SCHEDULE A: Applications with Recommendation

16/0249

Item No: 04 Date of Committee: 25/11/2016

Appn Ref No:	**Applicant:**	**Parish:**
16/0249	Harrison Northern	Carlisle
	Agent:	**Ward:**
	Swarbrick Associates	Harraby

Location: Land between Tyne Street and Chertsey Mount, Carlisle

Proposal: Erection Of 30no. Dwellings

Date of Receipt:	**Statutory Expiry Date**	**26 Week Determination**
24/03/2016	23/06/2016	22/09/2016

REPORT

Case Officer: Stephen Daniel

1. Recommendation

1.1 It is recommended that this application is approved with conditions and subject to a S106 Legal Agreement to secure:

a) the provision of the proposed level of affordable units (three units that would be made available by discounted sale, with the discount set at 30% below open market value, and three properties would be available for affordable rent);
b) a financial contribution of £16,320 towards improving children's play space in the locality;
c) the maintenance of the informal open space within the site by the developer.

2. Main Issues

2.1 Whether The Proposal Is Acceptable In Principle
2.2 Whether The Scale And Design Would Be Acceptable
2.3 Impact On The Settle-Carlisle Conservation Area
2.4 Impact On The Living Conditions Of The Occupiers Of Any Neighbouring Properties
2.5 Proximity Of Commercial Properties
2.6 Highway Matters
2.7 Impact On Trees And Hedges

2.8 Biodiversity
2.9 Archaeology
2.10 Affordable Housing
2.11 Open Space Provision
2.12 Foul And Surface Water Drainage
2.13 Other Matters

3. Application Details

The Site

3.1 The application site covers an area of 0.63ha and includes a field (0.52ha), a piece of undeveloped land that adjoins the field to the south (0.07ha) and Tree Road, which provides access to the site. The field contains an outbuilding in the north west corner. The land slopes gently upwards from the north west to the south east. The northern site boundary consists of a hedge together with a number of trees. Along the southern site boundary there are three sections of hedge all of which are in poor condition. A number of trees lie on the western site boundary.

3.2 Residential properties on Chertsey Mount and a courtyard development lie immediately to the north of the site, with residential properties on Brookfield Gardens adjoining the site to the east. A track adjoins the northern site boundary and this provides vehicular access to the rear of the properties on Chertsey Mount and Brookfield Gardens and terminates at a parking area to the rear of Brookfield Gardens.

3.3 The site sits at a higher level than the access track and parking area to the rear of Brookfield Gardens and is higher than the adjacent dwellings. The Settle-Carlisle Conservation Area adjoins the site to the north, with properties on Chertsey Mount being within the Conservation Area.

3.4 Swallow Hilltop Hotel adjoins the site to the south and this building sits at a higher level than the site. Irthing Vale Foods and a car repair workshop adjoin the western site boundary. Irthing Vale Foods has a refrigeration unit attached to its northern elevation and an evaporator attached to the rear.

3.5 The site is accessed via Tree Road which is connected to London Road (A6) via Tyne Street. Tree Road is unlit and unadopted. Tyne Street is an adopted road, which varies in width, has a footway on its eastern side and contains street lighting. Tyne Street currently provides access to the rear of residential properties on Brookfield Gardens, Chertsey Mount and London Road Terrace, as well as a number of commercial premises in Berlin Street and Tyne Street and a United Utilities Depot. The northern end of Tyne Street, between London Road and Harraby Street, lies within the Settle-Carlisle Conservation Area.

The Proposal

3.6 The proposal is seeking full planning permission for the erection of 30 dwellings on the field. Of these, 22 would be two bedroom units and 8

would contain three bedrooms. The two and three bedroom properties would have the same footprint and would be the same height (9m to the ridge).

3.7 The dwellings would be provided within 7 separate blocks as follows:

- Block 1 would contain 6 two bedroom dwellings;

- Block 2 would contain 4 three bedroom dwellings;

- Block 3 would consist of 2 two bedroom properties;

- Blocks 4 & 5 would contain 4 two bedroom dwellings;

- Block 6 would consist of 6 two bedroom units;

- Block 7 would contain 4 three bedroom dwellings

3.8 Each of the dwellings would have an entrance porch, a kitchen/ dining area, a lounge, a toilet and a store to the ground floor and two bedrooms and a bathroom to the first floor. The three bedroom units would have an en-suite bedroom in the roofspace and this would be served by a dormer window and a rooflight in the front roofslope and two rooflights in the rear roofslope. The dwellings would be finished in render, with artstone sills and lintels under natural slate roofs.

3.9 Each dwelling would have a small rear garden. In total, 44 car parking spaces would be provided within the development, with 21 of these being in-curtilage and the remainder being provided in parking bays adjacent to the road. Each dwelling would have one dedicated parking space (Plot 16 would have two) with the remaining 13 spaces being communal.

3.10 An area of open space would be provided on vacant land that adjoins the field. This would cover an area of 700 sq m and would incorporate an informal play area and some landscaping.

3.11 The existing hedge along the northern site boundary would be retained, with new hedges being planted along the southern and eastern site boundaries. A number of existing trees would be retained with some new trees being planted. Some trees would be removed but these are largely of poor quality.

3.12 Foul drainage would connect to the existing mains drainage system. Ground conditions are not suitable for soakaways and the proposal would utilise on-site attenuation and a hydraulic brake to limit outflow to 5 l/s or less for discharge to the combined drainage system.

3.13 Tree Road would be upgraded to adoptable standard, with a shared surface and street lighting being provided. A number of improvements would be made to Tyne Street, including the creation of a shared surface, the installation of priority signage, carriageway widening, footway improvements and the provision of lighting.

4. Summary of Representations

4.1 This application has been advertised by means of site and press notices as well as notification letters sent to thirty-six neighbouring properties. In response, 32 letters of objection have been received from 28 households.

4.2 The letters of objection make the following points:

Highway Issues

- Tyne St is currently used by residents of Brookfield Gardens, London Rd Terrace, Chertsey Mount, Network Rail, Irthing Vale Foods, as well as a number of other businesses and pedestrians and is often congested;

- Tyne St is barely able to cope with the existing high levels of traffic that local businesses and residents generate;

- the existing usage of Tyne St is already dangerous - increasing the amount of traffic will increase the potential for a serious accident and will be a danger to pedestrians;

- Tyne St narrows to one car width - it cannot be widened as it is part of a bridge over the railway line;

- the entrance to Tyne St is very narrow and potentially dangerous to on coming traffic and pedestrians;

- when turning into Tyne St from London Rd visibility is poor and drivers cannot see if there is another vehicle on the narrow section of road - cars frequently have to brake suddenly to avoid collisions;

- often vehicles have to stop suddenly on London Rd to let vehicles out of Tyne St;

- the extra traffic using Tyne St could lead to cars reversing out onto London Rd;

- it is often difficult to turn into Tyne St from London Rd due to waiting traffic;

- extra cars using Tyne St will hold up traffic on London Rd which is already busy;

- vehicles turning into Tyne St frequently drive on the pavement;

- Tyne St would not be able to cope with added sustained heavy traffic that this development would incur;

- HGVs have difficulty using Tyne St and have frequently struck the wall and on occasions debris has landed on the railway line;

- Harraby St is very narrow so cars cannot turn round and have to back out

into Tyne St;

- the extra traffic on Tyne St will be very dangerous for cars exiting Harraby Street due to poor visibility;

- the road surface on Tyne St is in poor condition and will get worse with increased traffic;

- the site has been unsuitable for development by the Council because of the poor access;

- there have been several occasions in the last two years when refuse vehicles have not been able to access the area due to obstructions;

- a fire engine or ambulance would have problems using the proposed access;

- the extra traffic will cause delays at the Tyne St/ London Rd junction which will affect access for emergency vehicles;

- there is a blind bend at the junction of Tyne St and Tree Rd and another road leads from this bend and this provides access to commercial properties;

- recycling is not collected from existing properties as the vehicle is too big to use the access;

- for pedestrians on London Rd crossing Tyne St, visibility of outgoing vehicles in Tyne St is poor due to stone walls and this is dangerous;

- extra traffic will have an adverse impact on existing commercial premises operating in the area;

- already concerned about access by a fire engine/ ambulance;

- concerned about construction traffic using Tyne St to access the site;

- once construction starts with large vehicles obstructing the road along with utility companies digging up the road access will not be achievable for existing residents;

- access to the site should be via Hilltop Heights;

- the Traffic Statement refers to Tyne St as lightly trafficked - this statement doesn't reflect the nature of the road;

- the Traffic Survey underestimates the likely impact of the proposal and the number of new journeys;

- the Traffic Survey should be carried out over a longer period to get a truer picture of existing traffic movements;

- the TRICS data is based on edge of town data but London Rd is a major route into Carlisle and is often at a standstill at peak periods;

- since the Traffic Survey was undertaken at least one local business has expanded;

- the plans show a shared surface for vehicles and pedestrians on Tyne St which would be dangerous for all pedestrians, but especially the elderly and those with young children;

- the Traffic Survey suggests the use of vehicles marshals for HGVs which is evidence that the road is not a safe access for dwellings;

- there is a lack of parking within the development - the proposal has 40 parking spaces for 30 two and three bedroom properties which is inadequate as there are likely to be two cars per dwelling;

- due to a lack of parking cars are likely to park in the road which has safety implications;

- parking in the surrounding area is limited;

- in 1973 development of this land was turned down due to the inadequate access - the access is the same but the amount of traffic on the roads which has nearly doubled and is predicted to rise by another 30% by 2020;

Impact on the Character of the Area

- the proposal will lead to the loss of a greenfield site which forms an important part of the character of the area;

- the field provides a valuable amenity for local residents;

- the site is an urban farm which has been there for over a century;

- given the range of brownfield sites in the city this greenfield site should not be developed;

- it looks like the trees in the lane are to be cut down which will devastate bird life and change the character of the area;

- the hedge that runs the length of the site is ancient/ medieval and is arguably the only remaining hedge of its age in the centre of the city and is surely worth keeping;

- the proposal would adjoin the Settle- Carlisle Conservation Area and the proposed dwellings, which would have rendered walls and tiled roofs, would be a complete contrast to brick Victorian dwellings on Chertsey Mount that lie in the Conservation Area;

- the dwellings are too tall and will look out of place;

- the proposed dwellings would be tiny and would be out of place with adjacent large Victorian properties;

- the gardens of the properties are very small;

- the proposed dwellings would be twice the density of Brookfield Gardens and Chertsey Mount;

- the Carlisle District Local Plan Preferred Options Consultation states 20 dwellings on this land;

- the development does not have any cohesive interface with the existing properties - the layout excludes and disengages with the adjacent development;

- the site is known as Gallows Hill and has significant historical value;

- the site is part of the city's history and should be preserved;

- a Roman burial ground was found in the area of Gallows Hill and it contained fortifications which were used in the siege of Carlisle;

- the archaeological survey appears inadequate in scope and is likely to have missed various historic remains and features which are highly likely in an area with such documented history;

Residential Amenity

- the proposed dwellings are 2.5 storeys high and would be located directly behind existing dwellings - on the plan it looks like they are less than 10m away and this will cause loss of privacy;

- the site is higher than the adjacent dwellings and the new dwellings would tower over the existing dwellings and directly overlook existing gardens;

- the houses will be dominant and oppressive when viewed from neighbouring properties;

- the new dwellings would lie to the south of the existing dwellings and would block out the sun completely in winter;

- the height of the dwellings would block out the sun completely in winter;

- the noise and dust during construction will adversely affect existing residents;

- the submitted plans don't show the extensions (refrigeration units) to commercial premises which would be close to some of the proposed dwellings;

- one of the proposed dwellings would only be 2-3m from the Irthing Vale

Foods and would be next to evaporators/ refrigeration equipment which is a highly unsuitable location for a dwelling;

- the site is unsuitable for residential development due to the proximity of commercial businesses, some of which start operations from 5am;

Other Matters

- understand that two previous applications have been made for development on this site using Tyne St as the access - both were rejected because the access was deemed not adequate;

- bats use the land and a bat survey should be carried out;

- the field, trees and hedges provide habitat for a significant amount of wildlife and this will all be destroyed;

- concerned about the impact of surface water on existing properties;

- is the current drainage system adequate?;

4.3 County Cllr Webber objects to the proposal as Tyne St is far too narrow, does not have a footway and there have been incidents in the past.

Cllr Sherriff considers that access via Tyne Street will cause problems with traffic on London Rd.

4.4 Following receipt of amended plans, 10 letters of objection have been received, which make the following points:

- the width of Tyne St cannot be made wider and all the so called improvements won't change the fact that it is a dangerous junction;

- the proposed plans do not mitigate the risk to either public on foot or in vehicles and an alternative access should be considered;

- the cosmetic changes proposed do nothing to alter the fundamental road width issues, lack of visibility, lack of pedestrian refuge and other safety issues;

- fail to see how the changes made address the issues of pedestrian and driver safety which have been highlighted previously;

- the proposed shared space does not provide enough safe space for pedestrians;

- the revised access doesn't address the fundamental fault of the scheme which is the site access through Tyne St;

- by removing the footpath and replacing it with painted lines Tyne St will pose an greater risk to pedestrians and cyclists;

- do not take away the pavement - it is an accident waiting to happen;

- the risk to pedestrians will be greater if there is not a designated footpath;

- incoming traffic will not respect white lines as much as they respect an actual pavement and may turn into Tyne St faster putting lives at risk;

- taking away the footpath will encourage traffic to cut the corner more when entering Tyne St from London Rd;

- the Highway Authority states that a delineated footpath is unsuitable due to the potential high volumes of traffic;

- the revised plans show a one way system in Tyne St which is controlled by non-enforceable priority signage which relies on the courtesy of drivers - this is not a reliable way to control traffic turning off a very busy road;

- vehicles giving way to those on the priority section of Tyne St will be trapped at the junction with London Rd and will have to reverse out onto London Rd to enable existing traffic to exit Tyne St;

- the priority signage will cause cars to back up;

- on the plan there is one small vehicle holding space allocated for vehicles turning off London Rd into Tyne St - multiple HGVs use this access junction on a daily basis and this small holding bay is clearly inadequate;

- the new development will have 32 car parking spaces for 30 dwellings which will be inadequate;

- traffic lights on London Rd and Tyne St would reduce the risk as traffic would be managed in a responsible way and drivers would not be left to take risks;

- no account is taken of the vehicles from Brookfield Gardens and Chertsey Mount which use Berlin St;

- the plans do not take into account the need for give way signs for traffic coming from Berlin St and Tree Rd;

- residents of Brookfield Gardens and Chertsey Mount have recently been sent letters from the Council's Waste Management Service threatening the removal of the refuse service because of safety/ access problems on the network of roads behind Tyne St;

- the visual impact mock ups provided do not give a perspective from Brookfield Gardens looking onto the development. The existing dwellings would be at-least 1.5m lower than the ground level of the proposed dwellings;

- the Transport Statement predates several recent collisions on the junction of

Tyne St and London Rd.

5. Summary of Consultation Responses

Cumbria County Council - (Econ. Dir. Highways & Transportation): - no objections, subject to conditions;

Local Environment - Environmental Protection: - no objections - Phase 2 investigation recommended in the Desk Top Study will need to be undertaken. Noise Assessment should be undertaken to assess the impact of commercial premises;

Local Environment, Waste Services: - no objections - applicant would need to pay for the provision of refuse bins;

Northern Gas Networks: - no objections;

Natural England: - no objections - the application is unlikely to affect any statutorily protected sites or landscapes;

Cumbria County Council - Drainage: - no objections, subject to conditions;

United Utilities: - no objections, subject to conditions;

Open Spaces Society: - no comments received;

Green Spaces: - requested a contribution of £16,320 towards upgrading existing children's play space in the locality;

Network Rail: - no planning comments to make - highlighted a number of issues which the developer would need to comply with;
Cumbria County Council - (Archaeological Services): - no objections.

6. Officer's Report

Assessment

6.1 The relevant planning policies against which the application is required to be assessed are Policies SP1, SP6, SP7, SP9, HO2, HO4, IP1, IP2, IP3, IP6, IP8, CC5, CM4, HE2, HE7, GI3 and GI6 of the Carlisle District Local Plan 2015-2030.

6.2 The proposal raises the following planning issues:

- Whether The Proposal Is Acceptable In Principle

6.3 Paragraph 14 of the NPPF states that ‘at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking’.

6.4 The site lies within the urban area of Carlisle and is adjoined by residential

and commercial properties to all sides. The new Local Plan (2015-2030) identifies the site as white land, which is not designated for any particular use. It is within walking/ cycling distance of a range of services including shops and employment opportunities. London Road (A6) lies in close proximity to the site and this is a main route into Carlisle City Centre. There are two bus stops on London Road in close proximity to the Tyne Street junction and these are served by regular bus services into the city centre.

6.5 In light of the above, it is clear that the site is in a sustainable location and as a consequence developing the side for residential use would be acceptable in principle.

1. Whether The Scale And Design Would Be Acceptable

6.6 The proposal would consist of 30 dwellings set within seven blocks, which would vary from two to six dwellings. Six of the blocks would face each other across the new road that would serve the development, with one block being sited so that it faces back up the road.

6.7 Each dwelling would have a small porch to the front with the three bedroom dwellings having small flat roof dormers in the front roofslopes. The dwellings would be finished in render, with artstone sills and lintels, under slate roofs. Each dwelling would have a small rear garden. Some dwellings would have in-curtilage parking to the front with some parking being provided in parking bays adjacent to the road.

6.8 The Council's Heritage Officer has been consulted on the proposal and has no objections to the revised plans for the dwellings. The roofs were shown as concrete tiles on the original plans but following discussions with the Council's Heritage Officer these have been changed to slate and dormers have been added to eight of the properties (although roof heights have remained unchanged) to add some variation and visual interest.

6.9 A number of objectors have raised concerns about the proposed dwellings, which they consider would not be in keeping with the adjacent Victorian properties, in terms of scale, the density of the development and the materials used. The new development would, however, be sited to the rear of these properties and would be separated from them by hedges, trees and an access track/ parking area. The increased density is considered to be acceptable given the sustainable location of the site and the given the desire of the developer to provide low cost housing. The use of render is considered to be acceptable and would provide a contrast to the brick Victorian dwellings.

6.10 The hedge along the northern site boundary would be retained, with new hedges being planted along the southern and eastern site boundaries. A number of existing trees would be retained with new trees being planted within the development.

6.11 A new area of informal open space would be created to the south of the development and this would incorporate some additional planting.

6.12 The Council's Heritage Officer is keen to retain the two large gate stoops that adjoin the field gate that provides access into the site. A condition has

been added to the permission to ensure that these are incorporated into the scheme.

6.13 In light of the above, the scale and design of the proposal would be acceptable.

2. Impact On The Settle-Carlisle Conservation Area

6.14 Section 72 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 highlights the statutory duties of Local Planning Authorities whilst exercising of their powers in respect of conservation areas. This states *"with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area".*

6.15 Policy HE7 (Conservation Areas) of the Local Plan requires new development within conservation areas to preserve or enhance the character and appearance of the conservation area.

6.16 Para 133 of the NPPF states that where a development will lead to substantial harm or total loss of significance of a designated heritage asset local planning authorities should refuse consent unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or a number of criteria are satisfied. Para 134 of the NPPF deals with proposals that will lead to less than substantial harm to the significance of a designated heritage asset and states that this harm should be weighed against the public benefits of the proposal.

6.17 The site adjoins the Settle-Carlisle Conservation Area, which includes dwellings on Chertsey Mount. The site lies to the rear of these properties and would be separated them by landscaping and an access track. The Council's Heritage Officer has been consulted on the application and has no objections to the revised proposals for the dwellings, which have taken account of his comments on their design.

6.18 The northern end of Tyne Street lies within the Settle-Carlisle Conservation Area. This section of road, which is currently tarmac, is to be changed to a shared service as part of the application and the pavement would be removed, including the sandstone kerbs. The Council's Heritage Officer is concerned about the loss of the sandstone kerbs and is keen for the setts in the road, which have been tarmaced over, to be exposed.

6.19 This issue has been discussed with County Highways who consider that the setts would be very uneven with many low points resulting in standing water/ ice in wintry conditions and would not be suitable for vehicular traffic. If the setts are relayed this is a slow process, would be expensive and would result in the road being closed to all vehicles for a significant period of time.

6.20 County Highways does, however, consider that the sandstone kerbs could be re-used within the shared surface. If this is the case the proposed road surface would be similar to the current road surface. If the setts can be used, this would lead to an improvement to the existing road surface. A

condition has been added to the permission which requires the details of the materials for the new shared surface to be agreed with the Local Planning Authority.

6.21 Some new signage would be introduced and this might have a small adverse impact on the conservation area. This adverse impact, which would not be significant, would be outweighed by the benefits of developing the site, which is in a sustainable location, for thirty dwellings, six of which would be affordable.

3. Impact On The Living Conditions Of The Occupiers Of Neighbouring Properties

6.22 A number of objections have been received from the occupiers of neighbouring properties which raise concerns about overlooking, loss of privacy, loss of light and overshadowing, given the elevated nature of the site.

6.23 Block 1 would lie to the rear of a courtyard development and would be separated from it by an access track that serves the rear of the properties on Chertsey Mount and Brookfield Gardens. The majority of the properties have blank gable walls facing the site although Hill Top Cottage does have a window to the rear of Unit 6. Unit 6 has been designed so that there is no window at first floor level in the rear elevation. The Old Smithy has windows in the front elevation but the oblique angle between these windows and the windows in the rear of Units 3 to 5 would limit overlooking. Whilst there might be some overlooking of the garden areas from first floor bedroom windows this would be limited and these gardens are already overlooked from neighbouring properties.

6.24 Blocks 2 and 3 (Units 7 to 12) would lie to the rear of properties on Chertsey Mount. These properties have two-storey off-shoots and the windows in the rear of these would face the rear elevations of the proposed dwellings. A window in the rear of Unit 12 would be 19.5m away from an existing window, with a window in the rear of Unit 11 being 20.5m away from an existing window, with other windows having greater separation distances. These distances are considered to be acceptable, particularly given that each dwelling would only have a single bedroom window at first floor level in the rear elevation.

6.25 Block 4 (Units 13 to 16) would face the rear of properties on Brookfield Gardens. Unit 13 would be 20.7m from the rear of an existing dwelling, with the other units in this block being further away. A gable end of this block would also lie to the rear of properties on Chertsey Mount but this would not contain any windows and would be a minimum of 14.9m away.

6.26 Blocks 5 and 6 would have a rear elevation facing the rear elevation of the hotel, which sits at a higher level than the site. The dwellings would be a minimum of 18.3m away from the rear of the hotel and this distance is considered to be acceptable.

6.27 In light of the above, the proposed separation distances between the existing and proposed dwellings are considered to be acceptable and would

ensure that there is no significant loss of privacy or loss of light to the existing dwellings.

6.28 In relation to overshadowing, there might be some overshadowing of the rear gardens/ yards of the dwellings on Chertsey Mount and within the adjacent courtyard at certain times of the day, at certain times of the year. A number of the these areas will already be affected by overshadowing from existing building within the yards. During the summer months, when the gardens/ yards are more widely used, overshadowing would be limited.

6.29 In light of the above, the proposal would not a significant adverse impact on the living conditions of the occupiers of any neighbouring properties through loss of light, loss of privacy or over-dominance.

4. Proximity Of Commercial Properties

6.30 The applicant has submitted a noise assessment which considers the impact of the adjacent commercial premises on the proposed dwellings. This noted that there was potential for the extraction unit on Irthing Vale Foods to impact adversely on the noise environment at the nearest proposed dwellings. The report, therefore, recommends that the garden of Plot 1, which would lie adjacent to Irthing Vale Foods, should be screened from the adjacent commercial building by the construction of a 3m high acoustic barrier. The report also notes that there is potential for unacceptable noise levels in Plot 1 if the upstairs rear bedroom window is opened for ventilation and summer cooling. A trickle ventilator should be used for this room and this should be a sound attenuating type.

6.31 A condition has been added to the permission to ensure that the development is carried out in strict accordance with the recommendations of the Noise Report.

6. Highway Matters

6.32 A number of objectors have raised concerns about the proposed access to the site which would be via Tyne Street and Tree Road. These concerns are summarised in the Summary of Representations.

6.33 A Transport Statement was submitted with the application and this was revised in August 2016. Traffic surveys were carried out in 2015 which indicated the levels of traffic using Tyne Street. During the morning peak period, 31 vehicles arrived (approx. 1 vehicle every 2 minutes) and 19 departed (approx. 1 vehicle every 3 minutes). During the evening peak period 8 vehicles arrive (approx. 1 vehicle every 7.5 minutes) and 17 vehicles depart (approx. 1 vehicle every 3.5 minutes).

6.34 A video survey identified that the delay to vehicles turning onto the A6 London Road was minimal, with right turners experiencing the highest delay. In the morning peak period the average right turner delay was 18 seconds and in the evening peak period 22 seconds. However, most vehicles turned left towards the City Centre rather than right. The video survey also confirmed that no vehicles turning left into Tyne Street blocked back onto

the A6.

6.35 Proposed development traffic generations were derived from the TRICS database. The analysis indicated that during the morning peak period 6 vehicles (1 vehicle every 10 minutes) would arrive and 13 depart (approx. 1 vehicle every 4.5 minutes). During the evening peak period 12 vehicles (1 vehicle every 5 minutes) would arrive and 5 vehicles depart (1 vehicle every 12 minutes). The impact on the A6 London Road would be negligible for this amount of generated traffic.

6.36 The Transport Statement indicates that no accidents were reported for a 3 year period up to September 2015.

6.37 The Highway Authority has been consulted on the application and has raised no objections to the proposal subject to the imposition of a number of conditions, which would ensure that Tyne Street and Tree Road are improved. Whilst the Highway Authority accept that Tyne St has a pinch point, a priority traffic calming signing scheme is proposed giving priority to motorists entering, with further enhancements / improvements proposed to sections of carriageway & footways with works to be undertaken in accordance with section 278 of the Highways Act 1980.

6.38 With regard to Tree Road, in order for the road to be adopted by Cumbria County Council the entire section leading to the proposed residential development would need to be brought up to adoptable standard (constructed including street lighting) by way of a Section 228 Agreement. The construction would have to be in accordance with Cumbria County Councils specification at the applicant's expense and not simply upgraded with these works being completed prior to the works being carried out on the proposed new residential development by way of a Section 38 Agreement.

6.39 Due to the local resident's concerns, the City Council has commissioned an independent highway consultant to assess the proposal, with particular reference to the geometric restrictions of the local highway network. His findings are detailed below.

6.40 The approach to the A6 junction is 3m at its narrowest point. The proposals include widening the carriageway by incorporating the footway into the access and creating a shared space. As part of the shared surface a 1.3m wide route will indicate a pedestrian route. This, in effect, allows the approach to widen to approximately 4.4m in total, including the pedestrian route.

6.41 The proposal is also to allow priority to vehicles turning in to Tyne Street from the A6 London Road. New traffic signage would be erected at either end of the narrow stretch advising drivers on who has priority.

6.42 The narrow stretch of Tyne Street is approximately 28m in length. Vehicles turning left into Tyne Street are able to see along the narrow section once they have entered the junction bellmouth. There is space in the bellmouth for an arriving vehicle to wait in order to allow an oncoming vehicle to clear

the narrow section.

6.43 From the other end of the narrow section, a vehicle can clearly see through the whole section and would see a vehicle that has entered the bellmouth and is therefore able to give that vehicle priority.

6.44 The TS video survey and accident data indicate that the junction currently works safely and that under current traffic conditions the access works well. However, would this still be the case with the additional generated traffic?

6.45 The additional traffic would result in a total of 37 vehicles arriving and 32 vehicles departing during the morning peak period. This would mean that in approximately every 2 minutes a vehicle would arrive and depart.

6.46 In the evening peak period the number of potential arrivals would total 20 vehicles with 22 departures. This means that approximately every 3 minutes a vehicle would arrive and depart.

6.47 The independent highway consultant considers that post development this junction would still work safely. The reasons for this are as follows:-

- the narrow section of Tyne Street is fairly short in length, a vehicle passing through this section would do so in a few seconds. Therefore should a left turning vehicle arrive, it would potentially only need to wait a few seconds for an oncoming vehicle to clear the narrow section.

- should a group of vehicles wish to turn left into Tyne Street, an oncoming vehicle already within the narrow section would only cause a slight delay by a few seconds. Any second oncoming vehicle should be able to see that a vehicle has turned left and should therefore give-way to the arriving vehicles.

- the proposed improvements to the narrow section should help manage traffic movements.

- the majority of traffic arriving and departing will be drivers who know the roads constraints, as they will either be drivers who work or live here. They will know to be cautious and will know that arriving traffic will have priority through the narrow section.

- it is unlikely that drivers (eg visitors) who do not know Tyne Street would arrive during the peak commuting periods, ie 8am to 9am and 5pm to 6pm. These drivers are likely to visit during the quieter traffic periods between 9am and 5pm and therefore are less likely to meet oncoming vehicles. Regular visitors would quickly learn to drive carefully on approaching the narrow section.

6.48 In relation to the Tyne Street/Tree Road Corner, traffic flows would be considerably lower than those surveyed at the A6 London Road junction, though some vehicles would pass this point to access Network Rail's depot and some business units.

6.49 Due to the tight corner and poor forward visibility around the corner, vehicles

approaching from Tree Road already approach with caution and slowly, as do vehicles intending to turn left from Tyne Street to Tree Road.

6.50 A traffic mirror has been placed opposite the junction, it is understood that it is a private mirror and attached to private property, and therefore outside of Cumbria Highways control. However the mirror works well in helping drivers approaching the corner to see around it.

6.51 The independent highway consultant considers that due to the cautious nature of drivers approaching the junction/corner and the considerable benefit obtained by the traffic mirror that the additional generated traffic would not have an adverse impact at this location. This view has also considered the following:-

- the local traffic flows at this location would be lower those surveyed.

- the majority of drivers would know the highway network as they would either be living at the development or work in one of the local units.

- visitors who may not know the local highway would probably be on the local network during quieter traffic periods outside of the peak commuting periods.

- the traffic mirror helps improve the safety of the junction.

- Tree Road, as part of the improvement works would be widened which would help vehicles pass each other.

6.52 It is recommended that Cumbria Highways consider this location as being suitable for a traffic mirror and if the existing mirror needs replacing in the future, that Cumbria Highways erect a pole with attached mirror within the highway boundary, opposite the corner.

6.53 The report concludes that:

- in conjunction with the traffic management proposed at this location, the development traffic should not create too much of an adverse impact at this location.

- the Tyne Street/Tree Road junction/corner should be able to cope with the development proposals, with the location of an existing traffic mirror being of great help to turning traffic.

- drivers who regularly drive the local highway network will become aware of the issues associated with the narrow section of Tyne Street and the poor forward visibility at the corner with Tree Road, and that they will drive appropriately to the road conditions.

- Cumbria Highways recommendation is supported.

6.54 In light of the above, the proposal would not have an adverse impact on the existing highway.

7. Impact On Trees And Hedges

6.55 A Tree and Hedge Survey Report has been submitted with the application. A number of trees would be removed from the site to make way for the development but these are largely of poor quality. Some trees would be retained and new trees would be planted as part of a landscaping scheme.

6.56 The three hedges along the southern site boundary, which are of poor quality, would be removed, with a new hedge being planted along this boundary. A new hedge would also be planted along the eastern site boundary. The hedge along the northern site boundary would be retained.

6.57 The Council's Tree and Landscape Officer has been consulted on the application and has raised no objections to the proposal subject to the imposition of conditions. These would ensure that the trees and hedges to be retained within the site and the trees adjacent to the site in third party ownership would be protected during construction and that a landscaping scheme is submitted.

8. Biodiversity

6.58 A Phase One Habitat Survey and Scoping Survey for European Protected Species has been submitted with the application. This identifies that the field is of low conservation value. Whilst some trees and hedges would be lost due to the development, new trees and hedges would be planted to mitigate for their loss.

6.59 The report suggests some wildlife enhancement measures that could be incorporated into the scheme (e.g bird and bat boxes, provision of wildlife areas and habitat corridors, use of native species) and a condition has been added to cover this issue.

9. Archaeology

6.60 The application is accompanied by an Archaeological Desk Based Assessment and an Archaeological Evaluation Report. During the archaeological evaluation five trenches totalling 270m² were excavated across the field. The aim was to identify the presence or absence or archaeological remains. Several sherds of medieval pottery were recovered from the topsoil and these may indicate possible domestic use of the site during this period. Whilst of interest these are not significant and the archaeological evaluation concludes that there are no significant archaeological remains present in the proposed development area.

6.61 A number of objectors have made reference to the historic interest of the site and consider that the archaeological survey that has been submitted with the application is inadequate. The County Archaeologist, however, has no objections to the proposal and does not wish to make any comments or recommendations. He considers that the results of the archaeological evaluation show that it is very unlikely archaeological assets of any significance will be disturbed by the construction of the proposed development.

10. Affordable Housing

6.62 The application site lies within Affordable Housing Zone B and within this zone Policy HO4 of the Local Plan requires 20% of units to be affordable. This equates to six dwellings for a development of 30 dwellings. Policy HO4 stipulates that 50% of these affordable dwellings should be for rent and 50% should be for sale at a discounted rate (30% below the market value).

6.63 The Council's Housing Officer considers that the mix of two and three bedroom units in the application is acceptable in terms of meeting the affordable housing need. He has requested that three of the two bedroom units should be for affordable rent and two three bedroom units and one two bedroom unit should be for discounted sale.

6.64 A Section 106 Agreement will be used to deliver the affordable housing and to ensure that the dwellings remain affordable in perpetuity.

11. Open Space Provision

6.65 The applicant is providing a play area immediately to the south of the new housing. This would be an informal play area and the submitted plans show a grass area with logs, stepping stones and some trees. The exact details of the play area will be determined at a later stage and a condition has been added to cover this issue. The developer will need to maintain this open space and this will be secured through the Section 106 Agreement.

6.66 The Council's Green Spaces Manager has also requested that the developer should make a contribution to the provision of play equipment in the local area. He has requested a £16,320 contribution for improving the play area in the locality. This money would be secured through the Section 106 Agreement.

12. Foul And Surface Water Drainage

6.67 Foul drainage would connect to the existing mains drainage system. Ground conditions are not suitable for soakaways and the proposal would utilise on-site attenuation, with hydraulic brake to limit outflow to 5 l/s or less for discharge to the combined drainage system.

6.68 The Lead Local Flood Authority and United Utilities has been consulted on the application and has raised no objections, subject to the imposition of conditions.

13. Other Matters

6.69 An objector has stated that they have received a letter from the Council's Waste Services which threatens to remove the refuse service because of safety and access problems. The Council's Waste Services team has confirmed that this matter was due to overhanging branches which were causing access problems but these have been cut back and this is no longer an issue. The Council's Waste Services team has confirmed that there would be no issues with their vehicles accessing the proposed development.

Conclusion

6.70 The proposal is in accordance with the principles of the NPPF as the application site is located in a sustainable location. The scale, layout and design of the development are acceptable and it is considered that the development would not have a significant adverse impact upon the Settle-Carlisle Conservation Area or the living conditions of the occupiers of neighbouring properties. Subject to suitably worded planning conditions and a S106 Agreement it is considered that the proposal would not raise any issues with regard to highway safety, foul and surface water drainage, trees and hedgerows, archaeology or biodiversity. The level of affordable housing is also considered to be acceptable.

6.71 If Members are minded to grant planning approval it is requested that "authority to issue" the approval is given subject to the completion of a S106 Agreement to secure:
a) the provision of the proposed level of affordable units (three units that would be made available by discounted sale, with the discount set at 30% below open market value, and three properties would be available for affordable rent);
b) a financial contribution of £16,320 towards improving children's play space in the locality;
c) the maintenance of the informal open space within the site by the developer.

7. Planning History

7.1 There is no planning history relating to this site.

8. Recommendation: Grant Subject to S106 Agreement

1. The development shall be begun not later than the expiration of 3 years beginning with the date of the grant of this permission.

   Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The approved documents for this Planning Permission comprise:

   1. the submitted planning application form received 21st March 2016;
   2. the Drainage Attenuation Location Plan (drawing ref 15-C-14262/100) received 21st March 2016;
   3. the Site Plan as Existing (drawing ref 1600-01 Rev B) received 5th July 2016;
   4. the Block Plan as Proposed (drawing ref 1600-04 Rev C) received 29th September 2016;
   5. the Site Plan as Proposed (drawing ref 1600-02 Rev A) received 5th July 2016;

6. the Floor Plans and Elevations (drawing ref 1600-03 Rev A) received 5th July 2016;
7. the Floor Plans and Elevations (drawing ref 1600-06 Rev A) received 5th July 2016;
8. the London Road and Tyne Street Access (drawing ref 1600-08 Rev B) received 29th September 2016;
9. the Transport Statement (Report No. A093419/AS) received 11th October 2016;
10. the Response to CCC Comments on Transport Statement received 5th July 2016;
11. the Phase 1: Desk Top Study Report received 23rd March 2016;
12. the Phase One Habitat Survey and Scoping Survey for European Protected Species received 21st March 2016;
13. the Planning Statement received 21st March 2016;
14. the Archaeological Evaluation Report received 21st March 2016;
15. the Archaeological Desk-Based Accessment received 23rd March 2016;
16. the Tree and Hedge Survey Report received 21st March 2016;
17. the Noise Assessment received 5th July 2016;
18. the Notice of Decision; and
19. any such variation as may subsequently be approved in writing by the Local Planning Authority.

Reason: To define the permission.

3. Samples or full details of all materials to be used on the exterior shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced.

Reason: To ensure that the external appearance of the building is acceptable in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

4. Prior to the commencement of development, details of the proposed hard surface finishes to all external areas shall be submitted for approval in writing by the Local Planning Authority. The approved scheme shall then be implemented in accordance with these details.

Reason: To ensure that materials to be used are acceptable and in compliance with the objectives of Policy SP6 of the Carlisle District Local Plan 2015-2030.

5. Samples or full details of the proposed windows to be used in the dwelling hereby approved shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall then be implemented in accordance with these details.

Reason: To ensure that the external appearance of the building is acceptable and to ensure compliance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

6. No development shall commence until details of any walls, gates, fences and other means of permanent enclosure and/or boundary treatment to be erected have been submitted to and approved, in writing, by the Local Planning Authority.

Reason: To ensure the design and materials to be used are appropriate and to ensure compliance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

7. No works or development shall take place until a scheme of tree and hedge protection has been submitted to, and agreed in writing, by the Local Planning Authority. The tree and hedge protection shall be implemented in accordance with the agreed scheme, prior to commencement of any works or development on site, and maintained to the satisfaction of the local authority for the duration of the development.

Within the fenced off area;

5. No equipment, machinery or structure shall be attached to or supported by a retained tree or by the tree protection barrier.
1 No mixing of cement or use of other contaminating materials or substances shall take place within, or close enough to, a root protection area that seepage or displacement could cause them to enter a root protection area.
2 No alterations or variations to the approved tree and hedge protection schemes shall be made without prior written consent of the local planning authority.
3 No materials or vehicles shall be stored or parked within the fenced off area.
4 No alterations to the natural/existing ground level shall occur.
5 No excavations will be carried out within the fenced off area.
6 The tree and hedge protection fencing must be maintained to the satisfaction of the Local Planning Authority at all times until completion of the development.

Reason: To ensure that existing trees are protected in accordance with Policy GI6 of the Carlisle District Local Plan 2015-2030.

8. Prior to commencement of development, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Arboricultural Method Statement shall include:

i) Facilitation tree works;
ii) Excavations and the requirement for specialised trenchless techniques for the installation of services;
iii) Installation of access roads – materials and design;
iv) Preparatory works for new landscaping;
v) auditable/audited system of arboricultural site monitoring, including a schedule of specific site events requiring input or supervision;
vi) A programme for the phasing of the works.

The approved Arboricultural Method Statement shall be implemented in its agreed form, unless the local planning authority gives written approval to any variation.

Reason: To ensure that existing trees are protected in accordance with Policy GI6 of the Carlisle District Local Plan 2015-2030.

9. Prior to commencement of development, a detailed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be at a scale of 1:200 and shall include:

i) The exact location and species of all existing trees and other planting to be retained;
ii) An outline specification for ground preparation for landscaped areas outside of the ecological areas;
iii) All proposals for new planting and turfing, indicating the location, arrangement, species, size, specifications, numbers and planting densities;
iv) All proposed boundary treatments with supporting elevations and construction details;
v) All proposed hard landscaping elements and paving, including layout, materials and colours;
vi) The proposed arrangements and specifications for initial establishment maintenance and long term maintenance of all planted and/or turfed areas.

The approved scheme shall be implemented in its agreed form prior to the end of the first planting season following substantial completion of each phase of the development to which it is associated. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

Reason: To ensure that existing trees are protected in accordance with Policy GI6 of the Carlisle District Local Plan 2015-2030.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) there shall be no enlargement or external alterations to the dwelling to be erected in accordance with this permission, within the meaning of Schedule 2 Part (1) of these Orders, without the written approval of the Local Planning Authority.

Reason: To ensure that the character and attractive appearance of the building is not harmed by inappropriate alterations and/or extensions and that any additions which may subsequently be proposed satisfy the objectives of Policies HE7 and SP6 of the Carlisle District Local Plan 2015-2030.

11. No development shall commence until full details of the wildlife

enhancement measures to be undertaken at the site, together with the timing of these works, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall then be carried out in strict accordance with the agreed details.

Reason: In order to enhance the habitat for wildlife in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

12. No construction work associated with the development hereby approved shall be carried out before 07.30 hours or after 18.00 hours Monday to Friday, before 07.30 hours or after 13.00 hours on Saturdays, nor at any times on Sundays or Bank Holidays.

Reason: To prevent disturbance to nearby occupants in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

13. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Site investigations should follow the guidance in BS10175.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

14. The carriageway, footways, footpaths, cycle ways etc including the carriageway & clearance strip on the entire section of Tree road leading to the proposed residential development shall be designed, constructed, drained and lit to a standard suitable for adoption and in this respect further details, including longitudinal/cross sections, shall be submitted to the Local Planning Authority for approval before work commences on site. These details shall be in accordance with the standards laid down in the current Cumbria Design Guide. Any works so approved shall be constructed before the development is complete.

Reason: To ensure a minimum standard of construction in the interests of highway safety and to support Local Transport Plan Policies LD5, LD7 & LD8.

15. The carriageway, footways, footpaths, cycle ways etc shall be designed,

constructed, drained and lit to a standard suitable for adoption and in this respect further details, including longitudinal/cross sections, shall be submitted to the Local Planning Authority for approval before work commences on site. These details shall be in accordance with the standards laid down in the current Cumbria Design Guide. Any works so approved shall be constructed before the development is complete.

Reason: To ensure a minimum standard of construction in the interests of highway safety and to support Local Transport Plan Policies LD5, LD7 & LD8.

16. Ramps shall be provided on each side of every junction to enable wheelchairs, pushchairs etc. to be safely manoeuvred at kerb lines. Details of all such ramps shall be submitted to the Local Planning Authority for approval before development commences. Any details so approved shall be constructed as part of the development.

Reason: To ensure that pedestrians and people with impaired mobility can negotiate road junctions in relative safety and to support Local Transport Plan Policies LD5, LD7 & LD8.

17. No dwellings or buildings or structures shall be commenced until the access roads, as approved, are defined by kerbs and sub base construction.

Reason: To ensure that the access roads are defined and laid out at an early stage and to support Local Transport Plan Policies LD5, LD7 & LD8.

18. No dwellings shall be occupied until the estate road including footways and cycle ways to serve such dwellings has been constructed in all respects to base course level and street lighting where it is to form part of the estate road has been provided and brought into full operational use.

Reason: In the interests of highway safety and to support Local Transport Plan Policies LD5, LD7 & LD8.

19. There shall be no vehicular access to or egress from the site other than via the approved access, unless otherwise agreed by the Local Planning Authority.

Reason: To avoid vehicles entering or leaving the site by an unsatisfactory access or route, in the interests of road safety and to support Local Transport Plan Policies LD7 & LD8.

20. The recommendations of the road safety audit should be carried out prior to the occupation of the first dwelling.

Reason: To ensure that the proposed new access road is constructed within a reasonable timescale, in the interests of highway safety (and general amenity) and to support Local Transport Plan Policies LD5, LD7 & LD8.

23. The dwellings shall not be occupied until the access and parking requirements have been constructed in accordance with the approved plan. Any such access and or parking provision shall be retained and be capable of use when the development is completed and shall not be removed or altered without the prior consent of the Local Planning Authority.

Reason: To ensure a minimum standard of access provision when the development is brought into use and to support Local Transport Plan Policies LD5 & LD7.

24. Before any development takes place, a plan shall be submitted for the prior approval of the Local Planning Authority reserving adequate land for the parking of vehicles engaged in construction operations associated with the development hereby approved, and that land, including vehicular access thereto, shall be used for or be kept available for these purposes at all times until completion of the construction works.

Reason: The carrying out of this development without the provision of these facilities during the construction work is likely to lead to inconvenience.

25. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

26. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the national Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

27. Prior to the commencement of the development, a Sustainable Drainage Management and Maintenance Plan for the lifetime of the development shall be submitted to the Local Planning Authority and agreed in writing. The Sustainable Drainage Management and Maintenance Plan shall include as a minimum:

7 The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Resident's Management Company; and

b. Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

28. No development shall commence until a construction surface water management plan has been agreed in writing with the Local Planning Authority.

Reason: To safeguard against flooding to surrounding sites and to safeguard against pollution of watercourses downstream of the site.

29. Prior to the commencement of development, a plan shall be submitted for approval in writing by the Local Planing Authority, which shows the sandstone gate stoops (that adjoin the existing field gate) being retained and re-used within the development.

Reason: To protect the character of the area, in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

30. Prior to the commencement of development, details of the proposed materials to be used in the construction of the shared surface which is to be installed on Tyne Street shall be submitted for approval in writing by the Local Planning Authority. The shared surface on Tyne Street shall then be constructed in accordance with these details.

Reason: To ensure that the proposal does not have an adverse impact on the Settle-Carlisle Conservation Area, in accordance with Policy HE7 of the Carlisle District Local Plan 2015-2030.

31. Prior to the occupation of any of the dwellings, the details of the acoustic fence to be installed adjacent to Plot 1 and the trickle vents to be installed in Plot 1, referenced in the Noise Report, shall be submitted for approval in writing by the Local Planning Authority.

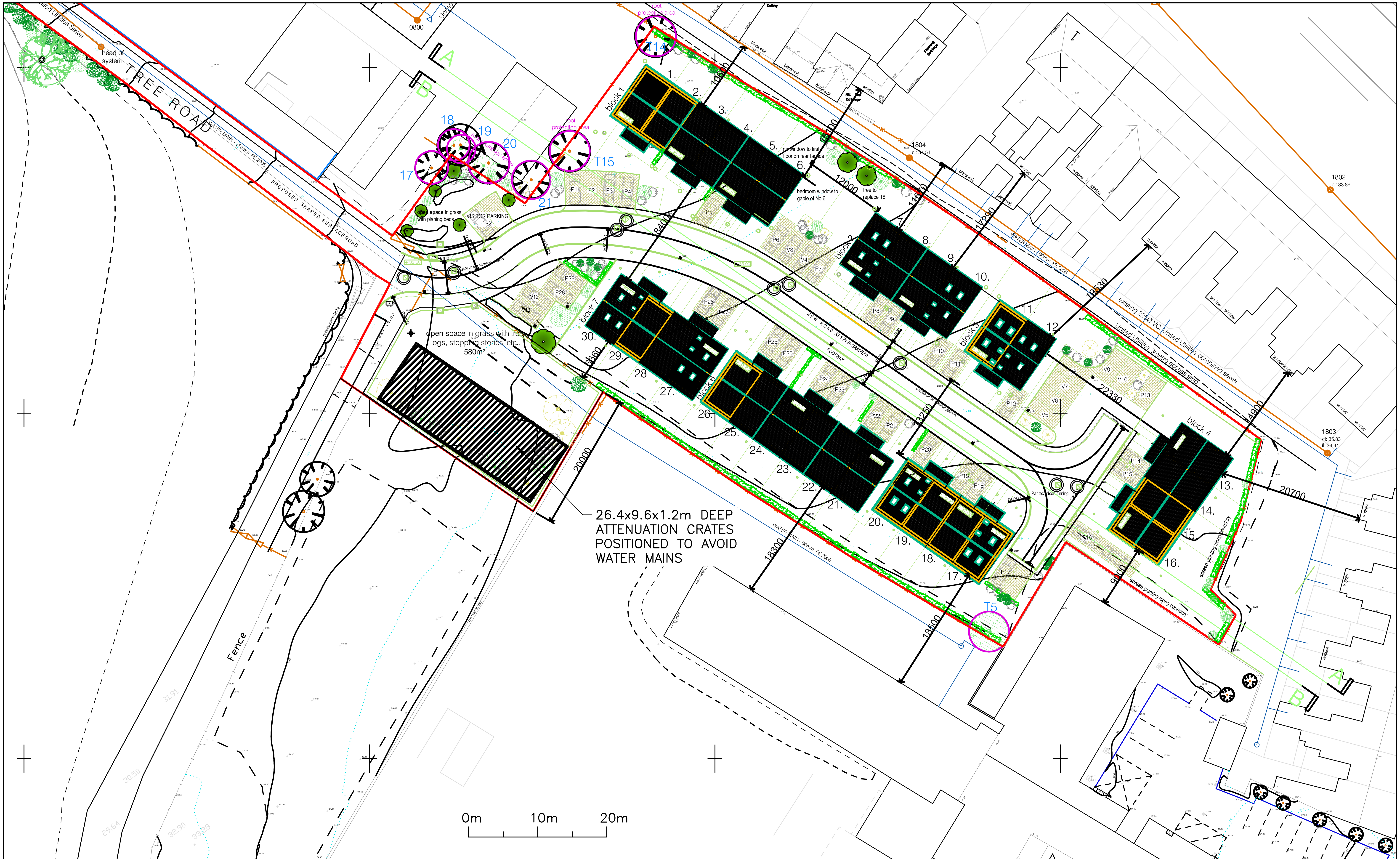
Reason: To ensure satisfactory living conditions for the future occupiers of Plot 1, in accordance with Policy SP6 of the Carlisle District Local Plan 20015-2030.

32. Prior to the occupation of the twentieth dwelling hereby permitted the open space and associated recreational provision as indicated on the Site Plan as Proposed (Dwg 1600-02 Rev A, received 5 July 2016) shall be fully implemented in accordance with details to be approved beforehand in writing by the Local Planning Authority.

Reason: To ensure that open space is provided on space, in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

33. Details of the relative heights of the existing and proposed ground levels and the height of the proposed finished floor levels of the dwellings shall be submitted to and approved in writing by the Local Planning Authority before any site works commence.

Reason: In order that the approved development overcomes any problems associated with the topography of the area and that it meets the objectives of Policy SP6 of the Carlisle District Local Plan 2015-2030.



CLIENT
HARRISON NORTHERN

TITLE
HILLTOP HEIGHTS
DRAINAGE ATTENUATION LOCATION PLAN

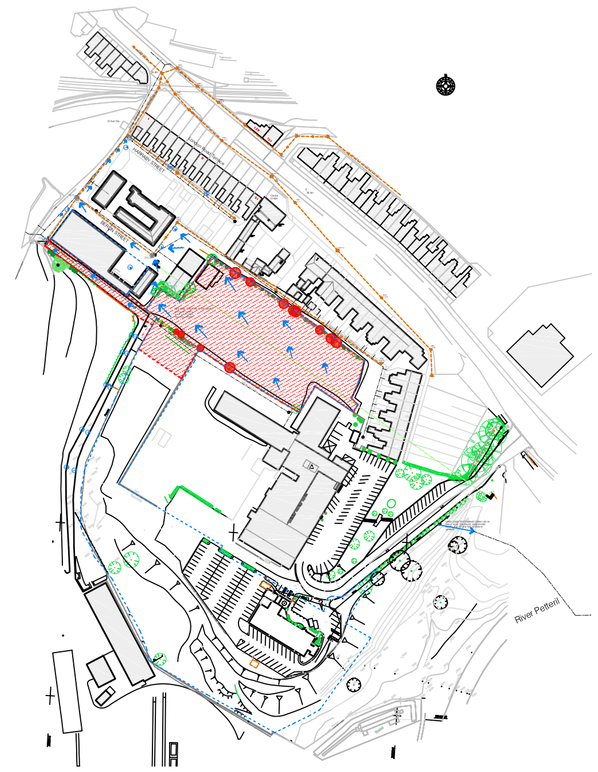
DRAWN

DATE

SCALE 1:500 @ A3

DRAWING NO. 15-C-14262/100

A·L·DAINES & PARTNERS
Consulting Civil and Structural Engineers
28 Castle Street, Carlisle, Cumbria CA3 8TP
Tel. 01228 527428 Fax. 01228 532248 mail@aldaines.co.uk



LOCATION PLAN scale: 1/2500

1:2500 50 0 100 200 300 metres

Revisions	Description	Date
A	Site boundary amended at south eastern end of Tree Road to reflect title plan issued by Network Rail. Adjacent property to northwest of housing site amended to include extension.	21.04.16
B	Existing surface drains around site added.	02.06.16

HarrisonNrthn

DRAWING BASED UPON TOPOGRAPHICAL SURVEY UNDERTAKEN BY EDMONDSON SURVEYS LIMITED REF: E1636/03/A, DATED: 24.10.11

swarbrick associates

CHARTERED ARCHITECTS

40 Aglionby Street Carlisle CA1 1JP

Tel : 01228 595552 Fax : 01228 595504

E Mail : info@swarbrickassociates.co.uk

Website : www.swarbrickassociates.co.uk

Harrison Northern

CLIENT:
Harrison Northern, Fairfield House
105 Scotland Road,Carlisle CA3 9HL

PROJECT:
Proposed residential development at
Tree Road, Chertsey Mount, Carlisle CA1 2NP

DRAWING:
SITE PLAN - as existing

DRG NO: 1600- 01 rev.B

Scale: 1:500, 1:2500 @ A1 Date: June 2015

planning application

1:500 scale

0 5 10 20 30 40 50 100 metres

PROPOSED TACTILE PAVING

APPROXIMATE ROAD MARKINGS

1.3M WIDE DELINEATED FOOTWAY

PROPOSED PRIORITY & GIVE-WAY SIGNS

PROPOSED PRIORITY SIGN
(and Supplementary plate "Priority over oncoming vehicles for 35 yards" Diagram 811.1)

PROPOSED SHARED SURFACING

El Sub Sta

33M FORWARD VISIBILITY

PROPOSED 6.4M WIDE CARRIAGEWAY

PROPOSED FOOTWAY NARROWING & CARRIAGEWAY WIDENING

PROPOSED FOOTWAY IMPROVEMENTS

EXTENT OF ADOPTED HIGHWAY

PROPOSED 5.6M WIDE SHARED SURFACE

PROPOSED 5.6M WIDE SHARED SURFACE

TYNE STREET

HARRABY STREET

BERLIN STREET

TREE ROAD

London Road Terrace

Tyne Street

STREET LIGHT

Lamp Hole

Carrick Lodge

26.4m

open space in grass with tree logs, stepping stones etc. 700m²

Fence

Wall

Concrete

Skellow Hilltop Hotel

Block A

Block B

Block C

Block D

1:500 scale

0 5 10 20 30 40 50 100 metres

Revisions	Description	Date
A	Site boundary amended at south eastern end of Tree Road to reflect title plan issued by Network Rail Property at corner of Tyne Street and Tree Road now in ownership of the applicant outlined in blue Adjacent property to northwest of housing site amended to include extension. Three bedroom properties changed to plots 7, 8, 9 + 10 along with plots 27, 28, 29 + 30.	21.04.16
	Acoustic barrier added to western boundary Plot 1	13.06.16
	Amended highways details added as provided by White Young Green.	20.06.16
B	Shared surface at Tyne Street amended to show existing footway by dashed line.	18.07.16
C	Addition of a 1.3m wide delineated section of footway on the east side of Tyne Street between Harraby Street and London Road and a ramp on Tyne Street prior to the corner with Tree Road.	23.08.16

DRAWING BASED UPON TOPOGRAPHICAL SURVEY UNDERTAKEN BY EDMONDSON SURVEYS LIMITED
REF: E1636/03/A, DATED: 24.10.11

HarrisonNrthn

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Harrison Northern

CLIENT:
Harrison Northern, Fairfield House
105 Scotland Road,Carlisle CA3 9HL

PROJECT:
Proposed residential development at
Tree Road, Chertsey Mount, Carlisle CA1 2NP

DRAWING:
BLOCK PLAN - as proposed

DRG NO: 1600- 04 rev.C

Scale: 1:500 @ A1 Date: January 2016

planning application

A1

LOCATION PLAN scale: 1/2500

OUTLINE DRAINAGE STRATEGY
Foul - to existing United Utilities mains drainage system
Surface - as porosity tests confirm ground conditions are not suitable for soakaways, the proposal is to utilise on-site attenuation/retention with hydraulic brake to limit outflow to 5 litres/ second or less for discharge to United Utilities combined drainage system (subject to agreement).

STREET LIGHTING
Locations shown are indicative only and subject to detailed design consultations with Cumbria County Council for compliance with the current Cumbria Design Guide.

ACOUSTIC MEASURES
Refer to report by LA Environmental Consultants, ref: HN/TR/001 dated May 2016.
The proposed acoustic fence along the western boundary of Plot 1 will have a superficial mass of at least 10kg/m2. The panels will be rigidly mounted and with no gaps between the adjacent panels or the fence and the ground. The barrier will be designed (e.g. through
the use of cover strips), so that gaps do not develop between abutting panels through warping or shrinkage.
The windows to all plots are to be double glazed [4 mm/ (6 – 16) mm /4 mm] to achieve a sound reduction index (dB) Rw + Ctr of 25 and resultant internal noise level dB(A) of <30. In all cases windows can be openable but should be well sealed when closed.
Plot 1 rear bedroom to be fitted with a background trickle ventilator rated at 35dB(Dne,W). Such as Simon Acoustic Ventilators, Titon, Greenwood Airvac of equal.

Revisions	Description	Date
A	Site boundary amended at south eastern	21.04.16
	end of Tree Road to reflect title plan issued by	
	Network Rail	
	Adjacent property to northwest of housing site	
	amended to include extension.	
	Three bedroom properties changed to plots	09.05.16
	7, 8, 9 + 10 along with plots 27, 28, 29 + 30.	
	Acoustic barrier added to western boundary Plot 1	13.06.16
	and acoustic measures noted.	

HarrisonNrthn

N

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Proposed residential development at
Tree Road, Chertsey Mount, Carlisle CA1 2NP

DRAWING:
SITE PLAN - as proposed

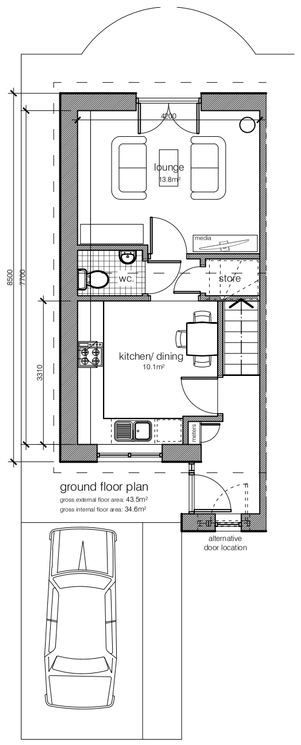
DRG NO: 1600- 02 rev.A

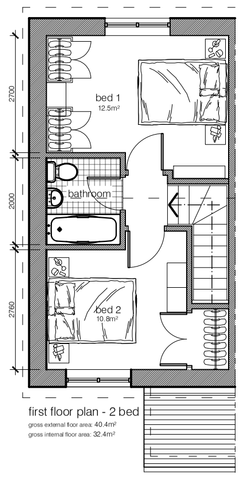
Scale: 1:250 @ A1 Date: January 2016

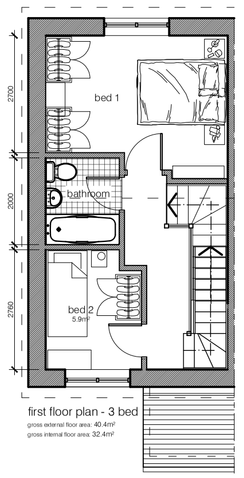
planning application

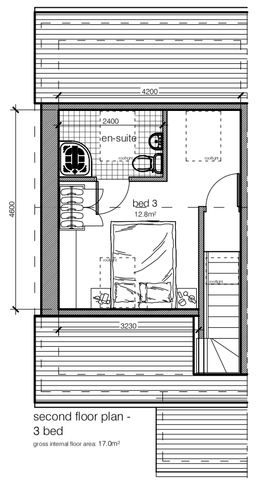
DRAWING BASED UPON TOPOGRAPHICAL SURVEY UNDERTAKEN BY EDMONDSON SURVEYS LIMITED REF: E1636/03/A, DATED: 24.10.11

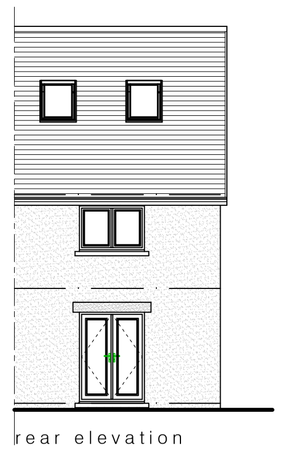
1:250 scale 0 5 10 20 30 40 50 metres

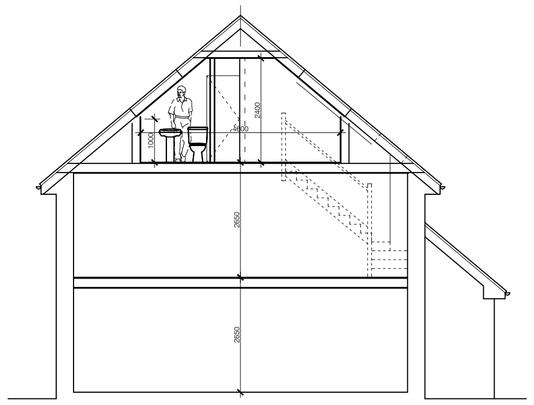












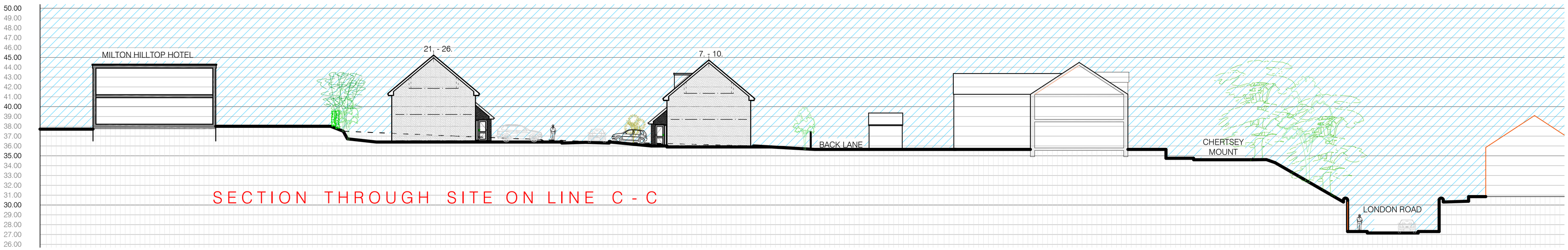
PROPOSED FINISHES
ROOFS: natural slate.
WALLS: render finish
WINDOWS: upvc. or timber casement and reversible.
DOORS: upvc. or timber.
R.W GOODS: aluminium either self-finish or powder coated.
CAR PARKING: permeable concrete block setts.

external walls

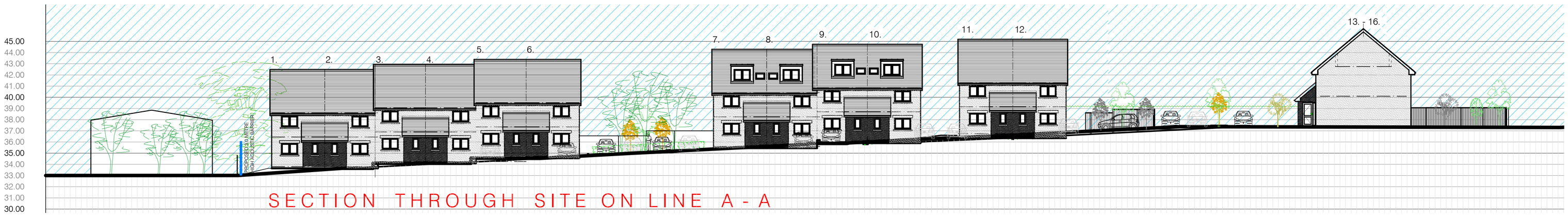
roofs

windows

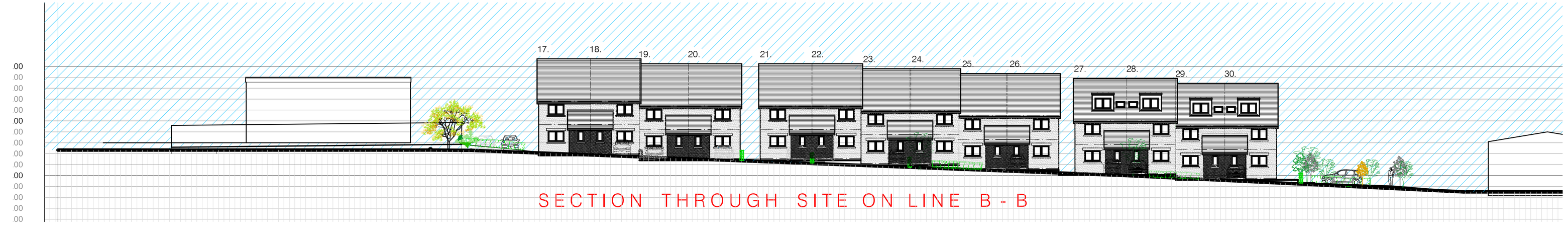
rainwater goods



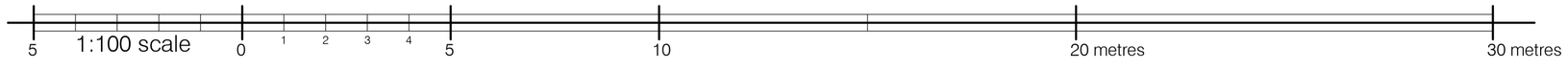
SECTION THROUGH SITE ON LINE C - C

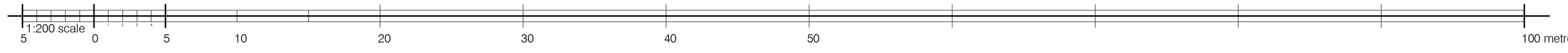


SECTION THROUGH SITE ON LINE A - A



SECTION THROUGH SITE ON LINE B - B





Revisions	Description	Date
A	Section C - C added.	21.04.16
	Roof coverings changed to slate	10.05.16
	Three bedroom properties changed to plots	
	7, 8, 9 + 10 along with plots 27, 28, 29 + 30	
	and dormer windows added.	
	Acoustic barrier added to western boundary Plot 1	13.06.16

HarrisonNrthn

swarbrick associates
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Website : www.swarbrickassociates.co.uk

Harrison Northern

CLIENT:
Harrison Northern, Fairfield House
105 Scotland Road,Carlisle CA3 9HL

PROJECT:
Proposed residential development at
Tree Road, Chertsey Mount, Carlisle CA1 2NP

DRAWING:
FLOOR PLANS AND ELEVATIONS - as proposed

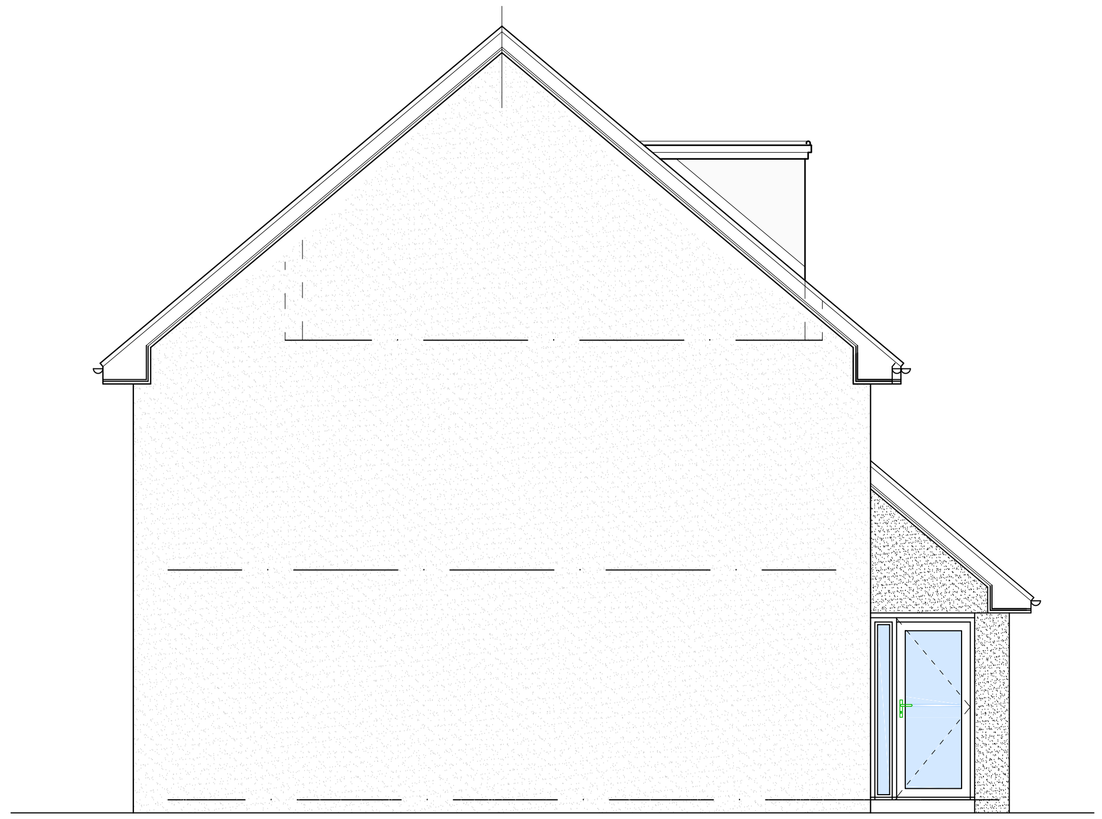
DRG NO: 1600- 03 rev.A

Scale: 1:100, 1:200 @ A1 Date: June 2015

planning application

A1

front elevation



end elevation

rear elevation

PROPOSED FINISHES

ROOFS:	natural slate.
WALLS:	render finish
WINDOWS:	upvc. or timber casement and reversible.
DOORS:	upvc. or timber.
R.W GOODS:	aluminium either self-finish or powder coated.
CAR PARKING:	permeable concrete block setts.

Revisions	Description	Date
A	Roof coverings changed to slate	10.05.16
	Three bedroom properties changed to plots	
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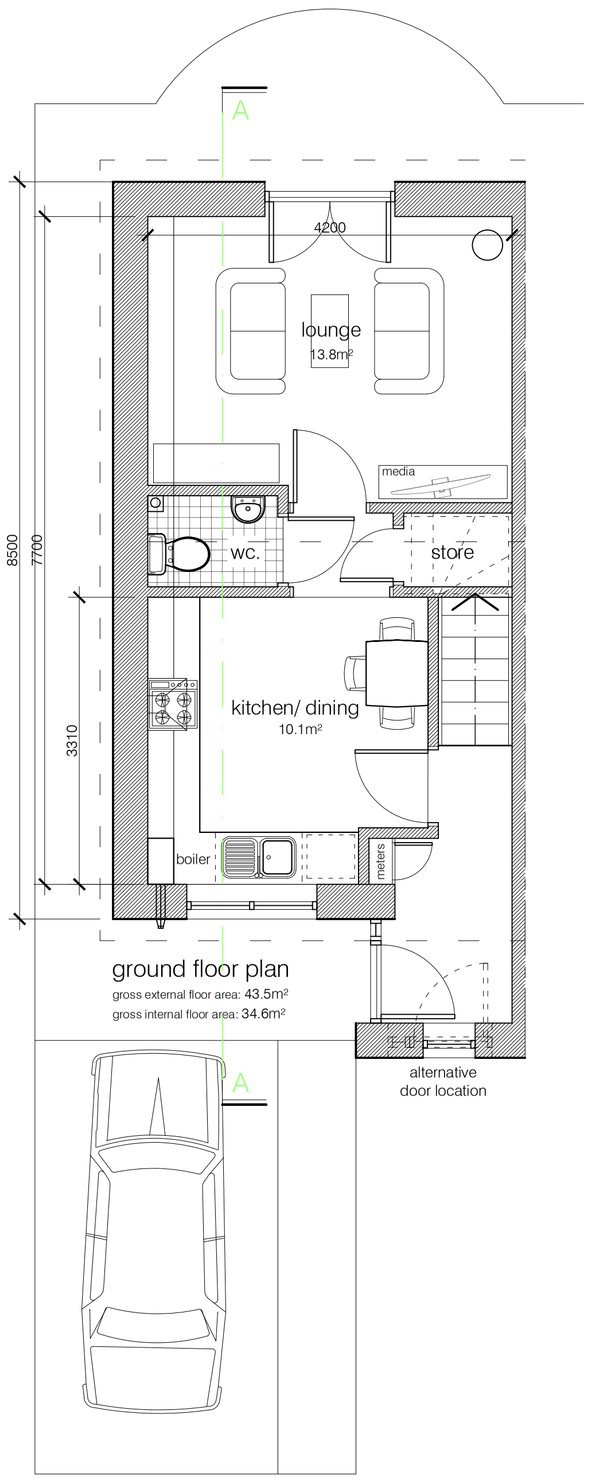
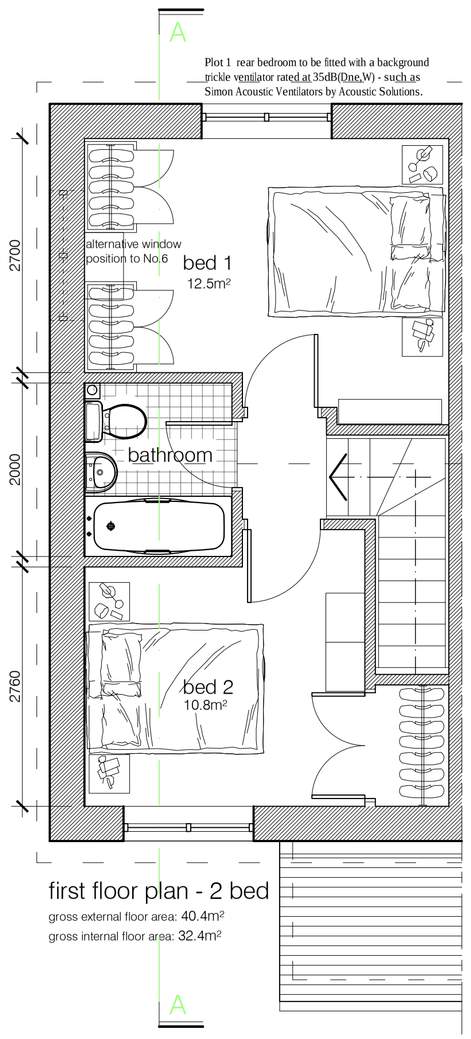
	and dormer windows added.	



ground floor plan

gross external floor area: 43.5m²

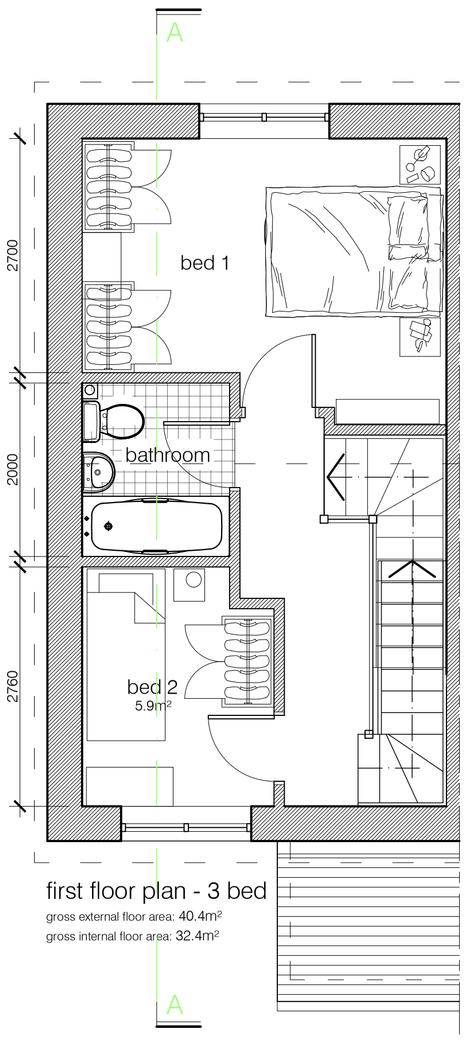
gross internal floor area: 34.6m²



first floor plan - 2 bed

gross external floor area: 40.4m²

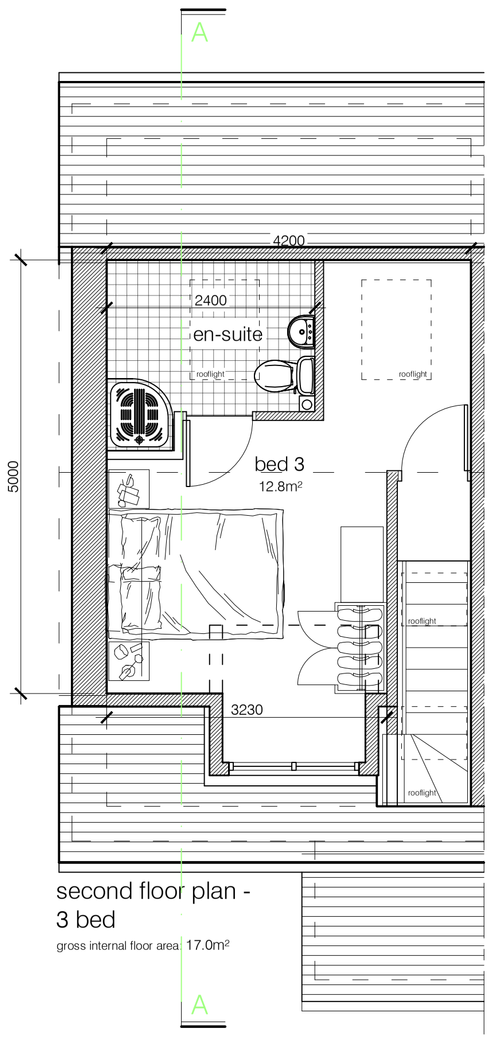
gross internal floor area: 32.4m²



first floor plan - 3 bed

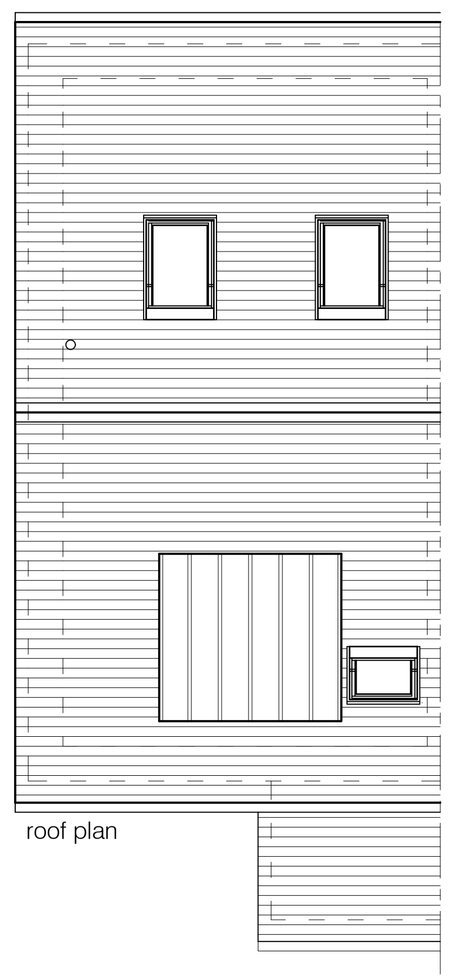
gross external floor area: 40.4m²

gross internal floor area: 32.4m²



second floor plan - 3 bed

gross internal floor area: 17.0m²



roof plan

1 : 50

0 1 5 10 15 20 metres

HarrisonNrthn

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CLIENT:
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105 Scotland Road,Carlisle CA3 9HL

PROJECT:
Proposed residential development at
Tree Road, Chertsey Mount, Carlisle CA1 2NP

DRAWING:
FLOOR PLANS AND ELEVATIONS - as proposed

DRG NO: 1600- 06 rev.A

Scale: 1:50 @ A1 Date: December 2015

planning application

A1

PROPOSED TACTILE PAVING

APPROXIMATE ROAD MARKINGS

1.3M WIDE DELINEATED FOOTWAY

PROPOSED PRIORITY & GIVE-WAY SIGNS

Give way to oncoming vehicles

PROPOSED PRIORITY SIGN
(and Supplementary plate "Priority over oncoming vehicles for 35 yards" Diagram 811.1)

STREET LIGHT

PROPOSED SHARED SURFACING

El Sub Sta

33M FORWARD VISIBILITY

PROPOSED 6.4M WIDE CARRIAGEWAY

PROPOSED FOOTWAY NARROWING & CARRIAGEWAY WIDENING

PROPOSED FOOTWAY IMPROVEMENTS

EXTENT OF ADOPTED HIGHWAY

PROPOSED 5.6M WIDE SHARED SURFACE

TYNE STREET

HARRABY STREET

London Road Terrace

BERLIN STREET

TREE ROAD

Carrick Lodge

Stables Barn

The Old Smithy

120

1

129

131

8

15

SL

6400

1:250 scale

0 5 10 20 30 40 50 metres

TYNE STREET TO LONDON ROAD - existing

TYNE STREET TO LONDON ROAD - proposed priority signage and shared surface treatment

LONDON ROAD TO TYNE STREET - existing

LONDON ROAD TO TYNE STREET - - proposed priority signage and shared surface treatment

Revisions	Description	Date
A	Shared surface at Tyne Street amended to show existing footway by dashed line.	18.07.16
B	Addition of a 1.3m wide delineated section of footway on the east side of Tyne Street between Harraby Street and London Road and a ramp on Tyne Street prior to the corner with Tree Road. Priority signs added to illustrations.	28.09.16

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PROJECT:
Proposed residential development at
Tree Road, Chertsey Mount, Carlisle CA1 2NP

DRAWING:
London Road and Tyne Street Access

DRG NO: 1600- 08 rev.B

Scale: 1:200 @ A1 Date: July 2016

planning application

HarrisonNrthn

A1

Incorporating
MODAL TRANSPORTATION PLANNING & MODAL SURVEYS

Modal Group Ltd,
Hagg End Farm,
Crook,
Kendal,
Cumbria, LA8 9HS

[redacted]

Date: 6th October 2016
Ref: MG/1657 - PP

Stephen Daniel
Development Manager
Economic Development
Carlisle City Council
Civic Centre
Carlisle CA3 8QG

Dear Stephen

Re: Planning Ref: 16/0249; Land Between Tyne Street and Chertsey Mount, Carlisle

Thank you for inviting Modal Group Ltd to provide independent advice with regards the operation of the local highway associated with the proposed 30 unit residential development at land adjacent to Tree Road, Chertsey Mount, Carlisle.

This letter has been prepared following a site visit and inspection of the documents and drawings listed as part of the Planning Application 16/0249.

This letter considers the suitability of the development with particular reference to the geometric restrictions of the local highway network.

Transport Statement

A Transport Statement has been prepared on behalf of the client by White Young Green Transport (WYG), with the latest revision dated August 2016. In addition Swarbrick Associates, Architects, have produced a site layout drawing.

The site is accessed via Tyne Street which forms a junction with the A6 London Road. The site is within Carlisle and located south east of the city centre.

Tyne Street already serves a number of residential properties, industrial and business units as well as a Network Rail Depot, with 3 roads feeding off I; Harraby Street, Berlin Street and Tree Road.

The proposed development site is located off Tree Road. The site is currently a field and is bordered by residential properties to the north and east (accessed via Berlin Street) and the Milton Hilltop Hotel to the south which has its own separate access onto the A6.

Tyne Street is currently adopted highway, however it is understood that Tree Road is not adopted, however the proposals include improving Tree Road between the site and Tyne Street to an adoptable standard.

Tyne Street varies in width from between 3m and 5m, with the narrowest section on the approach to the A6 London Road junction. Tyne Street has a footway on one side and is lit with street lighting. Harraby Street, Berlin Street and Tree Road are unlit. The condition of all roads are generally poor.

The junction between Tyne Street and Tree Road is a 90 degree bend, however turning traffic is aided by the positioning of a private mirror that allows vehicles to see around the corner.

Traffic surveys were carried out in 2015 which indicated the levels of traffic using Tyne Street. During the morning peak period, 31 vehicles arrived (approx. 1 vehicle every 2 minutes) and 19 departed (approx. 1 vehicle every 3 minutes). During the evening peak period 8 vehicles arrive (approx. 1 vehicle every 7.5 minutes) and 17 vehicles depart (approx. 1 vehicle every 3.5 minutes).

A video survey identified that the delay to vehicles turning onto the A6 London Road was minimal, with right turners experiencing the highest delay. In the morning peak period the average right turner delay was 18 seconds and in the evening peak period 22 seconds. However, most vehicles turned left towards the City Centre rather than right.

The video survey also confirmed that no vehicles turning left into Tyne Street blocked back onto the A6.

Proposed development traffic generations were derived from the TRICS database. The analysis indicated that during the morning peak period 6 vehicles (1 vehicle every 10 minutes) would arrive and 13 depart (approx. 1 vehicle every 4.5 minutes). During the evening peak period 12 vehicles (1 vehicle every 5 minutes) would arrive and 5 vehicles depart (1 vehicle every 12 minutes).

The impact on the A6 London Road would be negligible for this amount of generated traffic.

The TS indicates that no accidents were reported for a 3 year period up to September 2015. We have carried out an independent check and find this to be accurate.

Tyne Street

The approach to the A6 junction is 3m at its narrowest point. The proposals include widening the carriageway by incorporating the footway into the access and creating a shared space. As part of the shared surface a 1.3m wide route will indicate a pedestrian route. This, in effect, allows the approach to widen to approximately 4.4m in total, including the pedestrian route.

The proposal is also to allow priority to vehicles turning in to Tyne Street from the A6 London Road. New traffic signage will be erected at either end of the narrow stretch advising drivers on who has priority.

The narrow stretch of Tyne Street is approximately 28m in length. Vehicles turning left into Tyne Street are able to see along the narrow section once they have entered the junction bellmouth. There is space in the bellmouth for an arriving vehicle to wait in order to allow an oncoming vehicle to clear the narrow section.

From the other end of the narrow section, a vehicle can clearly see through the whole section and would see a vehicle that has entered the bellmouth and is therefore able to give that vehicle priority.

The TS video survey and accident data indicate that the junction currently works safely and that under current traffic conditions the access works well. However, would this still be the case with the additional generated traffic?

The additional traffic would result in a total of 37 vehicles arriving and 32 vehicles departing during the morning peak period. This would mean that in approximately every 2 minutes a vehicle would arrive and depart.

In the evening peak period the number of potential arrivals would total 20 vehicles with 22 departures. This means that approximately every 3 minutes a vehicle would arrive and depart.

Having given this some considerable though, we think that the junction should still work safely. The reasons are as follows:-

1. The narrow section of Tyne Street is fairly short in length, a vehicle passing through this section would do so in a few seconds. Therefore should a left turning vehicle arrive, it would potentially only need to wait a few seconds for an oncoming vehicle to clear the narrow section.

2. Should a platoon of vehicles wish to turn left into Tyne Street, an oncoming vehicle already within the narrow section would only cause a slight delay by a few seconds. Any second oncoming vehicle should be able to see that a vehicle has turned left and should therefore give-way to the arriving vehicles.

3. The proposed improvements to the narrow section should help manage traffic movements.

4. The majority of traffic arriving and departing will be drivers who know the roads constraints, as they will either be drivers who work or live here. They will know to be cautious and will know that arriving traffic will have priority through the narrow section.

5. It is unlikely that drivers (eg visitors) who do not know Tyne Street

would arrive during the peak commuting periods, ie 8am to 9am and 5pm to 6pm. These drivers are likely to visit during the quieter traffic periods between 9am and 5pm and therefore are less likely to meet oncoming vehicles. Regular visitors would quickly learn to drive carefully on approaching the narrow section.

Tyne Street/Tree Road Corner

The approaches to this junction/corner is of sufficient width to accommodate passing vehicles, however the corner itself is a 90 degree bend and only allows one vehicle to turn safely.

At this point in the local highway network, the majority of local traffic would already have turned off Tyne Street to the existing residential properties and some industrial units. Therefore the traffic flows would be considerably lower than that surveyed at the A6 London Road junction, though some vehicles would pass this point to access Network Rails depot and some business units.

Due to the tight corner and poor forward visibility around the corner, vehicles approaching from Tree Road already approach with caution and slowly, as to vehicles intending to turn left from Tyne Street to Tree Road.

A traffic mirror has been placed opposite the junction, it is understood that it is a private mirror and attached to private property, and therefore outside of Cumbria Highways control. However the mirror works well in helping drivers approaching the corner to see around the corner.

It is our view that due to the cautious nature of drivers approaching the junction/corner and the considerable benefit obtained by the traffic mirror that the additional generated traffic would not have an adverse impact at this location. This view has also considered the following:-

1. The local traffic flows at this location would be lower than that surveyed.

2. The majority of drivers would know the highway network as they would either be living at the development or work in one of the local units.

3. Visitors who may not know the local highway would probably be on the local network during quieter traffic periods outside of the peak commuting periods.

4. The traffic mirror helps improve the safety of the junction.

5. Tree Road, as part of the improvement works would be widened which would help vehicles pass each other.

We would recommend that Cumbria Highways consider this location as being suitable for a traffic mirror and if the existing mirror needs replacing in the

future, that Cumbria Highways erect a pole with attached mirror within the highway boundary, opposite the corner.

Site Access from Tree Road

Tree Road and the access road into the site will become a through Road with the side road being the section of Tree Road that serves Network Rails depot.

We consider this to be acceptable as the greater traffic flow would be between Tree Road and the residential development.

Conclusions

The proposals are for 30 residential dwellings via an existing junction at the A6 London Road. Traffic would then use Tyne Street and Tree Road to access the site.

Tyne Street is narrow at its approach to the A6 London Road junction. We consider that in conjunction with the traffic management proposed at this location that the development traffic should not create too much of an adverse impact at this location.

The Tyne Street/Tree Road junction/corner should be able to cope with the development proposals, with the location of an existing traffic mirror being of great help to turning traffic.

Drivers who regularly drive the local highway network will become aware of the issues associated with the narrow section of Tyne Street and the poor forward visibility at the corner with Tree Road, and that they will drive appropriately to the road conditions.

We therefore support Cumbria Highways receommendation.

Yours Sincerely

Petros Price
BSc (Hons) MSc (Eng) DIC CMILT
Director
Modal Group Ltd