

Design & Access Statement

Dentholme, Cragg Road, Cleator Moor

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The Development

The applications propose the conversion of the existing vacant Residential Care Home, to form a hotel boarding and guest house (Use Class C1) for Short Let Hotel/ Serviced Suites. The Hotel is to serve local business and tourist needs, with a demand for short stay accommodation for contractors at Sellerfield Power Station and the wider business activities of the area. As well as Tourists visiting both the nearby Coastline and the Lake District National Park. This conversion of the now Closed building will enable the repair and refurbishment of the building and site in general and is a financially viable sustainable proposal for the reuse of the building and site.

The application proposals can be summarised as follows:

- Repair, refurbish and convert the Residential Care Home, to create 37 Luxury short let suites.
- Refurbish the existing access routes and Provide new hard and soft landscape works to the Site, to provide the required Car Parking facilities for the new use.

Context

Cleator Moor town developed rapidly in the 19th Century, as the industrial revolution demanded more and more coal, limestone and high grade iron ore. Cleator Moor and all the villages around it – Frizington, Rowrah, Keekle, Bigrigg – were a maze of railways and mines which produced the materials for iron works in Cleator Moor and Workington.

The town's skyline is dominated by Dent Fell and the town is located on the 190 miles (310 km) Coast to Coast Walk that spans Northern England. On the outskirts of the town of Cleator Moor lies the village of Cleator with which the town is closely associated.

The surrounding area around the site is predominately Residential, with a mixture of Terraced housing, Semi-detached properties and Bungalows.

A good selection of local shops, café's, takeaways and other local amenities can be found a short walk away from the site along Ennderdale Road.

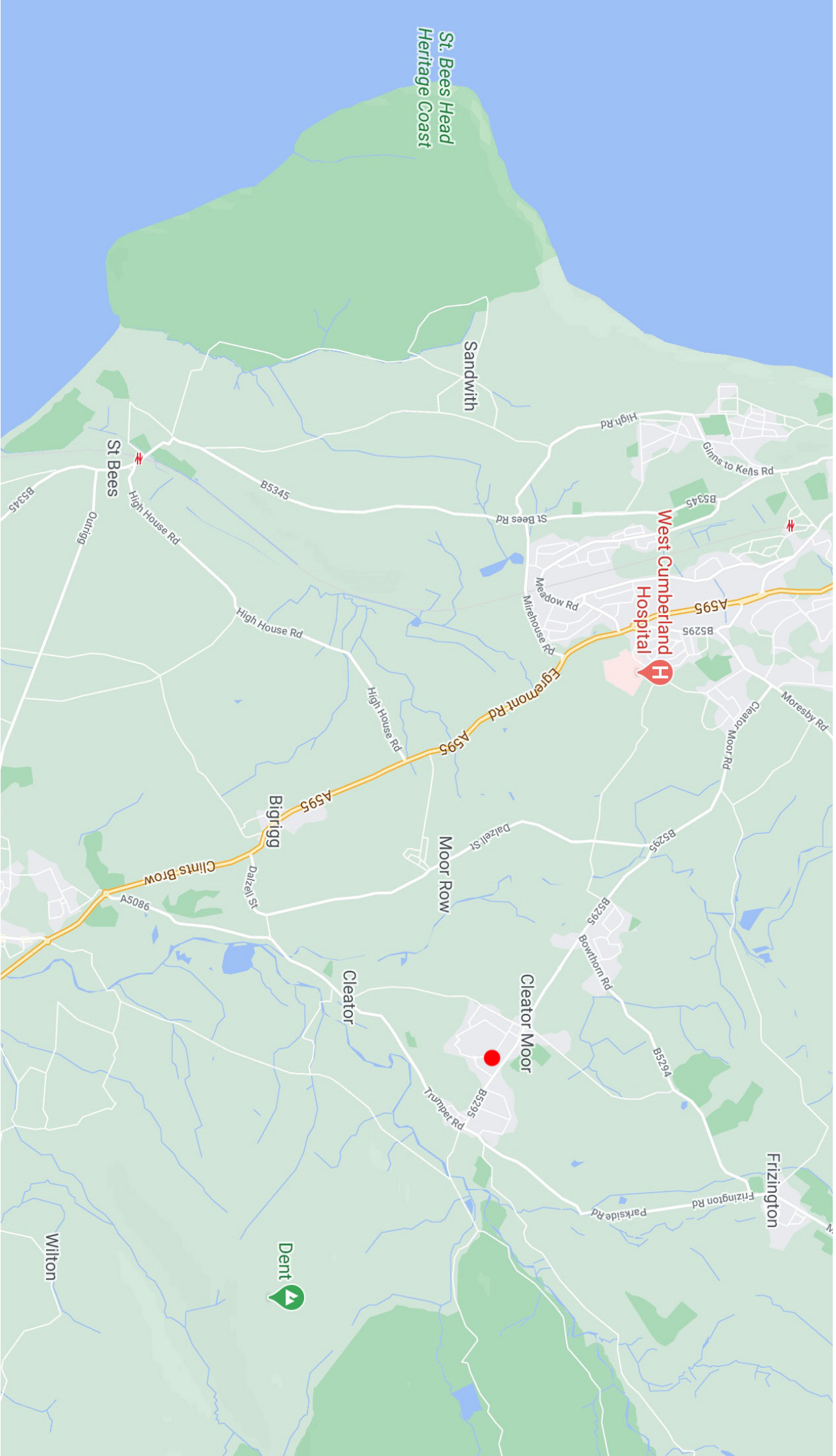
The proposals aim to minimise any effect that the new enabling development would have on the setting.

Location & Access

Dentholme occupies a good sized site, that features some mature trees around its perimeter, that are unaffected by the proposals.

The application site is currently served by a vehicular access from Cragg Road. The site also borders Todholes road to the east.

The nearest bus stops are on Ennderdale Road, with the number 30 route providing a service between Maryport and Whitehaven. The nearest National Railway station is at Whitehaven, a short Taxi or Bus Ride some 5 miles away.



Layout

The building's core internal layout would largely remain unchanged as far as possible. The building would be sub-divided to create 37 separate guest suites, the proposed layout has been considered carefully to provide good access and to provide rooms of a high standard. Our clients intention is to replace all of the legacy windows with new thermally efficient upvc double glazing to match the existing window types in size, colour and operation.

Scale

The scale of the building is not being altered.

Appearance

The principle appearance of Dentholme will remain largely as existing with only minor changes to enable the new use.

Landscaping

A modest landscaping scheme is proposed for the site. This will largely be water permeable hardscaping to accommodate the new car park punctuated with green pockets all with the aim of enhancing the setting of the building.

Pedestrian and Cycle Accessibility

There would be pedestrian and Cycle access to the site is to be maintained utilising the main entrance from Cragg Road.

Parking Provision

New Car Parking is proposed to meet the need of the new use. Featuring 33 Guest Parking Bays, 13 of which being fully accessible for disabled users & families. This provides sufficient car parking for a maximum guest room occupancy of 90%. On the occasions where the hotel is fully booked there is provision for on street parking in front of the site along Cragg Road, which was used in the previous use as a Car Home.

A further 6 car parking bays have been dedicated for residential and non-residential staff use.

Additionally to this, there is a dedicated deliveries bay for van type delivery vehicles. Bicycle and Motorbike allocated parking has also been provided close to the main entrance for 4 motorbikes or 6 bicycles.

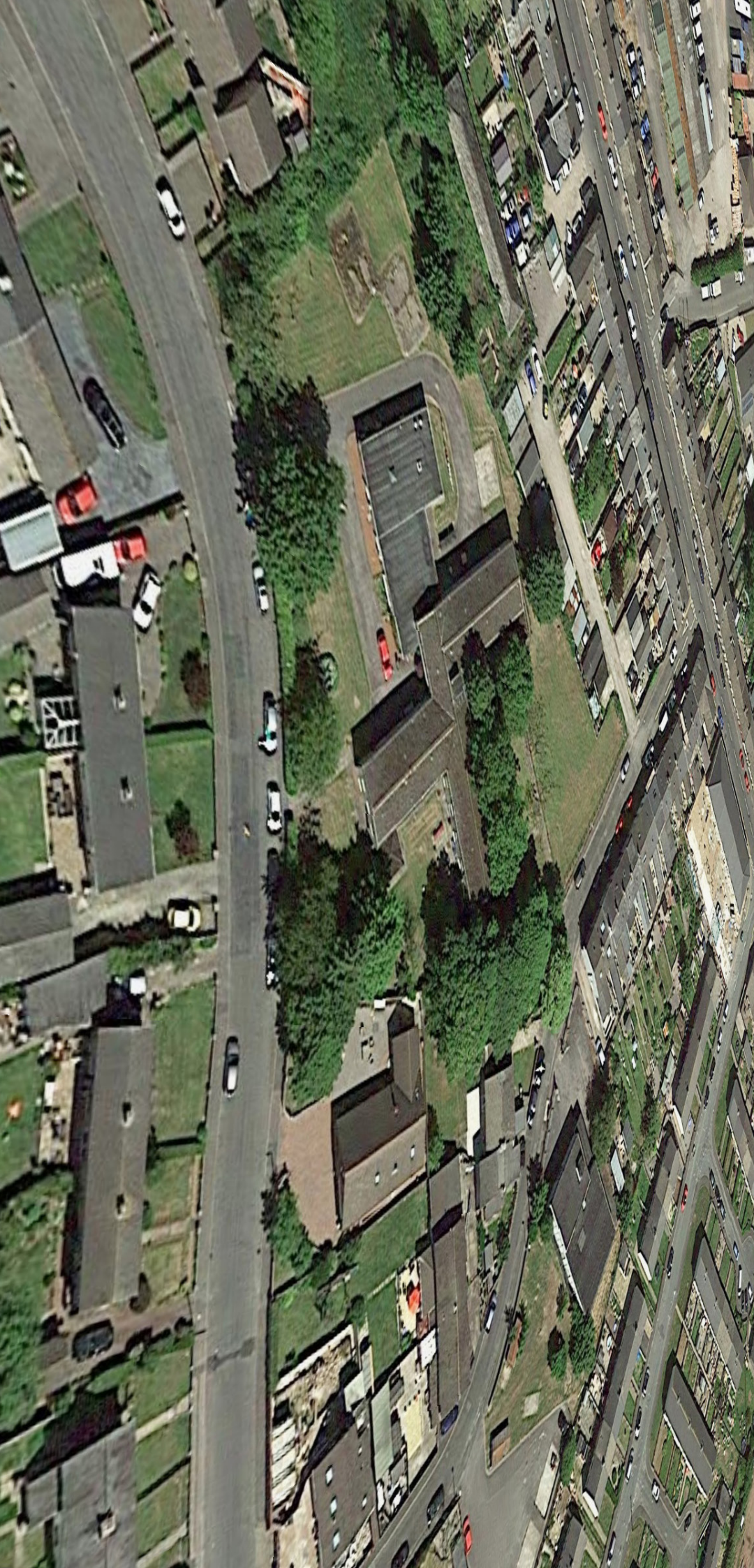
All of the proposed parking bays are finished with a water permeable gravel hard standing as part of a sustainable surface water design solution. The individual parking bays being defined by granite sets and clearly designated with sign-age. The on-site access roadway is to be tarmac.

It is felt that the existing highways entrance onto Cragg Road is sufficient for the proposed use, as the previous use as a Care Home experienced various vehicles accessing the site throughout the day, including deliveries, staff and visitors.

It is proposed to widen the entrance driveway on the site itself to 5.4m in width, to improve the access and highways safety for vehicles as they enter and leave the site.







Inclusive Access

Wherever possible the remodelled building will comply with Part M of building regulations. Due to the previous use as a Residential Care Home the access standards of the building are already to a good standard.

Sustainable Transport

The application site is located close to the main bus route. It is possible to access local towns, shops, café's and restaurants via public transport. It is also, possible to use the local bus service, or cycle, to connect to mainline railway services.

The Applicant intends to provide (if required) a residents pack of information detailing public transport facilities, to ensure they are aware of the opportunities available. This is intended to help maximise the use of sustainable modes of transport.

Highways Access

At present the application site is accessible by vehicle and by pedestrians and cyclists from Cragg Road. A separate dedicated pedestrian access path leads from Cragg Road, directly to the main entrance of the building. It is considered that this existing access is more than suitable for the new use.

The site has an established use as a Residential Care Home, that required regular deliveries for goods and for reasonable car traffic from both staff and visitors to the home. As such, while the new use would see a slight increase in vehicle movement, it is felt the existing highways infrastructure is more than adequate and the extensive grounds provide more than enough opportunity to meet car parking requirements.

Given the site is highly accessible by existing road networks and public transport options, the proposed use should not have any detrimental or significant impact on the local highway network.

Assessment / Justification

It is considered that this report provides the information which will enable the planning authority to assess the likely impact of the proposed development.

It is believed that the characteristics of the development respect the building, site and the immediate local area. We believe the impact to both external and internal alterations to be low.

It is considered the proposed development will preserve and enhance the site by bringing a disused vacant building back into a suitable use and that this will bring about further opportunities and advantages to the local economy in terms of employment and visitors to the area.

Conclusion

The existing building and site is ideal for the proposed new use and it will be of benefit to the immediate and wider local area to bring the vacant building back to use both in terms of security, enhancing the appearance of the site and wider social economic improvements that the development will bring.

It is believed that the proposed Car Parking and landscaping meet the requirements of the new use and that the impact to the surrounding highways infrastructure will be minimal. Given that the previous use also saw a reasonable level of daily vehicle activity.

It is considered that the impact of the proposed works would be low and beneficial and would assist in the long-term retention and more effective utilisation of the existing building. It is therefore concluded that the proposed works satisfy relevant clauses of the NPPF and Copeland local plan.