

**Design and Access Statement
2245-D001**

**2245 Proposed Residential Development,
Land off Coach Road, Whitehaven, Cumbria.**

Client: Prima Homes Group Limited.

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Report Issue: A

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DESIGN STATEMENT

1. Site use:

This document is submitted in support of a full planning application for the proposed residential development of a 0.96 Hectare (2.36 Acre) site, located off Coach Road, Whitehaven. The development site currently stands unused following the demolition of buildings relating to the previous usage of a builder's yard.

Overall, the development proposal as shown within the application pack is for 35no residential properties.



The site (centre of image) following demolition of former buildings.

2. Layout:

The proposed scheme provides a broad and balanced mixture of two and three bedroom properties of varying size and design, being linked, semi-detached and detached house units and detached bungalows across the site. Some 35no units are proposed, along with the necessary and associated infrastructure based works, comprising site drainage, highways construction utilising an existing site entrance, footpath construction with links to the existing cycle path network, lighting / engineering and landscaping works.

The subject site is well contained, but integrates well as a proposal with the existing surrounding residential properties and nearby community facilities, and the overall scheme represents well defined and sequentially natural infill progression of land to this side of Whitehaven. The landform is consistent in nature with relatively level ground conditions. The southern border of the site is formed by Coach Road and improvements to the streetscape frontage in this area are planned which can be found in the accompanying drawing proposals.

The redline site development density is circa 42 units per Hectare, however the greater scheme also provides a significant amount of both additional formal and informal amenity space around its periphery and excellent links into existing footpaths and cycle paths meaning access is not reliant on vehicle ownership. These provisions are consistent in scale and location with their surroundings, and it is broadly considered that the new development layout as submitted integrates and meshes well with the installed infrastructure, the location and the other surrounding land uses and vernacular.

3. Scale:

The scaling of the development is consistent with expected parameters and can be adequately substantiated. The site as designed is not overly dense and the properties are predominantly compact to medium sized two storey dwellings. The properties are provided with adequate enclosed private rear garden space along with communal external amenity space.



View of the site entrance, along Coach Road.

4. Landscaping:

A landscaping assessment has been carried out in respect of the existing site and a specific landscaping proposal has been developed to improve and enhance the site and its relationship to surrounding land and properties. No existing landscaping features are to be lost, and additional structured landscaping features are being proposed and introduced to adequately enhance, strengthen and improve the balance of any such features by the measured implementation of planting of a broad and varied range of native tree and shrub species. Collectively, the landscaping proposals serve to create and deliver pleasant areas for public use for walking, cycling and passive recreation, manageable green spaces and private gardens for the occupants whilst

reinforcing private boundaries and creating a sense of place for the greater community. Overall, the amount of land covered by hard surfacing will be reduced by the proposals.

5. Appearance:

The design and appearance of the dwellings have been carefully considered so that they adopt, complement and reflect features from the surrounding area and prominent buildings and structures in respect of unit proportion and choice of material selection, nestling into the site and its surroundings to deliver a well-developed and practicable housing layout and also a design characteristic that will enhance the appearance of the area in which it is sited. Specific brickwork detail features will be incorporated into the principal elevations of the units and natural and sustainable materials will be employed to further enhance the appearance and reinforce the rural and traditional feel of the development. The detailed material selections remain sensitive to the semi-rural nature of the setting. Certain prominent plots have been designed to act as “signature” plots, to help give the development an individual appearance.

6. Designing Out Crime:

The development will create a pleasant environment for residents and visitors where they feel safe and secure. A high quality of life will not be undermined by crime or the fear of crime. To this end, opportunities for criminal activity have been recognised and designed out where possible. The following considerations have been made in respect of this application and the development it proposes:

- Well defined routes for cars and pedestrians which are well overlooked.
- Car parking overlooked, no rear courtyards or secluded parking areas.
- Structured places with no conflict between uses.
- All publicly accessible spaces are designed to be well overlooked.
- Well defined defensible spaces and the use of suitable planting.
- Management scheme to ensure landscaped areas are well maintained.
- Layout designed to minimise vulnerable rear and side boundaries
- Robust 1.8m high fences and lockable gates provided to private/rear spaces.
- All proposed houses front the new road network to ensure positive frontage security.
- All properties will have a wired alarm to house and garage.
- All entrance doors to properties will have an external light with PIR activation.

Appendix 1 - Revision A

In response to the local authority email responses of 24th February 2023 we have sought to take account of the observational comments received conveyed within the email in respect of amendments to layout to improve solutions for a) flood risk and flood storage capacity, b) visual amenity and c) access and highways.

- a) With regards to flood risk and flood storage we have duly consulted with our flood risk / civils engineers and have produced a flood risk assessment (previously submitted) and in doing so have identified measures to alleviate and or create adequate flood mitigation and storage capacity required to be accommodated within the redesigned layout. Full details of this are contained within the submitted document but in broad terms 2no. areas have been created to deliver / alleviate flood risk mitigation. This has resulted in a scheme of reduced density and improves the visual amenity and provision of space across the site.
- b) In respect of a) (above) the areas that have been identified have been created to provide and enhance additional landscape benefit to the scheme where the areas created can and will include peripheral landscape enhancement which from within the site will provide a soft planted backdrop to these areas of the site, softening the peripheral edge of the development. Within the layout there has been more space created by the reduction in numbers and this has allowed us to introduce supplementary planting within parking areas and to the site frontage.
- c) In terms of highways you have requested supplementary reporting data be compiled to provide further justification and this has been undertaken by specialist transport consultants.

Drainage Strategy, Flood Risk Assessment and Transport Statement were submitted on 25th August 2023.

Revised Site Layout Plan and House-types were submitted on 14th August 2023.

ACCESS STATEMENT

1. Vehicular Access:

Vehicular access to the site is provided via a network of roads designed to appropriate, adoptable technical standards, leading from the existing access off Coach Road (which is to be upgraded). The existing access from Coach Road is already constructed and a pedestrian crossing point will be provided at the site entrance, footpaths are designed and constructed to appropriate technical standards as defined by the Local Highways Authority for the purposes of adoption, post completion of the development. An EVA route is provided also, adjacent to Plot 34, with a controlled, collapsible bollard.

The greater development will serve to increase demand upon the road network, but discussions have taken place with the Local Highway Authority during the previous submission. In designing the scheme we have ensured there is sufficient space to accommodate and turn a refuse vehicle within the site. There is also sufficient space to allow emergency vehicles into the site and to turn around comfortably within the road system.

2. Pedestrian Access:

Pedestrians access the site via the existing Coach Road access, with the existing pavement leading into the town or the nearby railway station. Pedestrians will also be able to access the site via the existing Cycle Path located on the Eastern boundary.

3. Parking Provision:

Each two bedroom dwelling has been designed to have a minimum 2 parking spaces. Each three and four bedroom dwelling has been designed to have a minimum of 2.5 spaces (excluding garages) which meets the requirements of the Cumbria Parking Guidelines. Additional visitor parking spaces have been included with the proposals. Therefore, parking provision is afforded to each of the dwellings in line with current standards. Shared (communal) and visitor parking are provided at a level across the site that exceeds current requirements.

4. Inclusive Access:

A mixture of bound tarmac roads and paved shared surfaces area will be provided throughout the site. Shared surfaces have been provided throughout the communal areas in the proposals, removing where possible obstacles to both pedestrian and vehicular movement within the site. Roads, pavements and footpaths will be adequately drained and lit to adoptable standards.

N BAILEY

Director

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