQ fires would cause risk and pollute outdoor space.
- Close proximity to neighbouring properties.
- The development is too close to residential properties.
- Is there a limit to the number of people of the site at one time?

- How will noise be monitored?
- Light pollution.
- Currently this is a quiet village with 70% of residents over the age of 50. Families in the area do not cause anti-social behaviour. However people on holiday let their hair down.
- This is not in keeping with village life.
- All but 16 of Driggs main village residencies are within 400 m radius of the development.
- It is also noted that the continuous bonfires which took place over several weeks to dispose of felled trees caused poor air quality impacting nearby residents (with drifting smoke and ash from the fires) and no doubt breached National Air Quality Objectives for toxic pollutants.
- The proposed development involves the further removal of woodland and converting to a commercial site, which is a loss of amenity to the village. This, along with the carbon footprint of the increased traffic (both visitors and delivery vehicles) constitutes a net increase in the village and the borough's carbon footprint and is clearly in contradiction with Copeland Borough Council's 2020 Climate and Environment Policy² which recognises the need to "consider climate change holistically and not in isolation from strategic activities relating to the economy, environment and public health". The proposed development is also contradictory to the aims of the Zero Carbon Cumbria Partnership which is "working towards the shared aim of making Cumbria the first carbon-neutral county in the UK, by 2037".

Highways:

- The currently application makes the access arrangements worse than the previously withdrawn application.
- 16+ vehicles coming and going on an already busy B5344 throughout the day as the large motor homes cannot use the Seascale way of entry and have to use the Holmrook way coming and going.
- The access/exit is inadequate, there are no visibility splays.
- There is nowhere for any vehicles to park when being checked in on the site. If 2 or 3 vehicles turn up at the same time they will be backed up onto the road blocking the main highway.
- Any blockages in this narrow area will prevent access to farms as there is no other access via Seascale due to there being a low Railway arch. Also delaying deliveries.
- Bin wagons are being larger which will make it more difficult to enter and leave the site. This will prevent people checking into the site and block the main highway.
- Instead of treatment plans there will be 3 holding tanks which will need emptying on a regular basis, again resulting in blocking the highway.
- Works at the property are already blocking the road.
- Road access will cause significant risk as it is too close to the existing junction and the entry and exit of vehicles to the site will be dangerous.

- The B5344 is barely wide enough for two vehicles to pass each other.
- Close proximity to LLWR and large vehicles already using the road.
- I don't see how queues can be avoided with the current access arrangements.
- In the 30+ years I have lived in the village I have seen a substantial increase in the volume of traffic, including large vehicles, on this road.
- One parking space per chalet is inadequate. Often two couples, or two individuals, travel separately to one venue. I have even known persons travelling in a motorhome to arrive together with another person in a separate vehicle. This is impossible to prevent, and indeed the proprietor is likely to lose business if s/he seeks to restrict bookings to one vehicle only.
- No parking for the shop.
- No suitable access.
- Increase traffic through village.
- Impact on the already deteriorating road surface which has impacts on cars and houses.
- More pollution from vehicles.
- School pick up and drop off point is close to the entrance of the site creating blind spots for children.
- Pleased that the exit onto the bridleway has been abandoned.
- How will traffic be controlled?
- There is no footpath on the side of the road of the development so people will have to cross the road to walk.
- Increased risk for pedestrians.
- Risk for road safety in an area with poor visibility.
- This development will add onto existing busy traffic within the village increasing the carbon footprint significantly.
- No regard to accommodate traffic and access arrangements in ways that make it safe for pedestrians and cyclists to move round from the site or community.
- The access and agree is at a pinch point within the village.
- Hotels and hostels require one parking space per bedroom.
- There is already a parking problem in Drigg. With the majority of residents wanting traffic calming measures.
- The application is contradictor as it states that they will only accept pre booked slots whereas it also states that passing campers will also be accommodated. Increasing traffic issues and on road parking.
- No overflow car park proposed.
- Para 84 and 85 of the NPPF identify as important the principles that development in rural areas, particularly in and adjacent to settlements, is sensitive to its

surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable.

- The proposed site access is likely to cause unmanaged vehicle flow on and off the site causing congestion and safety risks on the B5344.
- The additional traffic will add to the existing traffic burden (large vehicles delivering to LLWR, milk tankers, tractors, railway replacement bus service etc). As a vulnerable road user (horse rider) who keeps my horse and rides in the village (as do several other horse owning residents) I have had several near misses with vehicles.
- The revised application notes that check-in times will be managed to avoid congestion on the road, however it should be pointed out that patrons will not necessarily check in then remain onsite for their entire stay until checkout. Since there are few attractions in walking distance patrons are likely to require vehicular access several times throughout their stay.
- The proposed campsite layout, which aims to maximise available accommodation, allocates insufficient space for administrative car and goods vehicle parking and manoeuvre.
- In our view the impact that this change of use will have on local roads will be unacceptable to the community, other highway users and, presumably, to the highway authority. Tail backs on to the road are entirely foreseeable.
- The poorly thought through traffic proposals, with severely limited parking, access from the B5433 close to a known pinch point and a T junction, even without an exit onto an unadopted Public Right of Way, risks actual harm to pedestrians, cyclists and to horses and their riders as well as significant inconvenience to other road users (Contrary to ECR III).
- The proposed access to the site does not take into account the entrance to our farm directly opposite. Our entrance is frequently used by vehicles and livestock. Having a busy camp site access opposite (cars, motorhomes etc) will make it dangerous for us using our already established farm entrance.
- The main road through Drigg Village is already very busy. The traffic is very heavy with large numbers of vehicles and lorries going to and from the Low Level Waste Repository and through traffic going to Seascale from the A595. I would argue that the road network is already overloaded without increasing the numbers of motorhomes and cars going to and from the proposed site all day long.

Drainage/Flood Risk:

- Surface water proposed going into an open ditch which runs to open fields which already flood in periods of heavy rain, nothing has changed in the area from the previous application in ways to get rid of this problem.
- The village drainage system is already at full capacity.
- The drains were cleaned and this did nothing to prevent flooding on the road during heavy rain.
- Greater run off created from hard standings and wooden chalets, which will flood the road and adjacent properties which already have an issue with flooding.

- The development will exacerbate existing flooding problems.
- The foul water treatment system is no adequate for purpose.
- This land uses the same drains that cause flooding in the farm opposite the field and building in wet weather.
- The treatment tanks do not meet current standards.
- The village cannot cope with any new development until main sewers are put in.
- No definite plans for sewerage or surface water drainage.
- Previous developments have been turned down due to flooding/drainage issues in the area.
- The proposed development has an unsustainable proposed foul and clean waste water solution.
- The proposal gives insufficient detail regarding the provision of surface water drainage from the site, or whether it will link to the existing drains, which run through nearby properties and eventually discharge to a ditch. The current drainage in this location already breaches capacity causing flooding at downstream properties. No assessment has been made of the impact on the existing drainage.
- Flooding really adversely affects our farm and causes animal welfare issues.
- As you can see from the photos our main winter livestock shelter can get flooded. This also has the potential to disrupt the septic tank systems of a number of neighbouring properties including our own. This could result in raw sewage contaminated water flooding our field which is a health risk to us and our livestock.
- Surface run off water from the site at Partfield House is currently running out of the field gate, onto the road and down the gulley and into the drainage system. The surface run off contains soil and silt, this will eventually block the road gulley and the drainage system.
- During construction, there will be a huge amount of ground disturbance and bare soil. How will they prevent soil and silt being washed out onto the road and down the drain?

Ecology/Trees:

- Wildlife uses the field adjacent to the area they plan to destroy.
- The applicant states that there is no protected species near the property this is incorrect the recent survey for power lines confirmed bats at our property.
- Tree routes and abundant flowers on the site would be damaged when locating the three new waste water treatment tanks.
- Loss of hedgerow which are at risk habitat and mean residents look into the site.
- Loss of hedgerow means loss of screening and noise barrier.
- Throwing a few wild flower seeds down will not maintain the area of natural habitat that has been present within the village for many years.
- The impact on wildlife is not fully considered.

- Government edicts suggests that woodlands should be preserved and more trees planted.
- Copeland are trying to get a climate change group together to monitor climate change and what we can all do to help protect the planet. How can destroying an ancient woodland for purely commercial reasons be justified?
- Trees have already been removed before the application has been approved. This does not protect enhance and encourage the creation of new areas of green infrastructure.
- The tree survey should be carried out prior to the removal of any of the existing woodland.
- Trees will only provide screening in the summer months therefore the development will have significant visual impacts.
- Cumbria has one of the lowest woodland coverages in the country and Europe.
- Significant tree felling was conducted prior to the preliminary ecological appraisal being carried out and undoubtedly the clearance had a major impact on existing wildlife in the woodland which had previously remained undisturbed for many years.
- Local knowledge is of species such as Slow worms (which have protected status in the UK and under the Wildlife and Countryside Act 1981) at the site and it is illegal to kill or injure them.
- The conclusions of the submitted environmental survey which states that negligible wildlife are present are clearly a result of the deliberate timing of the land clearance.
- Removing woodland (Contrary to ES IV) from an undeveloped greenfield site and providing facilities for motor homes will necessarily tend to increase to Copeland's carbon emissions not reduce them (Contrary to ES I).
- I strongly oppose the proposed change of use from established woodland. The site is currently a valuable amenity woodland site and it would be a terrible shame for this to be impacted for leisure purposes.

Local Benefits:

- There is in my opinion nothing of benefit for the village. The shop will be most likely more expensive to use with less variety of good than the shops in Seascale and Holmrook we have now.
- Where will villagers park for the village shop?
- There was a village shop many years ago but as time progressed there was no requirement for it, so it closed.
- We don't want this. There are local shops that need business.
- The small population and existing services show there is no need for a shop.
- Already have good shops in Holmrook and Seascale. This proposal will take business away from these established shops, as they have struggled recently due to the pandemic and are still attempting to recover.
- The development will not enhance Drigg.

- People can't move here and think its fine to start upsetting the actual locals. Before long Drigg will be overrun with campsites.
- People need to understand what locals want.
- We don't want a Centre Parks built within the same area.
- Not a local company – it is registered outside of the country.
- The application for development appears to have been submitted on behalf of a new business that is not local. The applicant is a director of Partfield Park Limited, whose registered office address is in South Lancashire. The company business is recreational vehicle parks, trailer parks and camping grounds, according to its Companies House entry. The company plans to operate a business that will be in direct competition with at least four local businesses, two of which are in Drigg and Carleton Parish.

Local Need:

- The middle of Drigg is not an appropriate location to set up this type of business.
- There are 2 businesses like this which are set on the outskirts of the village and are not running at capacity. Both with room for expansion if required.
- Other sites in the area were never running at full capacity now and when staycation bubbles burst numbers will revert back to normal.
- No need for this development.
- No demand.
- Local jobs 2 full time and 2 part time, this is only provisional if camp is successful not needed during winter.
- The suggested vague possibility of future (part time minimum wage?) employment opportunities are not guaranteed and would be of minimal benefit to the village. These suggested benefits are minimal in comparison to the negative impact of the proposed development.
- The job offer is trivial and moreover is not consistent with the Borough and Parish emphasis on quality jobs and upskilling for those in the community wishing to find work.
- The campsite may be a white elephant in Drigg, the applicants leaving as fast as they came selling plot to a development and end up a housing estate via the back door.

Heritage:

- Have any listed trees/old structures been or will be affected by the development?
- The neighbouring houses are buildings of character which would be negatively impacted by this development.
- The removal of the hedge screening will affect the setting of the adjacent Grade II Listed Drigg Hall.
- The proposed development is not in keeping with the landscape character or heritage assets, in particular the adjacent Grade II listed Drigg Hall.

- The proposed development will have an adverse impact on the landscape and character of the village, in particular the adjacent Grade II listed Drigg Hall.
- The site design and proposed use is not sensitive to its surroundings. Although the properties are in separate ownership, Partfield House is inside the former walled garden of Drigg Hall. The Hall is a national grade II listed heritage asset from the Georgian period, and the woodland was a former field that has been at different times associated with both the Drigg Hall estate and the farms opposite. The design, materials and use proposed for the holiday cabins are not in any way similar, compatible or sensitive to their heritage and agricultural surroundings. Removal of trees to improve sight lines would worsen the adverse impact on the surroundings.
- This proposal, if approved and implemented, will be detrimental to Drigg's agricultural and historic heritage as represented in particular by Drigg Hall, Midtown Farm and Newhouse Farm (Contrary to PER II). The loss of amenity woodland and its replacement with off the shelf timber cabins and motor home bays will harm, not enhance, this distinctive place (Contrary to ECR I).
- A camp site of the type proposed, with buildings of the design and material proposed, would seriously weaken, not strengthen, the distinctive agricultural and stone built character of Drigg and detract from, not enhance, the setting of a listed building. (Contrary to ENV4 C). A site visit will show that this proposal does not respect the architectural and historic character of Drigg Hall (Contrary to DM27 D I) and also that it would have a significant adverse effect on its setting when viewed from the B5344 and the associated footpath.

Support

Twelve letters of support have been received in relation to this application which raise the following comments:

- Great idea for a secure stopover while I'm there in the campervan.
- Love the west coast and this would be a great addition to the area.
- Fully support this application.
- I sincerely hope this application is approved
- Excellent use of the land with much needed holiday accommodation as more people stay within the Country to holiday.
- Fantastic initiative for this area.
- It will provide tourism to the local area.
- The development will bring tourism to the area of a small scale without causing disruption to the community or the surrounding area.
- A new campsite would be such a good tourist attraction and very welcomed by many.
- The campsite would be a welcoming place to make base to tour the local area.

- The area would benefit from a boost in tourism and people would use the local pubs, shops, eateries.
- We need to meet more of the demand for this type of accommodation.
- Campervan pitches will reduce the pressure on local parking spots for local residents.
- As a person who owns a campervan I am always looking for safe and secure parking sites and with this site on the Cumbrian Coastal Path it is ideally located.
- Such a lovely part of the world visited so many times.
- As a regular visitor I am pleased that people are looking to create the opportunity for more people to visit this underrated area and enjoy the local scenery and way of life.
- Love this area to visit and this site would even encourage me more to visit with family and friends.
- After using Ravenglass many times, these would make a welcome change other than using hotels, and being able to use motor homes would bring more choices for staycations.
- Thrilled to learn of this new eco-friendly holiday site in the making. Very forward thinking and it is good to know that the owners are environmentally conscious.
- This is a huge plus for use and will certainly put Drigg on our holiday map for the future.
- The proposed development will enhance the current area and benefit the village of Drigg enormously.
- The small shop will add to the local economy and benefit local s
- The shop will also support the local residents who don't have access to travel providing fresh ingredients without the need to travel.
- I strongly believe in buying locally when holidaying for all aspects of the holiday and can only see this being good for the local community too.
- Good idea for the community.

Planning Policy

Planning law requires applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Development Plan

Copeland Local Plan 2013 – 2028 (Adopted December 2013)

Core Strategy

Policy ST1 – Strategic Development Principles

Policy ST2 – Spatial Development Strategy

Policy ER6 – Location of Employment

Policy ER10 – Renaissance through Tourism

Policy SS4 – Community and Cultural Facilities and Services

Policy T1 – Improving Accessibility and Transport

Policy ENV1 – Flood Risk and Risk Management

Policy ENV3 – Biodiversity and Geodiversity

Policy ENV4 – Heritage Assets

Policy ENV5 – Protecting and Enhancing the Borough's Landscape

Development Management Policies (DMP)

Policy DM8 – Tourism Development in Rural Areas

Policy DM9 – Visitor Accommodation

Policy DM10 – Achieving Quality of Place

Policy DM22 – Accessible Developments

Policy DM24 – Development Proposals and Flood Risk

Policy DM25 – Protecting Nature Conservation Sites, Habitats and Species

Policy DM26 – Landscaping

Policy DM27 – Built Heritage and Archaeology

Policy DM28 – Protection of Trees

Other Material Planning Considerations

National Planning Policy Framework (2021)

National Design Guide (NDG).

Cumbria Development Design Guide (CDG)

The Cumbria Landscape Character Guidance and Toolkit (CLGC)

The Conservation of Habitats and Species Regulations 2017 (CHSR).

Planning (Listed Building and Conservation Areas) Act 1990

Conservation Area Design Guide SPD (Adopted December 2017)

Emerging Copeland Local Plan (ECLP):

The emerging Copeland Local Plan 2017-2035 was subject to a Preferred Options Consultation which ended on 30th November 2020. The Preferred Options Consultation builds upon the completed Issues and Options Consultation which finished in January 2020.

A consultation on the Publication Draft of the Local Plan is currently underway and is due to close on 18th March 2022.

Given the stage of preparation, the emerging Copeland Local Plan 2017-2035 has only limited weight in decision making, but provides an indication of the direction of travel of the

emerging planning policies, which themselves have been developed in accordance with the provisions of the National Planning Policy Framework.

Assessment

The primary issues relevant to the determination of this application are:

- Principle of development;
- Creation of New Tourism Facility;
- Settlement Character, Landscape Impact and Visual Impact
- Design & Impact on Neighbouring Properties
- Impact on Heritage Assets;
- Access, Parking and Highway Safety;
- Drainage and Flood Risk;
- Trees/Ecology;
- Accessible Development.

Principle of Development

Policies ST1, ST2 and ER6 of the Copeland Local Plan concentrate development within the defined settlement boundaries in accordance with the Borough's settlement hierarchy. The application site lies adjacent to the existing built form of the village of Drigg. Policy ST2 of the Copeland Local Plan identifies Drigg as outside of any defined settlement boundary. Policy ST1 and ST2 of the Copeland Local Plan seeks to support development outside of designated settlement to those which have a proven requirement for such a location, including land uses characteristically located outside settlements such as tourism activities requiring location in the countryside. The NPPF also recognises that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements. As such the principle for developing this site for a tourism accommodation is considered to be acceptable.

The ECLP will, once adopted, replace the policies of the adopted Local Plan. The ECLP has been drafted based upon an evidence base and seeks to identify Drigg as a 'Sustainable Rural Village' reflective of the number and type of services it contains and identifies a settlement boundary around the village.

The ECLP identifies the Application Site as adjoining the settlement boundary for Drigg.

As the ECLP is at an early stage of preparation and there are outstanding objections to the relevant policies applicable to this development, this can be given little weight at present. The ECLP does, however, show the direction of growth in the area.

Creation of New Tourism Facility

Policy ST1, ST2, and ER6 of the Copeland Local Plan seek to facilitate growth of the Borough's local economy. The NPPF states that planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 83 adds that planning policies and decisions should recognise and address the specific locational requirements of different sectors.

Policy ST1, ER10, DM8 and DM9 of the Copeland Local Plan seeks to maximise the potential of tourism in the Borough and will seek to expand tourism outside of the Lake District National Park boundaries to take pressure off the National Park's busiest locations and deliver economic benefit in the Borough. The NPPF also states that planning policies and decisions should enable the sustainable growth and expansion of all types of businesses in rural areas both through conversion of existing and well-designed new buildings, and sustainable rural tourism developments which respect the character of the countryside.

This application seeks planning permission to develop the application site as a motorhome and holiday cabins site, with an associated shop and facilities building. Concerns have been raised that there is limited need for this type of development within the area, as there are currently two similar businesses which lie on the outskirts of Drigg. The Council's Tourism Sector Development Officer has stated that there has been significant growth in the domestic motorhome market and visits to Cumbria, however evidence suggests that Copeland has not benefitted significantly with visitors choosing the south or central Lakes. The Officer has therefore confirmed that this presents an opportunity to grow sustainability in Copeland building capacity within the sector to grow new products, target new visitors, meet the demand for self-catering accommodation (i.e. glamping, pods, etc), and creating new itineraries for motorhome owners focusing on quieter areas of Cumbria.

This proposal to create an additional 8 motorhome bays and 8 timber cabins, will help to build the capacity to accommodate and attract additional visitors to the Borough. Policy DM8 of the Copeland Local Plan states that tourism facilities within rural areas which involves small scale development of new buildings will only be considered favourably where there is a need that cannot be met through the conversion of existing buildings. The proposed type of visitor accommodation within this application clearly cannot be met through existing buildings therefore the development is considered to comply with this policy. The development is also considered to be of a scale and character appropriate for this location ensuring the development complies with Policy DM9.

The ECLP seeks to support small scale tourism related caravan site proposals either within settlement boundaries or on the edge of settlement boundaries. It also seeks to support tourism within close proximity of the coastline.

Policy ST1 and SS4 seek to encourage and retain good quality services and facilities which meet the needs of the local community and are accessible by public transport, cycling or on foot. These policies also state that services and facilities which benefit the less mobile or more deprived members of the community and which maximise opportunities for people to improve their health and well-being, will be given particular support. As part of this

development it is proposed to develop an onsite shop which will mainly serve the patrons of the site but will also be open to the general public selling essential supplies and food items. A number of objections have been received from local residents regarding this element of the proposal as they do not believe there is a need for this given there are shops within the wider area (i.e. Seascale & Holmrook), however this proposal will provide a small local store selling essentials provisions for the community which are more easily accessible, thereby reducing the reliance on the motor car.

On the basis of the above it is considered that the proposal complies with policies of the Copeland Local Plan and the NPPF.

Settlement Character, Landscape Impact and Visual Impact

Policy ENV5 states that the Borough's landscapes will be protected and enhanced by: protecting all landscapes from inappropriate change by ensuring that the development does not threaten or detract from the distinctive characteristics of that particular area; that where the benefits of the development outweigh the potential harm, ensuring that the impact of the development on the landscape is minimised through adequate mitigation, preferably on-site; and, supporting proposals which enhance the value of the Borough's landscapes.

Policy DM10 seeks that development responds positively to the character of the site and the immediate and wider setting and enhances local distinctiveness.

The application comprises of an existing wooded site that lies adjacent to the existing built form of Drigg.

The Cumbria Landscape Character Guidance and Toolkit (CLCGT) identifies the site as being within Sub Type 5d 'Lowland – Urban Fringe'. The Key Characteristics of this land classification comprise: long term urban influences on agricultural land, recreation, large scale buildings and industrial estates are common, mining and opencast coal workings are found around Keekle and Moor Row, and wooded valleys, restored woodland and some semi urbanised woodland provide interest.

The Guidelines for development include: when new development takes place consideration opportunities to enhance and strengthen green infrastructure to provide a link between urban areas and the wider countryside; protect 'green' areas from sporadic and peripheral development; protect countryside areas from sporadic and peripheral development through the local plans; careful siting of any new development in non-prominent locations; strengthen undeveloped areas of land with mixed woodland and hedgerow planting and restoration of natural landscape features; and along major roads, develop schemes to improve visual awareness of the individual settlements, land uses and cultural landmarks.

The application site is located within the centre of Drigg and directly adjoins the curtilage of two residential properties. It also lies opposite a number of residential dwellings which front onto the B5344. The development of this site is not considered to represent a significant intrusion into open countryside as the proposed change of use is confined within the existing limits of the site which can be viewed as part of the built form of the village. The

site is also bounded on all sides by well-established hedgerows which will provide adequate levels of screening to limit the impact on the development on the overall streetscene. The agent for this application has also agreed to a condition requiring the submission of a detailed landscaping scheme prior to the commencement of any works at this site, which will again help to mitigate any adverse impact of the development on the landscape.

Subject to the planning condition set out above the proposal is considered to achieve the requirement of Policies ST1, ENV5 and DM10 of the Copeland Local Plan.

Design & Impact on Neighbouring Properties

Within the Copeland Local Plan, Policies ST1 and DM10 of the Local Plan, and section 12 of the NPPF seek to secure high standards of design to achieve quality of place. These policies seek to create and maintain a reasonable standard of amenity.

This application seeks permission to change the use of the site wooded site to provide a tourist accommodation site comprising of eight motorhome bays, eight self-contained timber built holiday cabins, a site shop/office building, and a shower/toilet block. The application site is located within the centre of Drigg, directly adjoining the curtilage of two residential properties and lies opposite to a number of residential dwellings which front onto the B5344. The closest dwelling to the site is, however, the applicant's residential development, Partifield House, which bounds the site to the east.

Significant concerns have been raised from objectors regarding the impact of the development on residential amenity. Based on these concerns the Council's Environmental Health Officer has been consulted upon this application. The Officer has confirmed that the proposed development will be of low impact from a noise perspective overall but there is some potential for noise disturbance, especially in the late evening/night, from the proposed users of the site. The Officer has confirmed that issues relating to day-to-day management of the site would be dealt with by way of site licence, for example night time curfews on noise. It is suggested by the Officer that the site could accommodate a solid boundary, i.e. a 2m high boundary fence, which would give some protection from noise, although this would be limited and the impact of such a screen on the locality is not considered to outweigh these limited benefits. Appropriately worded planning conditions can be attached to any decision notice to control delivery times, and the operations of the site shop which would help to limit the impact of the development on the surrounding residential properties.

In terms of the overall design of the proposal, efforts have been made to develop a scheme which limits the impacts on the site and the overall streetscene. The proposed cabins which are to be located within the eastern portion of the site will be of a traditional timber construction benefitting from low pitch roofs. The cabins will be accessed via a gantry system in order to reduce the impact of the development upon existing tree roots. The traditional construction and proposed siting away from the main road will ensure that the proposal does not dominate the area.

The existing well established hedgerow fronting the site will also help screen the development from the main vantage points within this part of the village. Whilst the proposed shower block and shop are located closer to the site entrance and will therefore be more visible, this hedgerow will still provide a level of mitigation for the development. The proposed shop structure will also be developed to reflect the traditional timber cabins in order to create a sympathetic development, and the use of a low pitch roof will help to ensure that the development is not overly dominant within the street scene.

Subject to the planning condition set out above the proposal is considered to achieve the requirement of Policies ST1, and DM10 of the Copeland Local Plan.

Impact on Heritage Assets

Policy ST1, ENV4, DM27 of the Copeland Local Plan seek to protect, conserve and where possible enhance the historic, cultural and architectural character of the Borough's historic sites.

The Planning (Listed Buildings and Conservation Areas) Act 1990 establishes a need "in considering whether to grant listed building consent for any works [for the Local Planning Authority to] have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest" [Section 16(2)]. This requirement also applies to the granting of planning permission affecting a listing building or its setting [Section 66(1)].

Section 72 of the 1990 Act states that "special attention shall be paid to the desirability of preserving or enhancing the character or appearance of [a conservation] area."

Paragraph 194 of the National Planning Policy Framework (NPPF) states that "In determining applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation..."

NPPF para. 199 states, in the case of designated heritage assets, "great weight should be given to the asset's conservation", irrespective of whether potential harm is substantial, less-than-substantial, or total loss. Where harm to a designated heritage asset is less-than-substantial, it should be weighed against the public benefits of the proposal (para. 202).

Paragraph 203 of the National Planning Policy Framework (NPPF) states the effect on the significance of a non-designated heritage asset should be taken into account when making decisions.

The application site is located to the north west of Drigg Hall, which is a Grade II Listed Building. Following concerns raised with this application the Council's Conservation Officer was consulted upon this application. The Officer confirmed that the site and its vegetation make a positive contribution to the setting of Drigg Hall. During the Officer's initial comments on this application it was also stated that the proposal did not preserve the setting of the Heritage Asset as it was considered that the loss of this particular area of woodland, and the commercialisation of the site would be at odds with the rural character

of the setting of Drigg Hall. It was therefore requested that consideration be given to reducing the scope of the application.

Further to these comments extensive discussions were undertaken between the applicants agent for this application and the Council's Conservation Officer. Based on these discussions an amended plan has been submitted which shows the resiting of one of the timber cabins located nearest to the highway further into the site. It has also been confirmed that the existing well-established hedgerow to the front of the site will be retained and reinforced. Based on this amendment the Officer has now offered no objections to the proposal and has confirmed that the reorientation of the cabin to the north has left a thicker band of planting between the scheme and the road. The Officer has confirmed that this is a reasonable response in light of the need to pay "special regard" to preserving the settings of Listed Buildings.

On the basis of the above it is considered that the proposal complies with policies of the Copeland Local Plan and the NPPF.

Access, Parking and Highway Safety

Policies ST1 and T2 of the Copeland Local Plan seeks to ensure developments accommodate traffic and access arrangements in ways that make it safe and convenient for pedestrians and cyclists to move around. Policy DM22 of the Copeland Local Plan requires developments to be accessible to all users and to meet adopted standards, which reflect the needs of the Borough in its rural context. Section 9 of the NPPF requires that planning applications ensure that a safe and suitable access to the site can be achieved for all users.

This application is a resubmission of a previously withdrawn scheme (ref: 4/21/2252/0F1), which originally sought permission for a single entrance to the site and a separate exit utilising the bridleway to the west of the application site. This application was withdrawn as it was confirmed by Cumbria Highways that the bridleway could not be utilised to serve this proposal.

The current proposal now seeks to utilise and amend the existing access point for this site from the B5344 as both the entrance and exit point for the development. This access will provide a visibility splay of 40m to the west and 45m to the east. A number of existing trees will need to be removed and part of the hedgerow cut back to accommodate these splays.

Concerns have been raised from objectors with regard to increased traffic that would result from the development and its impact on highway safety. However no objections have been received from the Highway Authority.

Initially, Cumbria Highways stated that the Cumbria Design Guide states that within a 30mph speed zone a 60m visibility splay is to be achieved in both directions from the nearside kerb to within 2.4m of the junction unless a traffic survey is carried out to achieve the 85th percentile speed. It was therefore confirmed that the proposed visibility splays are not acceptable. Following discussions with the applicant's agent Cumbria Highways revised their position on the proposed visibility splays as the site is located within a speed restricted

zone, therefore visibility splays of 60m as set out within the Cumbria Design Guide are not required. However it was requested that the submitted plans were updated to show the visibility sight lines as discussed. Further to the submission of this information the Highway Authority has confirmed that they have no objections to the proposal subject to the inclusion of conditions relating to visibility splays, access and parking, surface water discharge, access drive materials, and the inclusion of a construction traffic management plan.

Based on the inclusion of these requested conditions the proposal is considered to be compliant with the Policy T1 and Policy DM22 of the Copeland Local Plan.

Drainage and Flood Risk

Policy ST1B(ii) and paragraph 163 of the NPPF seek to focus development on sites that are at least risk of flooding and where development in flood risk is unavoidable, ensuring that the risk is minimised or mitigated through appropriate design. Policy ENV1 and DM24 of the Copeland Local Plan reinforces the focus of protecting development against flood risk.

The application site is located within Flood Zone 1, therefore the application is not required to be supported by a Flood Risk Assessment. The LLFA have also confirmed that due to the size of the application site there is no requirement for a Flood Risk Assessment.

The application confirms that the site is not connected to the mains drainage for either surface or foul water. It is proposed to deal with surface water via soakaways, and foul water will be drained to three separate effluent treatment tanks. Concerns have been raised with the proposed drainage scheme for this site and the potential for increased flood risk created from the development, however no objections have been received from any relevant statutory consultees.

United Utilities have confirmed that in accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. It has therefore been requested that conditions are attached to any decision notice relating to surface water and foul water. In line with these comments relevant conditions are proposed to ensure an adequate drainage system can be secured to serve the site and to ensure a surface water drainage scheme is achievable based on the hierarchy of drainage options set out in the NPPF. These details should be secured prior to commencement of works on the site.

Although the LLFA has confirmed that a FRA is not required, they have stated that a drainage strategy would be required for this development showing how the site currently drains in its greenfield state and how it is proposed to secure drainage incorporating the greenfield rate and to show how it will meet Non Statutory Technical Standards. Although a drainage strategy has not been submitted the LLFA have confirmed that they are satisfied that this can be dealt with by an appropriately worded planning condition requiring the submission of the strategy prior to development commencing on site.

The imposition of these conditions will secure proper drainage within the site and will manage the risk of flooding and pollution, ensuring that the development complies with Policy ENV1 and Policy DM24 of the Copeland Local Plan 2013 – 2028 and the provisions of the NPPF.

Trees/Ecology

Policies ST1, ENV3, and DM25 seeks to ensure that new development will protect and enhance biodiversity and geodiversity.

A Preliminary Ecological Survey has been submitted in support of this planning application and provides an assessment of the ecological impacts of the development. The report concludes that the walk-over survey produced no evidence of any protected or non-native invasive species on the site. The survey also considers that any proposed development would have no deleterious impact on any protected species or their habitat. The following recommendations are made as part of this survey:

- In respect of the centrally located artificial pond there is no evidence of Great Crested Newts. This lack of substantive evidence is however insufficient to rule out the possibility of the protected species within the site. It is therefore recommended that a Habitat Suitability Index (HIS) survey is carried out.
- All works undertaken under the Precautionary Principle Working Method Statement, and all construction workers should be subject to 'toolbox talks' to identify potential species which may be encountered, and what action to take should that event arise.

Appropriately worded planning conditions are proposed to ensure the development is carried out in accordance with the ecological appraisal and identified mitigation measures.

Whilst concerns have been raised with regard to the submitted information for this application and the detrimental impact the development will have upon ecology. Natural England have confirmed that they have no objections to this application.

The application seeks to change the use of a wood land site to a tourism facility. Although the site and the existing trees are not protected the application is supported by an Arboricultural Impact Assessment and an Arboricultural Survey which corresponds with the details supplied within the Proposed Site Plan, which does reference the removal of a number of trees within the site. The proposed layout for the timber cabins has been altered during the application process and the agent has confirmed that it is currently proposed that the following will be removed from this site to accommodate the proposal:

- Nine trees;
- 12m of hedgerow at the entrance of the site.
- The collection of trees to the top of the site which are low quality shrubbery that has been left to grow wild, so not really trees.

The submitted site plan does however note that trees/hedgerow to be removed is a worst case scenario, and any vegetation will only be removed after site setting out is complete and

thought to be necessary. In order to secure the exact number of trees that are to be removed from the site an appropriately worded planning condition is proposed to ensure that this detail is submitted to an approved in writing by the Local Planning Authority prior to works commencing on site. This will also allow for compensatory replanting to be provided to mitigate the loss of trees in order to comply with policy.

A number of concerns have been raised with this application with regard to the loss of trees, and those removed prior to the determination of this application. As the site is not protected the Local Planning Authority have little control over the removal of trees or vegetation from the site. The Council's Arboricultural Officer has confirmed that although the proposed works will result in the loss of some trees and that harm will occur to the retained trees, the internal trees due to severely restricted visibility and general condition have little amenity value and therefore do not warrant protection. The Officer does however state that they provide a degree of instant landscape impact for the proposed development, provide a pleasant setting for the units, and the hedges provide a good level of screening. The Officer therefore recommends planning conditions which require the submission of a detailed landscaping scheme and arboricultural method statement.

Subject to the planning conditions set out above the proposal is considered to achieve the requirement of Policies ST1, ENV3 and DM25 of the Copeland Local Plan.

Accessible Development

Policy DM22 of the Copeland Local Plan requires developments to be accessible to all users.

Initially Copeland Disability Forum (CDF) requested clarification of the accessibility of the proposed development. The applicant's agent has confirmed that the cabin supplier does not produce a Part M compliant cabin and is therefore not wheelchair accessible, the proposed accessible cabin is for users who are less able, elderly or ambulant. The agent has however confirmed that the proposed toilet block is wheelchair accessible and is therefore Part M compliant. As the site is not fully compliant CDF stated that they would reluctantly not be able to support the application.

Based on CDF's concerns advice was sought from the Council's Building Control team. The Building Control Manager has advised that a proposal with the description of holiday cabins would be generally expected to comply with the requirements of Part M depending on site conditions. It was advised that Building Control would at least be looking for an access strategy that offers some accessible cabins together with reasoning as to why all cabins shouldn't be accessible.

In response to the comments from both Building Control and CDF, the applicant's agent has confirmed that the applicant does want to provide an inclusive development, however the cabin supplier has not previously been asked for a DDA compliant cabin since producing them. The supplier has however stated that they would be able to adapt the cabins to accommodate this. Based on this the agent has confirmed that the client is happy to provide one accessible cabin within the development and revised plans have been submitted to show the proposed layout for the accessible cabin, including a compliant shower room, bedroom, living area and a level threshold and access.

Since this information has been received CDF have been resolved as a group and so they have not been be reconsulted upon this application. Whilst the amendments do not create a fully accessible site, it is clear that efforts have been made to create an inclusive development for all users. The agent has stated that online research using Booking.com found that out of 251 available cabins to book only 17 had wheelchair access, which is 7%. The proposal for a single accessible cabin on this site would increase this percentage to 12.5%.

Based on the amendments to this scheme, the development is considered to comply with Policy DM22 of the Copeland Local Plan.

Planning Balance

The application is located adjacent to the existing built form of the village of Drigg which is identified within the Copeland Local Plan as outside of any defined settlement boundary. Policy ST1 and ST2 of the Copeland Local Plan seeks to support development outside of designated settlement to those which have a proven requirement for such a location, including land uses characteristically located outside settlements such as tourism activities requiring a location in the countryside.

This application seeks permission to change the use of the woodland site to form a tourist accommodation facility, therefore the principle for development this site is considered acceptable in policy terms. The proposal would also help build the capacity in the Borough to accommodate and attract additional visitors who regularly visit the nearby Lake District National Park. The proposed creation of an onsite shop would also provide a quality facility to meet the needs of the local community, who currently have to travel to adjacent villages for this type of service.

As the proposed change of use is within the limits of the existing site and will be viewed against the existing built form of the village the development is not considered to represent a significant intrusion into the open countryside. The proposal is also considered to be of a scale and character that will limit the impacts of the development on the overall streetscene. Whilst the development by virtue of its location would have some impacts on the existing character of the village, the existing and proposed enhancements to the existing vegetation and hedgerows will providing adequate levels of screening to mitigate this impacts. Any impacts on the amenity of local residents can be adequately dealt with by condition and through the site licence which will be required for such a development.

Whilst concerns have been raised with regard to the impact on the nearby Heritage Asset, amendments to the scheme have ensured that the Conservation Officer has no objections to the proposed development as amended. There have also been no objections from any other statutory consultees and concerns relating to ecology, highways, and drainage can be controlled through appropriately worded planning conditions.

As the ECLP is at an early stage of preparation and there are outstanding objections to the relevant policies applicable to this development, this can be given little weight at present.

However the ECLP identifies Drigg as a 'Sustainable Rural Village' and provides support for appropriate small scale tourism related development such as this.

Conclusion

On balance, whilst some conflicts are identified in terms of the impact on the character of the village, these are collectively not sufficiently harmful to significantly and demonstrably outweigh the identified benefits of the development, which would include: the provision of additional tourist accommodation to boost the local economy and providing additional local services, when assessed against the policies in the NPPF taken as a whole.

Recommendation

Approve subject to the following conditions:

Conditions:

Standard Conditions:

1. The development hereby permitted must be commenced before the expiration of three years from the date of this permission.

Reason

To comply with Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. This permission relates to the following plans and documents as received on the respective dates and development shall be carried out in accordance with them:-
 - Location Plan, Scale 1:1250, received by the Local Planning Authority on the 13th September 2021.
 - Survey Drawings: Site Plan, Scale 1:200, Drawing No: USH.CS.1222.PL1.1, Rev: 0, received by the Local Planning Authority on the 13th September 2021.
 - Proposed Drawings: Site Plan (Amended), Scale 1:200, Drawing No: USH.CS.1222.PL2.1, Rev: 4, received by the Local Planning Authority on the 31st January 2022.
 - Survey Drawings: Site Sections, Scale 1:200, Drawing No: USH.CS.1222.PL3.1, received by the Local Planning Authority on the 13th September 2021.
 - Survey Drawings: Site Sections Proposed (Amended), Scale 1:200, Drawing No: USH.CS.1222.PL4.1, Rev 1, received by the Local Planning Authority on the 7th February 2022.
 - Survey & Proposed Drawings: Site Elevations – Boundary to East and South (Amended), Scale 1:200, Drawing No: USH.CS.1222.PL5.1, Rev 1, received by the Local Planning Authority on the 7th February 2022.
 - Highway: Entry/Exit Plans (Amended), Scale 1:200, Drawing No: USH.CS.1222.PL6.1, Rev 2, received by the Local Planning Authority on the 7th February 2022.

- Proposed Drawings: Cabins, Shops, Bin Enclosure and Site Signage (Amended), Scale 1:100, Drawing No: USH.CS.1222.PL17.1, Rev: 1, received by the Local Planning Authority on the 13th December 2021.
- Partfield House Drigg: No Shadow, Scale 1:150, received by the Local Planning Authority on the 13th September 2021.
- Survey Details for Trees at Partfield House, Drigg, Prepared by Iain Tavendale January 2021, received by the Local Planning Authority on the 13th September 2021.
- Ecogrid Technical Data Product Features, received by the Local Planning Authority on the 13th September 2021.
- Self Binding Path Gravel Details, received by the Local Planning Authority on the 13th September 2021.
- Arboricultural Impact Assessment, Prepared by Iain Tavendale January 2021, received by the Local Planning Authority on the 13th September 2021.
- Preliminary Ecological Appraisal, Prepared by Environmental Management Ltd, received by the Local Planning Authority on the 13th September 2021.
- Design and Access Statement, received by the Local Planning Authority on the 13th September 2021.
- Overhead Image: Situation & Setting, Drawing No: USH.CS.1222.PL10, Rev: 1, received by the Local Planning Authority on the 13th September 2021.

Reason

To conform with the requirement of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

Pre Commencement Conditions

3. No development must commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:
 - a. An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
 - b. A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
 - c. A timetable for its implementation.

The approved scheme must also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

The development hereby permitted must be carried out only in accordance with the approved drainage scheme.

Reason

To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with the provision of Policy ENV1 and Policy DM24 of the Copeland Local Plan 2013 – 2028.

4. Full details of the surface water drainage system (incorporating SUDs features as far as practicable) and a maintenance schedule (identifying the responsible parties) must be submitted to the Local Planning Authority for approval prior to development being commenced. Any approved works must be implemented prior to the development being completed and must be maintained thereafter in accordance with the schedule.

Reason

To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. To ensure the surface water system continues to function as designed and that flood risk is not increased within the site or elsewhere in accordance with the provision of Policy ENV1 and Policy DM24 of the Copeland Local Plan 2013 – 2028.

5. Prior to commencement of development, a detailed landscaping scheme must be submitted to and approved in writing by the Local Planning Authority. The scheme must be at a scale of 1:200 and shall include:
 - a) The exact location and species of all existing trees and other planting to be retained;
 - b) An outline specification for ground preparation for landscaped areas outside of the ecological areas;
 - c) All proposals for new planting and turfing, indicating the location, arrangement, species, size, specifications, numbers and planting densities;
 - d) All proposed boundary treatments with supporting elevations and construction details;
 - e) All proposed hard landscaping elements and paving, including layout, materials and colours;
 - f) The proposed arrangements and specifications for initial establishment maintenance and long-term maintenance of all planted and/or turfed areas.

The approved scheme must be implemented in its agreed form prior to the end of the first planting season following substantial completion of each phase of the development to which it is associated. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased must be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

Reason:

To ensure an adequate landscaping scheme in accordance with Policy DM26 and ENV5 of the Copeland Local Plan 2013-2028.

6. Prior to commencement of development, an Arboricultural Method Statement must be submitted to and approved in writing by the Local Planning Authority. The Arboricultural Method Statement must include, but is not limited to:
 - i) Facilitation tree works;
 - ii) Installation of temporary ground protection;
 - iii) Installation of tree protection barriers;
 - iv) Excavations, level changes and the requirement for specialised trenchless techniques for the installation of services;
 - v) Installation of access roads – materials and design;
 - vi) Installation of specialist foundations;
 - vii) Preparatory works for new landscaping;
 - viii) Auditable/audited system of arboricultural site monitoring, including a schedule of specific site events requiring input or supervision.

The approved Arboricultural Method Statement must be implemented in its agreed form unless the Local Planning Authority gives written approval to any variation.

Reason

To ensure that existing trees are protected in accordance with Policy DM28 of the Copeland Local Plan 2013-2028.

7. Prior to the commencement of any development full details of the trees/hedgerow to be removed within the site must be submitted to and approved in writing by the Local Planning Authority. Details should also be provided of all of the proposals for new planting, including the location, arrangement, species, size, specifications, numbers and planting densities. The development must be carried out in accordance with these approved details at all times thereafter.

Reason

To ensure an adequate landscaping scheme and protection of existing trees in accordance with Policy DM26 and ENV5 of the Copeland Local Plan 2013-2028.

8. Before development commences, a Construction Management Plan must be submitted to and approved in writing by the Local Planning Authority. This plan must include

provide details of dust emissions, noise and vibration, and must identify remedial action to prevent nuisance. The development must be carried out in accordance with the approved details at all times thereafter.

Reason

In the interest of residential amenity in accordance with DM10 of the Copeland Local Plan.

9. Prior to the commencement of any development at this site full detail of the proposed foul drainage system and a maintenance schedule (identifying the responsible parties) for this development must be submitted to and approved in writing by the Local Planning Authority. The approved drainage system must be implemented prior to the first use of the site and must be maintained thereafter in accordance with the schedule.

Reason

To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with the provision of Policy ENV1 and Policy DM24 of the Copeland Local Plan 2013 – 2028.

10. The development must not commence until visibility splays providing clear visibility as shown the approved plan 'Proposed Drawings: Site Plan (Amended), Scale 1:200, Drawing No: USH.CS.1222.PL2.1, Rev: 4, received by the Local Planning Authority on the 31st January 2022' have been provided at the junction of the access road with the county highway. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) relating to permitted development, no structure, vehicle or object of any kind shall be erected, parked or placed and no trees, bushes or other plants shall be planted or be permitted to grown within the visibility splay which obstruct the visibility splays. The visibility splays must be constructed before general development of the site commences so that construction traffic is safeguarded.

Reason

In the interests of highway safety in accordance with Policy T1 and DM22 of the Copeland Local Plan.

11. Details of all measures to be taken by the applicant/developer to prevent surface water discharging onto or off the highway must be submitted to the Local Planning Authority for approval prior to development being commenced. Any approved works must be implemented prior to the development being completed and must be maintained operational thereafter.

Reason

In the interests of highway safety and environmental management in accordance with Policy T1 and DM22 of the Copeland Local Plan.

12. Development must not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning authority. The CTMP must include details of:
- pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;
 - details of proposed crossings of the highway verge;
 - retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;
 - cleaning of site entrances and the adjacent public highway;
 - details of proposed wheel washing facilities;
 - the sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
 - construction vehicle routing;
 - the management of junctions to and crossings of the public highway and other public rights of way/footway;
 - Details of any proposed temporary access points (vehicular / pedestrian)
 - surface water management details during the construction phase.

Reason

To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety in accordance with Policy T1 and DM22 of the Copeland Local Plan.

Prior to Use/Installation Conditions:

13. Prior to their first installation within the development hereby approved full details of any external lighting must be submitted to and approved in writing by the Local Planning Authority. The development must be carried out in accordance with these approved details at all times thereafter.

Reason

In the interest of residential amenity in accordance with DM10 of the Copeland Local Plan.

14. The use of the site hereby approved must not be commenced until the access and parking requirements have been constructed in accordance with the approved plan 'Proposed Drawings: Site Plan (Amended), Scale 1:200, Drawing No: USH.CS.1222.PL2.1, Rev: 4, received by the Local Planning Authority on the 31st January 2022'. Any such access and or parking provision must be retained and be capable of use when the development is completed and must not be removed or altered without the prior consent of the Local Planning Authority.

Reason

To ensure a minimum standard of access provision when the development is brought into use in accordance with Policy T1 and DM22 of the Copeland Local Plan.

15. The access drive/road must be surfaced in bituminous or cement bound materials, or otherwise bound and shall be constructed to Highway Standard and completed before the development is occupied/brought into use.

Reason

In the interests of highway safety in accordance with Policy T1 and DM22 of the Copeland Local Plan.

Other Conditions

16. Foul and surface water must be drained on separate systems.

Reason

To secure proper drainage and to manage the risk of flooding and pollution in accordance with the provision of Policy ENV1 and Policy DM24 of the Copeland Local Plan 2013 – 2028.

17. The development must implement all of the mitigation and compensation measures set out in the approved document 'Preliminary Ecological Appraisal, Prepared by Environmental Management Ltd, received by the Local Planning Authority on the 13th September 2021', including the requirement to provide a Habitat Suitability Index (HIS) survey. The development must be carried out in accordance with the approved document at all times thereafter.

Reasons

To protect the ecological interests evident on the site in accordance with Policies ST1, ENV3, and DM25 of the Copeland Local Plan.

18. The development must be carried out in accordance with and implement all of the details and mitigation measures specified within the Arboricultural Impact Assessment, Prepared by Iain Tavendale January 2021, received by the Local Planning Authority on the 13th September 2021. The development must be carried out in accordance with the approved document at all times thereafter.

Reason

To ensure that existing trees are protected in accordance with Policy DM28 of the Copeland Local Plan 2013-2028.

19. The use of the site shop hereby permitted must only be open to the public/customers between:

- 07:00am – 18:00pm Monday to Sundays and Bank Holidays.

Reason

To minimise potential disturbance to nearby residences and to safeguard the amenities of the locality in accordance with DM10 of the Copeland Local Plan.

20. Construction site operating hours must be carried out solely between the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 Saturday. No construction on Sundays or Bank Holidays.

Reason

In the interest of residential amenity in accordance with DM10 of the Copeland Local Plan.

21. All HGV deliveries and delivery to and removal of plant, machinery and waste from the site must be carried out solely between the hours of 08:00 and 18:00 Monday to Friday and Saturdays 08:00 to 13:00. There must be no HGV deliveries on Sundays and/or Bank Holidays.

Reason

In the interest of residential amenity in accordance with DM10 of the Copeland Local Plan.

22. Deliveries and collections to and from the site once operational must be carried out solely between the hours of 8:00 – 19:00 Monday – Sunday.

Reason

In the interest of residential amenity in accordance with DM10 of the Copeland Local Plan.

23. The development hereby approved shall be used for short term holiday use only and for no other purposes whatsoever.

Reason

To ensure that non-conforming uses are not introduced into the area.

24. The permission hereby granted authorises the use of the site for the siting of eight timber cabins and eight motorhome bays only at this site.

Reason

To ensure that non-conforming uses are not introduced into the area.

Informatives:

1. All external lighting must meet the guidelines and obtrusive limits details in the institute of lighting professionals Guidance Notes for the Reduction of Obtrusive light (GN01:2011).
2. The applicant must contact CCC Resilience Unit office via emergency.planning@cumbria.gov.uk to ensure information about the business can be captured and the Sellafield off Site Emergency Plan updated accordingly.
3. In view of the fact that this application could increase the number of persons in the area (including trade people) the applicant should liaise with the CCC Resilience Unit Office via emergency.planning@cumbria.gov.uk to allow for further discussion to ensure the applicant and their trades people/contractors plus paying guests are aware of the appropriate information and actions to take should there be an incident at the Sellafield site.

4. This permission does not grant consent for the adverts shown on the submitted plans and they may require a separate Advertisement Consent application. Any proposed adverts to be displayed at the premises may require advertisement consent. The applicant is therefore advised to contact the Local Planning Authority (development.control@copeland.gov.uk) to discuss this matter further prior to installation.
5. Any works undertaken within the highway will require the correct permit, these permits can be applied for at the following email address streetworks.west@cumbria.gov.uk.

Statement:

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the National Planning Policy Framework.