

**COPELAND BOROUGH COUNCIL
DELEGATED PLANNING DECISION**

1.	Reference No:	4/21/2441/OF1
2.	Proposed Development:	ERECTION OF ONE PAIR OF SEMI DETACHED DWELLINGS
3.	Location:	LAND ADJOINING 101 WOODHOUSE ROAD, WHITEHAVEN
4.	Parish:	Whitehaven
5.	Constraints:	ASC;Adverts - ASC;Adverts, Safeguard Zone - Safeguard Zone, Coal - Standing Advice - Data Subject To Change
6.	Publicity Representations &Policy	Neighbour Notification Letter: YES Site Notice: YES Press Notice: NO Consultation Responses: See report Relevant Planning Policies: See report
7.	Report: INTRODUCTION <p>This application relates to a parcel of land that fronts onto Woodhouse Road in Whitehaven. There is a Nisa convenience store to the east, a vehicle repair garage to the west and residential properties to the north and south.</p> PROPOSAL <p>This application seeks full planning permission for the erection of 2 semi-detached dwellings. The dwellings will each have two bedrooms and a bathroom on the first floor and an open plan living room and kitchen on the ground floor. There will be small gardens to the rear of each property and provision for two off street parking spaces per dwelling.</p>	

RELEVANT PLANNING APPLICATION HISTORY

There have been no previous planning applications on this site.

CONSULTATION RESPONSES

Whitehaven Town Council

No objections.

National Highways

No comments.

United Utilities

No objections, subject to conditions relating to foul and surface water drainage.

Cumbria Highways

1st Response

The parking area for the proposed two dwellings has changed since its original submission, 4/19/2406. The Local Highway Authority feel that the proposed parking area, now to the rear of the dwellings, will not be practical and will create difficulty ingressing and egressing the site. We note from the previous applications to the adjoining site that the store's customer parking is also to be located to the rear and we do not believe the additional vehicles will be able to manoeuvre within this area to enable them to enter and leave in a forward gear. If the applicant could submit a revised parking arrangement that would be more suited to this site, the LHA will reconsider our comments otherwise, we have no alternative but to recommend refusal.

2nd Response

It is understood that as an existing shop deliveries can be made to the rear, the inclusion of two dwellings will have an effect on this and we are conscious that this may not be a sustainable arrangement, there is a need to safeguard this development should there be a change to proposed arrangements in future resulting in larger vehicles delivering here and this needs be considered by the LPA, the parking as presented on the attached plan shows that vehicles can leave enter and leave in a forward gear but maybe impractical given the above concerns and this should be considered in approving the application.

3rd Response

The agent has explained in more detail the situation at the address and although the current set up is not ideal, as they have stated the shop has operated as it does now for 50+ years.

We would have preferred more practical parking to be available for the proposed dwellings but it is

understood that visibility on the front would have been an issue without a speed survey being carried out.

We would be minded to raise no objections provided that there is sufficient parking available off-street for residents and visitors.

Public Representation

The application has been advertised by way of a site notice and neighbour notification letters issued to 8 no. properties.

Two letters of support has been received.

PLANNING POLICIES

Planning law requires applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Development Plan

Copeland Local Plan 2013 – 2028 (Adopted December 2013)

Core Strategy

Policy ST1 – Strategic Development Principles

Policy ST2 – Spatial Development Strategy

Policy SS1 – Improving the Housing Offer

Policy SS2 – Sustainable Housing Growth

Policy SS3 – Housing Needs, Mix and Affordability

Policy ENV1 – Flood Risk and Risk Management

Development Management Policies (DMP)

Policy DM10 – Achieving Quality of Place

Policy DM12 – Standards for New Residential Developments

Policy DM22 – Accessible Developments

Policy DM24 – Development Proposals and Flood Risk

Policy DM26 – Landscaping

Other Material Planning Considerations

National Planning Policy 2021 (NPPF)

Cumbria Development Design Guide

Emerging Copeland Local Plan

The emerging Copeland Local Plan 2017-2035 was recently the subject of a Preferred Options

Consultation. The Preferred Options Consultation builds upon the completed Issues and Options Consultation which finished in January 2020. Given the stage of preparation, the emerging Copeland Local Plan 2017-2035 has only limited weight in decision making, but provides an indication of the direction of travel of the emerging planning policies, which themselves have been developed in accordance with the provisions of the National Planning Policy Framework.

ASSESSMENT

The main issues raised by this application are the principle of development, siting, scale, design, the effect on the surrounding properties, access and parking, landscaping and drainage.

Principle of Development

The principle of new housing is supported in the Copeland Local Plan through strategic policies ST1 and ST2 along with policy SS1. These policies seek to promote sustainable development to meet the needs and aspirations of the boroughs housing market, as well as having consideration for the requirements of smaller settlements within the borough which respect their scale and function.

This site comprises brownfield land located within the development boundary for Whitehaven. The town is classed under Policy ST2 as a Copeland's Principal Town where most new development should be located.

The site is well related to the physical form of the village and lies within the designated development boundary. It is located within an existing residential area and it is considered that development on this land, would "infill" an existing gap.

The location within the settlement boundary complies with Policy ST2 of the Copeland Local Plan and it is considered that the principle of residential development is acceptable on this basis.

Scale, Layout, Appearance and Imoacts on Residential Amenity

The proposed dwellings will be semi-detached, which will reflect the form of the surrounding properties in the Woodhouse area of Whitehaven. There are no directly facing windows to habitable rooms within the required 12m and 21m separation distances prescribed by Policy DM22 of the Copeland Local Plan, therefore ensuring the dwellings will not create any overlooking issues for neighbouring properties.

The dwellings have been designed to be in keeping with the existing street scene, following the existing building line on Woodhouse Road. The window fenestration has a vertical emphasis, characteristic of properties within Whitehaven.

Details of the materials to be used include flat grey interlocking concrete roof tiles, sand cement rendered walls and UPVC doors, windows and rainwater goods. These materials are considered to be

acceptable in this location where the majority of properties match these specifications.

Overall, it is considered that the plans comply with the aspirations of the Borough to provide dwellings that are suitably designed and sited, with little negative minimal on the surrounding properties.

Access and parking

Access to the properties can be gained directly from Woodhouse Road to the designated off street parking to the south of the dwellings. During the application process, Cumbria Highways raised concerns with the layout of the off street parking, whereby cars would have to block each other in in order to park and are likely to need to reverse to exit the site. A further plan was received from the Agent showing a swept diagram and how cars could turn to leave the site in a forward gear. Furthermore, it was explained that although some shop deliveries take place to the rear of the proposed dwellings, this is in small amounts and in a transit sized van which will be able to turn within the site. The Highways Officer accepted the layout and considered that the proposal was unlikely to be worse than the existing situation. Furthermore, there is ample on street parking that could be utilized by the properties, should it be required.

The location of the properties within Whitehaven also allows the occupants to utilize sustainable transport methods such as bus, foot and cycle.

Overall, it is considered that the proposal complies with Policy DM22 of the Copeland Local Plan and will provide an accessible development.

Landscaping

The development has very little space for any landscaping due to the positioning of the dwellings and the restricted nature of the plots. There is, however, a small amenity space to the front and rear of the dwellings which could accommodate some planting and also bin storage for the occupants.

As this site lies within an urban context planting is not considered to be a major issue.

On the basis that the landscaping has been designed in a functional way for these restricted plots, it is considered to comply with Policy DM26 of the Copeland Local Plan.

Drainage

The Applicant has not provided any details of drainage, other than to indicate that foul and surface water will drain to the main sewer. This provision does not take into account the drainage hierarchy, therefore conditions are considered necessary on any approval to ensure that foul and surface water is drained to separate systems and that surface water is considered with infiltration being the most sustainable option in accordance with the guidance offered by United Utilities.

Subject to these conditions the submitted details will ensure compliance with Policies ENV1 and DM24 of the Copeland Local Plan in relation to drainage.

	<p><u>Planning Balance and Conclusions</u></p> <p>This application relates to a brownfield site which is located within an existing residential area within Whitehaven. Whitehaven is classified as the Principal town within the Borough under Policy ST2 of the Local Plan. The principle of development is therefore considered to be acceptable.</p> <p>Although restricted, the site can accommodate the proposed dwellings whilst maintaining a satisfactory amenity area and acceptable separation distances between the surrounding and proposed dwellings. Although not ideal, the parking facility is considered to be acceptable and on street parking and sustainable transport options are available locally.</p> <p>Two letters of support and no objections have been received with regards to the application, indicating local acceptance of the proposal.</p> <p>On balance this is considered to be an acceptable form of development which will be consistent with the details set out in national and local policy.</p>
8.	<p>Recommendation:</p> <p>Approve (commence within 3 years)</p>
9.	<p>Conditions:</p> <ol style="list-style-type: none"> <p>The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.</p> <p>Reason</p> <p>To comply with Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.</p> <p>Permission shall relate to the following plans and documents as received on the respective dates and development shall be carried out in accordance with them: -</p> <p>Site location plan and block plan, scales 1:1250 and 1:500, drawing number AS/KT/21/04, received 14th December 2021; Elevations and floor plans, scale 1:100, drawing number AS/KT/21/01, received 7th October 2021; Design and Access Statement, written by Ken Thompson, drawing number AS/KT/20/DAS, received 7th October 2021.</p> <p>Reason</p> <p>To conform with the requirement of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.</p>

Pre-commencement condition

3. Prior to the commencement of the development hereby approved, full details of the surface water drainage scheme, including attenuation measures, must be submitted to and approved in writing by the Local Planning Authority. The approved scheme must become operational before the development is brought into use and must be so maintained thereafter.

Reason

To ensure a satisfactory scheme of surface water disposal from the site in accordance with Policies ENV1 and DM24 of the Copeland Local Plan.

Other conditions

4. Foul and surface water must be drained on separate systems and so maintained at all times thereafter.

Reason

To ensure the provision of a satisfactory drainage scheme and in accordance with Policies ENV1 and DM24 of the Copeland Local Plan.

5. Any boundary treatments, including fences, hedges or gates adjacent to the highway must be retained at a height no greater than 1m at all times.

Reason

In order to protect highway safety and in accordance with Policy DM22 of the Copeland Local Plan.

Informative

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

	<p>Statement</p> <p>The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the National Planning Policy Framework.</p>
<p>Case Officer: Sarah Papaleo</p>	<p>Date : 09/02/2022</p>
<p>Authorising Officer: N.J. Hayhurst</p>	<p>Date : 10/02/2022</p>
<p>Dedicated responses to:- N/A</p>	