

Design & Access Statement

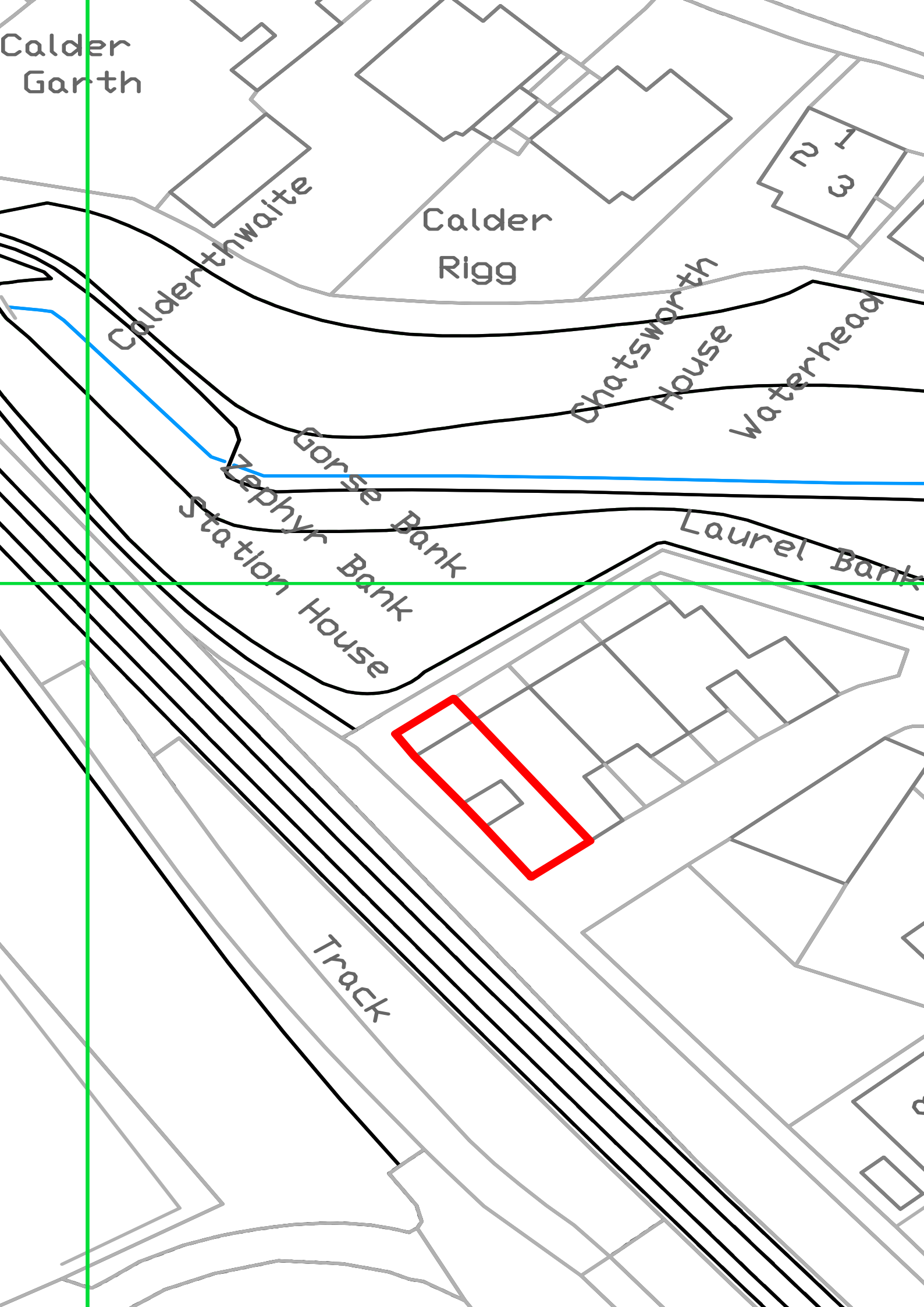
Station House, Seascale



SOUTH NORTH GROUP

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Garth

Calderthwaite

Calder
Rigg

Chatsworth
House

Waterhead

Gorse Bank

Zephyr Bank
Station House

Laurel Bank

Track

The Development

The applicants propose the extension and internal alteration of the existing building to form 2 One Bedroom Studio Apartments 1 Three Bedroom Apartment and 1 hotel boarding and guest suite (Use Class C1) for Short Let Hotel/ Serviced Suites. The residential dwellings will be for the private rental market and the Hotel suite will serve local business and tourist needs. With a demand for short stay accommodation for contractors at Sellerfield Power Station and the wider business activities of the area, as well as Tourists visiting both the Coastline and the nearby Lake District National Park.

The renovation of the building, will refurbish the building, bringing it to modern standards and is a financially viable sustainable proposal for the reuse of the building, ensuring its upkeep into the future and enhancing the area.

Context

Seascale is a village and civil parish on the Irish Sea coast of Cumbria, England, historically within Cumberland. The community of Seascale continued as a series of farms until the coming of the Furness Railway in 1850. This ran from Whitehaven to Barrow in Furness. In 1947 after World War II, the huge nuclear building programme at the former Sellafield ordnance factory commenced and Seascale became a dormitory community for the resultant Windscale and Calder Hall nuclear sites (later combined as Sellafield).

The surrounding area around the site is predominately Residential, with a mixture of properties, Terrace, Detached and some Bungalows.

A good selection of local shops, café's, takeaways and other local amenities can be found a short walk away from the site.

The proposals aim to minimise any effect that the new enabling development would have on the setting.

Location & Access

The nearest bus stops are by St Cuthbert church, with the number HB01 route providing a service between Seascale and Whitehaven. The Seascale Railway station is also a short walk from the site. The Station is on the Cumbrian Coast Line, which runs between Carlisle and Barrow-in-Furness.



Kippford

Southernness

Silloth

Carlisle

Warton

Dalston

Maryport

A595

Workington

A66

Keswick

A66

Pooley Bridge

Whitehaven

A591

St Bees

Lake District
National Park

Seascale Beach

Ravenglass

Bowness-on-Windermere

A595

Millom

Ulverston

A590

Barrow-in-Furness

Morecambe

Lancaster

Fleetwood

Layout

The building's core internal layout would largely remain unchanged as far as possible. The building will be sub-divided to create the new accommodation, the proposed layout has been considered carefully to provide good access and to provide rooms of a high standard, meeting all national & local requirements. Our clients intention is to replace all of the legacy windows with new thermally efficient upvc double glazing to match the existing window types in size, colour and operation.

Scale

The Proposed 2nd Storey Extension to the side & rear is subservient in scale and appearance to the front of the property and is in keeping with the scale, size and appearance of other properties in the area. Being at the end of the Terrace and overlooking the sea the extension form is seen as appropriate to the setting.

Appearance

The principle Front Elevation of the building will remain largely as existing, although renovated and enhanced. All guttering and downpipes are to be replaced with new, the building is to be painted. The materials of the extension will match the existing and the materials, such as the roof tiles, will be reused where possible.

Glass balustrades will create Juliet type balcony doors taking advantage of the sea view. There are no overlooking considerations with the property, due to its location.

Landscaping

A modest landscaping scheme is proposed to the front yard, where the existing hard-standing will be enhanced & complimented with planting, where feasible.

Refuse & Recycling

The refuse & recycling area remains as existing.







Inclusive Access

Wherever possible the remodelled building will comply with Part M of building regulations. To allow for the highest standard of inclusive accessibility within the framework of an existing building.

Sustainable Transport

The application site is considered to be sustainable for cycling and local public transport. It is close to the main bus route and Railway Station, it is possible to access local towns, shops, café's and restaurants via public transport.

On street parking and local car parks are also within easy walking distance. It is considered that the proposals will have very little impact to the existing road network.

Given the site is highly accessible via existing road networks and public transport options, the proposed use should not have any detrimental or significant impact on the local highway network.

Assessment / Justification

It is considered that this report provides the information which will enable the planning authority to assess the likely impact of the proposed development.

It is believed that the characteristics of the development respect the building, site and the immediate local area. We believe the impact to both external and internal alterations to be low.

It is considered the proposed development will preserve and enhance the site by and that this will bring about further opportunities and advantages to the local economy in terms of employment and visitors to the area.

Conclusion

The existing building and its location makes it ideal for private rented residential flats and the short let hotel suite will also serve the needs of the area. It will be of benefit to the immediate and wider local area to bring the vacant building back to use both in terms of security, enhancing the appearance of the site and wider social economic improvements that the development will bring.

It is considered that the impact of the proposed works would be very low, the development being beneficial to the area and would assist in the long-term retention and more effective utilisation of the existing building. It is therefore concluded that the proposed works satisfy relevant clauses of the NPPF and Copeland local plan.



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