



Design & Access Statement Addendum

Proposed Housing Development | Harras Dyke Farm, Whitehaven
Variation of Condition Applications: 4/21/2195/0R1 & 4/21/2196/0R1

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Prepared by

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Introduction

Applications 4/21/2195/OR1 and 4/21/2196/OR1 which were approved in September 2022 contained a Design & Access Statement Addendum which was prepared in support of those application and described the positive design changes that were made to support the then new Reserved Matters applications.

This document, a further Design & Access Statement Addendum has been prepared in support of a new Variation of Condition application that seeks to vary the applications that were approved in September 2022. Since

This application, if approved, will facilitate the construction of 90 homes by a local developer, house-builder and employers with a proven track record for constructing high quality, affordable homes.

Application Submissions

The applications comprise the following drawings and documentation necessary to vary the drawings within condition 2 of the following applications. Due to the different redline boundaries within each application and in order to avoid confusion between applications, different drawing numbers have been submitted for each application; although the content of the drawings, with the exception of the redline boundary, is identical.

Variation of Condition Application 4/21/2195/OR1 - 85 Dwellings

- 2258-PL250(-) Site Plan as Proposed
- 2258-PL251(-) Site Constraints Plan as Existing
- 2258-PL252(-) Boundaries & Enclosures Plan as Proposed
- 2258-PL253(-) Hard Surfacing & Facades Plan as Proposed
- 2258-PL254(-) Parking Layout Plan as Proposed
- 2258-PL255(-) Managed Areas & Adoption Plan as Proposed
- 2258-PL256(-) Affordable Housing Plan as Proposed
- 2258-PL257(-) Circulation Routes Plan as Proposed
- 2258-PL259(-) Footpath Diversion Route Plan as Proposed
- 2258-PL260(-) Landscaping Plan as Proposed
- 2258-D01(-) Materials Schedule as Proposed

Variation of Condition Application 4/21/2196/OR1 - 5 Dwellings

- 2258-PL210(-) Site Plan as Proposed
- 2258-PL211(-) Site Constraints Plan as Existing
- 2258-PL212(-) Boundaries & Enclosures Plan as Proposed
- 2258-PL213(-) Hard Surfacing & Facades Plan as Proposed
- 2258-PL214(-) Parking Layout Plan as Proposed
- 2258-PL215(-) Managed Areas & Adoption Plan as Proposed
- 2258-PL216(-) Affordable Housing Plan as Proposed
- 2258-PL217(-) Circulation Routes Plan as Proposed
- 2258-PL219(-) Footpath Diversion Route Plan as Proposed
- 2258-PL220(-) Landscaping Plan as Proposed
- 2258-D01(-) Materials Schedule as Proposed

The house-type drawings are universal and all are present within application 4/21/2195/OR1 (85 dwellings) although it should be noted that application 4/21/2196/OR1 (5no. dwellings) technically only includes 1no. of each of the following house-types: Alder, Champion, FFA, Bluebell and Sorrell.

House-type Name	Bedrooms	Plans as Proposed	Elevations as Proposed
JJA	3-Bed (Affordable)	2258-PL300 JJA	2258-PL500 JJA
Alder	3-Bed (Semi-detached)	2258-PL305 ALD	2258-PL505 ALD
Champion	3-Bed (Semi-detached)	2258-PL310 CAMP	2258-PL510 CAMP
Harebell	3-Bed (Semi-detached)	2258-PL315 HAR	2258-PL515 HAR
Kingcup	3-Bed (Detached)	2258-PL320 KING	2258-PL520 KING
Oxlip	4-Bed (Detached)	2258-PL325 OXLIP	2258-PL525 OXLIP
Camphor	4-Bed (Detached)	2258-PL330 CAM	2258-PL530 CAM
FFA	4-Bed (Detached)	2258-PL335 FFA	2258-PL535 FFA
Clover	4-Bed (Detached)	2258-PL340 CLO	2258-PL545 CLO
Bluebell	4-Bed (Detached)	2258-PL345 BLU	2258-PL545 BLU
Sorell	5-Bed (Detached)	2258-PL350 SOR	2258-PL550 SOR

Application Summary of Changes

- The principals established during the previous application / consent as granted remain the same in terms of scale, scope and development intent.
- The site has been purchased by Thomas Armstrong Limited therefore all approved house-types have been substituted for those offered by the developer and therefore the housing layout and built form has changed accordingly to suit alternative house-types.
- All primary and secondary vehicular access roads have been retained. Changes have been made to some tertiary vehicular access roads due to the omission of previously designated parking courts. In these areas the built form has been retained as close as possible to the consented layout.
- The dwelling mix has changed but remains broadly similar. 2-Bed properties (2no.) have been dropped in favour of additional 3-Bed semi-detached properties. 3-Bed semi-detached properties amount to 44% (previously 2-Bed and 3-Bed semi-detached properties amounted to 51%) 3-Bed detached properties amount to 6% (previously 3%) 4-Bed detached properties amount to 44% (previously 40%) 5-Bed detached properties amount to 6% (previously 6%)
- The number of dwellings remains at 90.
- Site coverage has increased from 103,894ft² to 112,426ft² whilst average density has increased from 12,038ft²/acre (previously 11,125ft²/acre)
- The scale and location of the public open space (POS) has been retained in full.

Introduction

The parameters of the site and its constraints are identified on the Existing Site Constraints Plan and remain unchanged from the previous application. The site is relatively flat overall, although it crowns in a north-south alignment through the centre of the site. Levels fall towards the west, south and east – the south-east corner is the lowest point and the drainage outlet is located there. Large diameter underground water pipes, owned by United Utilities, are installed inside and parallel to the eastern and the southern boundaries of the site. An overhead electricity pylon is located in the north-eastern corner.

As agricultural land, the site is compromised by its historic uses and exposed open nature. The ecological site assessment confirms that the site is generally of low conservation value. The original D&AS confirms that the site is designated as Urban Fringe and that development should “...consider opportunities to enhance and strengthen green infrastructure to provide a link between urban areas and the wider countryside”

This site sits on the south western edge of Harras Moor immediately adjacent to, what was once, the separate hamlet of High Harras. High Harras has developed since the mid c20th from a loose grouping of buildings (Hope Inn, Windsor Terrace, Harras Dyke Farm) through linear development along Harras Road. More recently, High Harras has become, in plan at least, the western edge of modern development at The Highlands, although vehicular access to High Harras remains distinctly separate as noted below.

Historic plans show that, since 1865, the surface of the site has changed very little. A mine shaft, even in 1865 referred to as ‘Old Shaft’, is present just inside the eastern boundary and a public footpath (No 431022) crosses the site from east to west, now connecting High Harras with Whitehaven Golf Course. It is widely known that extensive open-cast mining took place locally which extended into the northern part of the site. The open-cast site was closed and reinstated c1990 and, at that time, an extensive field drainage system was installed taking flows from Harras Moor through to an outlet at the south-east corner of the site.



Context

Historic buildings in High Harras are characterised as traditional Cumbrian buildings of simple architectural style, finished in render with stone detailing under slate roofs. More recent development on the southern side of Harras Road comprises mostly of detached bungalows and dormer bungalows with occasional two-storey houses. On the north side of Harras Road, dwellings are predominantly two-storey semi-detached houses, although there are a couple of bungalows. Most recent development is located immediately to the west of the site and comprises substantial, mostly two-storey, detached properties in large plots. Immediately to the west of High Harras, the development at The Highlands is a very substantial and relatively modern (1980/90's) urban style development accessed from Loop Road but with pedestrian links to High Harras from Harras Road.

Overall, historic buildings are significantly outnumbered by more modern dwellings, particularly those built from 1980's on wards. Traditional finishes (render, slate, stone detailing) are now less prevalent than brick and tiled finishes. Locally, most dwellings face directly towards access roads and have front and rear gardens of varying scale while more traditional dwellings are groupings of linked properties. Within previously submitted and approved proposals a soft outer edge to the development was created to help integrate it into the wider landscape and improve biodiversity opportunities; developed a series and hierarchy of streets along which dwellings are located; designed a series of open spaces to create a sense of place and; integrated links between streets and open spaces to allow residents and visitors to enjoy movement throughout the development. All of these ideas have been retained within the current, Variation of Condition application submission.

Highways, drainage systems and utilities are intended to be adopted. Public and private spaces are clearly defined. Private areas will be maintained by dwelling owners whilst public areas will be managed and maintained by a resident controlled management company. All open spaces are intended to be high quality, accessible and usable spaces. They are intended to be durable, easily maintained, well lit and incorporate passive surveillance where possible.

Identity & Built Form

The site is bounded on the south by Harras Road and on the east by Red Lonning. Red Lonning was upgraded during the period of open-cast mining and is a relatively high-standard route that runs from the A595 at Parton in the north and connects to the road running between Hensingham and Moresby Parks. Whitehaven Golf Course lies east of the site, across Red Lonning while St Benedicts and Mayfield Schools are approx. 300m southeast of the site along Red Lonning. Whitehaven School is located on the northern fringe of Hensingham, approx. 1km from the site.

Harras Road offers a direct vehicular connections into Whitehaven Town Centre and to Loop Road (the A595) via the junction adjacent the Sunny Hill public house. To the west of the site is a public footpath (No 431011) running north-south across Harras Moor while public footpath (No 431022) crosses the site and connects to public footpath (No 431023) which crosses Whitehaven Golf Course. Further down Harras Road, there are footpath links into The Highlands at two separate locations. Movement and circulation routes within the site are shown on the *Circulation Routes Plan*. The highway access location from Harras Road was stipulated in the original Outline Planning Approval and submitted proposals continue to utilise this agreed access point.

We would reiterate that primary and secondary roads including a large proportion of tertiary shared surface roads have not been altered as part of this Variation of Condition application. Where tertiary roads have been altered, they have been altered slightly to accommodate new house-types and ensure compliance with Section B5 of the Building Regulations.

Parking courts, prevalent in the previously approved layout have been omitted from this layout. This decision has been led by the developer as it is considered difficult to sell properties that do not conform to a conservative and traditional layout comprising of front and rear gardens with parking in front of a dwelling. The shared demise of a parking court often leads to anti-social behaviour such as children playing and problems with refuse. Within the proposed layout we have considered the benefits of parking courts and what the previous designer sought to achieve; to reduce the visual impact of the car in favour of a car-less historic idyll. In consideration of the preservation of the Avenue as a distinctive character area, devoid of cars and their visual impact we have been able to include for private driveways whilst retaining high density landscaping with trees planting to screen parked cars. Where possible, house-types have been selected which can accommodate side parking with garages at the rear to further reduce the visual amenity of parked cars on the principal estate road and the access onto the development.

The Avenue character area as it was defined in the previous application extends from the site access in a north-east direction before curving towards the centre of the eastern boundary. The highway within the Avenue is 5.5m wide (a primary access) until it passes The Green, where it reduces to 4.8m wide thereafter. The 5.5m wide primary access continues northwards from The Avenue, skirting the north-eastern perimeter of The Green before extending towards the northern site boundary. Secondary accesses (4.8m carriageway width) extend from the primary access providing access to (i) the (currently undeveloped) remainder of the site to the west of the application site and (ii) an emergency vehicle access to Harras Road in the south of the site. Further secondary access roads link to shared surfaces and shared driveways from which all remaining properties are accessed.

Primary and secondary roads incorporate foot ways while pedestrians can also utilise shared surfaces; additional non-adopted footpaths are proposed, as shown, and will be managed/maintained by the management company. Within this application footpaths at the northern end of the site have been simplified to mitigate the issue of desire lines facilitate and encourage the use of shared surfaces and allow for more multi-functional open space and trees. The presence of the existing public footpath is acknowledged and a proposed diversion route is indicated within submitted proposals. Should this application be granted, a separate application to formally divert the public footpath will be made in due course.



Movement

The proposed layout retains much of the principals expressed in the approved landscaping layout to enhance and integrate the development into its rural setting.

The native field hedgerow to the northern boundary visually contains the site and helps to improve the micro-climate in this high open landscape. Hedgerow trees help to break up the roof-lines of the development as seen from the north. Shrub and scrub planting on the north east corner of the site encloses the open space, making it feel safe and comfortable while also blocking headlights shining into the site from southbound vehicles using Red Lonning.

Along the eastern boundary, a substantial open space (incorporating SuDs) separates the development from Red Lonning providing extensive biodiversity opportunities. Along this edge, roadside planting is not continuous and enables an informal, fragmented boundary to provide glimpsed views into and out of the development. There is sufficient enclosure to create a comfortable, safe and defined open space within the development while also allowing the development to connect with its surroundings. An orchard area set in traditional grid also allows glimpsed views into and out of the development, with trees providing seasonal variety and biodiversity benefits. The capped mine shaft offers an opportunity for a mining industry interpretation while community areas with all-weather surfacing allow opportunities for interaction. From within the development, you will look across extensive landscaped SuDs areas in the foreground, with the Lake District hills beyond. In the southeast corner of the site, the primary SuDs adjacent to Harras Road/Red Lonning junction creates an airy and spacious green space at this key vantage point. Additionally, dwellings fronting Harras Road are set back because of an easement running just inside the southern site boundary. The building line along Harras Road extends the existing building line established by those existing plots lying to the northwest of the site; this further contributes to an open approach at the junction of Harras Road and Red Lonning. The existing stone wall fronting Harras Road is retained, with minimal adaption to create the site entrance and visibility plays.

The western portion of the site remains undeveloped in current proposals, although the potential for connected use of this land has been retained – footpath and highway connections to the west are shown. The western site boundary is marked by estate railings with carefully considered landscaping and dwellings looking outwards. Perimeter planting is divided into a series of different planting styles contributing to different character areas.



Nature & Landscaping

The majority of the perimeter of the site is defined by open space. This contributes towards a soft transition between adjacent land uses and proposed dwellings. Open spaces, landscaping and footpath links extend through the centre of the development creating a framework of green spaces in which new dwellings sit. The central open space provides room for passive recreation while also providing a green heart to the development. It remains extensively overlooked by surrounding dwellings so that passive surveillance occurs naturally but with more properties now overlooking the Green than there were previously. Incidental open spaces are found around the development, allowing opportunities for general use and interaction.

There remains significant tree and planting within public open spaces, including verges along the Avenue. An extensive footpath network encircles the development and link to roads and foot ways within it. All open spaces and non-adopted areas/footpaths are subject to management by the resident-controlled management company and are for the benefit of both new and existing communities in the area.

New homes enjoy semi-private front garden spaces, with boundaries that are undefined to promote dialogue and cohesion between neighbours (hoop-top railings to The Green provide some delineation between public and private demise). Front gardens are generally turfed, with specimen trees and under-storey planting supplementing that in adjacent public open spaces. Where front gardens incorporate driveways, the drives are generally finished in tarmac which will be maintenance free.

Private rear gardens are screened in all locations by either buildings, brick screen walls and timber fencing. Timber 'hit and miss' fencing, used to create high levels of privacy between individual garden spaces, is hidden from external view in key areas and within key sight lines.

Fencing/walls to rear gardens is typically 1800mm high ensuring that more visually intrusive but necessary domestic items (washing lines, trampolines, sheds, etc) are largely screened from external view. Rear gardens are generally laid to grass with perimeter paving to the dwelling and modestly sized patios. A hierarchy of streets has been created and, together with additional footpath links, these provide pedestrian access to front doors of all dwellings and encourage pedestrian movement throughout the site.



Public Open Spaces

Along proposed streets, there are three, four and five bedroom dwelling types. All dwellings, irrespective of scale or type, are built in similar high-quality materials with simple, contemporary detailing drawing on local influences.

Three-character areas were originally created as part of the consented scheme and their core values have been retained. The Green and The Avenue – this is the ‘heart’ of the site and is slightly more formal in character, with formal tree planting and simple understated planting along wide streets incorporating verges. The Edge – the perimeter of the site is casual and informal, being semi-rural with diverse, natural and native planting. Contemporary – the remainder of the site where modern, open-plan landscaping has a locally distinctive character incorporating colour, texture and seasonal variety.

Across the development, individual dwellings and building groups, finished in render, are used to create visual focus and break up the material palette. Generally, building materials throughout the development are one of either two types of distinctly different brick types. Interspersed throughout the development and within the central core of the site are wholly rendered properties. These are reminiscent of traditional buildings of High Harras interspersed between more modern development.

All properties are a modern interpretation of locally prevalent dwelling types and finishes and benefit from the style of the developer company. Traditional render finishes are used to draw attention to architectural features (and feature properties) while brick is used extensively, as is prevalent on The Highlands and on the most modern dwellings along Harras Road and elsewhere in the county.

Some properties do not incorporate a garage and have the requisite number of parking spaces within the plot cartilage on a private driveway. The visual impact of parked cars has been considered and attempts have been made to lessen the visual impact of parked cars through plot placement, orientation and the location of driveways. A large proportion of dwellings have an integrated single garage with an up-and-over type door. A small number of larger properties have detached single garages, with an up-and-over type doors. Detached garages seek to lessen the impact of parked cars and garages tend to be discretely located behind the building line of dwellings with driveways to the side of these dwelling types.

This application seeks to discharge the planning condition relating to affordable housing with the inclusion of 9no. affordable dwellings located in the centre of the development, surrounded by detached and semi-detached three-bedroom and detached four- and five-bedroom open market dwellings to promote inclusion between tenure types. These are identified on drawings 2258-PL216 and 2258-PL256 Affordable Housing Plan as Proposed.

The site is open, visible and by nature exposed, being only slightly inland of the coast at relatively high elevation. Dwellings around the perimeter of the development face outwards and, together with landscaping of native hedgerows and suitably resilient planting species, is intended to contribute towards a relatively sheltered micro-climate within the development where users can enjoy the streets, open spaces and enclosed private areas in relative comfort.

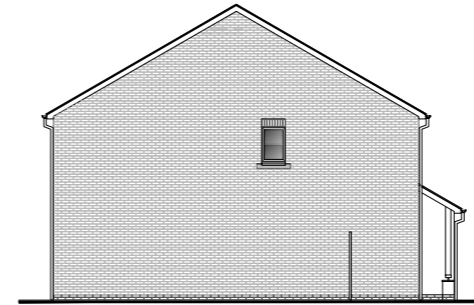
The buildings themselves have simple fenestration and detailing and will be built with durable materials to modern environmental standards. Opportunities to increase biodiversity are considerable given the extensive landscaping within open space areas across the development. Proposed drainage systems follow site topography and incorporate attenuation and treatment areas within proposed SuDs.



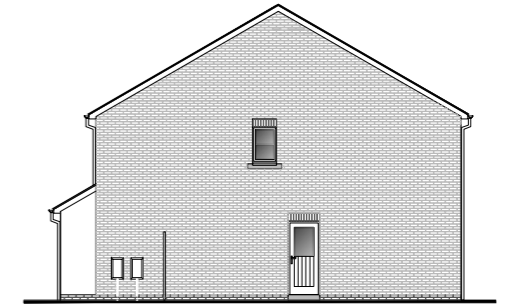
FRONT ELEVATION



REAR ELEVATION



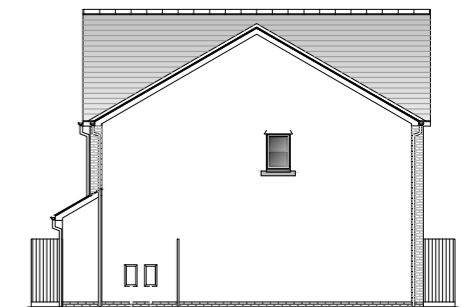
SIDE ELEVATION (LHS)



SIDE ELEVATION (RHS)



FRONT ELEVATION



SIDE ELEVATION (RHS - ALDER)



FRONT ELEVATION



REAR ELEVATION

Homes & Buildings