

PROPOSED REDEVELOPMENT OF 30 MAIN STREET DISTINGTON SITE INCLUDING DEMOLITION OF FORMER PUBLIC HOUSE AND FOOD TAKEAWAY AND DANCE HALL AND THE RE ERECTION OF A TERRACE COMPRISING OF FOUR DWELLINGS WITH ASSOCIATED CAR PARKING IN REAR COURTYARD AND PRIVATE OPEN SPACE FOR EACH DWELLING

DESIGN AND ACCESS STATEMENT

Design Statement

AMOUNT OF DEVELOPMENT

Four dwellings are proposed in a terrace fronting the Main Street. The type of housing proposed would be suitable in this location in the village.

The density of the scheme does accord with current planning policy which seeks to promote housing on appropriate sites in existing settlements.

The proposed development allows for car parking in the rear courtyard and individual dwellings will have private open spaces attached to the units.

Adjacent uses near the site are predominately terraced housing with the village store located opposite the site on the Main Street.

LAYOUT

The site is a prominent one on the corner of Main Street and Church Street. The site is currently occupied by the former Public House and Food Take away and a former Victorian Dance Hall. Both buildings are in a state of disrepair and need to be demolished.

An agreement in principle has already been agreed with the Conservation Officer as part of the previous application.

The proposed terrace of four dwellings will recreate a street footprint suitable for this corner site and similar to other developments already existing close to the site.

Car parking is proposed in a rear courtyard accessed off an existing dropped kerb access on Church Street .

All new dwellings will have private open spaces (either yards or rear gardens), to the rear of the dwellings.

The dwellings are also set back from the pavement/footpath on Main Street with an area of "defensible private space" to each dwelling, which we consider suitable for this type of development on this site on Main Street.

SCALE

The proposed dwellings are 2.5 storeys high and other neighbouring developments on Main Street are of similar height and scale.

We therefore consider that this design and scale can be justified in relation to its neighbours.

LANDSCAPING

An important part of any new development. Hard landscaping will be predominately in the rear courtyard, with parking facilities provided for each dwelling. A sustainable finish to the parking courtyard may be proposed with the highway crossover in cement bound materials to comply with Highways rules.

Soft landscaping could be introduced in to the rear private open space areas attached to each dwelling. Gardens could easily be created to the rear of the units. There is also scope to introduce planting in to the small areas in the front between the dwellings and the back of pavement. We would also consider planting up against the rear wall of the site which defines the rear boundary separating the site from higher ground and bungalows on the NW side. The planting could be introduced to screen the height of the wall.

We would hope that the landscape design could be developed as part of the overall design process to create a sense of place and to integrate into existing landscapes.

APPEARANCE

The new housing will be rendered with part facing brick gables. A grey flat tiled roof and other associated materials will reflect those used on recent new developments in the village.

The Access Statement

VEHICULAR AND TRANSPORT LINKS

The development proposes off street parking to the rear.

Public Transport links are good and a bus stop is located on Main Street in front of the site. Buses run to both Workington and Whitehaven on a regular basis from the site.

Both towns have railway stations with good links to the rest of the UK.

Emergency vehicles can easily access the site from either Main Street or Church Street.

INCLUSIVE ACCESS

The dwellings as proposed will be designed to meet Part M of the Building Regulations (Disabled Access to Residential dwellings).

All persons regardless of age, disability and social grouping will be able to access the dwellings and move through them with ease.

RL

21/1/20