

Design and Access Statement

**Proposed development
comprising the provision of six
chalets at the Falcon Inn
Whitby Road, Cloughton**

**for
Mr Ray Owen**

**Prepared by
Messrs Lawson Harper in
association with Architectural
Design**

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Scope of the Design and Access Statement

- 1.01** It was agreed with Mrs H Saunders, the North York Moors Planning Authorities Development Control Officer, that the scope of the Design and Access Statement could be limited to the significant relevant information relating to the specific design and construction requirements necessary to successfully integrate the development into the existing woodland.
- 1.02** It was specifically noted that the application is in line with general policy and as such an assessment of the planning policy framework would not be required.

Description of Site

- 2.01** The site comprises an unnamed 'L' shaped plantation to the north and west of the Falcon Hotel extending to 1.2ha. For the purposes of this report and to differentiate the site from adjoining woodland, it will hereafter be referred to as the Falcon Hotel Plantation.
- 2.02** The Falcon Hotel Plantation is surrounded to the north and west by extensive forestry plantation but is physically separated from the adjacent woodland by access/fire break drives.
- 2.03** To the south and east lie the hotel buildings and open farmland which appears to be permanent, improved pasture.

Site History

- 3.01** In the winter of 2004/5 The Falcon Hotel Plantation suffered significant wind throw when exposed following the clear felling of the adjacent forestry commission plantations.
- 3.02** A survey was completed showing the extent of the damage and the effect this had on the remaining trees. See drawing number 1016-19
- 3.03** The options for the future management of the plantation were discussed with the Local Authority Tree Officer and it was concluded that the woodland was no a viable stand of timber. It was over mature but with good regeneration and in need of significant works to avoid the stand deteriorating further. Options discussed included clear felling and replanting. The woodland does have landscape value being adjacent to the main A171 road and serving to screen the public house/hotel and provide a setting for the building.
- 3.04** It was considered desirable to retain the Falcon Inn Plantation in management but acknowledged that this was not viable from a forestry perspective and that tourism development may be an appropriate solution.

This could include clearance of the fallen timber, stabilisation and development in conjunction with the Falcon Inn.

3.05 Between 2005 and 2010 various discussions on the form of the development have taken place with the Planning Authority. During this time the owner had steadily cleared the fallen timber allowing for a slow adjustment of the remain trees thus ensuring stability.

3.06 There has been no further wind throw and this slow considered approach has been highly successful.

Proposals

4.01 It is now proposed to develop the Falcon Inn Plantation with the introduction of six timber chalets.

Design Parameters

5.01 The design is informed by a comprehensive Arboricultural survey of each tree in the woodland.

5.02 This survey considered the age, condition, height, landscape value and condition. Making recommendations for any remedial work required to make the woodland safe, for arboricultural reasons and to encourage regeneration. The survey identified trees to be removed as well as significant trees which were considered inviolate for their landscape impact.

5.03 With all woodland of this age and mix the interlocking root plate structure is a significant limiting factor. Damage to the rooting system of one or a group of trees can have a destabilising effect on others. The woodland has already suffered significant wind throw when exposed following the clear felling of the adjacent Forestry Commission plantations.

Vehicular Access

6.01 Vehicular access will be provided from the existing paddock gateway, south of the Public house, across the adjacent paddock and also from the existing car park, which will serve as additional overflow parking spaces.

6.02 The roadway within the paddocks will be excavated and stoned with geo-textile and grassed / surface to retain the existing character of the paddock.

6.03 Other than for the disabled access there will be no visitor vehicular access to the individual cabins but there will be vehicular access for maintenance and emergency vehicle within the woodland.

6.04 Cars will not be parked adjacent to the cabins, spaces will be provided within the extended car park.

- 6.05** Within the woodland the necessary emergency and disabled vehicle access establish a suitable supportive structure avoiding need for excavation or deep overlaying construction. The construction method will retain the free draining surface and avoid severance of roots and compaction.
- 6.06** It is anticipated that on suitable ground conditions the woodland track access would be a constructed using the performance specification of Erocell Tree Root Protection. The leaf litter will be gently scraped back. The Erocell will be laid without excavation, backfilled with gravel chippings and edges graded by hand to level. The leaf litter will be redistributed over the surface to maintain the appearance of the woodland floor.
- 6.07** Erocell Tree Root Protection provides ground reinforcement within tree protection areas. It confines fill material within its strong yet flexible cell structure, in order to provide a stable base for traffic. The geotextile is permeable and allows lateral movement of air and water. FLP Erocell is suitable for permanent woodland trails, paths, driveways, roads and parking areas.
- 6.08** The product will also be used as temporary ground reinforcement for construction areas. Once operations on site are completed the temporary surface will be removed and the ground left undamaged.
- 6.09** Where possible woodland access track will follow the existing excavated open drainage channels which will be culverted and covered over. This will reduce the covering over of roots.
- 6.10** It is anticipated that vehicular disabled access to the cabins will be drop-off only with cars returning to the car park. The exception would be unaccompanied disabled users who need direct access to their vehicles. These users would be permitted to park on the access track adjacent to the cabin.

Disabled Access

- 7.01** Whilst full and equal access for all users with physical or mental impairment is desired it is recognised that the natural woodland location does provide natural limitations on what can be reasonably achieved. As far as practical design solutions have been found to overcome issues arising.
- 7.02** All buildings will be compliant with current DDA standards.
- 7.03** The design of the standard unit allows for flexibility in layout to create ground floor sleeping accommodation within the living/dining areas whenever required.

- 7.04** In addition, one cabin is designed to accommodate visitors with more severe mobility impairment, incorporating a modified ground floor allowing full access by wheel chair/ mobility scooter. The layout includes permanent ground floor sleeping accommodation and the same flexibility for additional sleeping accommodation found in the standard unit, where required.
- 7.05** There is occasional vehicular access to all Chalets. However the unit designed for mobility impairment will allow for car parking adjacent to the building when used by disabled guests.
- 7.06** The internal woodland track is suitable for use by wheelchairs, scooters and those with walking difficulties. This allows access for all users to enjoy the woodland environment. The path is designed to appear as close as possible to a natural woodland floor in order to maintain the 'natural' setting and character.

Sighting of Cabins

- 8.01** The location of cabins within the woodland has been determined following the principals that as far as possible trees are retained other than those scheduled for removal for Arboricultural reasons.
- 8.02** Notable trees have been identified in the tree survey and are to be individually protected.

Screening and Planting

- 9.01** The cabins will be screened from existing roads and surrounding areas by the existing woodland vegetation, and are sited so as to ensure they are effectively screened from public vantage points from construction..
- 9.02** The cabins are to be set a minimum of 12.00m apart and located so as not to overview each other.
- 9.03** Privacy between cabin is provided by woodland sub-story which will be established through management of the rapid re-growth experienced in previously cleared areas of the woodland. This is predominantly birch but will be managed and where appropriate planted/seeded with the birch acting as initial screen and nurse crop for the permanent planting.

Cabin construction

- 10.01** Timber framed 110mm laminated log kit.
- 10.02** Doors and windows: factory finished with RAL to colour agreed with the LPA approval.

Average U value of doors/windows 1.5 Wm²k.

Alternative for sliding doors: treated aluminium in appropriate colour.

- 10.03 Roof covering: cedar shingle fire treated and tandalised treated roof.
- 10.04 Black UPVC Guttering.
- 10.05 Flue pipe above roof level: black finished Stovax insulated twin wall.
- 10.06 Units supplied and erected on site by Messrs Finlog North
- 10.07 External treatment: stained preservative to colour agreed with the LPA.

Foundations

- 10.08 The cabins are to be set the Roger Bullivant SystemFirst foundations, to minimise impact on the root plate.
- 10.09 The system is specifically chosen to allow the cabins to 'float' above the woodland floor so as not to sever roots or impede ground water flow. this allows cabins to be sited close to existing trees.
- 10.10 Excavations will be by hand and adjusted to prevent root damage.
- 10.11 The use of new and lightweight materials results in significant reductions in CO2 emissions during the manufacturing process and from reduced lorry movements when transporting to site.

On site, the process generates no spoil and hence eliminates the need to transport material to landfill. The lightweight nature of the components allows them to be installed without cranage and in a way that significantly eliminates the impact of construction on site.
- 10.12 Buildings are in kit form which allows for a tight and well defined construction area. this prevents damage to the woodland during the construction process. Work areas will be restricted to existing clearings and will be well defined with protective fencing marking the boundary.
- 10.13 Construction areas will be clearly marked and fenced on site to prevent access to construction traffic to all areas of retained planting.

Management and Crime Prevention

- 11.01 The site will be managed through the Falcon Inn
- 11.02 The general access to the site will be controlled through reception with all authorised vehicle booked in.
- 11.03 All cabins will be fitted with suitable locking and security measures.
- 11.04 Consideration will be given to the need for CCTV to monitor the site.

Foul Drainage

12.01 To existing sewage treatment plant.

12.02 Manufacturer: Messrs WPL HiPAF (High Performance Aerated filter HP7).

12.03 Capacity; 70 persons.

Verge crossing

13.01 Crossing suitable for vehicles in excess of 1.5 tonnes unladen weight.
Bituminous Surface:

- a 40mm thick Medium grade surface course
- b 75mm thick Dense heavy duty and high modulus macadam binder course
- c 250mm thick Type 1 sub-base material to clause 803 SHW

13.02 Kerbs and edging - to NYCC Highways specification.

13.03 New 200 x 150 mm x 75 mm Granite sett kerbs shall be provided across the width of the access, with purpose-made taper kerbs forming the extremities.

The setts shall be laid on, and backed with, 150mm (6") of 6:3:1 mix concrete to within 50mm of the top of the kerb.

The setts shall be laid in such a manner as to conform with the width of the access, to be flush with finished access surface level.

Dropped kerbs to have an upstand of 12mm (maximum of 20mm or 1¼") adjacent to the carriageway channel.

If applicable, dropped kerbs to be used to taper into existing kerbing, maximum slope 1:40.

If the kerb radius is less than 12m then the appropriate radius kerbs should be used.

The kerbs forming the extremities of the access shall be laid so as to conform in level and alignment with the existing highway kerbs (or if there are no kerbs, then align with the existing highway verge) and suitably ramped to meet the access level.

50mm x 150mm concrete kerb edging across the site boundary.

Joints between the existing road surface and the new construction to be filled with Bituminous sealant.

13.04 Gates to be set back a minimum of 6.0M from the highway.

13.05 Visibility splays: 2.4M x 120M as agreed with NYCC Highways.

Other

14.01 There will be no chemicals storage within the woodland area.

14.02 No open fires will be permitted within the woodland area.

**Lawson Harper in association with Architectural Design
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