



Design and Access Statement

DAS01B - September 2025

Planning Application for a Residential Development
Harras Moor, Whitehaven

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Document Name	Revision
1238-EA-A-DAS01	B

1.0 Introduction

- 1.1 Purpose of this document
- 1.2 National Planning Policy Framework
- 1.3 Local Planning Policy

1 Introduction

1.1 The Purpose of this Document

- 1.1.1 This Design and Access Statement has been prepared by Edward Architects on behalf of the applicant Gleeson to support a Full Planning Application for a residential development on the land at Harras Moor, Whitehaven
- 1.1.2 This document has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 ("the DPMO"), which sets out the requirement for certain planning applications to be accompanied by a Design and Access Statement.
- 1.1.3 The purpose of this document is to describe the design principles and concepts of the proposals, how they respond to the context of the site and its surroundings and how the proposals respond to the relevant design policy and guidance.
- 1.1.4 By creating this document the intention is to ensure that the proposals result in creation of high-quality places that are inclusive, practical and attractive.
- 1.1.5 This document demonstrates the design process which is structured as follows;
- Site assessment
 - Design Development
 - Proposal
- 1.1.6 Through the above process the following design issues will be addressed;
- Use | What the buildings and spaces will be used for
 - Amount | How much would be built on the site
 - Layout | How the buildings public and private spaces will be arranged on the site, and the relationship between them and the buildings and spaces around the site.
 - Scale | How big the buildings and spaces would be (their height, width and length)
 - Appearance | What the building and spaces will look like, for example, building materials and details
- 1.1.7 The document also demonstrates how the National Design Guide 10 Characteristics have been applied.

1.2 National Planning Policy Framework

- 1.2.1 The purpose of the National Planning Policy Framework is to help to achieve a sustainable development. The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.
- 1.2.2 It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

1.3 Local Planning Policy

- 1.3.1 The proposals will consider the following published documents:
- Design and Access Statements: How to Write, Read and Use Them published 2006.
 - Department for Transport's Manual for Streets, published 2007
 - Urban Design Lessons: Housing Layout and Neighbourhood Quality published in December 2013.
 - Copeland Local Plan 2021-2029 adopted Nov 2024
- 1.3.2 The Local Development Plan consists of policies within the Copeland Local Plan 2021 – 2029, adopted in November 2024. The Local Plan sets out a long-term

spatial vision which is that it "will be a key driver for change over the period 2021-2039 identifying opportunities to enhance Copeland's strengths, address its weaknesses and ensure that Copeland is a place where people and business can thrive". It was adopted before the recently updated NPPF (December 2024) but it is considered to generally follow the principles of NPPF and in particular, sustainable development, as defined by national policy and delivering sustainable housing in accordance with that policy.

- 1.3.3 The purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF states that sustainable development has three objectives which are social, economic and environmental. Paragraph 11 covers the issue of the application of the presumption in favour of sustainable development. "For decision-taking this means: Approving development proposals that accord with an up-to-date development plan without delay"

"Well-designed places have individual characteristics which work together to create its physical character. The ten characteristics help to nurture and sustain a sense of community"

National Design Guide, p8



Images of relevant planning policies

2.0 Site Assessment

- 2.1 Site Location
- 2.2 Site Context
- 2.3 Site Character
- 2.4 Local Character
- 2.5 Character Study - Winchester Drive
- 2.6 Character Study - Laurel Bank

2 Site Assessment

2.1 Site Location

- 2.1.1 The site is located on the eastern edge of Whitehaven, accessed via Harras Road and Caldbeck Road, with a new primary access proposed from Loop Road (south).
- 2.1.2 It lies within the jurisdiction of Cumberland Council.
- 2.1.3 Whitehaven is a key coastal town in West Cumbria, approximately 6 miles south of Workington and 8 miles west of the Lake District National Park.
- 2.1.4 The site is well connected to the A595, providing strategic road links north towards Workington and south towards Egremont and Sellafield.
- 2.1.5 Whitehaven railway station is located less than 1 mile away, with direct services to Carlisle and Barrow.
- 2.1.6 The surrounding area includes established residential neighbourhoods to the west and south, with a quarry and light industrial estate to the east.
- 2.1.7 Local landmarks include Whitehaven Golf Club, Harras Moor woodland, and the historic harbour, all within easy reach.



Key



Site location



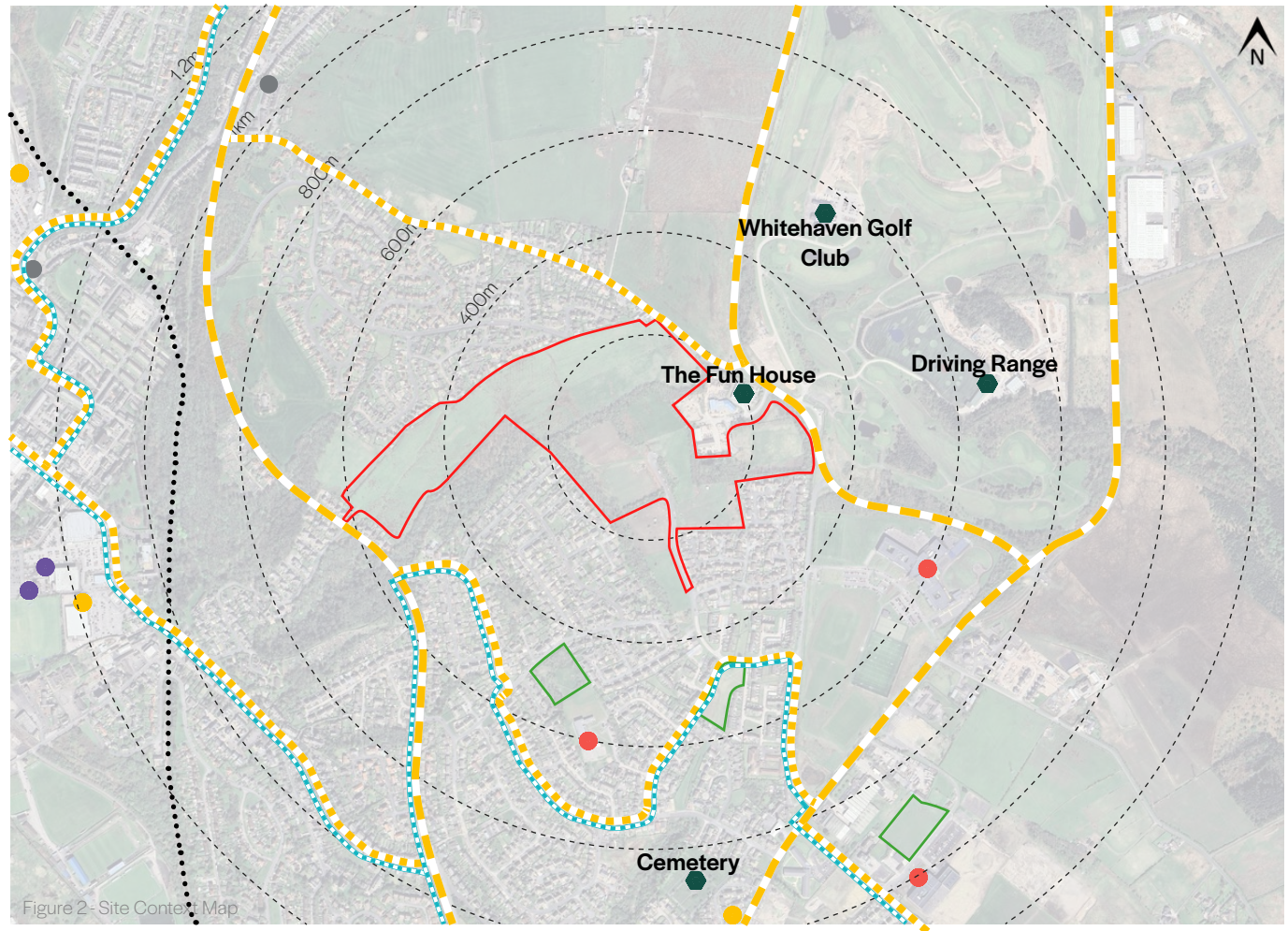
Strategic road



Railway line

2.2 Site Context

- 2.2.1 The site is accessed from Harras Road and Caldbeck Road. Loop Road South and Highlands provide pedestrian access only.
- 2.2.2 The land is currently greenfield/agricultural, containing hedgerows, trees, and drainage features.
- 2.2.3 It is bordered by established residential neighbourhoods to the west, south and north, with a quarry and light industrial estate to the east.
- 2.2.4 The site slopes gently downwards to the southwest, offering views towards the coast and slopes more steeply to west arm of the site.
- 2.2.5 Local amenities are within 1 mile, including shops, pubs (Distressed Sailor, Lowther Arms), pharmacies, and Whitehaven town centre facilities.
- 2.2.6 Several primary schools and nurseries are located nearby, with Whitehaven Academy within about 1 mile.
- 2.2.7 GP practices and dental surgeries are available within 0.5–1 mile in the town centre and surrounding neighbourhoods.
- 2.2.8 Harras Moor Woodland and green corridors provide accessible walking routes, with Whitehaven Golf Club and coastal paths also nearby.
- 2.2.9 Public transport is well served with bus stops on Harras Road and rail stations (Whitehaven & Corkickle) within 1 mile.

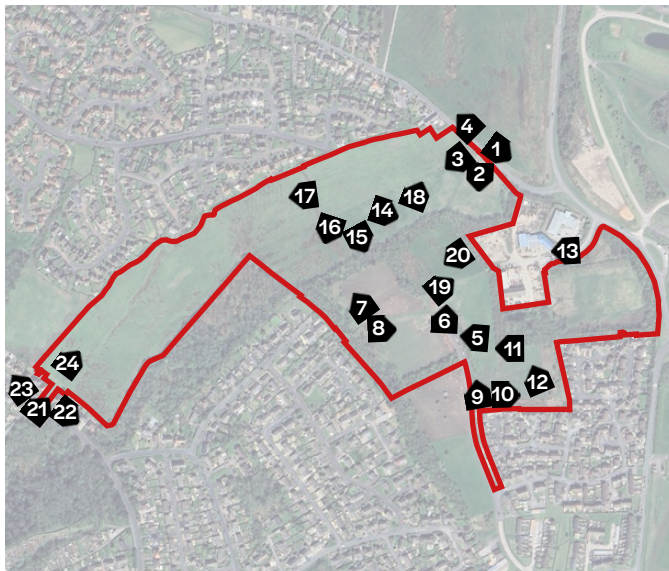


Key

—	Site boundary	■	Bus stop	●	Shop/Convenience store
—	Strategic road	●●●●●●	Train Line	○	Church
- - -	Main distributor	●	School / Child Care	—	Park / Recreation area
.	Secondary distributor	●	GP / Pharmacy	■	Place of interest (labelled)
- - - - -	Bus route	●	Pub		

2.3 Site Character

- 2.3.1 The site is approximately 51.3 acres is open greenfield with a steep gradient, dropping roughly 60m from Harras Road to Loop Road South
- 2.3.2 The topography and location of the site provide some dramatic views towards the Lakeland fells and the sea
- 2.3.3 The site forms part of the Whitehaven hillside character area, contributing to the scenic hillside backdrop and overall green corridor framing the urban edge.
- 2.3.4 Dense vegetation, including an ancient woodland to the south provide strong green buffers to the boundaries.
- 2.3.5 Stone walling is seen along the boundary with Harras Road
- 2.3.6 Access to the site can be taken from numerous vehicular and pedestrian points around the full boundary, with the main existing vehicular access directly from Harras Road, Caldbeck Road and pedestrian only from Highlands.







2.4 Local Character

2.4.1 The neighbouring streets are primarily residential in type, with Whitehaven centre located to the south.

2.4.2 Dwellings in the local area range between bungalows to 2.5 storeys in height

2.4.3 Prominent characteristics of nearby residential architecture include;

- Mixture of red multi brick and light render
- Some dwelling have half render features or prominent pitched front elevation detailing
- Mixture of grey and red roof tiles
- Generally, white window profiles with white rainwater goods
- No head or sill detailing, although some brick soldier course heads and stone cills are also prominent on developments to the west
- Mixture of lean-to, flat and pitched porches
- Mixture of front to back and gable frontages
- Open frontages to properties or low boundary walls
- Within curtilage parking where possible
- The predominant visual feel of properties in the area when viewed from distance is a light colour render



2.5 Character Study - Winchester Drive

- 2.5.1 Winchester Drive was developed in the latter half of the 20th century and features render externals with minimal detailing
- 2.5.2 Dwellings are generally detached or semi detached
- 2.5.3 Some dwellings have false stone heads and detailed sills
- 2.5.4 Generally, grey roof tiles other than dwellings that have replaced them
- 2.5.5 Wet verge to gables
- 2.5.6 White uPVC rainwater goods
- 2.5.7 White uPVC windows, fascia and soffit
- 2.5.8 Mixed colours of composite front doors, generally white
- 2.5.9 Most parking is within curtilage
- 2.5.10 Not much boundary treatment between curtilage and adopted highway
- 2.5.11 Detached garages seen sparsely throughout the development
- 2.5.12 Lean to porches



2.6 Character Study - Laurel Bank

2.6.1 Laurel Bank dwellings were built in the 2010's and display a modern take on authentic residential detailing. These include:

- Dwellings are generally detached or semi detached
- Splayed red brick soldier course heads
- Gabled frontages
- Stone gable vents to front elevations
- Grey concrete tile throughout the neighbourhood
- Dry verge to match the colour of the roof
- White uPVC windows
- White uPVC rainwater goods
- Red multi brick to most dwellings with some having white render features
- In-curtialage parking to all dwellings on road, as well as parking on road
- Stone sills
- Lean-to porches
- Large overhangs
- Chimney breasts



3.0 Design Development

- 3.1 Site Constraints
- 3.2 Site Opportunities
- 3.3 Site Movement & Connectivity
- 3.4 Design Principles
- 3.5 Places Matters / Homes England Design Review
- 3.6 Feedback Response

3 Design Development

3.1 Site Constraints

3.1.1 Figure 3 shows the existing site constraints diagrammatically. These can be summarised as follows;

- Main road traffic generates some traffic noise along the eastern boundary.
- Industrial estate creates noise impacts, limiting residential placement close to those edges.
- Former quarry land cannot be developed and requires appropriate buffer zones.
- Infrastructure crossing the site restricts where buildings can be located.
- Site slopes downwards to the southwest, affecting runoff patterns and foundation design.
- Site has existing drainage well on western boundary due to uneven surface and natural formed ditch.
- Existing homes around the perimeter mean any new development must consider privacy, overlooking, and separation distances.
- Only two existing access points (north and south-east) are available, which restrict movement unless improved.



Figure 3 - Constraints Plan

3.2 Site Opportunities

3.2.1 Figure 4 shows the potential site opportunities diagrammatically. These can be summarised as follows;

- The site has long-distance views providing glimpses of the sea to the west, which can be capitalised on in layout and orientation of dwellings.
- Views to fells at Harras Moor access area
- Primary vehicular access points from existing points on Harras Road and Caldbeck Road, with new introduced vehicular access from Highlands
- Opportunity to form a clear primary access spine through the site.
- Large central and edge green areas can be designated for recreation, amenity, and ecological value.
- Several potential pedestrian access points link into the surrounding neighbourhoods, improving walkability and connectivity.
- Planting of noise-buffering vegetation along the industrial and road boundaries can create attractive landscaped edges.
- Play areas and green spaces can be located strategically as “buffers.”
- Attenuation basins can be designed as landscape features with ecological and amenity benefits, rather than purely technical infrastructure.
- Opportunities for play areas, recreational paths, and integrated green corridors to encourage community use and wellbeing.
- Tree belts create an opportunity for a landscape led design with clear individual zones and settings within the tree belts.



Figure 4 - Opportunities Plan

3.3 Site Movement & Connectivity

- 3.3.1 The development is integrated into the existing movement network, with pedestrian connections extending along Loop Road South, Highlands and the Industrial Estate, providing safe and direct links towards surrounding residential areas, workplaces, and leisure routes.
- 3.3.2 Harras Road and Caldbeck Road, the main vehicular access points, both include existing footpaths which tie directly into the wider Whitehaven pedestrian network, ensuring that residents can walk safely towards the town centre and other key destinations.
- 3.3.3 The site layout ensures that all pedestrian routes connect seamlessly with adjacent neighbourhoods, reducing reliance on the private car and encouraging walking as the natural first choice for short everyday trips.
- 3.3.4 Internal footpath links are designed to be permeable and legible, feeding into Loop Road South and Highlands to create circular walking routes as well as direct connections out to the town.
- 3.3.5 The proximity of existing bus stops on Harras Road and Caldbeck Road enhances walkability by allowing residents to easily combine walking with public transport.
- 3.3.6 The site is within easy walking distance of several local schools, including St James' C of E Junior School, Bransty Primary School, and St Benedict's Catholic High School, all accessible via continuous pavements along Harras Road and Caldbeck Road, providing safe and direct routes for children walking to school.
- 3.3.7 The site is well connected to local healthcare services, with Queen Street Medical Practice and Beckermat Medical Centre both accessible from Harras Road via established pedestrian routes into Whitehaven town centre.
- 3.3.8 The development connects directly into the wider green infrastructure network, with Harras Moor Woodland immediately adjoining the site and providing informal recreation and walking opportunities. In addition, Castle Park and Corkickle Park are both within walking distance

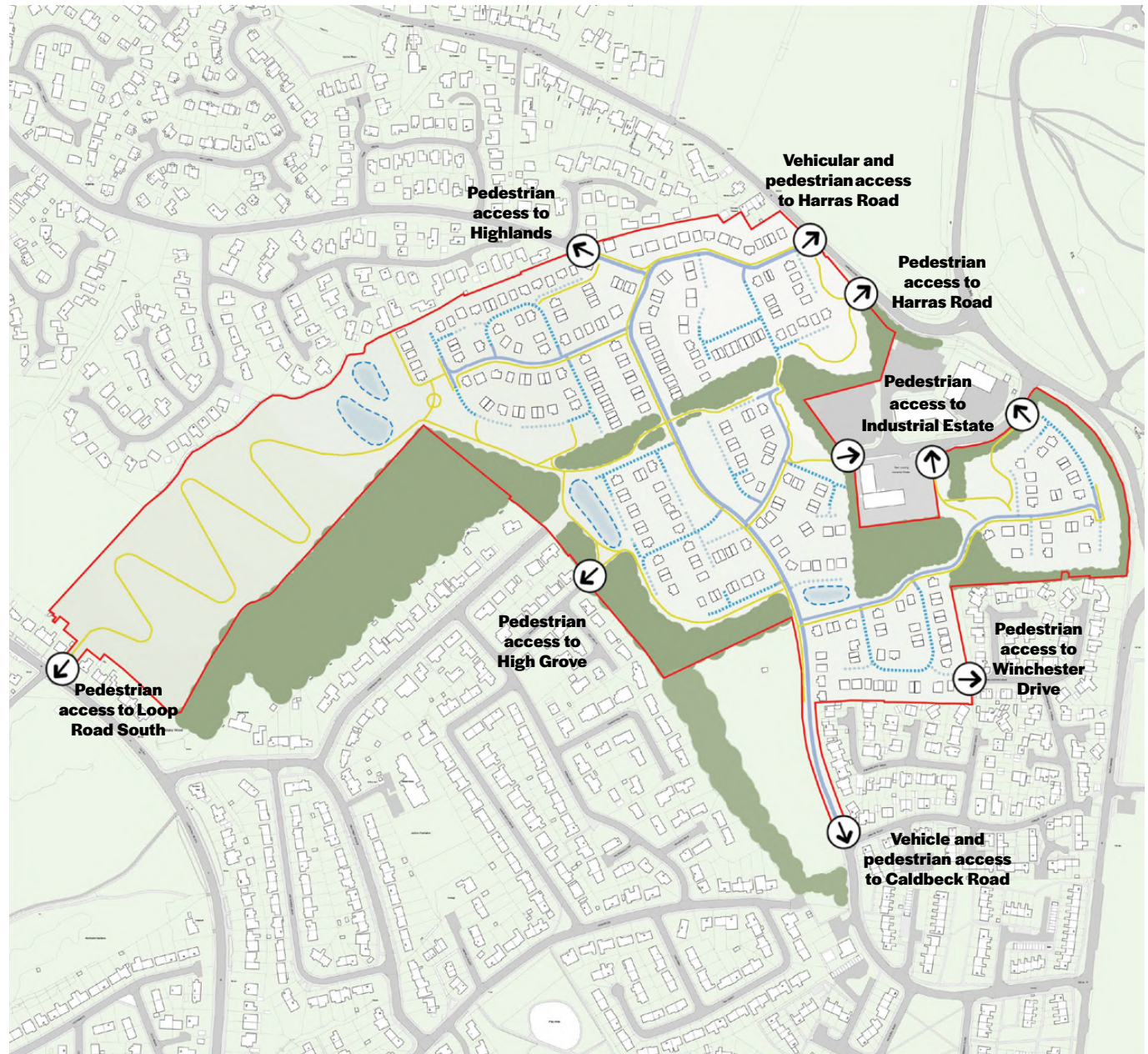


Figure 5 - Movement Plan

3.4 Design Principles

3.4.1 Figure 6 shows the potential site design principles diagrammatically. These can be summarised as follows;

- Housing areas are split into blocks with mixed materials (brick and render) to provide variety and avoid monotony with render to outward facing houses.
- “Vista stoppers” used at key nodes to provide visual interest and help with orientation.
- A primary access spine runs centrally, with secondary and tertiary roads branching off for permeability.
- Streets are designed to integrate with landscape buffers and attenuation features where existing hedges, boundary trees, and corridors are retained to provide ecological networks and natural screening.
- Attenuation areas are incorporated into open spaces to form multifunctional landscapes. POS incorporated to provide focal points for community interaction.
- Layout respects the privacy of existing dwellings by maintaining setback distances.
- Boundaries softened with planting and open space rather than hard edges.
- Buffer planting doubles as both noise control and amenity landscape.
- Clear structuring allows phased development (north to south), ensuring infrastructure and landscape buffers are delivered alongside housing.
- Retain views to fells & coast and take advantage of these with viewing vistas as you travel through the site
- Houses located & oriented to avoid noise from adjoining factory.
- Gateways are located at two of the primary vehicle access points. Harras moor reflects openness and moorland stone walling, where as the south east gateway off Caldbeck Road represents opening into woodland glades.



Figure 6 - Principles Plan

3.5 Places Matters / Homes England Design Review

3.5.1 The following comments were made by Homes England through a design review and have been accounted for throughout the design development phase:

- Strong encouragement about responding to context, connectivity and views.
- The view back to the sea from Harris Road entrance is critical – must feel locally rooted, not imported.
- Entrance at Harris Road feels cramped beside existing terraces – consider pulling houses back and extending public space northwards.
- Need to establish distinctive identity and avoid a mundane, standard layout.
- Landscape strategy needs to be drawn throughout the site and not just on the perimeter
- Attention needed on the North–South axis to enhance views and tree alignment.
- Village Green: currently disjointed – buildings should front directly onto it to give it stronger enclosure and purpose.
- Boundary to Harris Road: requires a full landscape treatment to create a strong first impression.
- Ensure landscape defines build areas and creates a “living in nature” identity.
- Highways should be “de-engineered” in neighbourhood pockets to feel more human-scaled.
- Encourage shared street/surface approaches, but avoid cars dominating frontages (especially at small pockets
- Movement hierarchy and “purpose of routes” needs clarity (e.g., walking to school).
- Ensure SUDs integrate with pedestrian routes (avoid blocking desire lines).
- Must provide seating, resting spots, and low-level lighting to encourage dwell time and safety.
- Strengthen connections to Woodland Trust areas and wider green networks.

3.6 Feedback Response

3.6.1 In response to the feedback from the local council after the Pre-Application and feedback from the Places Matters Design Panel the proposed scheme will incorporate the following principles to ensure good design

- Entrance features used to create gateways, maintaining the feel of the existing area whilst addressing access and way finding
- Introduced outdoor spaces including a meeting point to the west of the scheme acting as a view point toward the sea.
- Primary tree lined grass verge boulevards should be lengthened for a softer streetscene
- Potential future bus route through site with 6m wide carriageway
- Introduce 1 bed units
- Introduce traffic calming measures through reduced radii junctions and shared surfaces
- Break up any areas of heavy front parking with landscaping

4.0 *Proposal*

- 4.1 Response to Local Planning Policy
- 4.2 Proposal
- 4.3 Layout
- 4.4 Appearance
- 4.5 Landscaping
- 4.6 Crime Prevention
- 4.7 Application of National Design Guide 10 Characteristics

4 Proposal

4.1 Response to Local Planning Policy

Consideration had been given to the following:

- Copeland Local Plan 2021-2029 adopted Nov 2024
- Design and Access Statements: How to Write, Read and Use Them published 2006.
- Department for Transport's Manual for Streets, published 2007
- Urban Design Lessons: Housing Layout and Neighbourhood Quality published in December 2013.
- Design Quality Supplementary Planning Document adopted May 2018.

4.1.1 Strategic Policy DS1 covers the settlement hierarchy in the Borough. Within this, Whitehaven listed as the Principal Town. The text regarding this tier states: The town will continue to be the primary focus for new development in the Plan area (town centre, retail, employment and housing), with large scale housing extensions, windfalls and infill development.

4.1.2 Policy DS4 is regarding Design and Development standards.

"The Council will expect all new development to meet high quality design standards which contribute positively to the health and well being of residents."

4.2 Proposal

4.2.1 The site is currently a greenfield site with no current use and most neighbouring developments are residential of similar type and nature.

4.2.2 The proposal seeks permission for 300 No. residential dwellings.

4.2.3 The proposed density is 14.45 dwellings per Hectare (Gross total site area)

4.2.4 The proposed density is 33.26 dwellings per Hectare (Net developable site area)

4.2.5 The proposal suggests tree lined boulevards with grass verges to the primary roads to tie in to the natural setting whilst creating calm and safe streets



Figure 7 - Coloured Layout

4.2.6 Gateways are located at two of the primary vehicle access points. Harras moor reflects openness and moorland stone walling, where as the south east gateway off Caldbeck Road represents opening into woodland glades.

4.2.7 The proposal aims to respect the character of neighbouring development and respect the character of distant views in aid of navigation through the site.

4.2.8 The outward facing properties are render to reflect houses off Caldbeck Road and Harras Moor, where as the internal brick feature elevations reflect the development on Laurel Bank.

4.2.9 Proposed links to Highlands are suitable for uplift to a vehicular link capable of bus routes.

4.3 Layout

4.3.1 The Proposed Site Layout (see Figure 7) follows the principles illustrated in the Design Objective diagrams (see Figures 3-5).

4.3.2 The site has two vehicle access points located on Harras Road and Caldbeck Road that will all be retained and enhanced to suit the proposed development of 300 dwellings.

4.3.3 Pedestrian access can be taken from all vehicle access points and off a number of other pedestrian access only points across the site, including Loop Road South and Highlands, the adjacent industrial estate and the residential developments located to the south east.

4.3.4 The site is mainly served from a spine road that goes from Caldbeck Road to the south to Harras Road in the north with secondary and tertiary roads branching off serving smaller parcels and cul-de-sac's.

4.3.5 A clear movement framework prioritises walking and cycling, with direct links to existing bus stops, schools, and community facilities, as well as active travel connections to Whitehaven and surrounding neighbourhoods.

4.3.6 The scheme has been shaped around the site's strong woodland framework and natural topography, creating distinct clusters of development within 'landscape rooms' and ensuring all homes are closely connected to green infrastructure.

4.3.7 Streets have been designed as places for people, not just vehicles, with reduced highway dominance, integrated SuDS features, and tree-lined avenues that encourage social interaction and outdoor activity.

4.3.8 The layout responds to changing site levels and orientation, harnessing long views to the Irish Sea and Lake District hills while ensuring strong public fronts to open space and welcoming gateways into the neighbourhood.

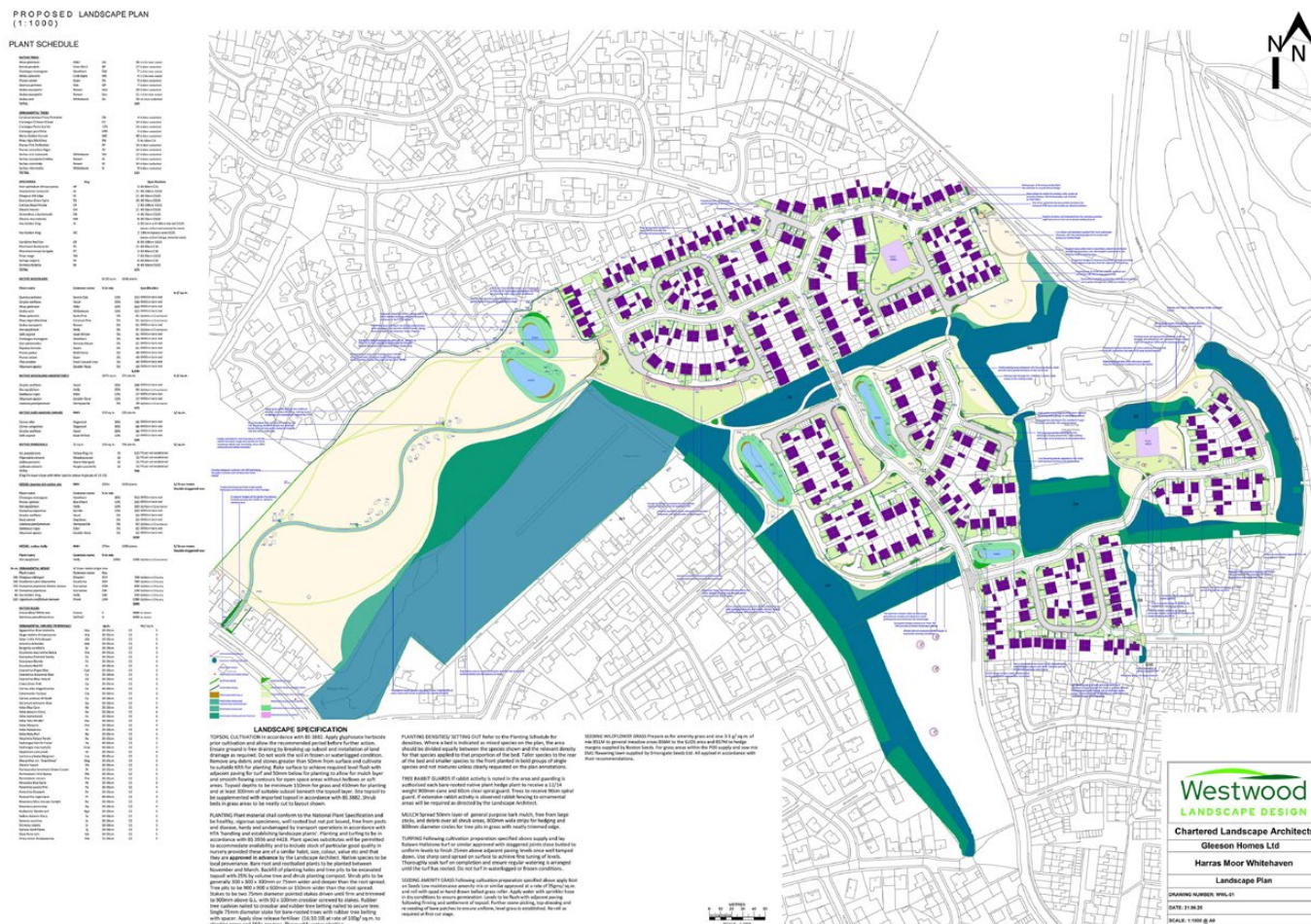


Figure 8 - Landscape Plan

4.3.9 By drawing inspiration from Whitehaven's historic urban grain and the natural moorland setting, the scheme establishes a memorable character with a contemporary identity rooted in place, biodiversity, and sustainability.

4.3.10 Dwellings on key corners will be dual aspect to have windows facing both roads they face onto. This is done to maximise natural surveillance and also avoid blank gables.

4.3.11 The layout seeks to back on to adjacent developments to enhance security, while maintaining an overall outward character.

4.3.12 Mature trees and hedgerows on all boundaries are to be retained where possible

4.3.13 Public Open Space has been provided throughout with a total of 26.39 acres.

4.4 Appearance

4.4.1 Section 2 of this report conducted an existing site assessment looking into the site context and the site character. This established what characteristics the existing housing stock has and how these can be implemented into the proposed housing scheme.

4.4.2 The proposal comprises a range of one, two, three and four bedroom dwellings, including bungalows, two storey and 2.5 storey plots, which is in keeping with the local character and scale. These include semi detached and detached dwellings.

4.4.3 The proposed dwellings are sympathetic to their surroundings and use a palette of materials that reflect and reinforce the local character.

4.4.4 Construction details are consistent throughout the proposed development including a uniform eaves detail, well-balanced elevations and consistent proportion and style of window openings.

4.4.5 The following are existing area characteristics that are used to inform the design:

- Rendered dwelling parcels will be located adjacent to the existing neighbouring developments whilst red multi brick parcels will be seen further into the proposed development creating strong character that blends well with existing.
- Mixture of non-linear and curved street design
- Traditional tiled roofs that are mostly front to back gable
- Small front gardens with either side or front parking
- White windows and joinery
- Mixture of housing types; detached and semi detached

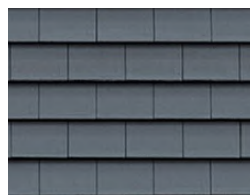
4.4.6 The proposed development seeks to establish a residential character that is rooted in the existing fabric of Whitehaven, responding sensitively to the established patterns found within the adjacent residential developments.



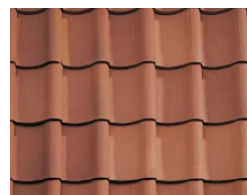
Red Brick



Light render



Grey tile



Red tile

Harras Moor Character Area

In these location it is proposed that the house types will utilise rendered elevations and grey roofs, which is typical of the developments seen to the east and along Harras Road.



Image indicating character style

Highlands Character Area

In these location red brick with grey roofs will be used to reflect the architectural nature of the residential development see to the west.



Image indicating character style

Figure 9- Proposed Streetscene

4.5 Landscaping

4.5.1 The landscape and ecological design objectives can be summarised as:

- Create an attractive landscape setting and environment for residents and visitors which integrates well with the adjacent landscape character and capitalises on the fine views.
- Reduce the potential landscape and visual impact of the development with mitigation planting to increase the natural screening.
- Retain and protect the woodland, trees and remnant hedges on and adjacent to the site and reinforce these with additional planting of native species to enhance the ecological diversity and wildlife value of the area including wild-flower grass seeding and species-rich native planting to the proposed POS areas.
- Enhance biodiversity by creating new habitats including native woodland margin to buffer and extend the Ancient Woodland and the SuDS ponds with adjacent wet meadow grassland, marginal and pond planting.
- Establish tree, hedge and shrub areas which define and enhance private gardens and streetscapes, reinforce boundaries, provide shelter and create year-round colour displays. This will include trees along the access roads with low shrubs and flowering ground-cover.
- Create a distinct identity for the area with high quality landscape features through the use of local materials and bold planting. The aim will be to achieve a sense of semi-privacy in the cul-de-sacs through changes to surfacing and planting style themes and layout. The retention of the stone boundary wall to Harras Road and re-using the stone from the section to be relocated to accommodate the junction sight lines in the adjacent open space feature is a good example of retaining the distinct identity and landscape character of the area.
- To accommodate pedestrian circulation through the development with strong links to the adjacent road network including the A595, Caldbeck Road, Harras Road and Winchester Drive. A variety of alternative walking routes are proposed with primary surfaced paths to be shared with cyclists to informal secondary paths of mown grass through the wild-flower meadow areas. Several alternative walking routes enhances the recreational provision of the area. Occasional bench seating along the routes will provide suitable rest areas and communal meeting point.
- Create formal play areas with fenced enclosure and safety surfacing and also informal play provision with more natural materials including timber logs and boulders appropriate to the natural 'country park' style public open space areas.
- Accommodate the requirements of the service statutory authorities keeping access and easements clear.
- Ensure that the maintenance requirements for the landscape areas are minimised through design and specification of high quality, robust materials from sustainable, energy efficient sources and appropriate plant species.
- To develop a landscape management strategy to ensure that the design objectives are realised and sustained in the long term.

4.6 Crime Prevention

4.6.1 Although the proposals don't seek Secured By Design accreditation, the layout has been designed to achieve the key principles of Secured by Design Homes 2016.

4.6.2 Principles include provision of secure perimeter boundary treatments to rear gardens and the site boundary, dual aspect properties to street corners and overlooking of public open spaces and footpaths.

4.7 Housing Design Standards

4.7.1 The proposals will consider the following published document:

- Building Regulations (2016 amendment), Approved Document Part M - Access to and Use of Buildings, Volume 1: Dwellings.
- The purpose of this approved document is to give guidance on how to comply with requirements:
 - M4(1) - Visitable Dwellings;
 - M4(2) - Accessible and Adaptable Dwellings; and
 - M4(3) - Wheelchair user dwellings.

4.7.2 The proposals will also consider the following published document:

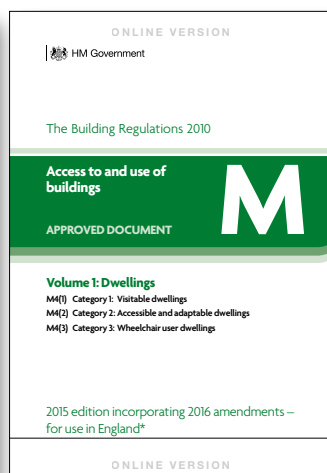
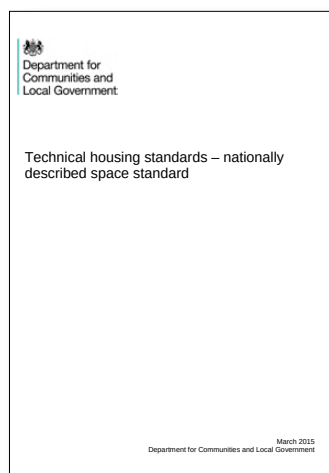
- Technical Housing Standards - Nationally Described Space Standards.
- This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

4.7.3 Housing proposals have been designed to either readily comply or be easily adaptable to comply to these standards.

4.7.4 A table of compliance is listed as follows:

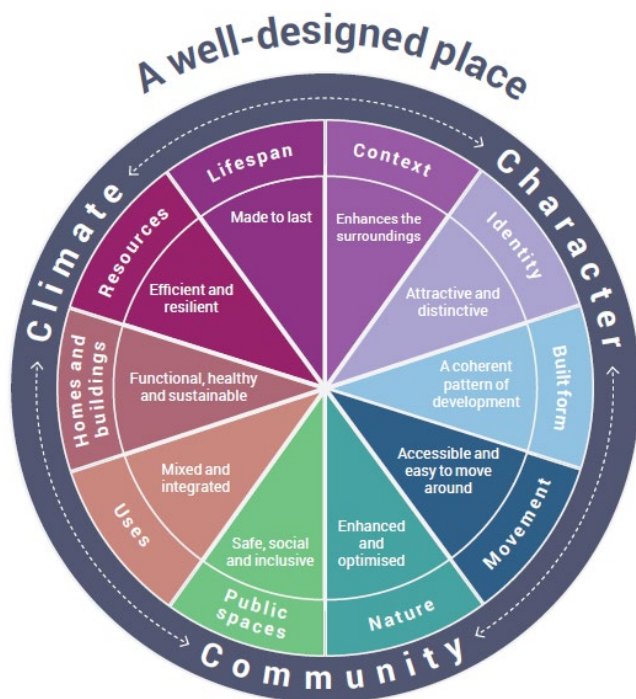
House Type	Mobility		Quantity
	M4(2)	M4(3)	
155 1 bed maisonettes (GF)			4
156 1 bed maisonettes (FF)			4
254 2 bed semi / detached bungalow			4
256 2 bed semi / detached bungalow			2
250 2 bed semi detached			24
252 2 bed semi detached			24
350 3 bed semi detached			42
352 3 bed semi detached			20
365 3 bed semi detached			33
356 3 bed detached integral garage			10
367 3 bed detached			10
360 3 bed detached			22
363 3 bed detached			6
450 4 bed detached			31
451 4 bed detached			19
452 4 bed detached integral garage			12
455 4 bed detached corner			28
461 4 bed semi detached 2.5 storey			5
TOTAL	220	8	300

4.7.5 All dwellings on the proposed scheme are to be NDSS compliant



4.8 Application of National design Guide 10 Characteristics

The following is a summary of how the scheme has been informed by the 10 characteristics of what constitutes a well designed place, as set out in the National Design Guide.



4.8.1 Context

- The site is located on the eastern edge of Whitehaven, a coastal town in West Cumbria with a strong historic identity and a semi-rural character. The land at Harras Moor forms a natural extension to the settlement, positioned between established residential areas, industrial estates and open countryside.
- The site sits within an established residential context to the west and east, while to the north benefits from extensive open fields, and long views across the surrounding landscape. This setting north of Harras Road provides both a strong edge to the town and an opportunity to integrate new housing within a green, accessible environment.
- Primary access is taken from Harras Road, with further connections to the wider local network, ensuring convenient vehicular access while allowing the scheme to maintain a neighbourhood character.
- Public transport links are readily available, with local bus services connecting Whitehaven to neighbouring communities and the town centre. Whitehaven railway station, located around 2km from the site, provides regional and national connections along the Cumbrian Coast Line.
- The development is well placed to make use of existing community infrastructure, including nearby schools, healthcare, shops and leisure facilities, as well as strong pedestrian and cycle links to Whitehaven town centre.
- Overall, the site represents a sustainable and logical location for growth, with good access to services, transport connections and green infrastructure, supporting the creation of a healthy, well-connected new neighbourhood.

4.8.2 Identity

- The scheme comprises a range of one storey to 2.5 storey dwellings which is in keeping with the local context and local housing density.
- The dwellings match the house types found in the surrounding context – semi-detached and detached
- Elevational detailing and a restrained palette of materials take inspiration from traditional Whitehaven vernacular, ensuring the new dwellings feel rooted in place while maintaining a simple, coherent appearance.
- Character areas have been introduced to further develop the design principles and create a fluent integration of new and existing, with key feature buildings used on corners and at the end of vistas
- All dwellings respond to the street orientation, and dual aspect properties are located on street corners to avoid unsightly blank gables and increase natural surveillance.
- The layout integrates with and is permeable to the existing neighbourhood, creating a seamless transition between old and new.
- Distinctive identity is reinforced through the integration of woodland edges, green corridors, and framed views towards the coast and surrounding hills, ensuring the development is memorable and reflective of its Whitehaven setting.

4.8.3 Built Form

- The pattern of development is coherent and well-defined, with an outward-facing built form that responds positively to its context.
- A clear street hierarchy and simple road layout ensure ease of movement by car, cycle, or on foot.
- Building lines and plot arrangements establish a consistent rhythm along streets, balanced by variation in house types and orientations to create visual interest.
- The arrangement of blocks and open spaces has been designed to form legible neighbourhood “rooms”, reinforcing identity and a sense of place.

4.8.4 Movement

- A clear and legible street hierarchy forms the backbone of the layout, ensuring the development is easy to navigate for vehicles, pedestrians, and cyclists.
- The primary route naturally leads to the central public open space, reinforcing its role as a focal point within the neighbourhood.
- Streets are designed at a pedestrian-friendly scale, with traffic calming measures, generous footpaths, and active frontages that encourage walking and social interaction.
- Dedicated pedestrian and cycle routes connect directly into the surrounding neighbourhoods, linking the development with nearby schools, community facilities, and Whitehaven town centre.
- The layout integrates with existing infrastructure, providing safe and convenient access to bus stops on Harras Road and Loop Road South. Regular services connect to Whitehaven town centre and neighbouring settlements.
- Connections to the A595 offer efficient access by car to the wider West Cumbria area, while sustainable transport has been prioritised to reduce car dependency for local journeys.

4.8.5 Nature

- A variety of areas throughout the site will be dedicated for Public Open Space providing safe and overlooked areas of play.
- A green buffer is provided on the eastern and southern boundaries providing a softer edge to the green neighbouring sites
- A comprehensive landscaping scheme will be produced to show tree planting and grassland details.

4.8.6 Public Spaces

- As previously noted a large portion of the site is dedicated to public open space.
- Public spaces are well overlooked by dwellings to ensure a safe and appealing space to use.
- The provision of public spaces will encourage exercise and social interaction whilst providing a place to relax and enjoy the natural surroundings.

4.8.7 Uses

- The proposal comprises a range of one to four bedroom dwellings ranging from one storey to 2.5 storey in height.
- The housing mix is well integrated to ensure a socially inclusive place to live.

4.8.8 Homes and Buildings

- The homes are well designed and functional providing good quality internal environments and attractive external spaces.
- Properties are provided with in-curtilage parking, with a front or side driveway.
- Generous garden space is provided to the rear each dwelling, providing private outdoor amenity space and the potential for homes to be extended and adapted in the future.
- The plotting of all units is spread evenly throughout the site, avoiding grouping of certain house type sizes and avoiding any potential issues with community cohesion within the site.

4.8.9 Resources

- All dwellings are designed with a ‘fabric first’ approach to minimise energy and natural resource usage and carbon emissions. As well as having a positive effect on the environment, this will also minimise fuel and water bills for the residents.

4.8.10 Lifespan

- Dwellings will be built with robust and low-maintenance materials which will ensure longevity.
- Public spaces will be well managed to ensure that spaces are kept in an attractive condition.
- The well designed spaces will give residents a sense of pride and ownership resulting in an attractive place to live throughout the lifespan of the development.

5.0 *Conclusion*

5.1 Concluding Statement

5 Concluding Statement

- 5.1.1 This application is for a Full Planning Application for the residential development of 300 dwellings.
- 5.1.2 Detailed and careful consideration has been given to the proposals. The proposals create a development that not only respects the site and its surroundings but also provides a high quality and well considered place to live.
- 5.1.3 In light of the documentation submitted in support of this application it is considered that consent should be granted for the proposed development.



Figure 10 - Indicative House Type Elevation

Figure 11 - Proposed Streetscene

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