

Planning Statement – Land adjacent to 12 Kirkbeck Drive, Beckermat

Proposal: Single Residential Dwelling



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1.0 Introduction

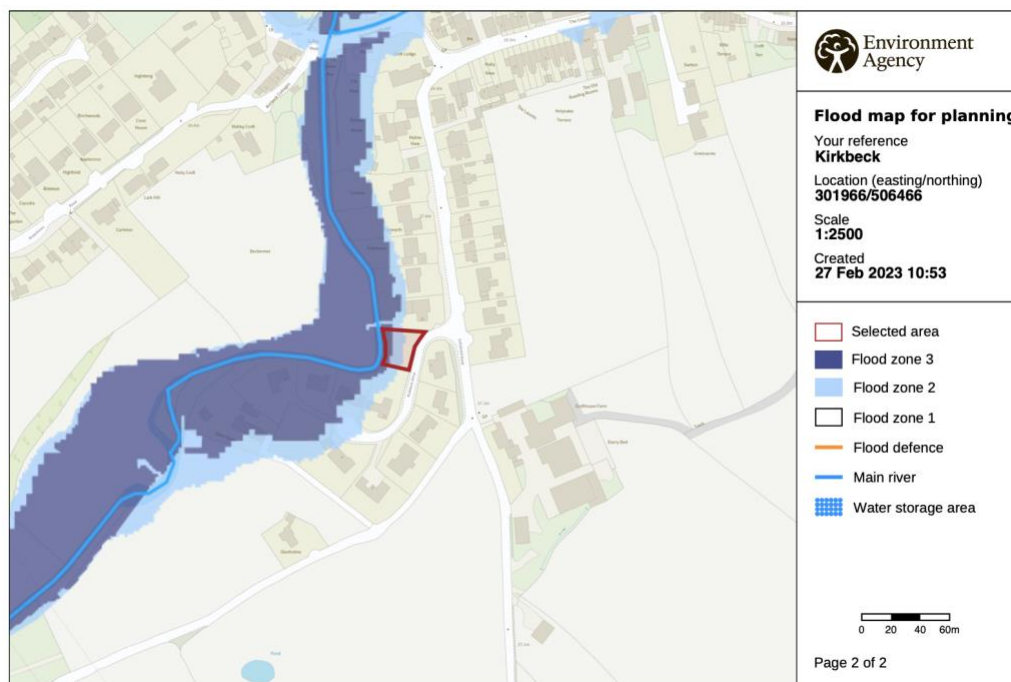
- 1.1 This planning statement has been prepared on behalf of the applicant in support of a planning application for a single dwelling on land adjacent to 12 Kirkbeck Drive, Beckermets.
- 1.2 The application is submitted in full, covering all matters relating to the development. The purpose of this statement is to set out the planning case in support of the development of the site, and it should be read in conjunction with the plans submitted.
- 1.3 Section 2 of this Statement will set out the site's context, Section 3 covers the proposed development, Section 4 relates to the planning history of the site and surroundings, Section 5 will set out the planning policy context against which the application must be considered and undertakes a planning assessment of the proposed development and Section 6 will draw together the conclusions.

2.0 The Site

- 2.1 The application related to an area of grassed land extending to 0.06 hectares which lies to the west of Kirkbeck Drive. The development adjoins 12 Kirkbeck Drive to the north, to the east the Kirkbeck Drive access road, to the west Kirkbeck, and to the south it adjoins the residential curtilages of 11 Kirkbeck Drive.
- 2.2 The site is currently grassed residential curtilage land, which has previously received planning permission for a dwelling. The topography of the land slopes towards the west towards the Kirkbeck, and it is contained by domestic hedgerows to the south and frontage.
- 2.3 The application site is situated within the established Local Plan settlement boundary for Beckermets and is therefore close to the local amenities in the village consisting of the Primary School, playpark, pubs, Church and nursery. It is close to the A595 which provides bus route access to Whitehaven which is the Main Service Centre in the Borough as detailed in the Copeland Local Plan. It is located in the Local Plan Boundary for the existing Copeland Local Plan and proposed Local Plan.
- 2.4 The A595 to the east provides easy access to both Sellafield and Whitehaven and continues north towards Carlisle, and Egremont and Sellafield to the south. The A595 links to the A66, 13 miles north of the site which connects to Penrith and Junction 40 of the M6 to the east.
- 2.5 In summary therefore, the site is situated within a long-established residential area that is within reach of the best range of facilities that the Borough can offer.
- 2.6 There are no Conservation Areas or Tree Preservation Order's (TPO) on or directly adjacent to the site. There is a Conservation Area within Beckermets, at which the nearest point is around 100m to the north. The nearest TPO is to the north nearer the centre of the village, located in the curtilage of a dwelling known as Croft Lodge.
- 2.7 There are no Listed Building's on or near to the site. The nearest is the Grade II Listed Church of St John the Baptist in the centre of the village, as detailed on the Copeland GIS Map below:



- 2.8 The site is located in an area that the Environment Agency Flood Map for Planning has noted as Flood Zones 1, 2 and 3, as detailed below:



3.0 The Proposed Development

- 3.1 The application is an full planning application so therefore all details regarding access, scale, layout, landscaping and appearance of the residential development proposed on the site are covered within the submission.

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- 3.2 The proposed dwelling would have an access directly onto Kirkbeck Drive, between the existing driveways for No's 11 & 12 Kirkbeck Drive. This point of access has previously been approved in the previous applications on the site.
- 3.3 The proposed scale of the development is for a single dwelling on the site, which is all the site would be suitable for given the size and layout.
- 3.4 The layout of the proposed development would likely take a similar build line to the adjacent dwellings, fronting onto Kirkbeck Drive. It would have front and rear elevation to the east and west elevations, with garden land to the west and access and parking to the east.
- 3.5 The property will have two in curtilage parking spaces, with additional space within an integral garage. The dwellings in the surrounding area generally are detached single or two storey dwellings.
- 3.6 The application site is considered well related to the existing residential developments to the north, south and east, the road network and it is considered that the development of the site in the proposed form is possible without having any adverse impact on residential amenity to the surrounding properties.

4.0 Planning history

- 4.1 The below is the planning history directly on the application site:
- 4.2
 - 4/09/2448/001 – Outline application with all matters reserved for the subdivision of the garden of an existing domestic plot for one dwelling – 12 Kirkbeck Drive, Beckermat – Approved
 - 4/11/2411/0F1 – Four bedroom split level dwelling – Land adjacent to 12 Kirkbeck Drive, Beckermat – Withdrawn
 - 4/12/2022/0F1 – Split level dwelling (Resubmission) – Land adjacent to 12 Kirkbeck Drive, Beckermat – Approved

5.0 Planning Policy and its application to the proposed development

- 5.1 Planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.2 The Local Development Plan consists of policies within the Core Strategy and Development Management Policies DPD (December 2013). The policies in the following paragraphs are considered relevant to the proposed development.
- 5.3 The Local Plan sets out a long-term spatial vision and strategic objectives to support Copeland's vision which is "Working to improve lives, communities and the prosperity of Copeland". Although it was adopted before the updated NPPF (2021) it was adopted after the first NPPF that was published in March 2012 and therefore closely follows the principles of sustainable development, as defined by national policy and delivering sustainable housing in accordance with that policy.

Strategic Policies

- 5.4 **Policy ST1** of the core strategy sets out the fundamental principles that will achieve sustainable development. Amongst other things it seeks to ensure that development created a residential offer which meets the needs and aspirations of the Boroughs housing markers and is focussed on previously developed land away from greenfield sites.
- 5.5 **Policy ST2** sets a spatial development strategy whereby development should be guided to the Principal settlement and other centres and sustain rural services and facilities.
- 5.6 The above are the strategic policies with particular relevance to residential housing sites.
- 5.7 **Policy SS1** seeks to improve the housing offer of the borough by, amongst other things, by allocating housing sites to meet local needs in locations attractive to house builders and enhancing the general surrounding residential environment of the borough.
- 5.8 With regards to the above, it is noted that the site is within the vicinity of a number of residential properties. The proposed residential development will be built to a high standard, will have minimal impact on local amenity and improve the borough's housing stock in this desirable residential location. It has also previously been granted planning permission for residential development.
- 5.9 **Policy SS3** requires housing development proposals to demonstrate how the proposal helps to deliver a range and choice of good quality and affordable homes for everyone. This is assessed by how well a proposal meets the identified needs and aspirations of the Borough's individual Housing Market Areas as set out in the Strategic Housing Market Assessment (SHMA). The aim of the policy is therefore to: -
- Create a more balanced mix of housing types and tenure within that market area, in line with the evidence provided in the SHMA
 - Include a proportion of affordable housing which makes the maximum contribution (consistent with maintaining the viability of the development) to meeting identified needs in that market area
- 5.10 **Policy SS5** sets out the Council's position in relation to the provision and access to open space and green infrastructure. This aims to protect against the loss of designated open space, set the minimum open space standards for new development and promote the establishment, improvement and protection of green infrastructure.
- 5.11 **Policy ENV1** sets out an approach to ensure that new build development is not prejudiced by flood risk, by permitting new build on sites outside areas at risk of flooding and ensuring that new development does not contribute to increased surface water run-off through measures such as Sustainable Drainage Systems.
- 5.12 The proposed development is located within Flood Zones 1, 2 and 3 in terms of the Environment Agency (EA) Mapping. Therefore, the application is accompanied by a site-specific Flood Risk Assessment (FRA).
- 5.13 **Policy ENV3** seek to ensure that new development will protect and enhance biodiversity and geodiversity.

- 5.14 The proposed development is currently garden land. Therefore, the development proposed does not raise any obvious concerns on this subject. There are no designations or information available which suggests that the site is subject to any biodiversity interest.
- 5.15 **Policy ENV5** relates to the protection and enhancement of the Boroughs landscapes. It seeks to ensure that landscapes are protected from inappropriate change through unsympathetic development.
- 5.16 It is considered that the proposed development, being of small scale and within an existing cluster of dwellings, is not an inappropriate change to the landscape.

Development Management Policies

Design

- 5.17 **Policy DM10** states the Council will expect high standard of design and the fostering of 'quality places' and development proposals will be required to: -
- Respond positively to the character of the site and the immediate and wider setting and enhance local distinctiveness through an appropriate size and arrangement of development plots, the appropriate scale and massing of houses;
 - Incorporate existing features of interest including local vernacular styles and building materials;
 - Address vulnerability to and fear of crime and anti-social behaviour by ensuring that the design, location and layout of all new development creates clear distinctions between public and private spaces, overlooked routes and spaces within and on the edges of development;
 - Create and maintain reasonable standards of general amenity.
- 5.18 It is considered that the above principles have been taken into account in the design and layout of the proposed development. The proposed dwelling on the site layout plan is considered appropriate in form, design and size, and also the size is laid out at an appropriate scale for the site and context of the adjacent dwellings.

Residential Amenity

- 5.19 **Policy DM12** requires new build residential properties to have: -
- a separation distance of at least 21 metres between directly facing elevations of dwellings containing windows of habitable rooms
 - a separation of at least 12 metres between directly facing elevations of dwellings containing windows of habitable rooms and a gable or windowless elevation
- 5.20 The proposed layout confirms that the proposed dwelling would as detailed meet the above separation distances as noted above.

Drainage and Flood Risk

- 5.21 **Policy DM24** states where a proposed development is likely to be at risk from flooding or increases risk of flooding elsewhere, a Flood Risk Assessment (FRA) will be required to be submitted as part of the planning application. Development will not be permitted where it is

found that there is an unacceptable risk of flooding; or the development would increase the risk of flooding elsewhere.

- 5.22 The application is accompanied by a site-specific Flood Risk Assessment (FRA) in relation to the above to justify the proposed dwelling on the site.

Access and Transport

- 5.23 **Policy DM12** requires housing development to provide a car parking provision in accordance with adopted residential parking standards. Cumbria Highways have provided a Cumbria Development Design Guide, which provides a suggested level of parking for housing development.
- 5.24 The proposed site accommodates two parking spaces in curtilage to the front of the dwelling, and an integral garage space. It is therefore considered that any proposed layout can meet this criterion of Policy DM12.
- 5.25 **Policy DM22** requires development proposals to be accessible to all users by providing convenient access into and through the site for pedestrians, cyclists and disabled people, access for emergency and service vehicles, meeting adopted car parking standards which reflect the needs of the Borough in its rural context. Where necessary the potential transport implications of development will be required to be supported by a Transport Assessment and a Travel Plan to manage any significant transport implications.
- 5.26 The proposed development provides a safe, functional, permeable and inclusive access allowing good sustainability to the facilities in Beckermeth and allow sustainable transport links across the Borough. The proposal therefore meets the aims of local plan policies DM12 and DM22.

Ecology and Trees

- 5.27 **Policy DM28** requires development proposals which are likely to affect any trees within the Borough will be required to include an arboriculture assessment as to whether any of those trees are worthy of retention and protection by means of a Tree Preservation Order. No trees will be removed on the site, and it is intended that the hedgerows on site would remain.

Principle – National Planning Policy Framework (“NPPF”) (as revised July 2021)

- 5.28 The purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF states that sustainable development has three objectives social, economic and environmental.
- 5.29 The social and economic are as follows:
- ”a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being. "

It is noted in the above that a central aim of the NPPF is to ensure that the right type of land is available in the right areas, to ensure that the correct housing is available to meet the needs of present generations.

- 5.30 Paragraph 11 covers the issue of the application of the presumption in favour of sustainable development.

"For decision-taking this means:

Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

- 5.31 Paragraph 49 in the revised NPPF now states "in the context of the Framework – and in particular the presumption in favour of sustainable development – arguments that an application is premature are unlikely to justify a refusal of planning permission."
- 5.32 Paragraph 61 states that "*Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).*"
- 5.33 Paragraph 102 is regarding promoting sustainable transport, which is relevant to this proposal. "*Opportunities to promote walking, cycling and public transport use are identified and pursued.*" This continues in paragraph 103 stating "*The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*"
- 5.34 The proposed site is within the built area of Beckermat. This is a Local Service Centre within previously adopted versions of the Local Plan. A single dwelling is considered appropriate to the size, character and role of the settlement. The submitted application will not cause any significant increase in terms of traffic within the locality from the development, due to the size of the proposed development only representing a minor application. It is not expected that there will be any strain on infrastructure capacity, given the development of a single

dwelling. With regards to walking to facilities, as stated above the proposed development site is located within walking distance of the facilities and services found within the Beckermat settlement. The proposed development is situated adjacent to existing housing on three sides and is bounded by the existing hedgerow boundaries. Therefore, there is no intrusion into open countryside.

6.0 Conclusion

- 6.1 The proposed development provides the opportunity for a new dwelling on a site that is considered suitable for residential use.
- 6.2 The land had previously been considered suitable for residential development due to the previous planning permission, and location within the settlement boundary.
- 6.3 The proposed development has been sensitively designed to take into account the site characteristics, surroundings, wider location and separation distances.
- 6.4 It is considered that any impact on the adjacent dwellings outside of the site has been minimised by the proposed layout.
- 6.5 It is contended therefore that the proposed development is acceptable and is in accordance with both national and local planning policy, and therefore should be approved.

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