



Holdsworth Design Practice Ltd.
Chestnut House, 3 The Woodlands,
Hayton, Carlisle,
Cumbria. CA8 9HZ.
07769700912



Chartered Institute of
Architectural Technologists
Registered Practice

Copeland Borough Council,
Development Control,
The Copeland, Whitehaven
Cumbria. CA28 7SJ.

12TH September 2021

Applicant:

Our Ref: USH.CS.1221

Mr & Mrs Usher
Partfield House,
Drigg, Holmrook,
Cumbria. CA19 1XG

Project :

Change of woodland adjacent to Partfield House to motorhome, holiday cabins with shop and internal access track.

Dear Sir or Madam,

Please find enclosed a planning application for the change of use for the land adjacent to Partfield House at Drigg, Cumbria. The change of use is for a proposed Motorhome site with a number of timber cabins providing self – contained holiday cabins with site shop and communal shower block.

The applicant submitted a pre-application enquiry in July 2020 which was dealt with by Christie Burns of the Local Planning Authority where the general conclusion were that the application could be supported with consideration to the provided comments from Highways and Environmental Health consultations.

Proposal.

This application is a re-submission of withdrawn application 4/21/2252/0F1. The application was withdrawn on a highways basis and the consideration of the exit point at it leading on to a bridleway. The re-submission has looked at, with consultation with Cumbria Highways Department, addressing this and utilising a single entry / exit point from / onto the B5344.

In general terms the proposal remains the same, only being adjusted to accommodate the revised highways considerations, which is to provide eight motorhome bays and eight self-contained timber-built cabins within the land adjacent applicants property Partfield House. There will be a site shop selling supplies for use by the patrons of the site and also be open to the public, providing a

valuable service to the village and localised area. Attached to the shop will be a small shower and toilet block providing services for the motorhome patrons. The timber holiday cabins will be self – contained having a bathroom and kitchen facilities.

There will be a main entrance off of the B5344, serving a single access road North that will serve the parking and motorhome bays. The road within the site is to be made up of a gravel surface to provide a permeable hardstanding.

Highways.

Consultation has taken place with Cumbria Highways Department to achieve an acceptable highways layout, both external and internal from the site boundary.

The proposal shows utilising with alterations the existing gateway into the site from the B5344, where this will serve as both the entry and exit point.

The internal access road will be made up of a Type 1 compacted base, minimum of 160mm thick, onto scraped good ground. Onto this there will be a minimum of 200mm compact self-binding gravel. The edging of the track will be edged with vertical boards to the full thickness of the top gavel.

To the entrance the area between the main highway and beginning of the gravel road will be of tarmac finish to provide a robust hardstanding where vehicles will likely be manoeuvring with tight turning to promote ease of access from the highway to reduce the risk of slow moving or stopped vehicles.

Within the site there are eight parking spaces provided and allocated to the cabins, this is based on the cabins being one or two bedrooms and that visitors will come in a single car. One disabled parking space is provided. There are a further two visitor parking spaces, one of which will be to disabled standards, for the use of the shop patrons only from outside of the site. All service and delivery vehicles will also use the singular entrance point. Clear and prominent signage will be installed within the site to ensure visitors / users of the site are well informed of the protocol for entering and exiting the site. Internal site speed will be limited to 5mph.

Guests will have to book in advance and will be advised of a parking / motorhome bay prior to their stay, being asked to park within this before coming to the site office for check in. This will prevent congestion at the site entrance. The shop has dedicated visitor parking away from the main parking and easily visible and accessible for patrons of the shop.

A pathway will be created within the site from the back edge of the highway leading to the shop, with alterations to the existing pavement opposite the site pavement undertaken to form a dropped curb and appropriate surface finish, which will be to Cumbria Highways approved standards with a contribution made by the client for the installation of this.

A sight line of 2.4m x 40.0m to the west and 2.4m x 45.0m to the east. A speed record was not undertaken as the acceptable sight lines can be achieved.

Motorhome and carparking bays.

The motorhome bays will be a permeable hardstanding formed by a ground reinforced grid system such as ECOGRID E50 green / microgreen which has a Point axle loading up to 20 t/m² Heavy-duty, tried and tested to EN 124:2011. Please note that the ECOGRID system is proposed only based on showing suitability, a specific system will be used based on cost and availability.

Minimal scraping and excavation will be required to form the hardstanding, as the wall height is 50mm. the ground will have to be scraped to form a level flat area before the installation and it is likely that it will required grass seeding once installed. This system has been chosen for ease of installation and the minimal visual impact it will have as grass will grow through the system, it is also a permeable hardstanding eliminating the need for surface water drainage. This type of system is widely used to provide hardstanding for car and coach parking in rural sensitive areas.

Each Motorhome will have a bay with provision for six number two berth motorhomes and two number four berth motorhomes. The bays have amenity space allocation adjacent to each motorhome to allow for extension of awnings, provision for external seating, etc.

Drainage.

The site is not connected to mains drainage for either surface or foul water. There is a waterway running north to south to the east side of the site, which turns to run westward towards a culvert / drain that runs south under the highway.

The proposal is to run all foul water drainage to three separate effluent treatment tanks located within the site, where each tank will discharge clean water the land, where feasible into the water course within the site. Having three tanks is the most economical in terms of scale excavation works and ease of facilitating the emptying of the tanks.

Each cabin will have it's own bathroom and kitchen facilities and therefore will require foul water drainage. These will be served by two of the effluent tanks. The shop and motorhome Elsan point will be served by the third treatment tank.

To reduce excavations within the site and impact on tree roots the drainage pipes serving the cabins will be located beneath a raised gantry that will be approximately 600mm above ground. The waste tanks are placed nearby to the gantry system for ease of connection. Pipes will be trace heated to prevent freezing in winter months.

There will be a dedicated Elsan point provided for motorhome users to discharge onboard effluent into a tank. Located as you enter the site, leaving a clearway around when parked for other site users, and away from the cabins and shop.

The shop and Elsan waste pipes will be located underground as it is not feasible to provide a gantry. However it is located within an area that had previously been cleared of trees and therefore no impact will be placed up on the existing trees.

Tanks have been located based on advise received from the drainage contractor and therefore considerations of emptying and installation have been taken on board and applied. A contractor will be appointed to undertake the regular emptying of the tanks at a frequency required to allow continuous use.

The tanks will be required excavation works to site the tanks below ground. Care has been taken on the positioning outside of tree root areas to not impact on the health of the trees. A suitable method statement will be provided by the appointed Arboriculturist Iain Tavendale to show how the trees will be protected during construction.

A percolation test can be undertaken to be used for the design of soakaways, which we are happy to have as a condition of approval.

Cabins.

The applicant has researched the cabins required. These will be from a company 'Log Cabin Kits' and the Valmoral and Flaïne type of cabin will be used. Both cabins are self-contained. Basic elevation drawings have been provided for reference of size and scale, more detailed product information is set out below in figures 1,2,3 & 4. The cabins are pitched roof with a timber wall construction using double glazed windows and will be provided with power and the drainage will be discharged into a effluent tank located nearby.

Fig 1 – Valmoral Cabin Visual.

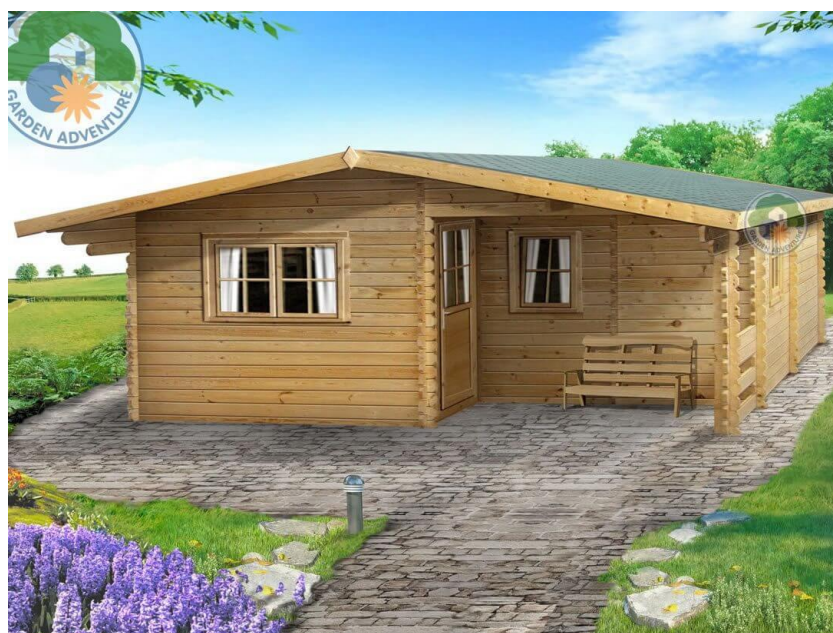


Fig 2 – Valmoral Cabin Layout Plan.

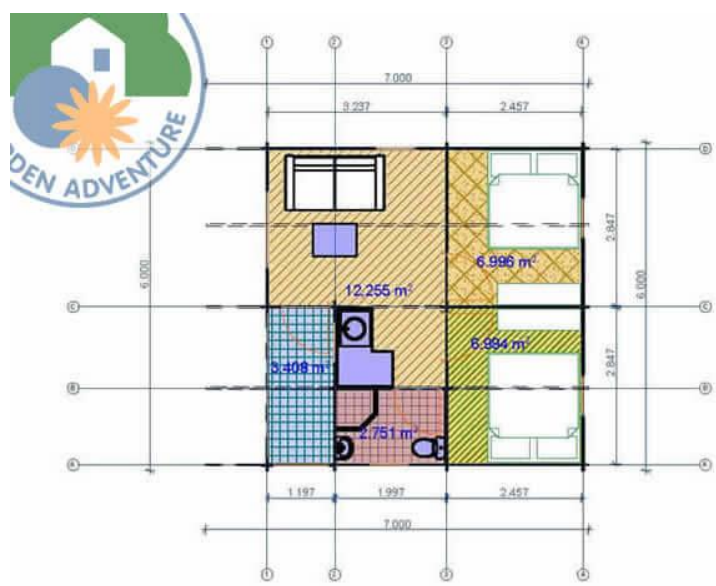
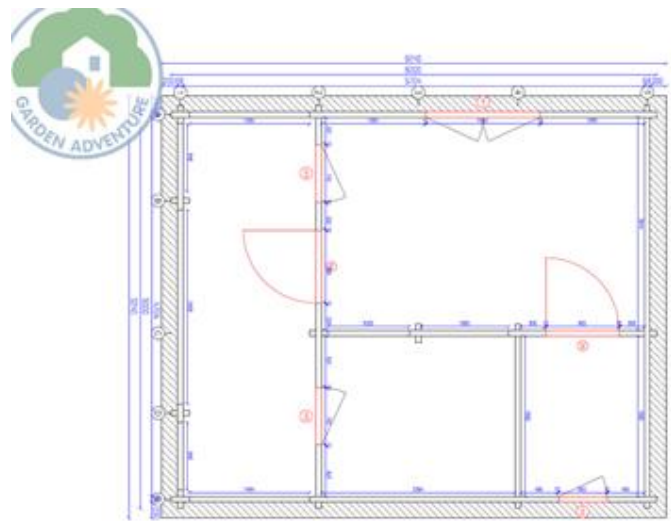


Fig 3 – Flaire Cabin Visual.



Fig 4 – Flaire Cabin Layout



All cabins will be accessed via a gantry system that will be approximately 600mm above ground. This is to minimise excavation over a large area, as very localised cylindrical holes will be required to be hand dug to concrete in posts, these holes will need to be approximately 500mm deep and 400mm in diameter. The gantry system also facilitates the provision of drainage and again minimises excavations in tree root areas.

Shop and Shower Block.

The proposed shop and shower block will be made in the same style and of similar materials, except it will be custom made.

The primary function of the shop is to facilitate the patrons of the site. Selling essential supplies and food items for the more short-term permanency of the cabin patrons and the more transient nature of motorhome users. It will also be open to the public, which given the relative isolation of the village from essential shopping it is assumed will be welcome service and be supported.

The shower block is aimed at visitors using Motorhomes and provision of an alternative to the internal facilities offered by a motorhome, which can be compact. The provision is for a single shower room with toilet, ambulant shower / toilet and independent toilet. As each cabin has its own facilities within the cabin it is not thought that any further shower provision is necessary.

The shop also provides a small stores room for provisions, a staff room, staff WC and site office. The office provides space for the day to day admin for the taking of bookings prior to arrival, 'walk in' bookings, arrivals / departures, the shop and all administration duties.

Waste.

Bins are provided for on site, the site visitors will be encouraged to place any waste within the bins prior to leaving and this will be separated out for re-cycling and general waste.

Collection of the bins will be undertaken weekly under contract with a private contractor or local authority, which service provider is yet to be decided.

Landscaping and Ecology.

Care has been taken to plan the layout with the basis of retaining as many trees and hedgerows as is possible, as noted as a concern / consideration of the pre-application response. A tree survey of the site has been undertaken, which the report is enclosed.

The proposed site plan shows the extent of the trees / hedgerow to be removed to facilitate a usable and functional layout. It should be noted that every effort will be made by the applicant to retain any trees that are marked to be removed, and should the site works to the immediate area of any tree to be removed allow it will be retained.

The objective is to retain as much as is possible the boundary planting to the southern boundary, this will provide screening from the highway. This we feel has been achieved.

To improve the site in regard to planting and wildlife to applicant will undertake the below landscaping;

Wildflower Planting:

All open areas that are in heavy shade will be planted with a mixture to establish wildflowers in areas of heavy or dense shade. Species in this mix are frequently found in wooded areas, alongside woodland edges and where shade may be heavy or prolonged.

These areas will be planted with:

Agrimony, Angelica, Avens, Bedstraw, Bellflower, Betony, Bluebell, Buttercup, Campion, Clary, Columbine, Foxglove, Hedge Parsley, Meadowsweet, Mustard, Ragged Robin, Sage, St John's-wort, Teasel, Vetch, Vetch, Wild Garlic / Ramsons, Woundwort, Yarrow.

All open areas not in shade will be planted with traditional wildflowers that are easily established and contains species frequently found in a diverse range of soil types and habitats.

These areas will be planted with:

Bedstraw, Black Medick, Burnet, Buttercup, Campion, Campion, Carrot, Catchfly, Clary, Cowslip, Daisy, Forget-me-not, Foxglove, Goat's-beard, Knapweed Common, Knapweed Greater, Musk Mallow, Self-heal, Sorrel, St John's-wort, Yarrow, Yellow Rattle.

Hedgerows:

All existing hedgerows will be renovated and laid, where hedgerow is missing or damaged/dead we will be replacing with a mixture of the following:

Hawthorn, Blackthorn, Field Maple, Alder, Wild Privet, Wild Cherry, Bird Cherry, Guelder Rose, Spindle, Juneberry.

Hedgerow borders internal and external will be planted with UK native Cornfield Annuals wildflower containing:

Corn Chamomile, Corn Cockle, Cornflower, Marigold Corn, Common Poppy.

All of the above are from the RHS "Perfect For Pollinators" list and are beneficial in creating a long lasting meadow and wildlife habitat.

Woodland:

Where trees are no longer safe and where trees have historically been felled we will be replanting with:

Yew, Holly, Beech, Western Hemlock, Cherry, Rowan, Hazel, Field Maple, Holm Oak. We have also a number of oak saplings that we will be replanting.

The gantries that are to provide access to the cabins will provide a sense of being above nature, allowing it to continue to grow and the proposed planting to flourish around them with minimal impact whilst being functional for the provision of drainage and minimising excavations.

The gantries will have a timber handrail and posts with a nonslip treated timber deck, having horizontal tensioned stainless steel wire balustrade to prevent falling. The tensioned wire is also very lightweight regarding visual impact which will prevent the gantry system looking cumbersome and out of character.

Hardstanding has been chosen to be functional, attractive, permeable and have minimal impact to the landscape on installation.

The site will be maintained throughout its use to ensure trees are kept in good health, hedgerows continue to provide screening from the highway. Open areas will be allowed to develop naturally and wild flower growth encouraged.

Within the application is a letter from the forestry commission who visited the site, prior to the application submission, to investigate a reported breach of tree felling. There was no breach to report and the officer was positive in regard to the work undertaken.

An ecology survey has been carried out, please see enclosed, with no notes of concern recorded. Within the land owned by the applicant they have installed 15 bird boxes, 4 bat boxes and 1 owl box. As a side note the applicant has, as part of Partfield House renovations, drained and cleaned a historic pond to encourage and aid wildlife to the site. This shows the extent to which they are committed to the sympathetic and positive upgrading of the entire site for the benefit of the area.

Environmental Health.

As noted in the pre-application response there is little risk for impact on the local environment and neighbouring properties. Heavy screening of the site will be retained to reduce any visual impact.

The waste system will be specifically designed to meet the needs of the site.

Lighting will be provided in line with guidance from Reduction of Obtrusive Light produced by the Institute of Lighting Professionals. Low level lighting will be provided on the gantry posts to ensure safe use when walking in low light levels or when it is dark, these would be controlled by the site manager so that when the site is not occupied lights are not illuminated.

Lights will be provided at the entry point to show the way to the shop and the entry to the shop. Again low level lighting with light below 70 degrees angle of lamp placement. I would ask that the lighting, if detail is required, is covered as a condition of approval so as to fully understand the requirement of an approved scheme.

Access.

Access to and within the site is level and even throughout. A single disabled parking space is provided for the cabin users and a disabled parking space for use by shop patrons.

The raised gantry will have ramps installed to comply with Approved Document M, these have been planned in the layout with appropriate landing spaces and gantry widths.

Access to the shop will have a ramp and stair provision.

The cabins are not designed to be used by disabled visitors, however the applicant is keen to be inclusive of all. Therefore, an ambulant shower and toilet has been provided in the shower block to provide for the short comings of the cabins.

General.

The intention of the applicant is to be of a benefit to the local community. Using local contractors and suppliers where possible when the site is operational. They themselves have moved from outside the area and are undertaking a full renovation and extension of Partfield House.

Whilst the proposed use will be managed by the applicant there is an intention to provide localised employment as the site and its use establishes itself within the village. Whilst it is difficult to state what scope there will be at this stage it is thought that it will be provided on a part-time basis and be working in the shop, maintenance of the overall site, cleaning out of cabins and administration of the site.

Conclusion.

The proposed change of use will enhance the current vacant land, benefit the village of Drigg by providing a shop, add to the local economy of immediate local business and the wider context through tourism. Also, offering a small opportunity for local employment and provide what the applicant has identified as a required service for visiting tourists.

The proposed design and site layout is sympathetic to the immediate and surrounding environment with minimal change to the street scene to provide screening of the site. The site has not been overpopulated with cabins and motorhome bays to not impact on the surrounding area.

It is felt that the proposed change of use has been designed with consideration to the site, neighbouring properties, the environment and its surroundings.

Yours sincerely

Andrew Holdsworth MCIAT