

PLANNING, DESIGN & ACCESS STATEMENT

1.0 Introduction

1.1 This statement supports an application for a single detached dwelling on land at Inkerman Terrace, Whitehaven. This Planning Statement considers the planning policy and material planning considerations relevant to the proposal. The site is located on the south side of Inkerman Terrace adjacent to the property known as Rockstone. The site is substantial and was previously used for horticulture independent from the neighbouring properties. The property has not been used for this purpose for a considerable period of time and has remained vacant for decades.

1.2 The site slopes north to south. A sandstone wall forms the front boundary to the property with an opening for the existing site access. There are a number of trees to the site boundaries and in particular the southern boundary which divides the property from the properties on Foxhouses Road below.

1.3 The property Rockstone is located to the east. This is a substantial split level dwelling sited in a plot of similar size to the application site. The large Victorian semi-detached properties forming Inkerman Terrace are located on the northern side of the road. To the west are the gardens of the Georgian/Victorian properties located on Foxhouses Road. Immediately to the south modern bungalow development is located on Foxhouses Road. The Foxhouses Road development and gardens do not particularly relate to the site due to its characteristics and the substantial planting to the boundaries.

1.4 In 2020 planning permission was granted to improve the existing access to the site. (Planning Application 4/20/2048/0F1 refers) this involved widening the existing access and providing an entrance arrangement which allowed vehicles to park clear of the highway. This

included; the creation of a visibility splay together with a turning and parking area to enable vehicles to safely enter and exit the site in a forward gear.

2.0 The Proposal

2.1 The proposal is to erect a single detached dwelling with detached garage. The dwelling has been designed to reflect the gradient and characteristics of the site. The parking and turning area will be created on the relatively level southern section of the site adjacent to the public highway and take account of the improvements approved under application 4/20/2048/0F1).

2.2 The front elevation of the proposed dwelling and garage is traditional in design and reflects the local vernacular. The elevation is two story but designed with accommodation partially in the roof space to reduce the height of the front elevation. The elevation is symmetrical with a central stone gable feature with an arched doorway opening with window openings apportioned vertically to give a traditional appearance. The front elevation is sited at a slightly lower level from the public highway and the retained sandstone boundary wall will provide an element of screening. A wall linking the house to the garage will provide further screening of development to the rear.

2.3 The rear elevation is largely two story but has a more modern design. To accommodate the levels the rear portion is stepped down the site and contains larger modern window openings with balustrading. Both the front and rear elevations of the dwelling will appear to have traditional slate pitched roofs.

2.4 The front and rear portions of the dwelling are separated by a modern flat roof section. Due to the levels this is a three story construction but substantially hidden from view by the front and rear portions of the dwelling. This section is finished with vertical cedar boarding to give relief from the more traditional render elements to the front and rear sections of the dwelling. The middle section of the west and east elevation are simple in design with the west

elevation incorporating a small balcony. The middle section of the east elevation is unlikely to be visible from outside the site due to the site levels and the positioning of the proposed garage. Similarly, views of the west elevation will be limited due to site levels, existing planting and the absence of public locations where the site is visible.

3.0 Planning Policy

3.1 The relevant planning policy documents are as follows:

- (i) National Planning Policy Framework (NPPF) July 2021
- (ii) (CLP) Adopted December 2013
- (iii) Copeland Local Plan 2001-2016 “Saved Allocations”

3.2 The application site is located within the settlement boundary for the borough’s principal settlement Whitehaven. Policy ST2 of the CLP confirms that there is a presumption in favour of acceptable infill development.

3.3 Policy DM12 relates to design standards new residential development. All the standards set by Policy DM12 are exceeded.

3.4 The site is located within the Corkickle Conservation Area and as such Policy DM27 applies. Policy DM27 requires development to preserve or enhance a Conservation Area and preserve landscape features including walls and trees. The threshold to determine whether a development preserves or enhances a Conservation Area is whether or not the proposal causes harm to the appearance of the Conservation Area.

3.5 The NPPF provides a strong presumption in favour of sustainable development. The site constitutes an infill site within the borough’s principal settlement. It is located close to local services including shops, sources of employment and health and education services. Accordingly, the site is considered to be sustainable in the context of paragraph 8 of the NPPF.

4.0 Highways

4.1 The proposed access arrangements reflects the relocation and improvement of the existing access as approved under Planning Application 4/20/2048/0F1, together with ample car parking to serve a single dwelling of this size. This involves modifying the highway sandstone wall to reduce to a height no greater than 1.05m above carriageway level to improve visibility, repositioning of the access and creating a surfaced access and turning area. This area will provide sufficient space to allow the parking of vehicles, turning and manoeuvring arrangements within the site.

4.2 The site is located on a section of road which provides one of the main access routes to Whitehaven town centre. Accordingly, at peak times the road carries significant a traffic flow. The traffic volumes in turn result in relatively slow traffic speeds which are further mitigated by the traffic lights located immediately to the north. The access approved under 4/20/2048/0F1 has been assessed as a safe and improved means of access. The addition of one dwelling will not affect the capacity of the local highway network.

4.3 The site is located within walking distance of local services and public transport. This includes bus stops on the nearby A595 and transport hubs within Whitehaven town centre.

5.0 Conservation Area

5.1 The proposal will not have an adverse effect on the appearance of the Conservation Area. The front boundary will be retained together with the boundary planting. The proposal does not affect the layout or pattern of the Conservation Area. Indeed, the development follows logical pattern of development along Inkerman Terrace which is characterised by large dwellings. Elements of the building are modern in design but they will not be immediately visible from the outside the site. The traditional front elevation will be a predominant feature.

The proposal reflects the character of neighbouring development and will to some extent allow the property Rockstone to appear less elevated and isolated when viewed from the west.

6.0 Conclusion

6.1 The proposal represents a logical form of sustainable infill development to provide a single dwelling. Issues of highway safety have been carefully considered and addressed. Similarly, the design and layout of the proposal reflects the character of the Conservation Area. The proposal is an acceptable form of development which complies with local and national planning policies.