

DESIGN AND ACCESS STATEMENT

SWIFT HOMES LTD.

**PHASE 4 (8 DWELLINGS), THE MOUNT,
WHITEHAVEN**

15/10/863 – DAS/4

PROCESS / USE

The application seeks Full planning permission for a phase 4 extension to an existing executive residential development at The Mount. Phase 4 will comprise a further 8 detached executive dwellings with associated infrastructure and landscaping.

The site is located on the outskirts of Whitehaven and is not in designated Conservation Area. In addition, there are no listed buildings in the immediate vicinity.

The application is accompanied by the following supporting documents.

- Location plan.
- Dwelling type drawings.
- Detailed Landscape Layout and planting schedule.
- Site section.
- Landscape and Visual Appraisal.
- Drainage Strategy.
- External Material Schedule.
- Dwelling Type Schedule.
- Construction Management Plan.
- Construction Traffic Management Plan.
- Sales Appraisal.
- Design & Access Statement.

Planning history.

The site has been the subject of three earlier phases all of which had the benefit of detailed planning permission.

Phase 1 and phase 2 are complete with all dwellings sold. All the dwellings in phase 3 are under construction. Some are sold/ occupied, and others are at varying stages of construction with sales agreed on the majority.

Phase 4 will provide an opportunity to meet the continued demand for dwellings on this development. The application is accompanied by a Sales Appraisal which confirms this.

Pre-application advice.

Brief pre-application discussions have taken place with Nick Hayhurst and Chris Harrison.

AMOUNT

Phase 4 a gross developable area of 0.62 hectares.

Phase 4 is a low-density executive development comprising 8 detached executive dwellings with associated infrastructure and landscaping. The proposed development will contribute towards meeting the acknowledged deficit for detached executive style homes in the borough.

The proposed development contains three dwelling types all of which have been previously approved. These are the type A, type B and type F1. Each dwelling type drawing indicates the relevant G.I.A.'s.

LAYOUT

There are no rights of way (private or public) which cross the application site.

The site layout is derived from the approved road position in phase 3. The proposed phase 4 layout effectively creates a small cluster development of 8 dwellings. It is considered that the density of the development is both relative and proportionate to previous phases.

As with the earlier phases, the road layout will remain private. The road serving phase 4 extends in a northerly direction and terminates with an appropriately sized turning head. The road and turning head are suitable for refuse vehicles access which means that refuse can be collected from each individual dwelling without the need for a communal refuse collection point.

The proposed dwellings are arranged in a linear manner along existing contour lines. The arrangement is such that the four dwellings on each side of the road have the same floor levels. The odd numbered plots (41-47) have a finished floor level of 127.00 whilst the even numbered plots (58-64) have a finished floor level of 129.50. The difference in floor levels from one side of the road to the other is 2.50m however it is considered that the minimum separation achieved of 30m ensures that plots 58-64 do not over-bear on plots 41-47.

The same principle applies in relation to the approved dwellings on plots 50-54 in that the floor levels are higher than plots 58-64 but the separation achieved combined with the orientation of the dwellings to each other, ensures that over-bearing or overlooking does not occur.

The proposed phase 4 development is remote from any existing dwellings on Rannerdale Drive by a considerable distance. In addition, and as with the earlier phases, a significant soft landscaping scheme is proposed which will serve to minimise the visual impact of the proposed development.

Taking all the above into consideration, it is considered there are no overlooking, over-bearing or loss of privacy issues arising from the proposed development.

SCALE

The scale and external appearance of the proposed dwellings is single storey and as such reflects the massing of the previous three phases of development. Dwelling type A does however utilise room in the roof accommodation.

Refer to comments under '*Layout*' heading with regard to arranging dwellings along existing contour lines and proposed floor levels.

It can be clearly seen that the proposed development has carefully considered the existing topography. The site falls from NE to SW. The cut and fill approach adopted combined with the reduced scale/ massing impact of single storey dwellings, will ensure that the proposed development does not have a detrimental effect on the existing landscape or any existing dwellings. A site section from east: west through plots 43/ 60 has been provided to demonstrate this. It should be noted that the arrangement in cross-section would generally be the same if the section were to be drawn through plots 41/ 58, 45/ 62 or 47/ 64.

LANDSCAPING

As with the earlier phases, the development will incorporate a significant soft landscaping scheme the details of which are submitted for consideration as part of this a planning application. It should be noted that the communal landscaped areas will be maintained by a management company in perpetuity on completion of the development.

The soft landscaping scheme combined with the alignment of the proposed road in phase 4 and position of approved dwellings in phase 3, will serve to offer screening and minimise the effect of car lights on existing dwellings on the lower ground.

Hard landscaping will consist of tarmac to the main access road. Private drives will be surfaced in Tegula paviers. For more detailed information refer to the Landscape Layout.

All existing and proposed boundary treatments are indicated on the Landscape Layout.

APPEARANCE

An External Materials Schedule has been submitted for consideration. The roof materials, wall materials and window/ door materials will remain consistent with those approved on the previous phases and as such material samples are considered unnecessary.

A Dwelling Type Schedule has also been submitted which confirms the dwelling type and external finish on each plot.

Aside from the variation in external finish, each dwelling type has further detailing that will enhance the visual appearance to a level expected of an executive development.

ACCESS

The proposed development will utilise the access arrangement approved in the previous three phases. The road that serves phase 4 which will be extended in a northerly direction from phase 3.

The phase 4 road has been designed as a shared surface road with vehicles and pedestrians sharing the same carriageway. This is an approach consistent with other areas of the site where vehicles movements are expected to be relatively low.

An appropriately sized turning head suitable for cars and refuse vehicles has been provided. In terms of refuse collection, the arrangement means that refuse can be collected from each individual dwelling without the need for a communal refuse collection point. This arrangement ensures that a) refuse vehicles do not have to reverse more than 12m and b) that the 15m maximum distance for refuse operatives to transfer refuse to the refuse vehicle is achieved.

As with the earlier phases, the phase 4 road extension will once again be designed, constructed, drained and lit to the satisfaction of the LPA but will remain private under the management of a maintenance company in perpetuity. The management company will also be responsible for the future maintenance of the mains drainage installations and communal landscaped areas.

Each dwelling has been allocated a minimum of 3 off-road parking spaces. In addition, there is a visitor parking bay for four cars, parked in tandem, to the east of the phase 4 access road.

It is proposed to construct phase 4 using the same construction access arrangement approved as part of phase 3. For more details, refer to the Construction Management Plan and Construction Traffic Management Plan which have been prepared to accompany the application.