

SCHEDULE A: Applications with Recommendation

21/0382

Item No: 09

Date of Committee: 22/10/2021

Appn Ref No:
21/0382

Applicant:
Mr Roger Boardman

Parish:
Rockcliffe

Agent:
Phoenix Architects

Ward:
Longtown & the Border

Location: Metal Bridge Inn, Metal Bridge, Blackford, Carlisle, CA6 4HD

Proposal: Change Of Use To Add Provision Of Overnight Parking Of Motor Homes & 5no. Camping Pods; Erection Of Toilet Block (Part Retrospective)

Date of Receipt:
24/06/2021

Statutory Expiry Date
19/08/2021

26 Week Determination

REPORT

Case Officer: John Hiscox

1. Recommendation

- 1.1 It is recommended that this application is approved with conditions.

2. Main Issues

- 2.1 Development principle
- 2.2 Public amenity
- 2.3 Private amenity
- 2.4 Highway safety
- 2.5 Flood risk
- 2.6 Surface water management
- 2.7 Foul drainage
- 2.8 Public rights of way
- 2.9 Biodiversity & nature conservation
- 2.10 Landscaping
- 2.11 Economic development

3. Application Details

The Site

- 3.1 Metal Bridge Inn (and the associated hamlet of houses) can only be accessed via the minor road (U1265) which connects to the C1016 near Floriston. The U1265 is situated close to the M6 motorway, running south-east to north-west for approximately 500m alongside the motorway boundaries. The U1265 may have been a 'through route' previously, but for a long time has been closed off just beyond the point where it meets with the entrance to the inn.
- 3.2 The inn is a going concern as a public house and restaurant. It has a very large hardsurfaced parking area associated with it.
- 3.3 The site area is all contained within the overall curtilage to the inn, on ground to the south-west of the courtyard of buildings occupying the north-east end of the site. Generally, the site area was until recently ostensibly used for the parking of vehicles for staff and visitors.
- 3.4 The ground is generally flat but drops away substantially beyond the north-west boundary towards the river Esk basin.
- 3.5 Immediately to the south-west beyond a public footpath (the footpath runs along the edge of the field just outside the site) is open agricultural ground (field). Immediately to the north-west is the riparian bank area associated with the River Esk. The inn is bounded on its north-east side by the M6 motorway corridor.
- 3.6 A number of private, detached dwellings align the U1265 on its south-western side. In total, there are 5 residences, all with individual accesses onto the public road. The nearest dwelling to the application site is Metal Bridge House. Metal Bridge House is independently owned and is not part of the curtilage or complex of the inn.

Background

- 3.7 The application was submitted in response to an planning enforcement investigation, hence the development description referring to this being partially retrospective.

The Proposal

- 3.8 The application relates to the introduction of a row of glamping pods and change of use of an adjacent area for overnight parking of motorhomes. As part of the application, a toilet block, erected without planning permission, is included.
- 3.9 At the time of the planning site visit, the five glamping pods now applied for were already in situ, and although official opening had not taken place, they appeared to be substantially complete. At the time of the visit, there were no motorhomes present on the site. The toilet block was completed and operational at the time of the visit.
- 3.10 The 5 pods are identical (other than external paint/stain finishes), and are

aligned/orientated so that their entrance doors face away from the car park, and towards the adjacent field. Each is 3m x 4m with a curved ridge at 2.6m height and is externally clad in timber at the ends, with a mock shingle roof. Each has its own timber access deck to the side/rear. They are aligned with the boundary at the south-west end of the site on a grassed strip between the pre-existing car park and the boundary, and are regularly spaced with the gap between each pod being the same - at least 6m separation. The pods do not have water or sewage connected - ablutions are via the toilet block only.

- 3.11 The area being utilised for overnight parking of motorhomes is part of the wider car park serving the overall business/site. It is situated just to the north-east of the pod area and is centred around a hardsurfaced area of the car park that is punctuated by several mature trees. Other than a number of timber poles laid down to indicate notional parking spaces, there is no physical development relating to this element of the development proposed (change of use). 17 berths are proposed on this area/site.
- 3.12 The toilet block applied for is approximately 2.5m wide (including the overhang), 8m in length and 3m to the ridge. It is clad in profile sheeting and door openings are in the north-west elevation, facing away from the car park.
- 3.13 The overall area of development is approximately 0.22 hectares including the pod and parking area. The overall site area of the inn and its curtilage is approximately 0.58 hectares.
- 3.14 A landscaping scheme has been submitted belatedly relating to the south-west edge of the site and also to part of the south-east edge - between the south corner of the car park and the adjacent field, and also between the site and a short section of the rear garden to Metal Bridge House.
- 3.15 Advance bookings are required to secure spaces on Friday and Saturday nights, but the site accepts guests on any night. According to the applicants, it is only on Fridays and Saturdays that they are currently finding a likelihood of approach anywhere near capacity. Occasional 'call-ins' are accepted, but only when there is capacity.
- 3.16 The latest accepted arrival time is 8pm; only one night stopovers are allowed.

4. Summary of Representations

- 4.1 This application has been advertised by means of site and press notices as well as notification letters sent to five neighbouring properties.
- 4.2 In response to advertisement, two letters of support (representing two separate third parties/households) and one letter of objection have been received.
- 4.3 A summary of the matters of relevance stated in the letter of objection is as follows:

- (i) Although not objecting to principle of some development on a significantly reduced scale, lists concerns requiring resolution before a decision is made
- (ii) Adverse visual impact on visiting motor homes on locality
- (iii) Adverse impact of lighting on nearby residential amenity
- (iv) Adverse impact of lighting on designated nature conservation areas (SSSI, SAC, SPA - relates to nearby River Esk)
- (v) Inadequate consideration/information relating to potential impact on SAC/SSSI/SPA
- (vi) Inadequate information available regarding management/processing of waste (human waste from motor homes)
- (vii) Dog waste bins should be provided - many visitors bring dogs and spending is taking place on verges outside nearby homes
- (viii) Development would increase noise emanating from pub/site - should be controlled/limited in respect of number of visitors allowed and arrival times
- (ix) Development is giving rise to users of the site frequenting areas in front of existing residences, causing adverse impact on quiet enjoyment of residents (if development was limited only to pods, this would be less likely - addition of motorhomes identifies that site is not big enough for its users)
- (x) Lack of clarity relating to adequacy of site to provide parking for all elements of development plus the public house - should be investigated in context of Cumbria County Council Design Guide
- (xi) Development could promote parking of excess vehicles outside site (on highway) - causing potential road safety issues
- (xii) Lack of clarity relating to where pod users would park
- (xiii) Numbers of motor homes should be strictly limited, to ensure there are not an excess (i.e. that would not be accommodated within the site and would spill out beyond the site)
- (xiv) Development would promote increase in number of road users including pedestrians, causing potential danger to users, especially as there are no pavements present.

4.4 A summary of the matters of relevance stated in the letters of support is as follows:

- (i) Provides good amenity for tourists passing on M6/M74
- (ii) No detrimental affect on local community
- (iii) Development does not promote excessive noise
- (iv) Development not giving rise to problems emanating from additional traffic
- (v) Lighting unobtrusive and not having adverse effect on nearby residential amenity
- (vi) Operators are managing visitor numbers and arrivals appropriately.

5. Summary of Consultation Responses

Rockcliffe Parish Council: - No objection. Observations submitted in relation to: (i) impact of additional traffic, noise and disturbance on existing residential properties; (ii) consideration to be given to setting 'last arrival time' for site users; (iii) consideration also to be given to specifying limit of number of vehicles to limit noise and traffic; (iv) lack of footpaths in the locality for people to walk along; (v) need to provide and empty bins in relation to litter and dog waste; (vi) landscaping and bunding required to be in place to reduce disturbance via noise and light pollution on

amenity of residents nearby; (vii) consideration to be given to potential impact of floodlighting on amenity of nearby residents; (viii) application very close to the river - Wastewater License should be in place with an emergency backup plan available if a break down occurs; facilities need to be available for campers to dispose of wastewater and toilet waste if necessary.

Kirkandrews Parish Council: - Supports the application.

Cumbria County Council - (Highways & Lead Local Flood Authority): - No objection. Advises in respect of (i) presence of public footpath and need not to obstruct; (ii) site adjacent to Flood Zone 2 and 3 (advice should be sought from Environment Agency)

The Ramblers: - No response.

Cumbria County Council - (Highway Authority - Footpaths): - No objection. Advises in respect of (i) presence of public footpath and need not to obstruct.

Carlisle City Council Environmental Health Service: - No objection; provides guidance relating to minimisation of nuisance through lighting. Advises in respect of distances between pitches for pods and motorhomes. Advises regarding distance between pitches and site boundaries. Mentions requirement for licence under Caravan Control and Development Act (1960).

Planning - Access Officer: - Initial response querying whether facility include wheelchair access to one of the pods and a dedicated parking space for disability users.

6. Officer's Report

Assessment:

- 6.1 Section 70(2) of the Town and Country Planning Act 1990/Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires that an application for planning permission is determined in accordance with the provisions of the development plan, unless material considerations indicate otherwise.
- 6.2 The proposed development requires to be assessed against the National Planning Policy Framework (2019 - as amended in July 2021) and the Policies of the Carlisle District Local Plan 2015-2030 listed in paragraph 6.4 below.
- 6.3 The main issues, as listed earlier in the report, are as follows:
 - (i) Development principle
 - (ii) Public amenity impacts
 - (iii) Private amenity impacts
 - (iv) Highway safety
 - (v) Flood risk
 - (vi) Surface water management
 - (vii) Foul drainage
 - (viii) Public rights of way
 - (ix) Biodiversity & nature conservation
 - (x) Landscaping
 - (xi) Economic development
- 6.4 Taking into consideration the range and nature of matters for consideration in

respect of this planning application, the following Policies of the aforementioned Local Plan are of relevance to this application:

Policy SP 2 - Strategic Growth and Distribution
Policy SP 6 - Securing Good Design
Policy CC 4 - Flood Risk and Development
Policy CC 5 - Surface Water Management and Sustainable Drainage
Policy CM 5 - Environmental and Amenity Protection
Policy GI 3 - Biodiversity and Geodiversity
Policy GI 5 - Public Rights of Way
Policy IP 2 - Transport and Development
Policy IP 3 - Parking Provision
Policy IP 6 - Foul Water Drainage on Development Sites
Policy EC 9 - Arts, Culture, Tourism and Leisure Development
Policy EC 10 - Caravan, Camping and Chalet Sites

- 6.5 Furthermore, the most relevant paragraphs from the NPPF in relation to this development would be as follows:

Para. 81:

- 6.6 Planning policies and decisions should help 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

Para. 84:

- 6.7 Planning policies and decisions should enable:
- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
 - b) the development and diversification of agricultural and other land-based rural businesses;
 - c) sustainable rural tourism and leisure developments which respect the character of the countryside; and
 - d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

Para. 85:

- 6.8 Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that

development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

Para. 93

- 6.9 To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Para. 111

- 6.10 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Development principle:

- 6.11 Metal Bridge Inn is unusually sited in a location where access to the locus is achieved slightly convolutedly. It seems to be well established and well used, and although there is an immediately local residential community of sorts, its existence and ongoing commercial success depends on its ability to continue to attract customers from a wider realm. Its location could render it slightly precarious in terms of being able to continue to sustain itself as a commercial entity.
- 6.12 It is essential that support is given to rural facilities, through planning, when they are proposed to be augmented or diversified appropriately to help sustain and maintain them. This approach accords with Paragraphs 81 and 84 of the NPPF. However, developments must be appropriate to their locus in terms of nature and scale, and should not be prejudicial to existing occupiers or have any other significant adverse effects that would otherwise render them unacceptable. For example, such developments should not give rise to unacceptable levels of additional noise, should not impact on biodiversity and

should not harm the environment. They should also not promote risk to highway users including those who reside there. If it can meet with these caveats, development will accord with Paragraphs 85 and 111 of the NPPF.

- 6.13 The Metal Bridge Inn site and curtilage is sizeable and much of it has been, and remains as car park notwithstanding the unauthorised introduction of the development. There is plenty of room for additional items to be sited within the curtilage, and yet for a substantial area of car park to remain available for non-camping customers and staff. The development applied for occupies only a modest part of the overall site and is located in a logical area not immediately adjacent to the nearest dwellings. The overnight element is busier at weekends (although available for customers also from Sunday to Thursday night inclusive).
- 6.14 The pods are sited close to a boundary with an adjacent field. The scale of development is proportionate to the site and is well related to its overall operation. The level and nature of diversification is appropriate to the location and enhances the attractiveness of the venue for visitors, thereby providing greater footfall within the pub/restaurant and subsequent increased revenue.
- 6.15 In terms of the most relevant policies of the Local Plan, which are SP 2, EC 9 and EC 10, and having regard to the NPPF, the principle is considered to be positive and not in conflict. This is because:
- (i) the location of the development is dictated by the location of the public house and does not give rise to a new development in a virgin location (SP 2, Criteria 8; EC 10)
 - (ii) the development would contribute towards the tourism offer of the District and support the economy of the area, and the scale and design of the development is compatible with the character of the surrounding area (EC 9 & EC 10);
 - (iii) adequate access and appropriate parking arrangements are provided (EC 10);
 - (iv) flood risk is not a pivotal concern because the site is outside the flood zone and separated from the adjacent watercourse by substantial rising topography (EC 10);

Public amenity impacts:

- 6.16 Impacts on public amenity through this development could arise from landscape and visual impacts, because it all occupies ground that is visible from the public realm to some extent. It is visible at close quarters from a public right of way that runs first along the eastern boundary, and then along the southern boundary of the site (outside the site). It could also be viewed from outside the site from wider environs, across the landscape. It is highly likely to be visible/viewed from the environs of the residences adjacent to the site entrance, in particular from Metal Bridge House, the nearest of the 5 dwellings present on this side of the lane.
- 6.17 However, this would only be a cause for concern if the landscape and visual impacts would be adverse. The scale and nature of the development, laid out

as it has been with some logic and intelligence, do not make it adverse and it is not incongruous. Regard must be had to the presence of the nearby M6 motorway and its enclosures which are very close to the site, and which both screen and backdrop the development site, offsetting its presence as a visual component of the locality - it is not readily visible other than the upper parts of the main pub building from the motorway corridor.

- 6.18 Regard must also be had to the presence of mature vegetation in and around the site which helps assimilate the site into its surroundings (as well as providing shielding from wind) and which are positive elements of the pub/restaurant setting.
- 6.19 In respect of public amenity, the development is of a nature, design/layout, scale and intensity (having regard to 'weekend focus') that allows it to accord with Policies SP 6, EC 9 and EC 10.

Private amenity impacts:

- 6.20 Private amenity impacts relating to this site/development would only relate to the 5 houses closest to the site. The most obvious impacts potentially arising would be noise (generated by persons occupying the site, associated movements etc) and light pollution (generated within the development by installed lighting or by site users). Other effects could include the perception that privacy is being lessened because there are more 'passers-by' moving to and from, and at the locality.
- 6.21 **Criteria 7 of Policy SP 6** requires that proposals should ensure there is no adverse effect on the residential amenity of existing areas, or adjacent land uses, or result in unacceptable conditions for future users and occupiers of the development;
- 6.22 **Policy CM 5**, in respect of **Criteria 1**, states that development will not be permitted where it would generate or result in exposure to, either during construction or on completion, unacceptable levels of pollution (from contaminated substances, odour, noise, dust, vibration, light and insects) which cannot be satisfactorily mitigated within the development proposal or by means of compliance with planning conditions.
- 6.23 Looking first at noise, there is no noise report submitted and such an item would not be required. To require such an item to be submitted in relation to this application would be disproportionate to the level and nature of development. In making this judgement, regard is had to the location of the site so close to the M6/M74 corridor. Noise from the motorway is a significant and relatively constant sound in the locality, both during the day and at night.
- 6.24 It may be noted that the Carlisle City Council Environmental Health Officer/Service has not requested any such item and has not cited noise as an issue for consideration in its consultation response.
- 6.25 That is not to say that noise will not be a consideration, because it is likely that the outdoor nature of the development means that its users will generate

external noise to some extent through conversation, which could include laughter and shouting between individuals. It could also be generated through the closing of doors on motorhomes or the toilet block and by the movement of vehicles. It is possible that individuals could play music either in the pods or in their own motorhomes, and that this could be heard by residents nearby.

- 6.26 In mitigation, as well as this being so close to the motorway and therefore already having an inherent, relatively constant background noise, the following can be acknowledged:
- (i) within their own homes, nearby residents are likely already to benefit from good sound insulation because measures will be in place (e.g. modern glazing) to account for the nearby motorway;
 - (ii) the nearest habitable rooms within the nearest residence (Metal Bridge House) are just over 30m away;
 - (iii) the pod development is focussed away from the site and similarly away from the residences, with its external/activity areas a little under 40m away at the nearest point(s);
 - (iv) the development/site is understood to be operated with reasonable controls in place which include ensuring all residents arrive by a 8pm and mainly only allowing users through advance bookings;
- 6.27 Turning to light, the site is lit with a series of 15 low lights (footlights) and no floodlights. These are to be positioned close to the edges of the motorhome parking area and the row of pods. This mode of lighting is not invasive and would be appropriate to most car parks frequented by the visiting public. This part of the development does not raise any significant concerns in respect of private amenity impacts.
- 6.28 Light is also likely to be generated by the visiting vehicles, and potentially personal torches utilised by residents to find their way, for example if pod occupants want to augment the light available to them if walking to the toilet block during the night. This is potentially a significant implication, which would possibly promote concerns from residents if light pollution were to become a persistent nuisance issue.
- 6.29 Consideration has been given to requiring provision (i.e. through condition if planning permission is granted) of a management plan relating to movement, noise, light etc. on the site, especially during quiet hours/hours of darkness. This consideration is in the light of the future relationship of the site with the nearby residents. However, this potential additional control is considered not to be strictly necessary, for the following reasons:
- (i) the situation of the group of buildings at Metal Bridge is already affected significantly by its proximity to the motorway in terms of light and noise pollution;
 - (ii) the introduction of this development, by virtue of its nature and scale, would not significantly increase disturbance in this wider context;
 - (iii) the development is logically and reasonably located in relation to the nearby residences;
 - (iv) 'other' visitors/users could come and go earlier or later on any given

- day when the pub/restaurant is open and give rise to greater impacts on private amenity;
- (v) visitor numbers could increase more in relation to other alternative activities already authorised in the context of the pub/restaurant/inn use; and
 - (vi) the site is monitored by the owners/operators as part of the wider activity at the premises.
- 6.30 To conclude in relation to private amenity impacts, the application is considered to be in accord with Policies SP 6 and CM 5, and no conditions to further limit or control the development would be proposed in this context.

Highway safety:

- 6.31 It should be noted that Cumbria County Council, as specialist highway safety consultee, has submitted a consultation response with reference to the potential increase in use by user/visitor vehicles. The response advises that the slight increase in vehicular use of the existing access is unlikely to have a significant material effect on highway conditions. The response also advises that the layout details are considered to be satisfactory from a highway perspective.
- 6.32 The area (proportion) of the site allotted to the new uses and development is reasonable and not out of scale in relation to the overall use of the site; as mentioned earlier in this report, the Metal Bridge Inn site and curtilage is sizeable and much of it has been, and remains as car park notwithstanding the unauthorised introduction of the development. There is plenty of room for additional items to be sited within the curtilage, and yet for a substantial area of car park to remain available for non-camping customers and staff.
- 6.33 Officers tends to agree with Cumbria County Council in respect of these considerations, in particular because the pub/restaurant and its overall curtilage is sizeable; plus, the site would have the potential to generate more traffic via other means, for example if activity within the pub and associated buildings were to be intensified as a result of other special events, or as a result of changes/augmentation to the buildings and layout to provide more restaurant seating or overnight accommodation. This option is not out of keeping with the existing or potential usage of the site, therefore any additional traffic generated would not be problematic to such an extent that it causes danger to road users.
- 6.34 For these reasons, the application is not in conflict with either Policy IP 2 or IP 3, or Paragraph 111 of the NPPF.

Flood risk:

- 6.35 Although the entire site is outside Flood Zones 2 and 3, and therefore not considered to be at risk of potential flooding, specifically because it is situated at such a height above the River Esk, on occasion the running water of the river rises substantially and has been witnessed to lap close to the outer edges of the site on the river side, although not over and into it.

- 6.36 Cumbria County Council, as Lead Local Flood Authority, has advised that it has no records of minor surface water flooding to the site, but that the Environment Agency surface water maps indicate that the site is in an area of risk adjacent to Flood Zones 2 and 3. This specialist consultee has advised that consultation with the Environment Agency should be undertaken.
- 6.37 The applicants have advised that the site did not flood in 2005 or 2015 despite extreme weather events and disastrous flooding elsewhere in the District. However, in acknowledgement that extreme weather events such as those cannot be fully predicted, the applicants have indicated a willingness to consider a basic flood plan.
- 6.38 Given that the site has not previously flooded, despite the proximity to the River Esk it would be appropriate and proportionate to advise that a flood plan is prepared through an advisory note, rather than require it to be provided via condition. This would bring the application appropriately in accord with Policy CC 4. Consultation with the Environment Agency is not a statutory requirement and on this occasion, having regard to what is known about the absence of flooding at the site and to the willingness of the operators to prepare a flood plan, such an additional consultation is not deemed to be necessary.

Surface water management:

- 6.39 Surface water dispersal provisions are unlikely to change due to the introduction of the development or the change of use. No changes are proposed to the surface of the area affected by the change of use for overnight parking of motorhomes, and although placement of the pods covers over 5 modest areas of potentially permeable ground, this would not significantly change the level of drainage available for surface water at the site.
- 6.40 It may have been helpful for the application to indicate in some way how surface water is managed (no indication in the planning application form or drawings and no supporting statement submitted); however, it is not considered to be a significant issue for further consideration, given how little circumstances are likely to have changed. The application is therefore in accord with Policy CC 5.

Foul drainage:

- 6.41 Within the application form it is indicated that foul sewage would be processed via the existing sewage treatment plant serving the public house. Given the level and nature of development proposed, this is logical and there is no planning reason to further investigate. A large treatment plant is in situ and operational in relation to the overall site - positioned just behind the new toilet block.
- 6.42 In another area of the site, provision has been made for the emptying of waste water and toilet waste from the motorhomes. It is well signed and is

clearly intended to be utilised by persons using the site. This is not necessarily a matter for planning, but the availability of this provision is appropriate. Subsequent management of the waste arising would likely be a matter for the Environment Agency to consider.

- 6.43 In relation to foul drainage, therefore, the application is not in conflict with Policy IP 6 of the Local Plan.

Public rights of way:

- 6.44 Public Footpath ref. 128005 is closely adjacent to the site on its south-east and south-west boundaries. However, it is entirely outside the application/development site. Its useability would not be affected by the implementation of the development in terms of deviation or obstruction and therefore the application is not in conflict with Policy GI 5 of the Local Plan.

- 6.45 In the event of planning permission being granted, an advisory note regarding the location of the path may appropriately be included in the Decision Notice.

Biodiversity and nature conservation:

- 6.46 The overall site is close to the riparian area belonging to the River Esk. Designations exist in relation to nature conservation aspects of the river, but of all of these officially terminate approximately 95m west of the site. The designations include (i) Special Area of Conservation; (ii) Site of Special Scientific Interest; (iii) RAMSAR site; and (iv) Special Protection Area.
- 6.47 The absence of designation of the section of the Esk nearest to the site perhaps signifies the proximity of the locale to the motorway corridor. However, it does not mean that the section of river is of no conservation value because it obviously is part of the same river.
- 6.48 It is not likely that the application represents a potential threat to biodiversity or habitat. Overnight parking of motorhomes is occurring within an existing overspill parking area, at a level (in terms of numbers) which does not intend to push beyond the confines of this area of the site, so in this respect there would be no real change. The new toilet block is plumbed into the existing foul water drainage system (into the sewage treatment plant) and therefore any dispersal towards the river is controlled through relevant regulations.
- 6.49 The application would therefore not promote any significant effects that are relevant to the consideration of the application, in relation to biodiversity and nature conservation, and it would accord with Local Plan Policy GI 3.

Landscaping:

- 6.50 Consideration can be given as to whether the likely development impacts, for example noise, light and visual impacts, could or should be mitigated through landscaping.
- 6.51 The site includes several mature trees and a belt of trees close to the top of

the river bank, and all of these add to the quality of the site. However, it is not enclosed on all sides. There is no vegetation of note on the south-east edge of the site where it is nearest to the row of dwellings.

- 6.52 It could be beneficial both in terms of the quality and use of the site, and also in respect of introducing a degree of separation, for landscape planting to be added within, and on the margins of the site. This would potentially have the effect of increasing the application's alignment with Policy EC 10. However, it would not be a necessary augmentation in relation to landscape and visual impacts of the overall site, because in this wider context the development impacts are not adverse.
- 6.53 At the time of concluding this report, negotiations have resulted in the provision of a landscaping proposal. The proposal includes details of new hedging and tree planting in the development area, which is appropriate to the development and site. This has assisted in bringing the application more in accord with Policies SP 6 and CM 5.

Economic Development:

- 6.54 The NPPF guides local planning authorities towards supporting sustainable economic development, whenever possible. All of the paragraphs of the NPPF listed above are applicable, and in particular the application accords with Paragraphs 81, 84, 93 as a site where support through planning should be given to enable rural businesses to continue and to thrive. The development is not in conflict with Paragraphs 85 and 111, having particular regard to access and highway safety.
- 6.55 To a great extent, this area of consideration is covered earlier under development principle. The inn is located a little 'off the beaten track', which is the hallmark of many rural public houses that have closed as they have become less profitable. It is, therefore, potentially precarious in terms of its ability to survive in an economic development context, which increases the significance of how planning decisions can affect its viability.
- 6.56 When businesses existing in this scenario seek logical and proportionate ways to sustain themselves and to improve, support should be given in all circumstances unless there are overriding issues that cannot be mitigated. This is not a development with overriding issues arising, and there are no matters of such significance that the application would only be acceptable if onerous conditions are imposed. It may therefore be concluded that the application is not in conflict with the NPPF and that it represents an appropriate level and nature of noteworthy economic development, which is proportionate to the existing rural business.

Conclusion

- 6.57 Development has already been undertaken, including the toilet block, the change of use and the installation of the pods, without first having obtained planning permission. This is unfortunate and may be regarded as premature, but further to being contacted by the planning service, the current application

was forthcoming to seek to regularise the planning situation. However, even though the undertakings requiring planning permission were premature, this must not prejudice consideration of the application.

- 6.58 Careful consideration has been given to how the proposals within the application relate to and supplement the primary use and operations of the inn/restaurant, taking into account its need to sustain itself in this rural position, where many other similar premises in similar locations are no longer in existence.
- 6.59 The relationship of the site and the development with nearby residents has been given due consideration, especially in respect of noise and light pollution and the movement of vehicles to and from the site. This has resulted in the inclusion of conditions relating to arrival time being limited to before 8pm, and limitation of motorhomes to the area identified for said purpose. It has also led to the emergence of a landscaping scheme to provide a degree of enclosure between the site and the nearest dwelling. Overall, however, the scale of development and the layout including the way lighting has been provided at low level reflect attention to potential conflict mitigation and have resulted in a reasonable and compatible arrangement that would not promote overriding, or even significant adverse effects, especially taking into consideration that this is already a sizeable and potentially busy pub/restaurant.
- 6.60 The installation of the pods, the toilet block and the change of use of the area of overspill car park for overnight stopping for motorhomes is consistent and compatible with the existing operations, use and scale of development, and as part of the overall 'offer' at the Metal Bridge Inn', will help sustain an important local facility, promoting sustainable economic development of a level suitable for the locus, and helping to secure employment opportunities associated with running of the premises. There are no outstanding and/or overriding concerns relating to biodiversity, drainage, flood risk, impacts on private amenity or highway safety. Therefore, as long as undertaken at all times in accord with the terms of this planning permission, the proposals would be acceptable in the context of all national and local planning policies and can be supported. Approval of the application is therefore recommended.

7. Planning History

- 7.1 In 1988, under ref. 88/0157, planning permission was granted for a ground floor extension to lounge and beer cellar and internal alterations;
- 7.2 In 1978, under ref. 78/0100, planning permission was granted for demolition of outbuildings, alterations and extensions;
- 7.3 In 1974, under ref. BA8392, planning permission was granted for use of land as a car park.
- 7.4 Other planning history exists, but it is not relevant to the current application.

8. Recommendation: Grant Permission

1. The development shall be undertaken in strict accordance with the approved documents for this Planning Permission which comprise:
 1. the submitted planning application form;
 2. drawing ref. PA20/743/01A (site plan/pod details), received on 28 June 2021;
 3. drawing ref. PA20/743/03 (location plan), received on 28 June 2021;
 4. drawing ref. PA20/743/04 'Toilet Block', received on 28 June 2021;
 5. drawing ref. PA20/743/05 'Landscaping', received on 11 October 2021;
 6. the Notice of Decision;
 7. any such variation as may subsequently be approved in writing by the Local Planning Authority.

Reason: To define the permission.

2. All visitors utilising the pods and/or motorhome parking area/facility for overnight stopovers shall arrive by 8pm.

Reason: To limit movement and associated disturbance or nearby residents, to accord with Policies CM 5 and SP 6 of the Carlisle District Local Plan 2015-2030.

3. Other than the footlights shown on the approved site plan, no additional lighting shall be installed unless in strict accord with details that have first having been submitted to, and approved in writing by the local planning authority.

Reason: In the interests of private amenity, to accord with Policies CM 5 and SP 6 of the Carlisle District Local Plan 2015-2030.

4. Overnight parking of motorhomes in connection with this planning permission shall only occur within the 17 no. parking spaces identified in the approved site plan ref. PA20/743/01A, received on 28 June 2021.

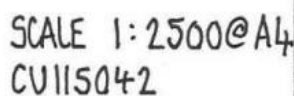
Reason: To ensure the development/change of use operates in accord with the planning permission, by ensuring that activity is confined to the dedicated areas within which it is proposed, and not within the main pub/restaurant car park, to protect the amenity of nearby residents in accord with Policies SP 6 and CM 5 of the Carlisle District Local Plan 2015-2030.

5. All planting, seeding or turfing comprised in the approved details of landscaping shown within approved drawing ref. PA20/743/05 'Landscaping'

(and stated within Condition 1 of the planning permission as an approved document) shall be carried out within a timeframe that has first been submitted to and approved in writing by the local planning authority and maintained thereafter in accordance with maintenance measures identified in the approved landscaping scheme. 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 shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that a satisfactory landscaping scheme is implemented and maintained, in the interests of public and environmental amenity, in accordance with Policies SP 6 and CM 5 of the Carlisle District Local Plan 2015-2030.

ARCHITECTS
&
TOWN PLANNERS

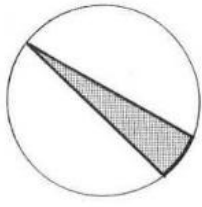


Chartered Architects



Metal Bridge Inn

Channel of River



M6

Phoenix

ARCHITECTS
&
DESIGNERS



28 Abbey Street, Carlisle, Cumbria, CA3 8TX
Tel: 01228 538537

Change of Use

To Accommodate Motor Home Parking/Holiday Pods

March 2021

Scale 1:500 @ A3

PA20/743/01A

River Esk

Embankment

Toilet Block

Existing
Treatment
Plant

Grass

Motor Home
Parking

Stone Surface

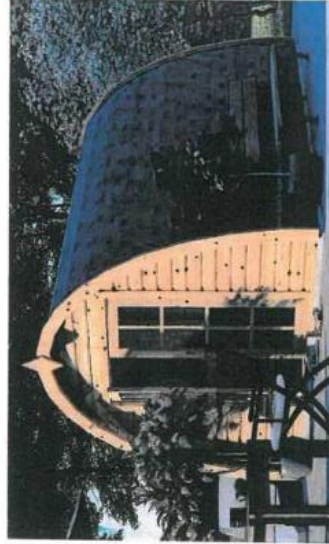
Holiday Pods

Car Park

Grass

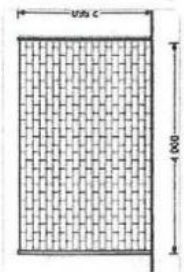
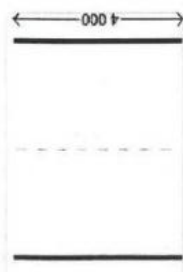
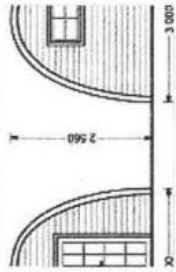
Access Road

Metal Bridge House



• FOOTLIGHTS

1:100



Metal Bridge Inn

View of Toilet Block from the West



Toilet Block

- 1 x Disabled WC
- 2 x Male WC's
- 2 x Female WC's
- Soap and drying facilities
- Automatic LED LV lights

Providing a toilet block means motor homes do not need to plumb in or use chemical facility

Drinking water tap

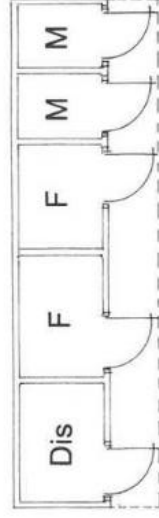
Sanitation bins

Sand and foam fire extinguisher point

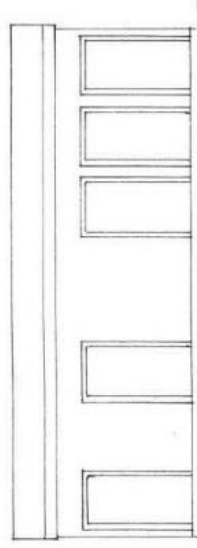
Board with 'overnight stop' rules

Metal Bridge Inn

Toilet Block

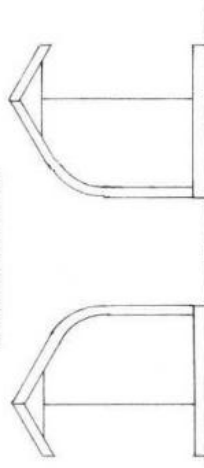


Floor Plan



North West Elevation

Vertical timber cladding
& doors stained brown



Side Elevations



South East Elevation

Phoenix

ARCHITECTS
&
DESIGNERS



28 Abbey Street, Carlisle, Cumbria, CA3 8TX
Tel: 01228 539337

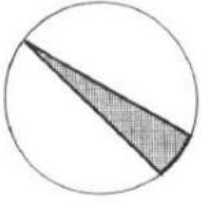
Change of Use

To Accommodate Motor Home Parking/Holiday Pods

April 2021

Scale 1:100@A3

PA20/743/04



M6

Phoenix

ARCHITECTS
&
DESIGNERS



28 Abbey Street, Carlisle, Cumbria, CA3 8TX
Tel: 01228 539537

Change of Use

To Accommodate Motor Home Parking/Holiday Pods

October 2021

Scale 1:500 @ A3

PA20/743/05 (Landscaping)



Landscaping Legend

1. Sorbus aria 'Lutescens'
2. Sorbus aucuparia 'Sheerwater Seedling'
3. Hedge mixture - Carpinus betulus 80% with Ilex aquifolium 20%

Metal Bridge Inn