

SCHEDULE A: Applications with Recommendation

12/0793

Item No: 01

Date of Committee: 20/12/2013

Appn Ref No:
12/0793

Applicant:
Story Homes

Parish:
St Cuthberts Without

Agent:
Positive Planning Solutions
Ltd

Ward:

Dalston

Location: Land bounded by Hammonds Pond, Oaklands Drive and Durdar Road, Carlisle

Proposal: Erection Of 318no. Dwellings (Including 66no. Affordable Dwellings), Associated Open Space and Infrastructure

Date of Receipt:
20/09/2012 23:00:42

Statutory Expiry Date
20/12/2012 23:00:42

26 Week Determination

REPORT

Case Officer: Angus Hutchinson

1. Recommendation

1.1 It is recommended that the proposal is approved subject to the imposition of relevant conditions, and the satisfactory completion of a s106 agreement to secure:

- a) the payment of a commuted sum towards improvements to the CCTV system serving Hammonds Pond (£10,000); improve the drainage to the football pitches at Hammonds Pond (£40,000); improvements to the skate park at Hammonds Pond (£133,000); carry the diversion, re-instatement and provision of lighting to two footpaths at Hammonds Pond (£185,000);
- b) the transfer an area of land to form an extension to Hammonds Pond to the City Council;
- c) the payment of the commuted sum (£171,000 plus an administration fee of £8,500) requested by the Education Authority;
- d) the provision to each unit of a refuse wheeled bin;
- e) the provision of the affordable housing (66 units with 35 in the form of low cost units, and 31 as rented units - the 35 low cost units comprise x10 two bed apartments; x23 three bed houses; and x2 four bed houses, and the affordable rented units are specified as x10 two bed apartments; x15 three bed houses; and x2 four bed houses);

- f) the payment of £10,000 to enable improvements to be carried out to the Caldew Cycleway;
- g) the submission of a full Travel Plan involving the appointment of a Travel Plan Co-ordinator (to produce annual reports until one year after the completion of the final property) and a target reduction of 10% in AM and PM peak hour trips;
- h) the payment of a Travel Plan bond in favour of the County Council to be used in the event that the targets have not been achieved i.e. £77,175 (based on the cost of an annual Carlisle Megarider bus ticket multiplied by the proposed reduction in the number of AM and PM peak hour car trips multiplied by 5 years), and an administration contribution of £6,600; and
- i) the City Council's monitoring fee of £300 per commitment.

2. Main Issues

- 2.1 Whether or not the scale and type of development is appropriate and/or lead to any significant adverse effect on housing policies.
- 2.2 Whether it is sustainable in terms of transport and accessibility.
- 2.3 Whether the proposal would be detrimental to highway safety/capacity.
- 2.4 Implications for local community infrastructure – education, sports field/play equipment and refuse bins.
- 2.5 Whether the proposal meets the objectives of saved Policy H5 of the CDLP regarding the provision of affordable/social housing.
- 2.6 Whether there are any significant adverse effects on ecology.
- 2.7 Whether the proposal would be detrimental to the living conditions and security of local residents.
- 2.8 Whether the proposal would be detrimental to the visual character of the area including trees.

3. Application Details

The Site

- 3.1 This application relates to 12.59 hectares of pasture land that was grazed by livestock located on the southern fringes of the City adjoining the Upperby Ward, to the immediate south of the public park at Hammonds Pond, and bounded by residential development to the east by Blackwell Road and west at Oaklands Drive (off Scalegate Road). Blackwell Vale Nursing Home and the Eden Valley Hospice adjoin part of the western boundary. Carlisle Race Course and the residential properties associated with the village of Blackwell are to the south-west and south. Carlisle City Centre is approximately 2.7km to the north. Upperby Ward, which has a population of 5,476 (Cumbria Observatory, 2011 Census), falls within the boundary of the City whilst Blackwell is in the parish of St Cuthbert Without.
- 3.2 Blackwell Road and Scalegate Road both run southwards and meet up with the road leading from Durdar to junction 42 of the M6.

- 3.3 The site is relatively flat but slopes downwards in a south-north direction (45m AOD to 35m AOD) and comprises five fields with a drainage ditch running through the centre which discharges into Wire Mire Beck that flows along the northern boundary with Hammonds Pond. Wire Mire Beck subsequently discharges into the River Caldew approximately 1400m to the north-west of the site. The River Caldew is a tributary of the River Eden and therefore included within the River Eden SAC designation. Properties along Oaklands Drive have experienced problems associated with surface water but the application site itself largely falls within Flood Zone 1 (Low Probability suitable for all uses). The site is also characterised by the presence of two telecommunications masts, mature trees, hedgerows and the presence of a lean-to shelter.
- 3.4 A public footpath (confusingly referenced as number 129014 when within the parish of St Cuthbert Without but number 109371 within the boundary of the City) currently goes across the site in a west to north-east axis with access achieved at two locations: a) 61/63 Blackwell Road; and b) 230/Lonning Close/The Paddocks on Scalegate Road.
- 3.5 Under the Proposals Map of the Carlisle District Local Plan 2001-2016 the application site is part of a designated Urban Fringe Landscape. The majority of the site is included within the Strategic Housing Land Availability Assessment (SHLAA) as land which is deliverable and developable within the first five years of the forthcoming Local Plan. In the "Carlisle District Local Plan 2015-2030 Preferred Options Consultation", the site is identified as being the subject of a current application. The application site lies within the County Council's Landscape Character Type 5d Urban Fringe ("Cumbria Landscape Character Guidance and Toolkit", March 2011).

The Proposal

- 3.6 The current application seeks full planning permission for residential development comprising the erection of 318 residential units of which 146 are 4 bed; 138 are 3 bed; and 34 are 2 bed. Of these, 126 are detached; 128 are semi-detached; 42 are terraced; and 22 consist of apartments. The provision of affordable housing totals 66 units with 35 in the form of low cost units, and 31 as rented units. The 35 low cost units comprise x10 two bed apartments; x23 three bed houses; and x2 four bed houses. The affordable rented units are specified as x10 two bed apartments; x15 three bed houses; and x2 four bed houses.
- 3.7 The submitted layout plans show vehicular access achieved from both Blackwell Road and Scalegate Road; the diversion of Wire Mire Beck to provide the focus for a "green spine" running through the site; the existing footpath stopped up at Blackwell Road and Scalegate Road; the footpath diverted to follow the proposed vehicular access off Blackwell Road, the diverted course of Wire Mire Beck and then connect into the existing network serving Hammonds Pond; a circular route for buses to arrive and exit from Blackwell Road; the retention of the existing trees as far as possible; and the provision of open space with a SUDS pond to provide a new approach and extension to Hammonds Pond. Foul drainage will connect into an existing

sewer located at the north of the site. Surface water drainage has been designed to accommodate a 1 in 30 year storm event with no surface flooding. Attenuation is to be provided to limit the surface water discharge designed to a 1 in 100 year event increased by 20% to accommodate for the effects of climate change.

- 3.8 As part of the proposal, the intention is to carry out improvements to the CCTV system serving Hammonds Pond (£10,000); improve the drainage to the football pitches at Hammonds Pond (£40,000); improvements to the skate park at Hammonds Pond (£133,000); carry the diversion, re-instatement and provision of lighting to two footpaths at Hammonds Pond (£185,000); transfer an area of land to form an extension to Hammonds Pond to the City Council; the establishment of a maintenance company to manage etc the remaining open space provision; and the payment of £179,550 as a commuted sum covering primary school travel costs. The applicant has also agreed to the payment of £10,000 as a contribution to improvements to the Caldew cycle-track.
- 3.9 The proposal is accompanied by a Flood Risk and Surface Water Drainage Assessment (Integra Consulting Engineers Ltd); a Phase 1 Geo-Environmental Ground Investigation (Integra Consulting Engineers Ltd); Design and Access Statement (Barton Wilmore); Planning Statement (Positive Planning); Transport Assessment (i-Transport); an Interim Travel Plan (i-Transport); Tree Report (AJT Environmental Consultants); an Ecology Report, August 2012 (AJT Environmental Consultants); an updated Ecology Report, March 2013 (AJT Environmental Consultants); a Bat Survey Report (AJT Environmental Consultants); a Community and Stakeholder Engagement Statement (Positive Planning); and an Air Quality Assessment for Proposed Residential Development Land at Durdar Road, Blackwell, Carlisle. In response to concerns expressed by interested parties, the applicant also had submitted on its behalf a Technical Note prepared by i-Transport.
- 3.10 The City Council commissioned Lloyd Bore to undertake a “River Eden SAC – Assessment of Likely Significant Effect”, and a Transport Audit undertaken by iPRT (Transport Planning).

4. Summary of Representations

- 4.1 Prior to the submission of this proposal the applicant undertook engagement with the local community, the extent and results of which are summarised in the Community and Stakeholder Engagement Statement.
- 4.2 This application has been advertised in the form of press and site notices, and the direct notification of the occupiers of 176 neighbouring properties. The County Council separately arranged for three drop-in sessions between the 3rd - 5th December 2012 respectively at the Community Centre; St. John's Ambulance Station, Scalegate Road; and Carlisle Racecourse. In response we have received 50 letters/e-mails and a petition (with 143 signatures) objecting to the proposal; and 18 letters commenting on the

proposal. A local resident objecting to the proposal has also commissioned a report from the Development Transport Planning Consultancy (DTPC). The County Councillor for Upperby has written objecting to this application. A copy of a letter written by the County Councillor for Dalston and Cummersdale has also been forwarded to the City Council.

4.3 The letters/e-mails of objection are on the following grounds:

1. the proposed development is not needed in the context of Morton and Crindledyke - brownfield sites should be used first. Under the present Local Plan this land is not allocated for housing and is not on the list of sites to be developed within the Plan's period. Paragraph 5.78 states that permission will not be granted for greenfield sites not on the list, and the housing policy favours brownfield sites being filled first;
2. if the Council already feels it is a departure from the Local Plan, and the fact that there is sufficient housing for the next 6.14 years without this proposal, then why is it being considered? The interim housing policy should not be used as there is sufficient housing for the next 6.14 years without this development. The original SHLAA land availability seems to have stretched in that the original did not have any housing allocated behind 63-73 Durdar Road or the top end of Oaklands Drive;
3. it massively intrudes into the countryside. Upperby Park will become enclosed on all sides by housing if this goes ahead - a significant length of the Park borders fields at present, so it will have a big visual impact. This greenfield site, adjoining a Park, hospice, nursing home and containing a lonning with traditional hedgerows and mature trees plus a running watercourse is particularly sensitive and needs to be protected from the large-scale and intensive development proposed. Will there be sufficient landscaping to minimise the development's visual impact?;
4. wholly unwanted by the local community - there is no provision of any social meeting hall/community hall, schools, shops, and pubs. There will be so many more young people with no place to go. The development would destroy the village of Blackwell as it will quadruple the housing in the area and blur/co-join Upperby with Blackwell. Social and existing infrastructure overload. The water pressure is already low in Durdar;
5. the proposed junction at Durdar Road is far too close to a tight bend which has poor visibility - traffic already speeds too fast along this road and to add a junction at this place would be asking for accidents to happen. Unclear how existing residents on Durdar Road can get into/out of their drives safely. There is already planning permission given for 60+ homes on the site of the old stables. Developer not only ignored the suggestion of constructing a roundabout but 23 additional houses have been included in the amended application;
6. conversely, if a roundabout was to be incorporated it would lead to traffic travelling down Durdar Road towards Currock being held up creating a bottleneck at rush hour morning and evening. A second access/exit

leading from/to Oaklands Drive/Scalegate Road should be formed;

7. the entrance on Scalegate Road emerges at the bottom of a hill with steep embankments and very restricted sight lines were a lot of cars come speeding on a 60 mph country lane;
8. traffic and parking issues - the provision of an entry road to the site from Scalegate Road will reduce the amount of traffic on Durdar Road generated by the development, but there will still be a noticeable increase in traffic in the local community if all homes become occupied. The high number of homes means that there will be hundreds more vehicles on local routes. The opening up has just created a rat run from Upperby to Blackwell. It also gives the criminal element so many more opportunities for unfettered access to this proposal, Blackwell, Upperby and Currock;
9. Currock Road, Blackwell Road and Durdar Road will not cope with the increase in traffic, especially large construction vehicles. Local residents as a whole try and keep to speed limits but there are a large number of vehicles who speed. The aforementioned roads are all used by HGV training vehicles. By increasing the volume of traffic on these roads it will lead to more congestion.
10. flooding - the storm drains can't cope as it is, extra houses will make it worse;
11. wildlife - building into another two fields will seriously impact their habitat - bats in the ancient oak trees, woodpeckers, and curlews, foxes, badgers, stoats, grey geese, hedgehogs, owls and local ducks. Environmentally green helps keep the City stay green;
12. schools - where will the children go? Upperby Primary is already having to build 4 extra classrooms with no extra room for a dining hall;
13. noise and fumes/pollution - cars travelling to and within the proposed estate;
14. outlook and privacy from rear of existing properties will be severely affected/non existent;
15. impact on living conditions in terms of losses of light, overshadowing, proximity to the boundary, light pollution, crime, location of sub-station, litter, inconvenience, and during the construction of the development;
16. some property owners will allegedly find themselves living with negative equity if development goes ahead because the property values will be reduced;
17. the number of houses has been increased from 295 to 314, with the number of affordable units remaining the same - less than 1/5th of homes will be affordable which means limited benefit to the community;

18. the public footpath has been re-routed so that it now follows the proposed estate roads and not the separate "greenway". Problems previously experienced with the footpath adjoining The Paddocks, Scalegate Road;
 19. the proposal will considerably alter the character of the area - the end of Scalegate Road has always been the boundary of the City and should remain so;
 20. worried that the current residents/home owners on Durdar Road and surrounding areas have no real voice and are not being listened to and nor are they heard;
 21. we realize that a number of roads will be built within the development and were wondering whether the developer might be willing to resurface our lane at the same time;
 22. the developer has a moral obligation to provide new infrastructure for sustainable transport users to reduce the environmental impact of the development for example by providing new ramps on either side of the bridge over the River Caldew at Cummersdale, a new alignment for the cycleway, tarmac the surface to a minimum width of 2.5 metres from the River Caldew to the Cumbrian Coast Railway Line, and tarmac the lane from the Cumbrian Coast Railway Line over the Railway Bridge and the full length of Lowry Street;
 23. would like to see at least 50% of homes planned to be affordable in order for the community to have any real benefit from it;
 24. 295 cars will produce an average 3,363,000 lbs of CO2 each year;
 25. the developer providing funds forward for Hammonds Pond is alleged to be just a bribe but this will come at the expense of people already living in the area.
- 4.4 The petition has been signed on the grounds of access safety, joining of communities, crime, schooling, contrary to Council's interim housing statement, surplus to Council's 5 year plan, quality of life of residents, suitability of location, destruction of greenfield site, and destruction of Blackwell Village.
- 4.5 The DTPC Report (March 2013) raises, amongst other things, the following points:
1. the submitted Transport Assessment (TA) does not provide sufficient comfort to remove any safety issues, the scheme has no "defensible" boundaries to the south, and the sustainability from a highway point of view is not proven. Other than affordable housing there is little or no additional community benefit to support the total number of units promoted. Affordable housing requires good transport links, these are not considered to have been provided;

2. the key footpath links are unlit, unmade and not overlooked as such do not provide safe DDA compliant routes, the site access has an increase potential for accidents to occur and has not been shown to work in combination with the other adjacent junctions in a safe manner, the residual impacts would be deemed severe and thus should be refused;
3. the submitted TA does not represent the actual impacts of a 318 unit development;
4. no information has been submitted on the code to be used and the on site generation to reduce the impact of the proposed housing on energy etc;
5. in the case of the Scalegate Road no details are provided in terms of width or sight lines to show it can be delivered in the form shown. Speed around the local network is significantly higher than the posted 30mph - no assessment appears to have been undertaken. The maximum sight line would only be available if the hedge along the frontage was removed, this is not proposed, in addition the hedges would not be in the ownership of the developer. In reality both the designed and max sight lines would be obscured when a vehicle was parked turning right into the proposed side road;
6. the path along the site frontage is narrower than the paths on either side but no proposals are set out to increase its width and thus improve the walking route north/south. This would improve the walking environment as the pedestrians would be further away from the speeding vehicles;
7. the access is heavily constrained, has conflicting movements, takes no account of the level of turning vehicles to be catered for and the scheme requires third party land;
8. clearly there have been accidents in the region of the site access, one being serious in nature, and the actual safety issues in the access area need serious consideration especially when combined with restricted sight lines, downhill approach and habitual abuse of the speed limit. These facts and the increase in new trips across the day of 2300 indicate that the risk of an accident is significant but no mitigation has been set out or considered necessary;
9. the track/path link to Durdar Road will not be lit or surfaced - the path would not be a desirable route in inclement weather or during the hours of darkness, it therefore should not be the reliable route for walking to a bus stop/service;
10. the track/path leading to Scalegate Road will be unmade and unlit- this would mean that the path would not be a desirable route in inclement weather or during the hours of darkness;
11. the distance to bus stops on Durdar Road and Scalegate Road exceed the 400m set out in guidance, ideally as this is a major town/urban area

the 200m walk distance would be the target distance (i.e. 475/515m and 800/830m respectively). The key route in terms of frequency and connection across the week/night etc is the Scalegate Road route where the walk distance is the worst from the site. It is therefore considered that the links to public transport are not of a high quality such that modal shift could be envisaged - the site is therefore car dependent.

A copy of the aforementioned report has been included with the copies of the representations received.

4.6 The comments received are on the following grounds:

1. need to remove the bend along Durdar Road, purchase and demolish 95/97 Durdar Road, create a roundabout and slow traffic down - currently an accident waiting to happen;
2. the majority of traffic would use Durdar Road although concerns still exist over the use of Scalegate Road;
3. the closure of the track adjacent to Blackwell Vale is welcomed;
4. Upperby School is already full every year so people in this area will struggle to get their children to their local school;
5. houses have already been flooded and this will make it worse;
6. query whether a planning clause could be put in place requiring the developer to put money into providing a sustainable route for cyclists, walkers and mobility vehicles - a cycle route could be put in which would link to the existing Dalston/Carlisle Caldew cyclepath;
7. like to see clear measures to ensure that the natural features within and bordering the site are protected.

4.7 The letter of objection from the County Councillor for Upperby explains that he has been contacted by a number of residents on Oaklands Drive on the basis that the revised plan now includes a road providing access to Scalegate Road with new housing units. The residents were not happy with the idea of the proposed access road; concerned over the alleged lack of detail regarding the junction with Scalegate Road; and feel that Scalegate Road should be widened to accommodate the new junction. Furthermore, the residents object strongly to the additional housing which will overlook their properties. A number of the properties on Oaklands Drive have been subjected to flooding in recent years arising from the field to the rear of the properties. Whilst the creation of a new road would be an opportunity to resolve this issue, the location of the proposed new houses would exacerbate the problem, particularly as much of the existing piped drainage system would lie beneath private gardens and thus be inaccessible.

4.8 The letter by the County Councillor for Dalston and Cummersdale identifies concerns raised by local residents regarding flooding from surface water and

the need for the proposed attenuation pond to cater for this; and traffic, in particular highlighting the possibility of the developer purchasing 95/97 Durdar Road to straighten the road and construct a roundabout. The Councillor also reported two concerns having been aired during the drop-in sessions, namely: a need for a roundabout on Blackwell Road; and whether the roundabout could be provided by the developer making a contribution towards the off-site provision of affordable units at Raffles instead of providing affordable units on the site.

5. Summary of Consultation Responses

Cumbria County Council - (Education Authority): - a housing development of 318 dwellings is projected to yield 76 primary aged pupils. This development lies within the catchment area of Stoneraise School, which has a Pupil Admission Number (PAN) of 16 for entry in September 2012 and a maximum net capacity of 90. It is projected that by September 2015 the school will be full in the junior section without any development. However, the infant section would have space but with this development the school will exceed their maximum capacity.

However, due to the distance between the development and the catchment school of Stoneraise other options must be considered, so that a sustainable option can be found to accommodate all 76 pupils that the development will yield. There are also a number of closer schools within walking distance. Having taken a strategic view looking at all options in a 3 mile radius a contribution is sought from this development to mitigate against its impact.

Stoneraise School has capacity to accommodate 28 (out of the 76) pupils, therefore a transport contribution is sought as the distance between the development is 2.8 miles along an unsafe walking route. This amounts to a contribution of £171,000 plus an administration fee of £8,500.

The £171,000 transport cost is calculated from the daily cost of a 24 seat bus, which would be required to accommodate the 20 pupils who could not fit on the existing transport to Stoneraise - there are currently 8 spare seats on the bus. The cost of a 24 seat bus is £90 per day, hence for a 190 day school year over a 10 year period the calculation is £90 x 190 x 10 + £171,000.

The County Council is of the view that the proposed residential development site is poorly related to Pennine Way School. Parents in the new housing development will have to walk their children up to 1.9 miles to reach Pennine Way whilst there are 6 other schools closer, which are full, but potentially could be expanded. From a School Organisation perspective this situation is not considered the best option. However, it is acknowledged that seeking an education contribution for the 48 remaining pupils would not meet the Community Infrastructure Levy (CIL) tests.

Cumbria County Council - (Highway Authority): - the entry points to the estate off Blackwell Rd and Scalegate Rd are compromised by being the only readily available access points. We have advised that the Scalegate Rd

access did not comply either in terms of visibility nor width/layout, however the applicants have access to land south of the site and it is possible to provide a proper visibility splay and Major Access Road off Local Distributor Road junction. The applicant has submitted a revised drawing proposing the extension of the 20mph speed limit and widening Scalegate Rd.

However whilst well in excess is available to the north, 70m must be provided to the south, this can be easily achieved by removing a portion of hedge/banking to form a standard verge. 'Turning-track' drawings have been provided which show that by widening Scalegate Rd to 6m past the junction, achieves an acceptable layout. The Traffic Regulation Order process outcome cannot be guaranteed (speed restriction extension) but the proposed Grampian condition covers both junctions. If the 20 limit on Scalegate Rd is extended the entire estate should also be covered by a 20 limit, with 20/30 restriction signage provided at the Durdar Rd junction.

In the case of the Durdar Rd junction, the levels of traffic to/from Lowry St (and the associated consented Northern Properties development) is both small and local; relying on traffic obeying a 'no overtaking' system is commonplace on the national roads network, at bends, blind summits/hidden dips etc: and this Authority is content with the concept.

However, **Cumbria Highways view is that both the Blackwell and Scalegate Rd junction need to be properly designed (*ie full engineering drawings including levels, roadmarkings and signage*) and then a Stage 2 Road Safety Audit be carried out before the application is determined – as if satisfactory junction layout cannot be achieved, the development has to be refused.**

In relation to the internal design of the estate the Barton Wilmore Drawing 20868-05V, still shows a 4.1m width Shared Access Way fronting blocks 231-233 (this needs to be 4.8m to accommodate the diverted Footpath) and still doesn't show a proper (2.4m width) connection to the existing paths in Hammond Park, north of houses 238/239.

We are unable to detect anything in the revised submission that advises the developer has adequately catered for the existing surface water drainage systems to the south and west of houses in Oaklands Drive, although this can be secured by Condition.

Without site sections, including the existing housing on Oaklands Drive, it is difficult to tell whether the overlooking/boundary issues have been addressed.

The raised table chicane on the bend is considered to be unacceptable. Thus this Council's previous refusal recommendation stands unless you are minded to have things dealt with as part of the Highways Act 1980 Sec: 38 process, as we consider the present submission unsuitable for adoption as public highway.

These are the point needing to be addressed for the submitted drawing to be acceptable to this Authority:

- It is understood the narrowing on the bend has been done to retain a mature tree; full engineering details must be submitted to demonstrate that 50m forward visibility is available – the proposed shrubs on the inside of the bend are unacceptable;
- The 5m secondary access road west of plots 55/74 is to be a 4.8m SAW;
- The “Square” must have its ESE side bitmac surfaced without raised tables on the junctions so as to clearly define the main route;
- The SAW west of Plot 231 must be 4.8m, also that between Plots 209 & 204 and 188 & 174;
- The 2.5m Cyclepath must be shown as connecting to the paths in Hammonds Park;
- It is unclear what purpose the 6m link road (between plots 169 – 158) serves - this should be 5m and the northern junction should be a ‘raised table’ rather than where it is situated to the east;
- The view of the Fire Service should be sought in relation to the proposed 4.8m SAW running north – south (between plots 186 & 178) particularly given the high incidence of driveways; this should be at least, a 5m Secondary Access Road;
- As noted the southern visibility at the junction with Scalegate Rd needs to be improved and design details need to be fully detailed and Stage2 Road Safety Audited;
- Full engineering details of the traffic calming features on the link road to Scalegate Rd are required, the inclusion of trees on the inside of the bend on the one by Plot 305 is unacceptable. Presumably they are ‘one sided islands’ narrowing the road to 3m – if this is the case access to/from parking areas to plots 296/297 & 313/314 becomes problematic – these would be best formed as full width raised tables, lengthened to coincide with the drives.

Given the traffic survey information provided for Scalegate Road along with the acknowledgement that some of the children from the proposed development will fill capacity at the catchment schools (Stoneraise Primary and Caldew Secondary) with the rest likely being accommodated at Pennine Way Primary and Richard Rose Central Academy, it is considered that the submitted Transport Assessment remains robust. However this makes the linkage to Scalegate Road all the more important and the Final Travel Plan will need to be revised to reflect this prior to securing through the Section 106 Agreement (which also needs to secure provision for the Educational Transport contribution the developer has now agreed to).

The proposed diverted and upgraded Footpath betwixt Durdar Rd and Scalegate Rd, though the site and Hammonds Park, the majority of the estate will have access to the existing suburban bus services that operate along the C1036 (Durdar) and C1037(Scalegate) roads. The connectivity now being provided through the estate allows for future ‘through bus routing’ once the entire estate is complete, should this prove attractive to commercial operators.

The Interim Travel Plan submitted with the planning application is acceptable, with satisfactory aims and objectives. Modal shift measures proposed are reasonable, though it is considered the benefits of a car club be considered as an alternative to a car share scheme. Also, Travel Packs for households,

would be more effective if discounted bus tickets were included. These are measure that can be looked at again once the Final Travel Plan is produced with the benefits of having Phase 1 to provide a current time data-base.

The Interim Travel Plan states *the intention to upgrade the document to a full Travel Plan three months prior to first occupation of the site* and that *the 'first annual travel survey' of residents will be undertaken a year after the first occupation of the site*'. This is not acceptable, since at the outset of the development there are insufficient residents to survey. However, if production of the Final Travel Plan is delayed until Phase1 of the development is fully functional, data from it can be used to inform/verify the trip generation estimates presented in the Transport Assessment and Travel Modes of residents.

The Final Travel Plan must address these issues:

- identify the site Travel Plan Co-ordinator;
- include sufficient budget provision to deliver identified measures;
- set out targets which will be used indicate the success or otherwise of the Travel Plan.

[It is suggested that a reasonable headline target would be a 10% reduction in peak hour car trips generated by the development (in line with CCC's *'Travel Plans and the Planning Process in Cumbria: Guidance for Developers'*)].

- provide for Annual Review until one year after the completion of the final property(ies), with any agreed measures being implemented and assessed in the year following the Review that identified them.

The Town & Country Planning Act 1990, Section106 Agreement should include these Travel Plan provisions:

- A target reduction of 10% in AM and PM peak hour trips (as in the submitted Transport Assessment dated September 2012).
- A Travel Plan Bond of **£77,175** (based on the cost of an annual Carlisle Megarider bus ticket multiplied by the 10% proposed reduction in the number of AM and PM peak hour trips multiplied by 5 years), to be used on Modal Shift measures, in the event that the Target isn't achieved.
- A contribution of **£6,600** should be secured in respect of County Council staff time relating to the Annual monitoring and review of the Travel Plan through liaison with the site's Travel Plan Co-ordinator. *(Based on 6 reviews @ £1,100 per time, if the development is completed sooner this will reduce and the first review will be the Final Travel Plan produced when Phase1 is complete.)*

The developer's contribution to School Transport provision and fact there is no longer a need to contribute to school extensions has been covered in separate correspondence, but also needs to be covered with the Section 106 Agreement.

Cumbria County Council - (Archaeological Services): - the site has been the subject of an archaeological desk-based assessment and geophysical survey. The results of the survey have highlighted several clusters of

features across the site that are likely to be of archaeological origin. These features are not considered to be of sufficient importance to warrant preservation, but it is recommended that they are investigated further and, where appropriate, should be subject to a programme of archaeological recording.

It is therefore recommended that at an archaeological evaluation and, where necessary, a scheme of archaeological recording of the site be undertaken in advance of development and advise that this work should be commissioned and undertaken at the expense of the developer. This programme of work can be secured through the inclusion of two conditions.

Clerk to St Cuthberts Without PC: - fully supportive of this application which sits comfortably within a residential area but raises some concerns and leads to the following observations.

Access - The plans show one access from Durdar Road which is a busy route and many concerns have been raised about the excessive speed of traffic both inbound and outbound and records will show that there have been several serious accidents some of which have resulted in fatalities. The access point is immediately following a blind bend when heading north towards the City Centre. The additional traffic will only serve to exacerbate the road safety issues. A significant improvement to all aspects of traffic management and road safety could be achieved by the installation of a roundabout at the access to the development on the site of 95/97 Durdar Road.

Drainage - Concern over the adequacy of the existing systems to cope with the additional volumes of surface and waste water which will be generated with the loss of natural land soak. Appropriate management of holding ponds will be required to ensure that there is adequate flow to avoid stagnation, long term maintenance and safety issues.

Transport - There are 742 parking spaces for 295 properties which indicates that personal transport will be the preferred option for most residents of the development. The Transport Impact Statement should extend from the crossroads at Durdar through the junction of Blackwell Road and Currock Road. The effects of traffic using Henderson Road and other similar "rat runs" must not be overlooked.

Schools/shops/facilities - There is likely to be a large number of children across the whole education age range - do the catchment area schools have sufficient capacity? The experience of this Parish Council is that parents tend to prefer to access rural schools rather than urban schools. Similarly residents shop at supermarkets rather than local shops and, again, these issues will impact on traffic volumes.

Other comments - is this the best location for residential development based on falling employment opportunities in this part of the City. The leisure/access is a welcome feature, however it appears to be unlit - it is understood that lighting of all such walkways is a pre-condition of adoption by

the local authority. The range of property types, especially the inclusion of bungalows, is welcomed and should ensure a well balanced community. What provision will be made for access to the remaining agricultural land to the south of the development site?

In response to the receipt of additional information and revised plans further submissions have been received making the following points:

- Entry of proposed additional permanent vehicle link to Scalegate Road emerges at bottom of a hill with steep embankments and, therefore, very restricted sight lines and presents potential danger
- The access from Durdar Road is still considered unsatisfactory. Local knowledge of the existing road network (especially city-bound traffic) indicates the likelihood that the majority of traffic would use Durdar Road and the comments contained in previous response relating to the provision of a roundabout remain apposite
- Likely additional traffic movements from introduction of more units
- The proposed closure of the track adjacent to Blackwell Vale is welcomed
- Other, earlier comments including education reaffirmed

The projected vehicle movements from the new houses, together with public transport provision, joining Durdar Road (which is already busy and has a poor accident record) justify a full review of the proposed junction ahead of planning approval being formally sanctioned and whilst cost implications of such a scheme could be funded by the developer rather than a post-development scheme where project costs would fall to the local authority.

Environment Agency (N Area (+ Waste Disp & Planning Liaison Team): -
Although the site generally lies in Flood Zone 1, some of the land lies within Flood Zones 2 and 3. These areas of land have a high or medium probability of flooding and the developer must ensure that appropriate measures are taken to prevent and mitigate the impact of flooding.

The applicant needs to submit further information in relation to the drainage scheme for the site to show they are meeting the requirements of paragraph 103 of the National Planning Policy Framework. If the application was to progress to an approval at this stage, the submission and implementation of a revised drainage scheme should be secured by planning condition.

Although finished habitable floor levels are not confirmed yet, the FRA recommends that internal floor levels are raised by 150mm above the car parking areas and access roads ensuring that they will not be susceptible to flooding from local on site blockages within the surface water drainage system. This can be addressed by the imposition of relevant conditions.

The proposed development could negatively affect the River Caldey downstream which is part of the River Eden and Tributaries Site of Special Scientific Interest and River Eden Special Area of Conservation. Wire Mire

Beck forms a pathway for the spread of species planted in this development into the SSSI/SAC.

It is a legal requirement for all new construction projects with an estimated build cost of more than £300,000 excluding VAT to have a site waste management plan.

Pollution Prevention measures on site need to be implemented to protect surface waters and groundwaters, these should comply with the Environment Agency pollution prevention guidelines.

Measures should be put in place to prevent silt entering watercourses before beginning construction work, such as silt fencing and silt settlement. A shut off valve on the outflow from the ponds/lagoons should be incorporated in order to contain any spills.

Local Environment (former Community Services) - Drainage Engineer: - three properties flooded (pluvial flooding) on Oaklands Drive on the 24th September 2012 and due to the layout of the proposed site it may leave some of the new properties susceptible to flooding if the possibility is not considered before construction. Also a potential issue regarding a land drain.

Natural England: - this proposal is close to the River Caldw which forms part of the River Eden Special Area of Conservation (SAC) and River Eden and Tributaries Site of Special Scientific Interest (SSSI). Given the extent of earthworks likely to be required on site and aquatic connectivity between the site and the designated river, via Wire Mire Beck, we advise that you must follow the procedures under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended).

It is our view that it should be possible to propose appropriate mitigation in order to minimise the risk of a likely significant effect on the river's interest features.

We advise that sufficient pollution prevention measures will need to be designed into the detailed surface water drainage design, and employed on site during the construction period in order to not impact on the interest features of the designated river.

Ramblers Association: - no comments received.

Neighbourhoods and Green Spaces Manager: - there are two broad impacts that need to be considered when addressing environmental impacts on Hammonds Pond, namely damage to the environment, and concerns over the ecological impact of alterations to the environment.

Currently the infrastructure has reached a point where the development works of 1998 funded by the National Lottery are in need of updating and repair. Of the most concern is the stability of the southern bank side adjacent to the path/lake, which is being undermined by wave action and top cut by land flow over the path from the adjacent fields. There is little doubt that the

addition of 300+ houses that could result in over 750 additional people using the site through the two proposed access gates which would put a considerable extra pressure on an already stretched infrastructure. Wire Mire Beck, classed as a main river, is not capable of carrying the land flow and runoff from adjacent fields. As a City Council we need to clear this beck seasonally, however due to its status there are both limited times and constraints associated with such work, and the additional burden of surface runoff would probably enhance the problem of overflow, and this in turn would lead to path flooding and bank erosion.

Hammonds Pond also suffers from regular nightly anti-social behaviour. These incidents range from simple petty vandalism to major incidents like fires, wilful damage to life saving equipment and damage to private property. The concern is that the additional pressure from the housing development will focus a large number of extra people onto the site, attracting more people from other areas and increasing the level of anti-social behaviour. A large amount of the budget for the site is spent on repair and replacement of items damaged during the hours of dark. Any increase in the use or damage to the park would result in an unsustainable increase in expenditure by the local authority.

In this context the developer should take account of the need for the following required works/improvements: additional points of access; improvements to the footpaths; stabilisation and reforming the lake edge where severely collapsed; interpretation for the site as a whole; conservation – tree management & provision of bird and bat boxes; develop current play areas; develop current football pitches (ditching works); BMX track improvements; enable the cafe to become more a community outpost; and deal with drainage issues on green field and path side near to play area.

Local Environment - Environmental Protection (former Comm Env Services- Env Quality): - no objections in principle however need to impose relevant conditions regarding methane gas and any unexpected contamination.

Cumbria Constabulary - North Area Community Safety Unit (formerly Crime Prevention): - It is apparent from the submitted Design and Access Statement (DAS) that crime prevention has been considered as part of the design of this development. The DAS advises that there is very little segregation between movement modes. However, the drawings indicate that separate pedestrian access can be gained to the site via the "Leisure Path" from the west, the Emergency Vehicle access to the east, and the PROW directly from Hammonds Pond to the north which appear to contradict this statement. Formalising all of these pedestrian routes will make the site excessively permeable and therefore compromises its overall security.

It is considered that the route to the east is superfluous as it does not lead to a desired destination. If separate Emergency Vehicle access is required, this could be achieved by adapting the west "Leisure Path".

Generally, the dwellings are laid out to present active frontages. However it is

considered that the "Leisure Path" (which terminates between Nos 61 & 63 Durdar Road) is not sufficiently addressed in this manner - presenting only gable end or rear elevations to it (e.g. units 18, 19, 25, 26, 61 and 62) and is therefore not supported by the "Surveillance" section of Community Safety Principles. Similarly, the PRoW should be formally addressed by Units 98, 223, 226, 234 etc.

It is a concern that directly linking the proposed site with Hammonds Pond will have an adverse effect on the intention to deter the occurrence of anti-social activity. The only pedestrian access to reach Hammonds Pond should be via the PRoW to Scalegate Road and hence to the designated access point opposite Scaleby Close.

There are various spaces on the site which do not demonstrate obvious ownership and consequently are susceptible to misuse/abuse. For example, the spaces to the front of Units 1 and 2 and the space adjacent to the garage and Unit 3 could be interpreted as public space, unless obvious curtilages are formed. Also where the PRoW terminates adjacent to Units 254-259 there is insufficient demarcation of space around these dwellings to promote the establishment of "defensible space".

Northern Gas Networks: - no objections to these proposals, however there may be apparatus in the area that may be at risk during construction works and should the planning application be approved, then we require the promoter of these works to contact us directly.

Royal Society for the Protection of Birds: - no comments received.

United Utilities: - no objection providing specific conditions are imposed concerning foul and surface water drainage details, and protection of a public sewer which crosses the site.

The developer needs to be aware that some off-site mainlaying is likely to be required.

Housing Strategy:- in 2011 the City Council commissioned a study to establish affordable housing need in the three housing market areas of Carlisle: rural west, rural east and the urban centre. For Carlisle's urban centre, within which this development is located, the study identified a need for 597 affordable homes per year for 5 years. Provision of affordable housing through this development will therefore have a positive impact on meeting the affordable housing needs of local people.

The level of affordable housing on this site complies with Policy H5 of the Local Plan. The tenure mix of affordable homes on the proposed scheme, split between rented and discounted sale properties are suitable, as are the sizes of the proposed affordable homes.

6. Officer's Report

Assessment

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan, unless material considerations indicate otherwise. The development plan currently comprises the Carlisle District Local Plan 2001-2016 (CDLP). In March 2012 the government published its National Planning Policy Framework. As up-to-date government advice, this is clearly a highly material consideration in the determination of the application. The NPPF seeks sustainable development/growth in economic, environmental and social respects. The NPPF explains in paragraph 14 that at the heart of the Framework there is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or specific policies in the Framework indicate development should be restricted.

6.2 Furthermore, the NPPF *“does not change the statutory status of the development plan as the starting point for decision-making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.”* (para 12).

6.3 Members also need to have regard to the Carlisle Strategic Housing Land Availability Assessment (SHLAA); the City Council's 2011 Housing Needs and Demand Study; the Carlisle Affordable Housing Economic Viability Assessment (November 2012); the City Council's "Five Years Housing Land Supply: Position Statement" (30.09.12); and the Economic Review of Carlisle (January 2013) prepared by the Carlisle Economic Partnership. The Achieving Well Designed Housing Supplementary Planning Document is also of relevance.

6.4 When assessing this application there are considered to be eight main issues, namely:

- whether or not the scale and type of development is appropriate and/or lead to any significant adverse effect on housing policies;
- whether it is sustainable in terms of transport and accessibility;
- whether the proposal would be detrimental to highway safety/capacity;
- implications for local community infrastructure – education, sports field/play equipment and refuse bins;
- whether the proposal meets the objectives of saved Policy H5 of the CDLP regarding the provision of affordable/social housing;
- whether there are any significant adverse effects on ecology;
- whether the proposal would be detrimental to the living conditions and

- security of local residents; and
- whether the proposal would be detrimental to the visual character of the area including trees.

1) Whether or not the development is appropriate and/or lead to any significant adverse effect on housing policies

- 6.5 Paragraph 47 (point 2) of the NPPF states that Local Planning Authorities should:

“identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.”

- 6.6 Paragraph 47 (point 3) then adds that Local Planning Authorities should:

“..identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15.”

- 6.7 Paragraph 49 of the NPPF states that:

‘Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the Local Planning Authority cannot demonstrate a five-year supply of deliverable housing sites’.

- 6.8 Under the NPPF “*deliverable*” means a site that is available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that the site is viable. To be considered “*developable*”, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged (Footnotes 11 and 12).

- 6.9 The NPPF contains a requirement, that where a plan is silent, or there is a shortage deliverable and developable land to meet needs, then a presumption in favour of sustainable development comes into force. In effect, local planning authorities should grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits associated with it.

- 6.10 On the 18th April 2011 the Council’s Executive resolved to keep the 5-year target of the former Regional Spatial Strategy (RSS) i.e. an annual target for Carlisle of 450 net dwellings per year, i.e. 2,250 residential units over 5 years. There is also a requirement to have a 5% (equivalent to 112 dwellings)

additional “buffer” unless there has been a record of persistent under delivery of housing when it should be increased to 20% (i.e. equivalent to 450 dwellings). In the case of Carlisle, since 2006/07 there has been an annual shortfall in delivery of target which cumulatively equates to 583 dwellings. This is deemed to be persistent and therefore an additional 20% buffer is required equivalent to 90 dwellings per year. On the basis of the foregoing the 5 year requirement is 2700 dwellings.

- 6.11 The “Economic Review of Carlisle” (January 2013) suggests that a realistic assessment of housing need and demand, based on the Council's Housing Need and Demand Study, would fall within the range between 400 and 665 per annum. The modelling undertaken by DTZ indicating that around 545 homes would be required each year until 2025 just to maintain the size of the existing working-age population. Provision above this level would be required to support growth in the workforce and employment over the next 20 years.
- 6.12 The City Council's “Five Years Housing Land Supply: Position Statement - As of 30 September 2012” gives an overall figure of 2,765 dwellings which equates to 6.14 years supply and, against a figure of 2,700, gives 102.4% of requirement. In the intervening period authority to issue approval has been given for major residential development schemes such as Houghton (application 12/0610) and Dalston (12/0878). As such there is currently sufficient supply of specific deliverable sites to provide five years worth of housing to meet the housing requirement of 450 dwellings per year with an additional buffer of 20%.
- 6.13 In summary, the latest figures indicate that there is six years supply of deliverable sites although this is less than identified in the “Economic Review of Carlisle” (January 2013). Conversely, the proposed development of the site is compatible with the existing residential development at Blackwell Road and Oaklands Drive/Scalegate Road. The Strategic Housing Land Availability Assessment (SHLAA), whilst not allocating land, identifies the majority of this site as being deliverable and developable within the first five years of the forthcoming Local Plan, and thus able to contribute to meeting Carlisle's housing requirements. Considering the existing size and role of Carlisle, the scale of development proposed is not considered untoward.
- 6.14 Subsequently, it is necessary to also consider whether there any adverse impacts of the proposal (in terms of the remaining issues such as sustainability, highway safety/capacity, etc) that would significantly and demonstrably outweigh the benefits.

2) Whether it is sustainable in terms of transport and accessibility

- 6.15 Under the current adopted CDLP 2001-2016 Policies DP1, H1 and CP16 are of direct relevance. Naturally, Policies DP1 and H1 of the Local Plan identify Carlisle as a sustainable development location. Policy CP16 requires new development to offer a realistic choice of access by public transport, walking and cycling. Furthermore, and as already indicated, the application site has been identified within the Carlisle Strategic Housing Land Availability Assessment (SHLAA), which forms part of the evidence base for the

emerging replacement Carlisle District Local Plan.

- 6.16 The submitted Transport Assessment (TA) prepared on behalf of the applicant explains that Durdar Road/Blackwell Road, Upperby Road and Scalegate Road are all bus routes. The Durdar Road stops are served by service 38 which provides a direct connection from the site to the City Centre with a 30-60 minute frequency, Monday – Friday; and evening services are available to the City Centre via service 65. The Scalegate Road stops are served by services 67 and 68 which provide high frequency direct connections to the City Centre every 15 minutes, Monday – Friday; services are also available on Saturdays and Sundays. The “City Hopper” bus service runs along Scalegate Road and provides half-hourly frequency services to the City Centre, Upperby, Harraby and Morton Park between Mondays – Saturdays. The TA also explains that there is a network of public rights of way and footpaths that run through and near to the site.
- 6.17 When considering accessibility to facilities, the TA explains that the site is within 2.8km of the City Centre; there are existing shops, a fitness centre, hair salon, post office and places of worship within Upperby and Currock; health facilities are located at the Blackwell Road Branch GP Surgery, the Fusehill Medical Practice, Grosvenor House Surgery, and the Cumberland Infirmary; food shopping can be achieved within the City Centre, ASDA supermarket on London Road, a Co-op, and the local Spar; leisure and recreation facilities include DW Sports, AMF Bowling, and the park at Hammonds Pond.
- 6.18 The submitted Planning Statement accompanying the application explains that the site is considered to be a sustainable location because it is located: in the Carlisle Urban Area; within walking/cycling distance of local shops, schools and other services; is mainly in Flood Zone 1 (the lowest category of flood risk); and on land which is closely influenced by existing residential development. Paragraph 7.6 goes on to state:
- “The NPPF and Local Plan promote housing development in suitable locations which offer access to community facilities. The Blackwell site is in a sustainable location with access to services, retail and facilities by walking and cycling. It is located within the Carlisle Urban Area approximately 2.6km from the City Centre and served by approximately 5 buses every hour.*
- ...The site benefits from its proximity to Hammond’s Pond which offers formal sports pitches, informal leisure opportunities from walking, a cafe and equipped children’s play areas.”*
- 6.19 The submitted Interim Travel Plan highlights that a Travel Plan Co-ordinator will be appointed to encourage sustainable travel; the site has been designed to maximise opportunities for travel by walking and cycling; the internal road network is such that vehicle speeds will be low and thus suitable for use by cyclists; a Travel Information Pack (including a ‘car share form’); the developer will provide broadband facilities at the site; and it is intended that a formal monitoring period of five years is established with the results submitted

to the County Council.

6.20 When assessing the proposal on this issue it is considered to represent a logical extension to the City, is sustainable in terms of its location, and be capable of contributing to the ongoing sustainability of the area. In order to ensure that the Travel Plan is implemented effectively, it will also be necessary to secure the following through a S106 Agreement:

- the submission of a full Travel Plan involving the appointment of a Travel Plan Co-ordinator (with sufficient time, budget and management support available to successfully implement the Travel Plan)
- the Travel Plan Co-ordinator producing annual reports until one year after the completion of the final property;
- a target reduction of 10% in AM and PM peak hour trips;
- a Travel Plan bond will be required in favour of the County Council to be used in the event that the targets have not been achieved i.e. £77,175 (based on the cost of an annual Carlisle Megarider bus ticket multiplied by the proposed reduction in the number of AM and PM peak hour car trips multiplied by 5 years); and
- an administration contribution of £6,600 in respect of County Council staff time relating to the ongoing monitoring and review of the development's travel plan (i.e. 6 reviews at £1,100 per time).

3) Whether the proposal would be detrimental to highway safety/capacity

6.21 In the context of the various reports received on this matter, the Highway Authority is, on the one hand, maintaining an objection to the proposal but, also, recommended the imposition of relevant conditions should permission be granted. The Highway Authority has not raised an objection to the Blackwell Road junction because the levels of traffic to/from Lowry Street and the approved development at Carlisle Racecourse is relatively small and local; and relying on traffic obeying a “no overtaking” system is commonplace on the national network at bends, blind summits etc. However, the Highway Authority’s objections appear to be on the follow points:

- The Scalegate Road access does not comply in terms of visibility – 70m must be provided to the south by removing a portion of hedge;
- The Blackwell and Scalegate Road junctions need to be properly designed (i.e. full engineering drawings including levels, road markings and signage, and a Stage 2 Road Safety Audit carried out);
- The Shared Access Way fronting blocks 231-233 needs to be 4.8m wide with a “proper” connection to the existing paths at Hammonds Pond;
- Problems associated with surface water drainage to the south of the houses in Oaklands Drive;
- Without site sections, including the existing houses on Oaklands Drive, it is difficult to tell whether the overlooking/boundary issues have been addressed;
- Unacceptability of the raised table chicane by plots 34-38;
- Unclear what purpose the 6m link road for plots 158-169 serves;

- The view of the Fire Service should be sought;
- The “one sided islands” on the access road from Scalegate Road are problematic - would be best formed as full raised tables.

6.25 By way of a response, Members should be aware that:

- The applicant has agreed to provide a 70m splay by removing and replacing the existing hedge at the junction with Scalegate Road;
- The provision of drawings can be the subject of a condition;
- The revised plans show the Shared Access Way fronting blocks 231-233 to be 4.8m wide with a “proper” connection to the existing paths at Hammonds Pond;
- The submitted drawings (2580 01P2, 014P1 and 09P3) detail the route of the pipe picking up the surface water, the installation of which can be the subject of a condition;
- The impact of the proposal on the living conditions of neighbouring residents will be discussed separately;
- The proposed raised table chicane by plots 34-38 is to serve as a traffic calming measure;
- the 6m link road for plots 158-169 serves as part of the proposed bus route through the development;
- the Crew Manager (Cumbria Fire and Rescue Service) has informally not raised any objections to the proposal apart from recommending the provision of a turning head on the drive serving plots 68-73 which can be the subject of a relevant condition;
- the applicant is happy to install raised tables along the road fronted by plots 295-315 complemented by the planting of a hedgerow and hedge trees.

6.26 The Council's independent consultant, iPRT Transport Planning Group, has confirmed that in their opinion the Blackwell/Durdar Road junction will operate within capacity and that it is a suitable form of access to the development (although not necessarily the most suitable form of access). In relation to the Scalegate Road access, amended details have been received showing improved visibility to the south; the reduction in the speed limit from 60mph to 20mph; and the provision of countdown markers from the 60mph to 20mph speed limit. On this basis iPRT are content with this aspect of the proposal.

6.27 As such, it is considered that concerns can be addressed through the imposition of relevant conditions, and a refusal of permission on highway grounds is not sustainable.

4) Implications for local community infrastructure – education, sports field/play equipment and refuse bins

6.28 In relation to education, the developer has agreed to pay the contribution (£171,000 plus an administration fee of £8,500) requested by the Education Authority. Furthermore, the developer has agreed to fund/enable works to facilities at Hammonds Pond, namely, improvements to the CCTV system serving Hammonds Pond (£10,000); improve the drainage to the football pitches at Hammonds Pond (£40,000); improvements to the skate park at

Hammonds Pond (£133,000); carry the diversion, re-instatement and provision of lighting to two footpaths at Hammonds Pond (£185,000); and transfer an area of land to form an extension to Hammonds Pond to the City Council. The applicant has also agreed to provide refuse bins. All the above can be secured through the completion of a Section 106 Agreement.

5) Whether the proposal meets the objectives of Policy H5 of the CDLP regarding the provision of affordable/social housing

- 6.29 Policy H5 of the Local Plan 2001-2016 explains that on allocated and windfall sites of 10 or more dwellings in the urban area, a contribution of 30% of units on-site towards affordable housing will be expected.
- 6.30 The current application seeks full planning permission for residential development comprising the erection of 318 residential units. The provision of affordable housing totals 66 units with 35 in the form of low cost units, and 31 as rented units. The 35 low cost units comprise x10 two bed apartments; x23 three bed houses; and x2 four bed houses. The affordable rented units are specified as x10 two bed apartments; x15 three bed houses; and x2 four bed houses.
- 6.31 The City Council's Housing Strategy Officer has confirmed that the level of affordable housing on this site complies with Policy H5 of the Local Plan 2001-2016; and that the tenure mix of affordable homes on the proposed scheme, split between rented and discounted sale properties are suitable, as are the sizes of the proposed affordable homes.

6) Whether there are any significant adverse effects on ecology

- 6.32 The key issues in this case relate to the possible impacts of the proposal on nature conservation interests "off-site" together with the "on-site" effects upon features and habitats, including protected species.
- 6.33 The submitted Extended Phase 1 Habitat Survey and Fisheries Assessment by AJT Environmental Consultants highlights that there are 17 protected species recorded within 2km of the site and additional unidentified bat species. There are roost records for at least three species of bat in the local area. No signs of badger were encountered during the field survey. The existing lean to shelter on the site is considered to be of negligible risk of supporting roosting bats. There are 16 trees on the site identified as having a medium or high risk of supporting a bat roost. The boundaries of the site provide suitable flight lines and foraging opportunities for local bats and connectivity to the wider landscape is good. Although discontinuous the hedgerows provide suitable nesting sites for birds. The mature trees provide high quality nesting sites for bird species.
- 6.34 The Extended Phase 1 Habitat Survey recommends that: scrub clearance or tree pruning/felling should not be undertaken during the bird breeding season unless prior checks have been carried out; no trees with the potential to support bats are to be removed during the development works; undertake measures to minimise negative impacts on bats; and landscape areas are

designed to maximise the benefits to bio-diversity.

- 6.35 The Bat Survey Report recommends that: works to enhance and extend the remaining hedgerow network should be undertaken; open wet areas should be undertaken within the SUDS area to increase the abundance of insect prey; a sensitive lighting scheme around the SUDS area should be used; employ a lighting strategy to avoid light spill onto trees and hedgerows – exterior lighting should follow the guidelines given by the Bat Conservation Trust and Institute of Lighting Engineers should be followed.
- 6.36 Providing the above recommendations and mitigation are followed and conditioned, it is concluded that the proposed development is unlikely to significantly impact on the populations of protected species and other wildlife.
- 6.37 The River Eden SAC – Assessment of Likely Significant Effect carried out on behalf of the Council by Lloyd Bore concludes that the proposed development will not have a significant effect alone on the interest features of the River Eden Special Area of Conservation provided that all of the mitigation measures are implemented. It is also considered that the proposal will not act in combination with other plans/projects to impact significantly on the River Eden SAC provided that all mitigation measures are implemented.

7) Whether the proposal would be detrimental to the living conditions and security of local residents

- 6.38 When assessing the impact of the proposal on the living conditions of existing residents, the general concerns expressed regarding the large scale imposition of any sort of development on a community seeking to preserve its identity are understandable, although the physical separation from Blackwell will still be evident. The problems associated with the “swamping” of an existing community usually manifest themselves through pressures on existing services/facilities, and/or the creation of social instability. In this case there is no evidence that facilities would be overwhelmed. Furthermore, there is no reason to believe that residents would cause, or make worse, any social discord.
- 6.39 Any concerns relating to construction noise and the hours of construction can be addressed through the imposition of relevant conditions.
- 6.40 The proposed stopping up of certain sections and diversion of the footpath linking Blackwell Road to Scalegate Road will, along with the improvements to the network within Hammonds Pond, enhance overall security in the area. Cumbria Constabulary has not raised any objections to the proposal.
- 6.41 In relation to concerns expressed regarding overshadowing and losses in privacy the major worries have centred on the relationship of the proposed dwellings on plots 292 to 318 with the existing dwellings on Oaklands Drive/Scalegate Road; and the relationship of plots 257 - 291 to the dwellings on Oaklands Drive. The submitted plans show that the respective distances between facing primary walls of the dwellings at 160 - 178 Oaklands Drive and plots 306 - 318 vary between 21- 23 metres; between 152-158 Oaklands

Drive and plots 304-307 they are 23-24 metres; between 134-150 Oaklands Drive and plots 292-303 they are 19.75- 23 metres; the gable end of proposed plot 291 to 130/132 Oaklands Drive is 15 metres; between 52-128 Oaklands Drive and plots 274-289 it varies from 20-30 metres; and the gable ends of plots 257, 265 and 266 are 17-20 metres away from the respective properties on Oaklands Drive. On this basis it is considered that any impact is not sufficient to merit the refusal of permission.

8) Whether the proposal would be detrimental to the visual character of the area including trees

- 6.42 The application site lies within the County Council's Landscape Character Type 5d Urban Fringe ("Cumbria Landscape Character Guidance and Toolkit", March 2011).
- 6.43 The application is accompanied by a Landscape and Visual Appraisal which highlights that the site is not a designated national, regional or local site of landscape importance. The site is considered to be of moderate landscape condition, currently managed for agriculture. The Appraisal considers the site to be of moderate sensitivity and to have capacity to accommodate some change, especially if appropriate steps are taken in terms of siting, layout and design. The impact of the proposed development upon the existing trees has been assessed and no trees within the site would be adversely affected by the proposed development and require removal. However, sections of hedgerow along the field boundaries within the site would require removal to accommodate the proposed development. The proposed development would result in the planting of new native trees, hedgerows and shrubs and would help to provide a diversity of age, maintain screening of the proposed development from key visual receptors and contribute to the landscape setting and visual amenity of the site. Protection of the existing retained trees and hedgerows will be required during the construction works.
- 6.44 When assessing the proposal on this issue it is considered that the proposal, subject to the imposition of relevant conditions, will neither harm the long term conservation of tree and hedgerow cover nor the appearance of the landscape and the visual amenity of the area.

Other Matters

- 6.45 In relation to greenhouse gases and climate change, the submitted Design and Access Statement explains that the intention is for the development to offer residents a choice not to travel by car, minimising the production of CO₂.
- 6.46 The majority of the application site falls within Flood Zone 1 (Low Probability suitable for all uses). The main risk of flooding from this site is to third party land. On this basis, the provision of a SUDS in combination with the management of surface water and provision of new pipework (such as along the boundary with the properties at Oaklands Drive) can be the subject of a condition. United Utilities has not raised any objection to the proposed development providing specific conditions are included in the planning

permission concerning only foul drainage connected into the foul sewer.

- 6.47 Article 8 and Article 1 Protocol 1 of the Humans Rights Act are relevant but the impact of the development in these respects will be minimal and the separate rights of the individuals under this legislation will not be prejudiced. If it was to be alleged that there was conflict it is considered not to be significant enough to warrant the refusal of permission.

Conclusion

- 6.48 The current application site is designated an Urban Fringe Landscape, and the latest figures indicate that there is six years supply of deliverable sites. Conversely, the proposed development of the site is compatible with the existing residential development at Blackwell Road and Oaklands Drive/Scalegate Road; the Strategic Housing Land Availability Assessment identifies the majority of this site as being deliverable and developable within the first five years of the forthcoming Local Plan; the scale of the development is not considered to be untoward; and it is in a sustainable location.
- 6.49 Furthermore, it is considered to be a logical extension to the City; concerns regarding highway safety can be addressed through the imposition of relevant conditions; the required improvements and provision of community infrastructure can be the subject of a Section 106 Agreement; the Council's Housing Strategy Officer has not raised any objections to the proposed tenure and size mix of the proposed affordable housing; the proposed development is unlikely, in itself or in combination, to have a significant impact on protected species/ecology and the River Eden SAC; any impact on the living conditions of existing residents is not sufficient to merit the refusal of permission; and it is considered that the proposal will neither harm the long term conservation of tree and hedgerow cover nor the landscape and the visual amenity of the area.
- 6.50 On balance, having weighed up the arguments for and against the proposal, it is concluded that any harm is outweighed by the benefits and the proposal is recommended for approval subject to the imposition of relevant conditions, and the satisfactory completion of a s106 agreement to secure:
- a) the payment of a commuted sum towards improvements to the CCTV system serving Hammonds Pond (£10,000); improve the drainage to the football pitches at Hammonds Pond (£40,000); improvements to the skate park at Hammonds Pond (£133,000); carry the diversion, re-instatement and provision of lighting to two footpaths at Hammonds Pond (£185,000);
 - b) the transfer an area of land to form an extension to Hammonds Pond to the City Council;
 - c) the payment of the commuted sum (£171,000 plus an administration fee of £8,500) requested by the Education Authority;
 - d) the provision to each unit of a refuse wheeled bin;
 - e) the provision of the affordable housing (66 units with 35 in the form of low cost units, and 31 as rented units - the 35 low cost units comprise x10 two bed apartments; x23 three bed houses; and x2 four bed houses, and

- the affordable rented units are specified as x10 two bed apartments; x15 three bed houses; and x2 four bed houses);
- f) the payment of £10,000 to enable improvements to be carried out to the Caldew Cycleway;
 - g) the submission of a full Travel Plan involving the appointment of a Travel Plan Co-ordinator (to produce annual reports until one year after the completion of the final property) and a target reduction of 10% in AM and PM peak hour trips;
 - h) the payment of a Travel Plan bond in favour of the County Council to be used in the event that the targets have not been achieved i.e. £77,175 (based on the cost of an annual Carlisle Megarider bus ticket multiplied by the proposed reduction in the number of AM and PM peak hour car trips multiplied by 5 years), and an administration contribution of £6,600; and
 - i) the City Council's monitoring fee of £300 per commitment.

7. Planning History

- 7.1 In 2001 and 2004, application reference numbers 04/0001/TEL and 01/0031/TEL, permission was granted under the Prior Approval procedure for the erection of two 15 metre high telecommunication masts.
- 7.2 In April 2006, under application 06/0253, permission was granted for the installation of a 18m high timber monopole and ancillary development.

8. Recommendation: Grant Permission

- 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 September 2012;
 - 2. the Location Plan (drawing number BLA-LP1 Rev A) received 21st February 2013;
 - 3. the Site Layout Plan (drawing number 20868-05 Rev V) received 10th October 2013;
 - 5. Site Context Photographs 3 & 4 received 21st September 2012;
 - 18. the Site Context Plan (drawing number L1) received 21st September 2012;

19. the Site Appraisal Plan (drawing number L2) received 21st September 2012;
20. the Visual Appraisal Plan (drawing number L4) received 21st September 2012;
21. the Street Elevations 1 of 2 (drawing number SE-01 Rev C) received 21st September 2012;
22. the Street Elevations 2 of 2 (drawing number SE-02 Rev C) received 21st September 2012;
23. House Type 1 (Handed) (drawing numbers PLP2H; PLE2/4H; PLE2/5H; PLE2/6H; PLE2/7H) received 21st February 2013;
24. House Type 5 (Handed) (drawing numbers PLP1H; PLP2H; PLE1/4H; PLE2/4H Rev A) received 21st February 2013;
25. House Type 6 (Handed) (drawing numbers PLP1H Rev A; PLE1/3H Rev C; PLE1/4H Rev D; PLE1/8H Rev C; PLE1/11H Rev B) received 21st February 2013;
26. House Type 9 (Handed) (drawing numbers PLP3H Rev A; PLE3/1H) received 21st February 2013;
27. House Type 11 (Handed) (drawing numbers PLP1H Rev A; PLE1/1H Rev A; PLE1/4H Rev A) received 21st February 2013;
28. House Type 12 (Handed) (drawing numbers PLP1H; PLP2H; PLE1/2H; PLE2/4H) received 21st February 2013;
29. House Type 14 (Handed) (drawing numbers PLP1H; PLP2H; PLE1/3H; PLE1/5H; PLE2/1H) received 21st February 2013;
30. House Type 16 (Handed) (drawing numbers PLP1H; PLE1/2H; PLE1/3H) received 21st February 2013;
31. House Type 20 (Handed) (drawing numbers PLP1H; PLE1/1H; PLE1/2H) received 21st February 2013;
32. House Type 28 (Handed) (drawing numbers PLP1H; PLE1/1H; PLE1/2H; PLE1/3H) received 21st February 2013;
33. House Type 32 (Handed) (drawing numbers PLP1H; PLE1/4H; PLE1/5H; PLE1/7H) received 21st February 2013;
34. House Type 4-2 (drawing numbers PLP1; PLE1/1; PLE1/10; PLE1/11) received 21st February 2013;
35. House Type 32 (drawing numbers CRL-PLP1; CRL-PLE1/4; CRL-PLE1/7) received 21st February 2013;

36. House Type 28 (drawing numbers PLP1; PLE1/2; PLE1/3; PLE1/1) received 21st February 2013;
37. House Type 21 (drawing numbers PLP1; PLE1/1; PLE1/2; PLE1/3) received 21st February 2013;
38. House Type 20 (drawing numbers PLP1; PLE1/1; PLE1/2) received 21st February 2013;
39. House Type 1 (drawing numbers PLP2; PLE2/4; PLP4; PLE2/5; PLE2/6; PLE2/7; PLE4/4; PLE4/7) received 21st February 2013;
40. House Type 2 (drawing numbers PLP1; PLP3; PLE1/3; PLE3/3) Received 21st February 2013;
41. House Type 5 (drawing numbers PLP1; PLP2; PLE1/4; PLE1/5; PLE2/4) received 21st February 2013;
42. House Type 6 (drawing numbers PLP1 Rev A; PLE1/4 Rev B; PLE1/8 Rev A; PLE1/11) received 21st February 2013;
43. House Type 9 (drawing numbers PLP1 Rev A; PLP3 Rev A; PLE1/2; PLE1/5; PLE1/6; PLE3/1) received 21st February 2013;
44. House Type 10 (drawing numbers PLP1; PLP2; PLE1/4; PLE1/5; PLE1/6; PLE2/1) received 21st February 2013;
45. House Type 11 (drawing numbers PLP1; PLE1/1; PLE1/4) received 21st February 2013;
46. House Type 12 (drawing numbers PLP1; PLP2; PLP3; PLE1/2; PLE2/4; PLE3/1) received 21st February 2013;
47. House Type 13 (drawing numbers PLP1; PLP2; PLP3; PLE1/1 Rev A; PLE1/2; PLE1/3; PLE1/5; PLE1/7; PLE2/2; PLE3/6; PLE3/7) received 21st February 2013;
48. House Type 14 (drawing numbers PLP1; PLP2; PLE1/3; PLE1/4; PLE1/5; PLE2/1) received 21st February 2013;
49. House Type 16 (drawing numbers PLP1; PLE1/2; PLE1/3) received 21st February 2013;
50. Detached Garages (drawing number SG1-EPS1) received 21st February 2013;
52. the Boundary Details (drawing numbers BD-03; BD-15; BD-24; BD-29; BD-35) received 21st September 2012;
53. the External Layout 1 of 6 (drawing number 001 Rev P2) received 21st

February 2013;

54. the External Layout 2 of 6 (drawing number 002 Rev P2) received 21st February 2013;
55. the External Layout 3 of 6 (drawing number 003 Rev P2) received 21st February 2013;
56. the External Layout 4 of 6 (drawing number 004 Rev P2) received 21st February 2013;
57. the External Layout 5 of 6 (drawing number 005 Rev P2) received 21st February 2013;
58. the External Layout 6 of 6 (drawing number 013 Rev P1) received 21st February 2013;
59. the Development Plot Schedule received 21st February 2013;
60. Plan 1 of 3 (drawing number PL-01 D);
61. Plan 2 of 3 (drawing number PL-02 D);
62. Plan 3 of 3 (drawing number PL-03C);
63. the Elevation Treatment Plan (drawing number ML01 Rev E);
64. the Boundary Treatments (drawing number BT01 Rev E);
65. Site Sections 1 of 2 (drawing number 011 Rev P2) received 21st February 2013;
66. Site Sections 2 of 2 (drawing number 012 Rev P2) received 21st February 2013;
67. the Drainage Layout 1 of 6 (drawing number 006 Rev P2) received 21st February 2013;
68. the Drainage Layout 2 of 6 (drawing number 007 Rev P2) received 21st February 2013;
69. the Drainage Layout 3 of 6 (drawing number 008 Rev P2) received 21st February 2013;
70. the Drainage Layout 4 of 6 (drawing number 009 Rev P2) received 21st February 2013;
71. the Drainage Layout 5 of 6 (drawing number 010 Rev P2) received 21st February 2013;
72. the Drainage Layout 6 of 6 (drawing number 014 Rev P1) received 21st

February 2013;

73. the Development Phasing Plan (drawing number INdd01) received 21st September 2012;
74. the Flood Risk and Surface Water Assessment received 21st September 2013;
75. the Phase 1 Geo-Environmental Ground Investigation Report received 21st September 2012;
76. the Design and Access Statement received 21st September 2012;
77. the Transport Assessment received 21st September 2012;
78. the Interim Travel Plan received 21st September 2012;
79. the Planning Statement received 17th October 2012;
80. the Community and Stakeholder Engagement Statement received 17th October 2012;
81. the Ecology Report;
82. the Bat Survey Report;
83. the Tree Report;
84. the Affordable Housing Plan (drawing number 20868-06);
85. the SUDS Design Plan (drawing number 677-01B);
86. the Secondary Access Plan to Scalegate Road (drawing number IT7072-GA-020 Rev A);
87. the Bus Tracking Plan (drawing number SL030.90.9.SL.TL1);
88. the Engagement Report;
89. the Materials Schedule (Rev A);
90. the Notice of Decision; and
91. any such variation as may subsequently be approved in writing by the Local Planning Authority.

Reason: To define the permission.

3. Prior to the commencement on any part of the site there shall be submitted to, and approved in writing by the Local Planning Authority, a plan and/or programme showing the proposed phasing of the development. That

phasing plan shall include the phasing of the overall development hereby permitted in terms of:

- the provision of pedestrian and vehicular connectivity;
- 1. the provision of foul and surface water drainage infrastructure;
- 2. the delivery of other services such as gas, electricity and telecommunications;
- 3. the provision of storage receptacles for waste and recyclable materials for each residential unit including suitable accessing arrangements for recyclable/waste collection vehicles;
- 4. the provision of bat friendly ridge tiles, and bat and bird boxes; and
- 5. the undertaking of flood mitigation measures.

The development shall thereafter proceed only in accordance with the approved phasing plan and/or programme or such variation to that plan and/or programme as may subsequently be agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is developed in a co-ordinated manner.

4. Prior to the commencement of development a Construction Management Plan shall be submitted to and agreed, in writing, by the Local Planning Authority. This shall include noise management measures; waste minimisation and management measures; wheel washing; use of vibro-compaction machinery/vibration management; dust management; external lighting; security; vehicle control within the site; full compliance with all of the mitigation measures detailed in the "Air Quality Assessment for Proposed Residential Development Land at Durdar Road, Blackwell, Carlisle"; localised traffic management; measures to prevent silt entering watercourses; and protocols for contact and consultation with local people and other matters to be agreed with the Local Planning Authority.

The agreed scheme shall be implemented upon commencement of development and shall not be varied without prior written agreement of the Local Planning Authority.

Reason: To safeguard the living conditions of neighbouring residents and mitigate impacts on ecology in accordance with Policies CP2, CP5, CP6 and LE2 of the Carlisle District Local Plan 2001-2016.

5. No construction work associated with the development hereby approved shall be carried out before 07.30 hours on weekdays and Saturdays nor after 18.00 hours on weekdays and 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 CP6 of the Carlisle District Local Plan 2001-2016.

6. Before site works commence on any phase of the hereby permitted development; plans shall be submitted for the prior approval of the Local

Planning Authority, indicating adequate land for the site offices, materials storage and parking for plant/vehicles engaged in the construction operations associated with that Phase of the development. Such land, including, the vehicular access(es) thereto, shall be used for, or be kept available for these purposes at all times until completion of the said Phase of the construction works.

Reason: The carrying out of this development without provision of these facilities during the construction works is likely to lead to inconvenience and danger to road users and to support Local Transport Policy LD8.

7. Prior to the commencement of the construction of the dwellings hereby permitted on plot numbers 68 to 73 (as detailed on drawing number 20868 PI-01 Rev. D) a scheme/revised plan(s) shall be submitted detailing how the aforementioned residential units will be accessed by Cumbria Fire Service. The development shall thereafter proceed only in accordance with the approved scheme/revised plan(s).

Reason: In order to ensure effective access.

8. No development shall commence until details of the proposed hard surface finishes to all public and private external areas within the proposed scheme have been submitted to and approved, in writing, by the Local Planning Authority.

Reason: To ensure the materials used are acceptable and to ensure compliance with Policy CP5 of the Carlisle District Local Plan 2001-2016.

9. No development shall take place until full details of the proposed landscape works, including a phased programme of works, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to the occupation of any part of the development or in accordance with the programme agreed by the Local Planning Authority. Any trees or other plants which die or are removed within the first five years following the implementation of the landscaping scheme shall be replaced during the next planting season.

Reason: To ensure that an acceptable landscaping scheme is prepared and to ensure compliance with Policy CP5 of the Carlisle District Local Plan 2001-2016.

10. Before any development is commenced on the site, including site works of any description, a protective fence shall be erected around those hedges and trees to be retained in accordance with a scheme that has been submitted to and agreed, in writing, by the Local Planning Authority. Within the areas fenced off the existing ground level shall be neither raised nor lowered, except in accordance with the approved scheme, and no materials, temporary buildings or surplus soil of any kind shall be placed or stored thereon, no fires lit, and no cement mixed. If any trenches for services are

required in the fenced off area, they shall be excavated or back filled by hand and any roots encountered with a diameter of 25mm or more shall be left unsevered. The fence shall thereafter be retained at all times during construction works on the site.

Reason: In order to ensure that adequate protection is afforded to all hedges to be retained on site in support of Policy CP5 of the Carlisle District Local Plan 2001-2016.

11. No development shall commence until a method statement for any work within the root protection area of those trees and hedges to be retained has been submitted to and agreed, in writing, by the Local Planning Authority. The method statement should provide details on any surface to be installed, the timing of the works and how the works are to be implemented. The development shall be carried out in accordance with the approved statement.

Reason: In order to ensure that adequate protection is afforded to all trees and hedges to be retained on site in support of Policy CP5 of the Carlisle District Local Plan 2001-2016.

12. No development hereby permitted shall commence until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing beforehand by the Local Planning Authority. This written scheme of investigation will include the following components:

- a) an archaeological evaluation; and
- b) an archaeological recording programme the scope of which will be dependent upon the results of the evaluation.

Reason: To afford reasonable opportunity for an examination to be made to determine the existence of any remains of archaeological interest within the site and for the examination and recording of such remains.

13. When the results of the programme of archaeological work referred to in the above condition make it appropriate, there shall be carried out (within one year of the completion of that programme on site, or within such timescale as otherwise agreed in writing by the Local Planning Authority): an archaeological post-excavation assessment and analysis; the preparation of a site archive ready for deposition at a store; the completion of an archive report; and the preparation and submission of a report of the results for publication in a suitable specialist journal.

Reason: To ensure that a permanent and accessible record by the public is made of the archaeological remains that have been disturbed by the development.

14. The carriageways, footways, cyclepaths etc shall be designed, constructed, drained and lit to a standard suitable for adoption and in this respect full

engineering details shall be submitted for approval by the Local Highways Authority as part of a Highways Act 1980 Section 38 Agreement, before roadworks commence on site. These details shall be in accordance with the standards laid down in the Cumbria Design Guide, all works so approved, shall be constructed before the development (or relevant phase thereof) is considered complete.

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

15. No residential unit hereby permitted shall be occupied until the respective estate road has been constructed in all respects to base course level and street lighting has been provided and brought into full operational use together with the associated means of vehicular and pedestrian access, parking provision, and drainage in accordance with details submitted to and approved in writing beforehand by the Local Planning Authority. The access and parking facilities shall thereafter be retained and capable of use at all times and shall not be removed or altered without the prior consent of the Local Planning Authority.

Reason: To ensure that the matters specified are designed and provided to ensure a minimum standard of access when the development is brought into use.

16. (i) Prior to any site work commencing, full detailed engineering design of the Durdar and Scalegate Rd access points must take place and have a Stage 2 Road Safety Audit carried out, all to the satisfaction of the Local Highways Authority. (If a satisfactory means of access cannot be attained the development cannot commence).

(ii) The access from Durdar Rd. (C1036), shall be substantially met before any sitework (other than precursory works like site investigations) commences so that constructional traffic can safely access the site. No works can commence within the Highway until the developer has entered into a Highways Act 1980 Section 278 Agreement with the Local Highways Authority. This access shall be used for the construction of the infrastructure works and build out of Phases 1 & 2.

(iii) Upon completion of Phase II the Scalegate Rd. (C1037) access and link road shall have been constructed and be used for the construction traffic associated with Phases 3 & 4. Where practicable this will be routed via the C1037 southward to the C1017 so as to minimise construction traffic travelling through the Upperby & Currock residential areas.

(iv) Prior to siteworks commencing, the T&CP Act 1990 Sec:257 Diversion Order for Public Footpaths 129014 & 109371 shall have been obtained. Detailed proposals shall be submitted for approval, which indicate how the Footpaths are to be maintained usable and diverted in accord with the Construction programmes. The entire route shall be surfaced drained and lit to adoptable standard (including the length through Hammonds Park to

Scalegate Rd.) by the time Phase II completes.

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

17. There shall be no means of access, pedestrian or vehicular, between the site and existing highways except by way of the approved estate road, and footways/footpaths.

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

18. No clearance of or damage to hedgerows shall take place during the bird breeding season from 1st March to 31st August unless the absence of nesting birds has been established through a survey and such survey has been agreed in writing beforehand by the Local Planning Authority.

Reason: To protect features of recognised nature conservation importance, in accordance with Policy CP2 of the Carlisle District Local Plan 2001-2016.

19. No development hereby permitted shall commence until:

a) A site investigation has been carried out to include monitoring for methane gas and carbon dioxide, such monitoring to be carried out over a period of 4/6 calendar months duration with a minimum of six readings taken over that period. The readings shall be taken at times of falling barometric pressure where ever possible and some readings must be taken when the pressure is around or below 1000mb;

b) there have been submitted by way of a report to the Local Planning Authority (LPA) the results of the investigation together with, for the approval of the LPA, a scheme of any remedial measures which are identified in the Site Investigation as necessary to combat effectively any risk to future occupiers and property from methane gas and/or carbon dioxide (the Scheme); and

c) following approval in writing by the LPA of the Scheme or agreement in writing by the LPA that no remedial measures are necessary, the development shall be undertaken in complete accordance with the Scheme.

Reason: To ensure that any risks which may arise from the generation of migratory gas from the site and adjacent land is minimised.

20. 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 (in accordance with the guidance in BS10175) must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the prior approval in writing of the Local Planning Authority.

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

Reason: To ensure that any 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 off site receptors.

21. All works comprised in the approved details of means of enclosure and boundary treatment for the constituent phases of development shall be carried out contemporaneously with the completion (i.e. by the plastering out) of each residential unit.

Reason: To ensure that the details are acceptable and to ensure that the work is undertaken in a co-ordinated manner that safeguards the appearance and security of the area in accordance with Policies CP5 and CP17 of the Carlisle District Local Plan 2001-2016.

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any Order revoking and re-enacting that Order, no electricity sub-stations or gas governors shall be erected as part of the development hereby permitted without the prior permission of the Local Planning Authority.

Reason: The local planning authority wish to retain control over the erection of electricity sub-stations and gas governors in order to maintain the visual integrity of the development in accordance with Policy CP5 of the Carlisle District Local Plan 2001-2016.

23. Prior to the commencement of development details of the height of any residential unit hereby permitted in relation to the existing and proposed ground/road levels and the height of the proposed finished floor levels (inclusive of any garages) shall be submitted to and approved, in writing, beforehand by the Local Planning Authority. The levels shown shall be related to metres above Ordnance Datum (AOD).

Reason: In order that the approved development overcomes any problem associated with the topography of the area, safeguards the living conditions of neighbouring residents, and reduces the risk of flooding in accordance with Policy H1 of the Carlisle District Local Plan 2001-2016.

24. In each Phase, adequate underground ducts shall be installed in accordance with details approved beforehand by the Local Planning Authority to enable broadband, telephone, electricity and television services

to be connected to any premises within the application site, without recourse to the erection of distribution poles and overhead lines.

In providing such ducts the developers shall co-ordinate the provision of such services with the respective undertakers.

Notwithstanding the provisions of Article 3(1) and the Schedule 2 Part 17 Class G (b) of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order), no distribution pole or overhead lines within the area shall be erected, save with the express consent of the Local Planning Authority.

Reason: To maintain the visual character of the locality in accord with Policy CP5 of the Carlisle District Local Plan 2001-2016.

25. The access covers to the underground ducts to be installed pursuant to the above condition shall be carefully located in relation to the surface finishes and to the satisfaction of the local planning authority and shall be of the type whereby the "tray" may be infilled with the appropriate surface materials.

Reason: To maintain the visual character of the locality in accord with Policy CP5 of the Carlisle District Local Plan 2001-2016.

26. No residential unit hereby permitted shall be occupied until an external lighting scheme that minimises any potential impacts of light pollution has been completed in accordance with details submitted to and approved in writing beforehand by the Local Planning Authority.

Reason: To safeguard the ecology and environment of the area.

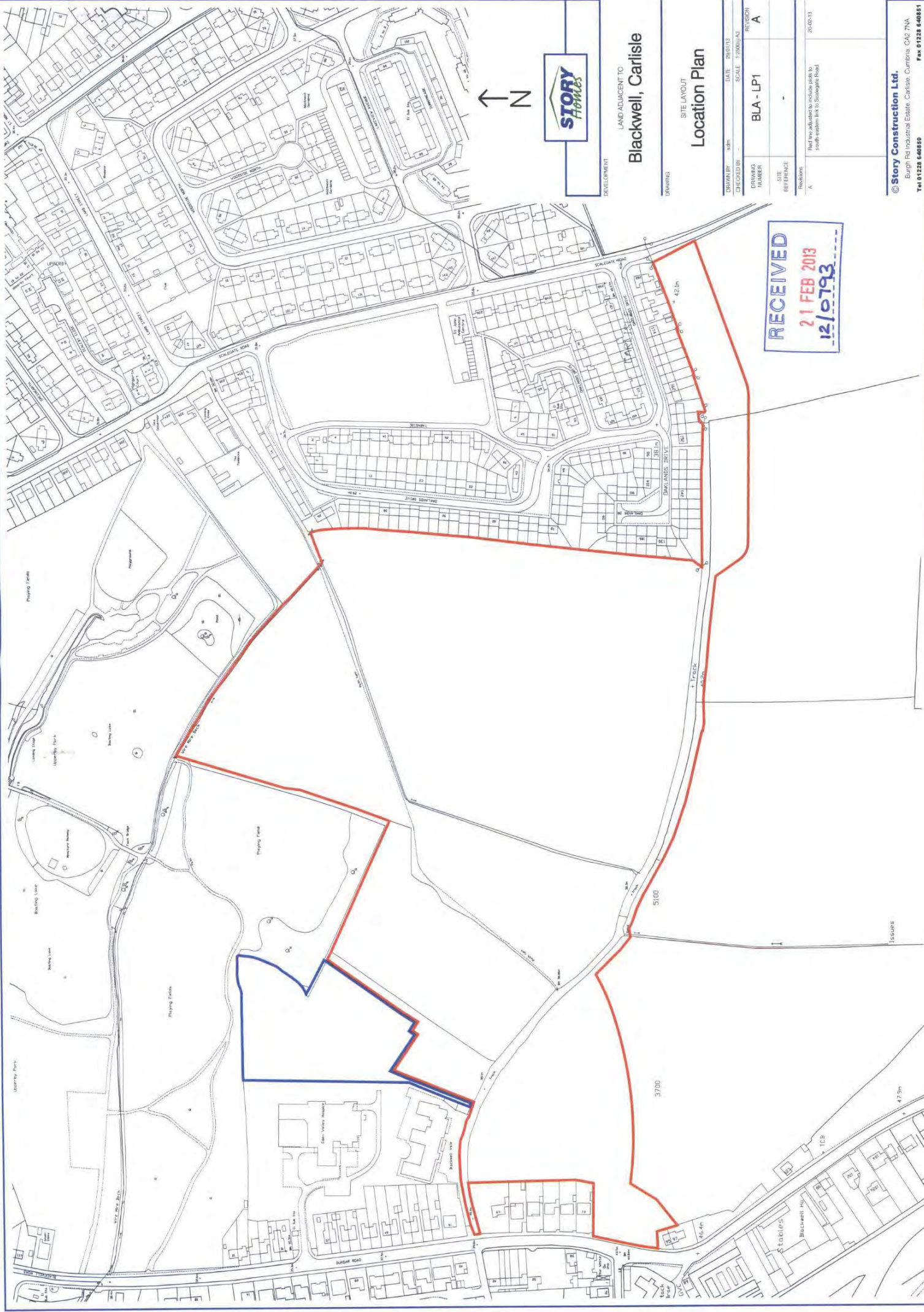
27. Full engineering details, including calculations, Discharge Consent(s) and approval for channel improvement measures to the Wire Mire Beck, with measures to intercept groundwater discharges that currently occurs through the site (including the protection/improvement/replacement as necessary, of the piped watercourses that are known to pass through Phases 3&4 to the Beck/Hammonds Pond) shall be submitted to the Local Planning Authority for approval prior to any infrastructure works (other than the site accesses) commencing. All such approved works shall be implemented to an agreed programme in accordance with the constructional Phases and shall be maintained operational thereafter.

Reason: In the interests of highway safety and environmental management. To support Local Transport Plan Policies: LD7 & LD8.

28. No residential unit hereby permitted shall be occupied until the respective foul and surface water drainage works (inclusive of the provision of a shut of valve on the outflow from the SUDS pond and how the respective works shall be maintained and managed after completion) have been completed in accordance with the details submitted to and approved in writing beforehand by the Local Planning Authority. The drainage scheme submitted shall be on the basis of the surface water discharging into the SUDS pond and foul

water discharging into the 900mm diameter sewer located at the north of the development site.

Reason: To ensure that adequate drainage facilities are available which are comprehensive in extent and follow a co-ordinated sequence in accord with Policies CP2, CP10, CP12 and LE2 of the Carlisle District Local Plan 2001-2016.



LAND ADJACENT TO
Blackwell, Carlisle

Location Plan

| | | | |
|----------------|---|------------|----------|
| DRAWN BY | DATE | SCALE | REVISION |
| 10/10/13 | 25/01/13 | 1:2000(A3) | A |
| DRAWING NUMBER | BLA - LP1 | | |
| SITE REFERENCE | | | |
| Revisions | | | |
| A | Red line adjusted to include plots to south eastern link to Skelgate Road | | |
| | | | 20-02-13 |

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21 FEB 2013
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The setting of this drawing cannot be assured

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04.04.13
18.04.13

Drawn by
EG
CS
AA
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Check by
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Revised
18.09.12
03.02.13
07.02.13
12.02.13
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Drawn by
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Legend

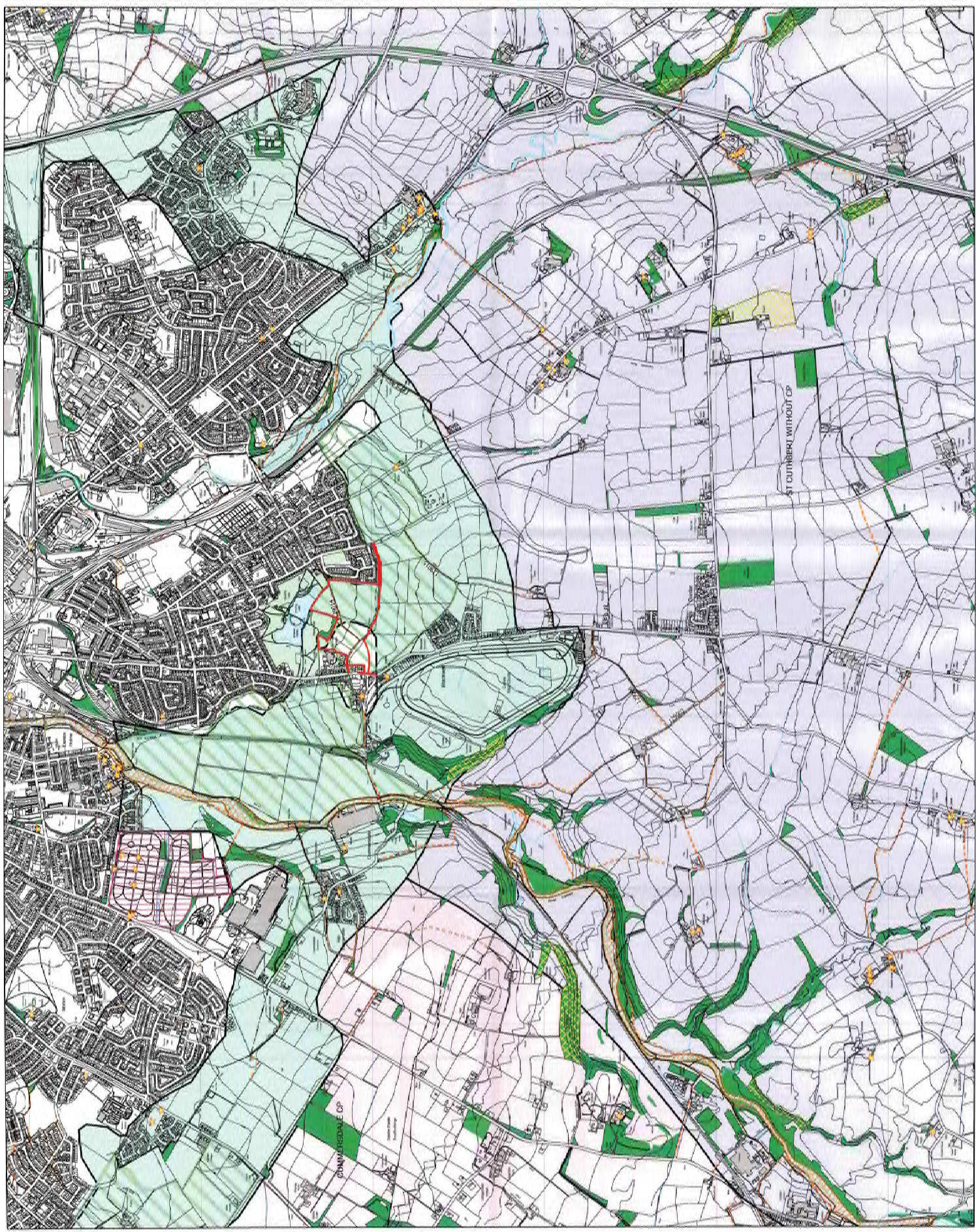
- Site Boundary
- Existing Woodlands, Closures and Tree Belts @
- Ancient Woodland #
- Existing Substantial Hedgerows
- Existing Trenched Hedgerows
- Existing Water Courses @
- Contours (see Heights (Meters AOD) @
- Regulation
- Yellow
- Public Rights of Way
- Statutory Cycle Route
- Unsett Buildings
- Regulation Dams and Canals
- Scheduled Monument
- Site of Special Scientific Interest #
- Special Area of Conservation #
- Urban Fringe Landscapes ***
- Primary Landscape Area ***
- County Landscape Character Areas - 5 Landward +
- 50 Ridge and Valley
- 50 Low Fensland
- 50 Urban Ridge

DRAFT 12/07/93

Figure 1 For Illustrative Purposes Only Blackwell, Carlisle

Site Context Plan

Date: 20.04.2012
 Client: 11/02/09 (M)
 Project No: 200668
 Drawing No: 1.1



Legend



Contours/Spot Heights (Medium AOD)



Existing Water Courses

Public Rights of Way



12/07/93

DRAFT

Figure 2

Figure 2
For Illustrative Purposes Only

Blackwell, Carlisle

Drawing Title

| | | | |
|------------|-------------|----------|----------|
| Date | Scale | Drawn By | Check By |
| 02.05.2012 | 1:1,250 @A1 | MM | AM |
| Project No | Drawing No | Revision | |
| 208668 | 12 | - | |

This setting of this drawing cannot be returned
Reason: The setting of this drawing cannot be returned

Legend

- Site Boundary
- Existing Roadworks, Closures and Traffic Signs @
- Existing Water Courses @
- Contours/Spot Heights (Metres AOD) @
- Public Rights of Way
- Statutory Green Belts
- Local Buildings
- Registered Parks and Gardens
- Statutory Reservoir
- Location of Photographic Viewpoints
(Site Current Photographs 1-18)



12/07/23

DRAFT

Figure 3 For Illustrative Purposes Only

Blackwell, Carlisle

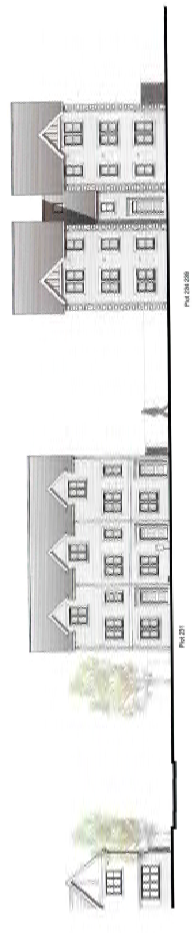
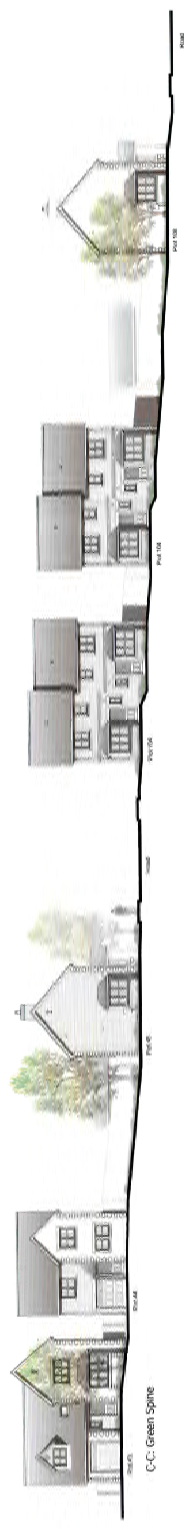
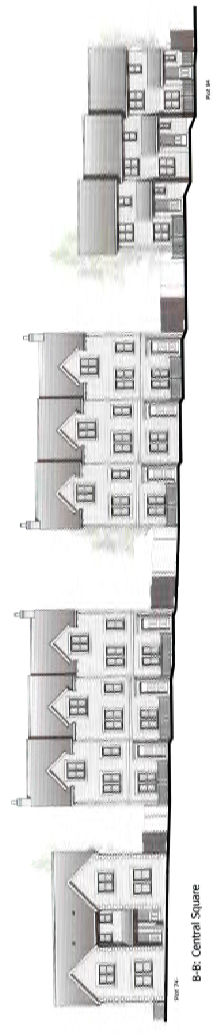
Visual Appraisal Plan

| | | | | |
|------------|------------|--------------|----------|----------|
| Date | 12.05.2022 | 1:10,000 S45 | 100% | 100% |
| Project No | 200505 | Scale | 1:10,000 | 1:10,000 |
| Version | 0.4 | Author | | |

BASTON WILLMORE

Planning & Design Services
Consultants & Collaborative Partners
bostonwillmore.co.uk

100% RICS Approved
100% RICS Approved



12/07/13

Project: Blackwell
Drawing Title: Carlisle
Street Elevations
(Sheet 1 of 2)
Scale: 1:1000
Date: July 2012
Project No: 20868
Revision: SE-01
Drawn by: JH
Checked by: JH
Scale: 1:1000

BARTON WILLMORE
Architectural & Construction Services
100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 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E-E: Southern Green Edge



F-F: Link Street



G-G: Shared Surface Street



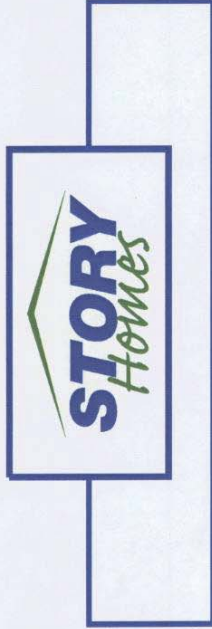
H-H: (continue)



Blackwell
 Cornish
 Street Elevations
 (Sheet 2 of 2)
 28.04.22
 28.04.22
 28.04.22
 28.04.22

Barton
 Willmore
 Planning & Design
 Environmental & Sustainability
 Environmental & Sustainability
 Environmental & Sustainability

RECEIVED
21 FEB 2013
12/07/13



House Type

TYPE 1
(Handed)

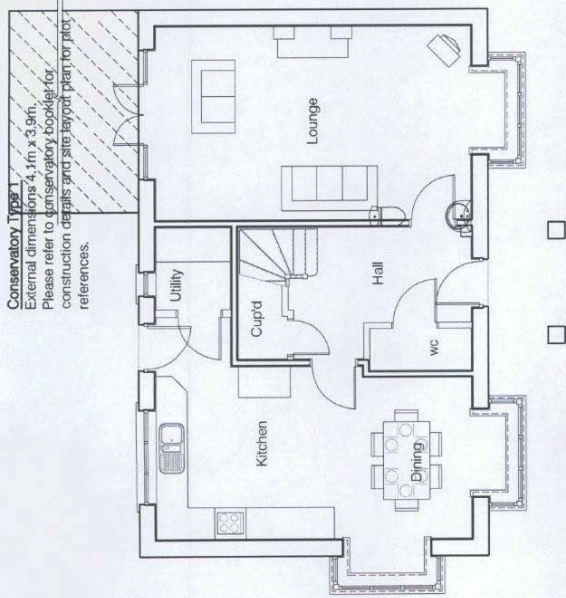
Detached Garage
GF/FF 124.26 sq.m. (1337.53 sq.ft.)

© **Story Homes.**

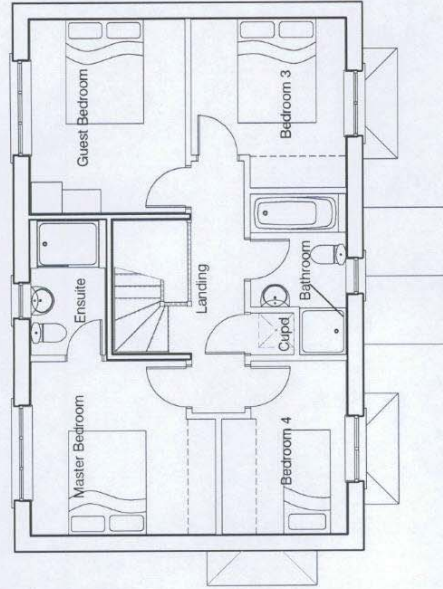
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 1

DRAWING

Planning Plans 2

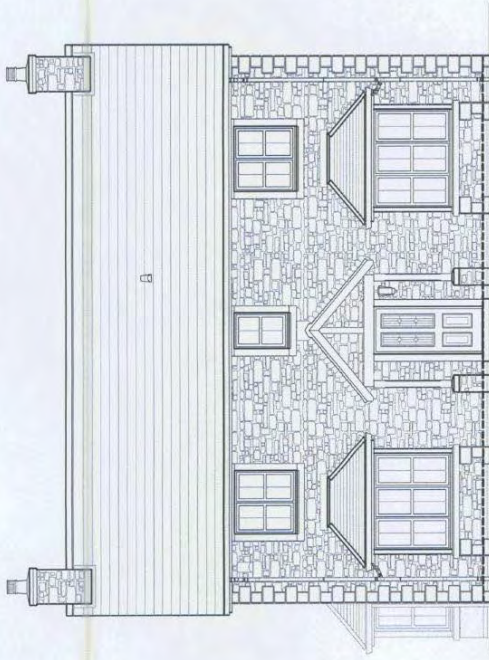
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| DRAWN BY | CTM | DATE | 20/08/12 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REGION | - |
| (1) | TYPE 1 - PLP2H | | |
| Revisions | | | |

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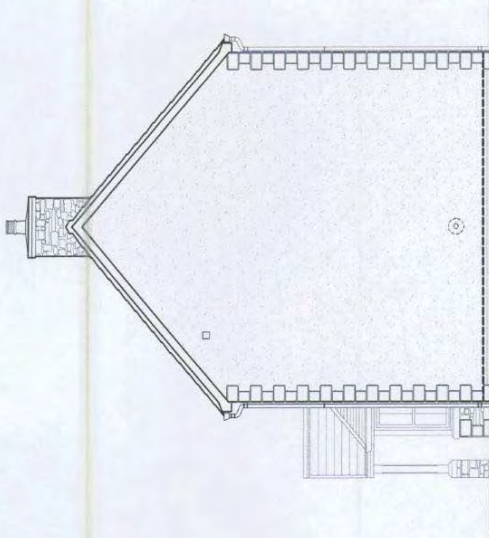
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

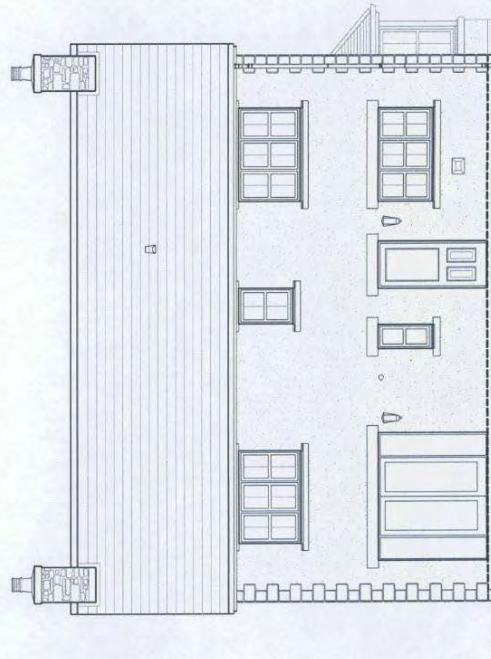
Fax 01228 640851



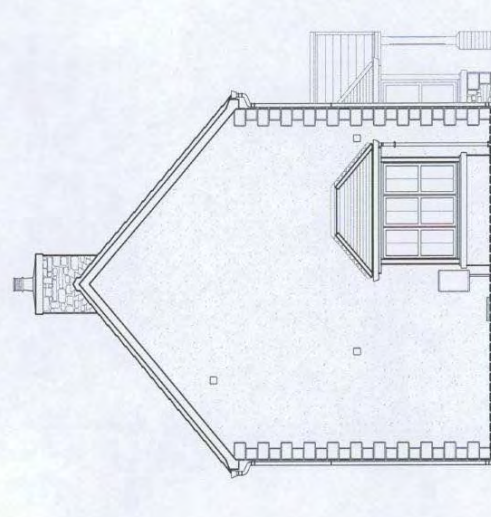
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 1

DRAWING

Planning Elevations 2/4

| | | | |
|------------|------------------|----------|------------|
| DRAWN BY | CTM | DATE | 20/04/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 1 - PLE2/4H | - | |

Revisions

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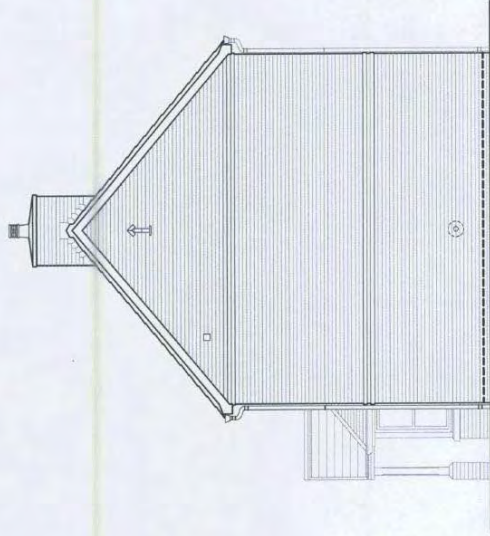
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

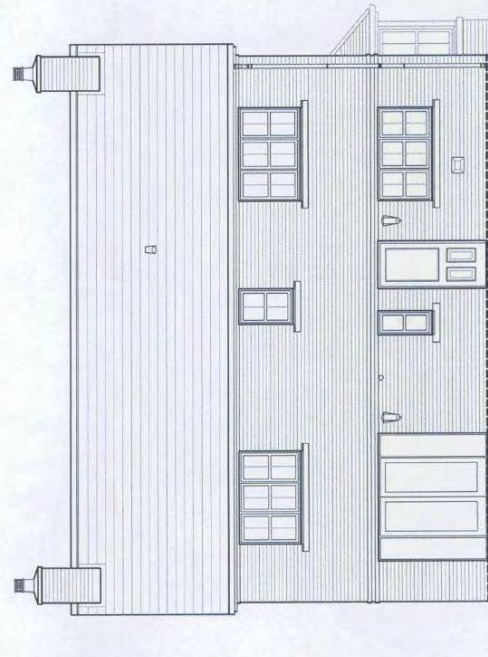
Fax 01228 640851



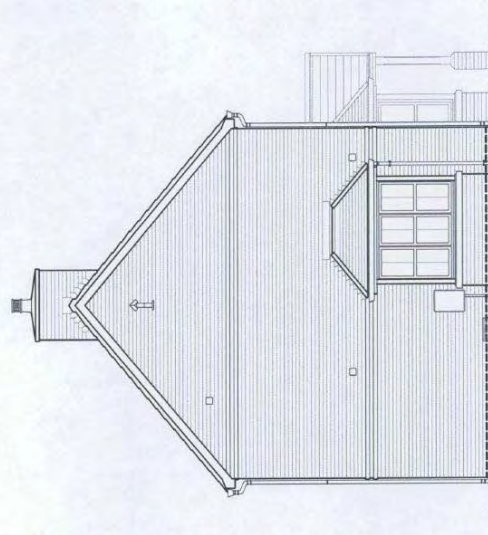
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 1

DRAWING

Planning Elevations 2/5

DRAWN BY

CTM

DATE

25/04/2012

CHECKED BY

SCALE

1:100

ISSUE

DRAWING NUMBER

SCALE

1:100

REVISION

REVISION

1

TYPE 1 - PLE2/5H

SCALE

1:100

REVISION

REVISION

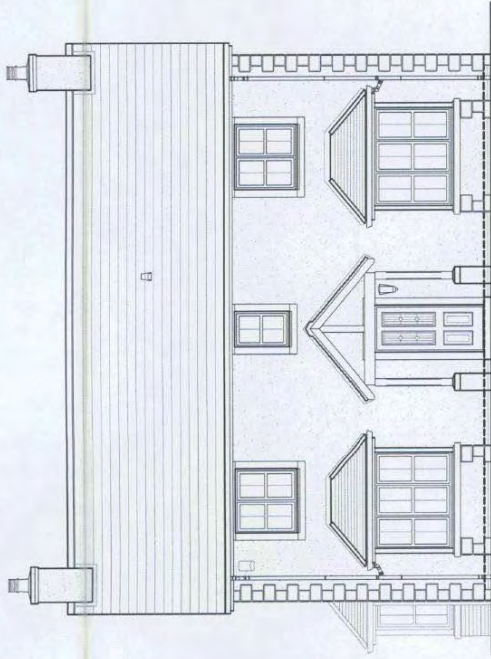
1

1

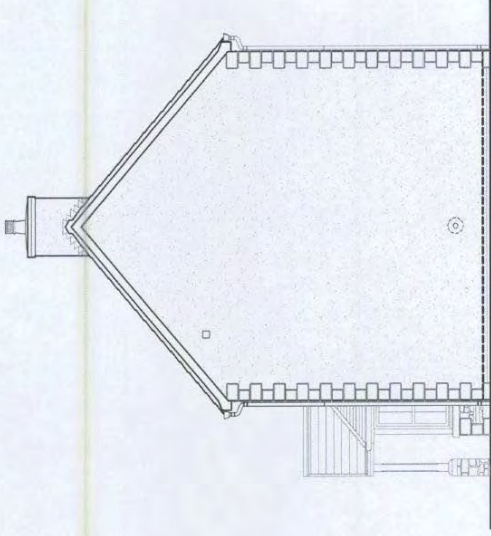
© Story Homes.

Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

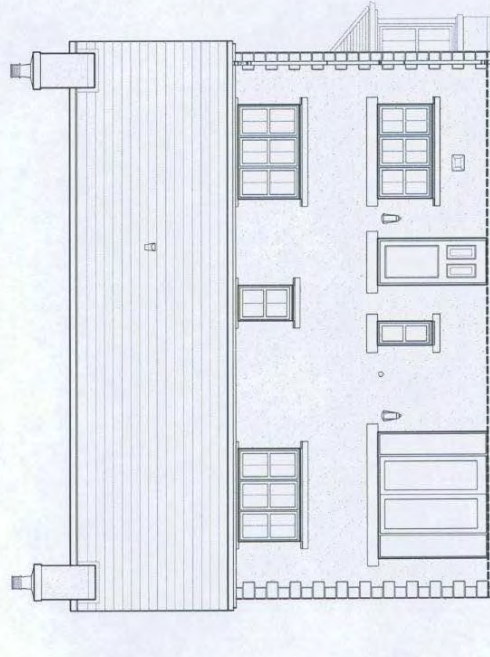
Tel 01228 640850 Fax 01228 640851



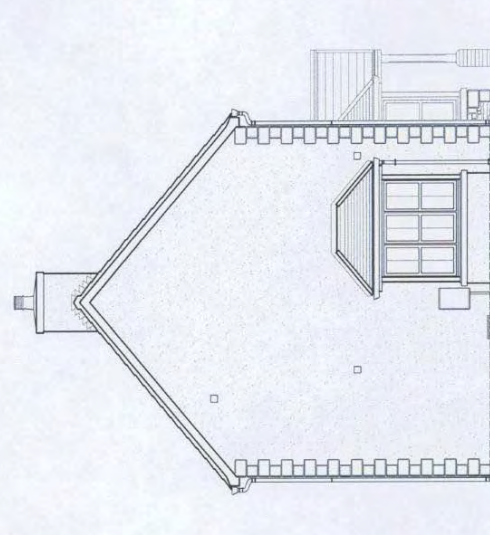
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 1

DRAWING

Planning Elevations 2/6

| | | | |
|------------|------------------|----------|------------|
| DRAWN BY | CTM | DATE | 20/04/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 1 - PLE2/6H | | |

Revisions

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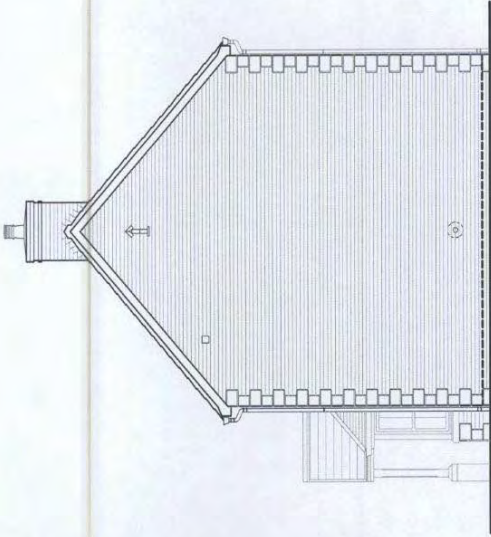
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

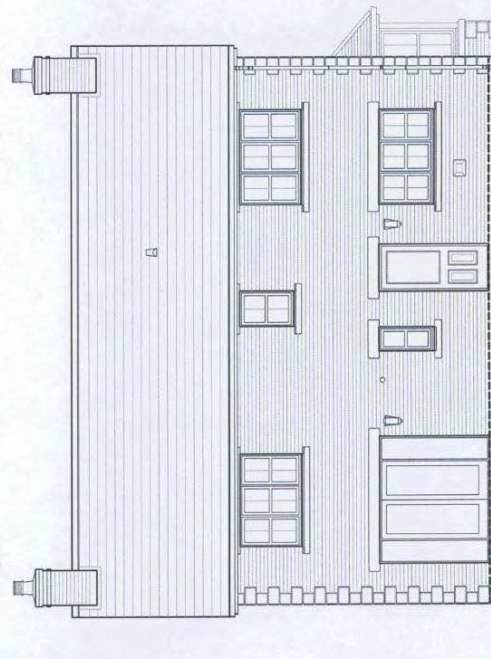
Fax 01228 640851



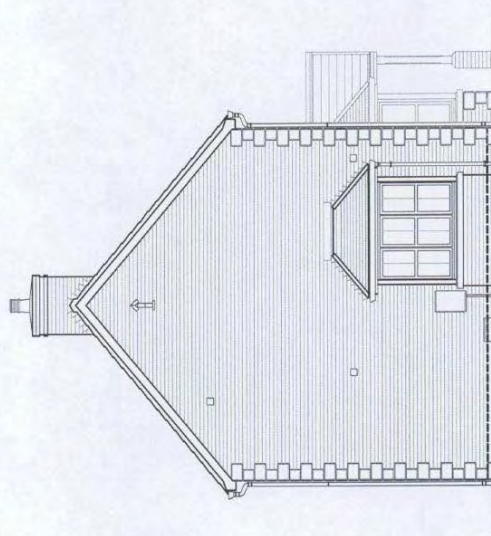
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 1

DRAWING

Planning Elevations 2/7

DRAWN BY: CTM DATE: 14/09/2012

CHECKED BY: SCALE: 1:100

ISSUE: DRAWING NUMBER: REVISION:

(1) TYPE 1 - PLE2/7H

Revisions:

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Tel: 01228 648850

Fax: 01228 648851



House Type

TYPE 5

(Handed)

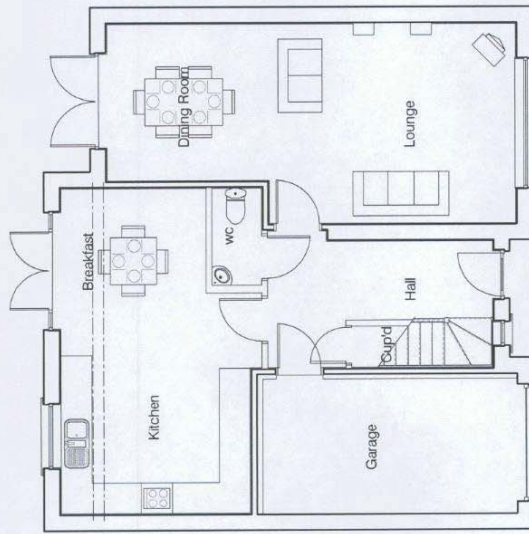
GF/FF 130.25 sq.m. (1402.03 sq.ft.)
GARAGE 13.08 sq.m. (140.75 sq.ft.)

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Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

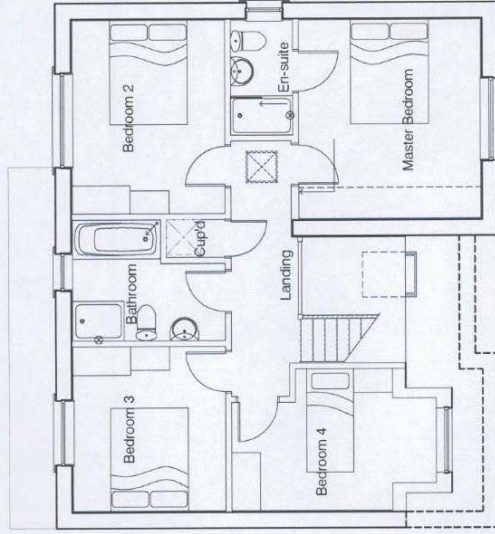
Tel 01228 640850

Fax 01228 640851



Ground Floor Plan

Note:
Gable window required on
specific plots only - please refer to
site layout for plot designations.



First Floor Plan



HOUSE TYPE

TYPE 5

DRAWING

Planning Plans 1

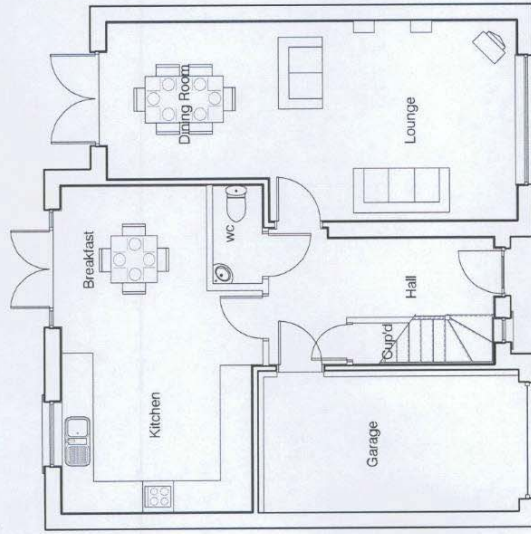
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| DRAWN BY | CTM | DATE | 25/04/02 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REGION | |
| (1) | TYPE 5 - PLP1H | | |
| Revisions | | | |

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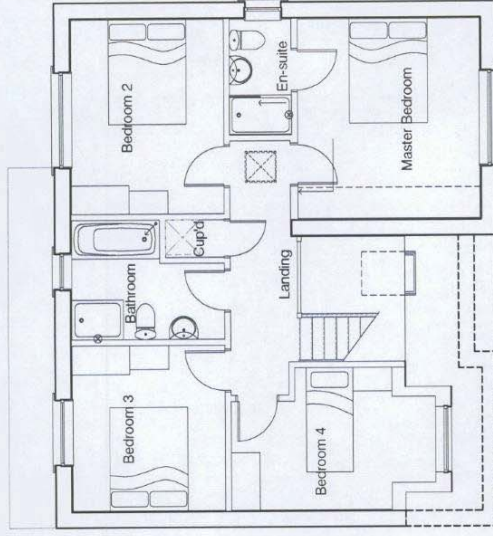
Tel 01228 640859

Fax 01228 640851



Ground Floor Plan

Note:
Gable window required on
specific plots only - please refer to
site layout for plot designations.



First Floor Plan



HOUSE TYPE

TYPE 5

DRAWING

Planning Plans 2

| | | | |
|----------------|----------------|----------|------------|
| DESIGNED BY | CTN | DATE | 25/04/2012 |
| CHECKED BY | | SCALE | 1:100 |
| DRAWING NUMBER | | REVISION | |
| (1) | TYPE 5 - PLP2H | | |

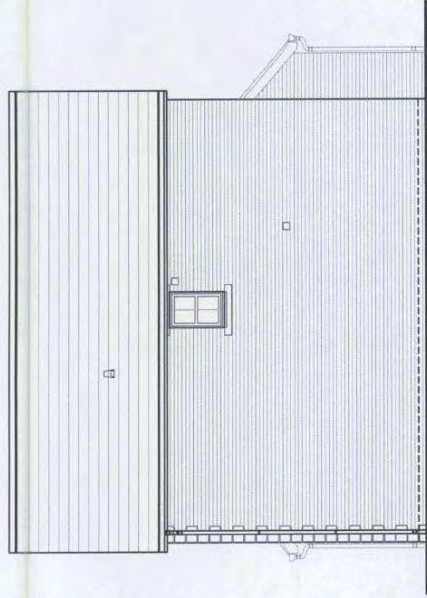
Revisions

© Story Homes.

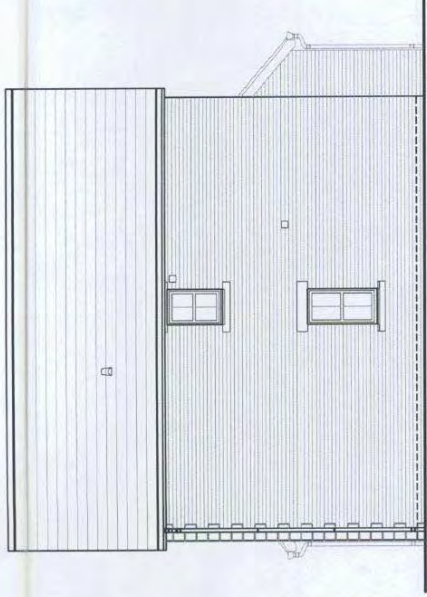
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.
Tel 01228 640890 Fax 01228 640851



Front Elevation



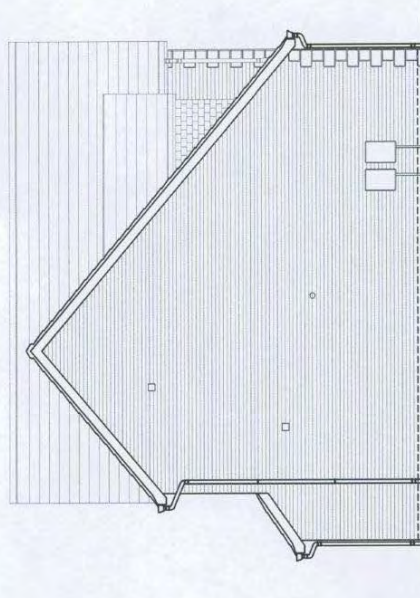
Side Elevation



Alternative Side Elevation
(Feature gables only - refer to site layout for plot designations)



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 5

DRAWING

Planning Elevations 1/4

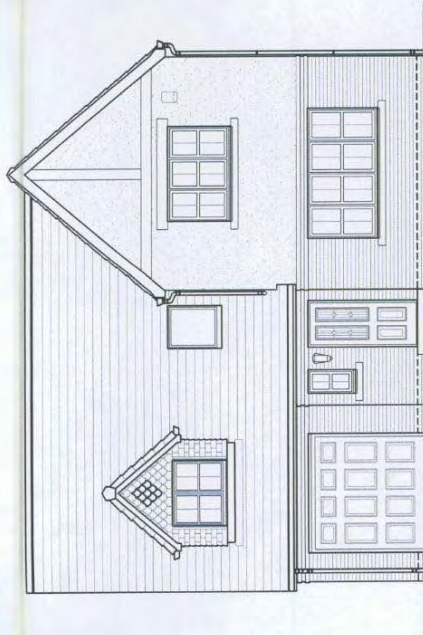
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| DRAWN BY | CTM | DATE | 23/04/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | | DRAWING NUMBER | |
| (1) | | TYPE 5 - PLE1/4H | |
| REVISIONS | | | |

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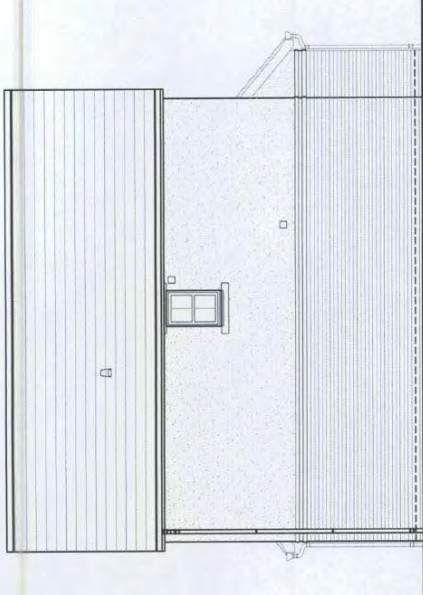
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

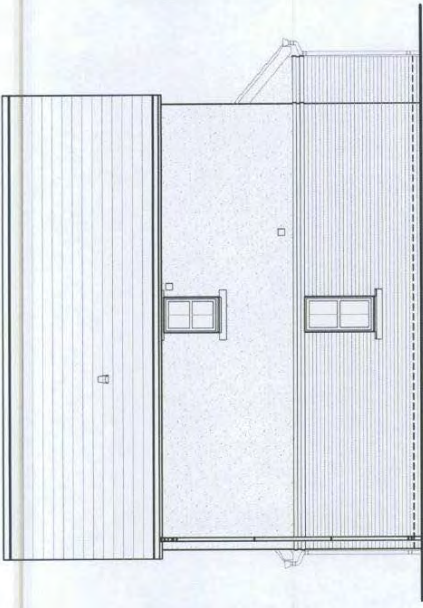
Fax 01228 640851



Front Elevation



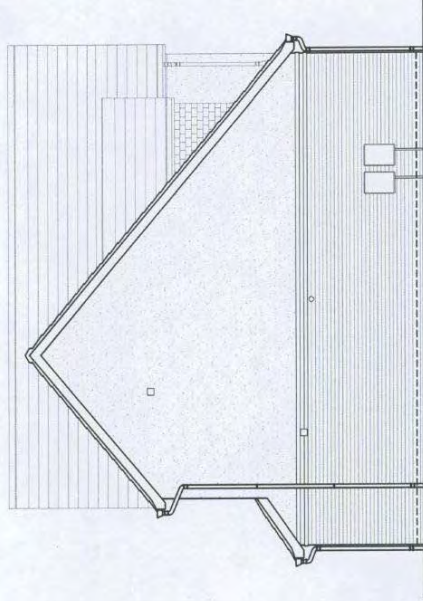
Side Elevation



Alternative Side Elevation
(Feature gables only - refer to site layout for plot designations)



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 5

DRAWING

Planning Elevations 2/4

| | | | |
|------------|-----|------------------|----------|
| DRAWN BY | CTM | DATE | 25/04/22 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | | DRAWING NUMBER | |
| (1) | | TYPE 5 - PLE2/4H | A |
| REVISIONS | | | |
| A | | | 25/04/22 |

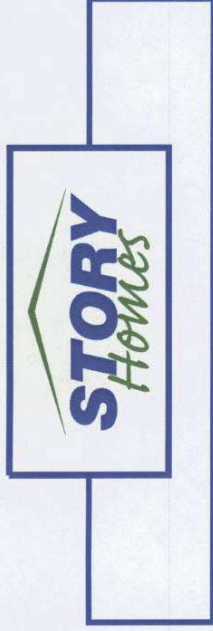
Total area: 100m² (approx.)

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Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel: 01228 640850

Fax: 01228 640851



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21 FEB 2013
12/0793

House Type

TYPE 6

(Handed)

GF/FF 121.77 sq.m. (1310.69 sq.ft.)
GARAGE 12.99sq.m. (139.86 sq.ft.)

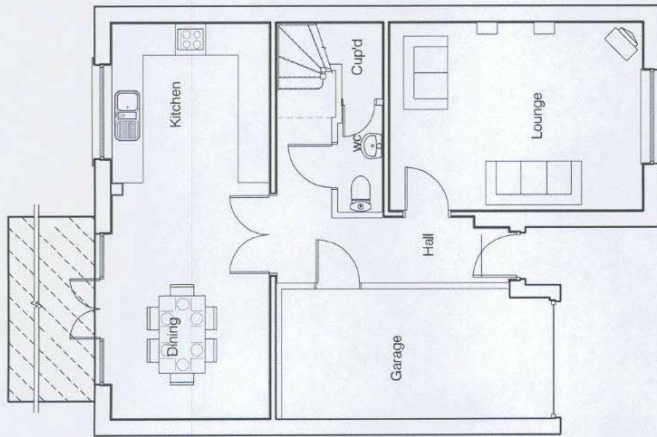
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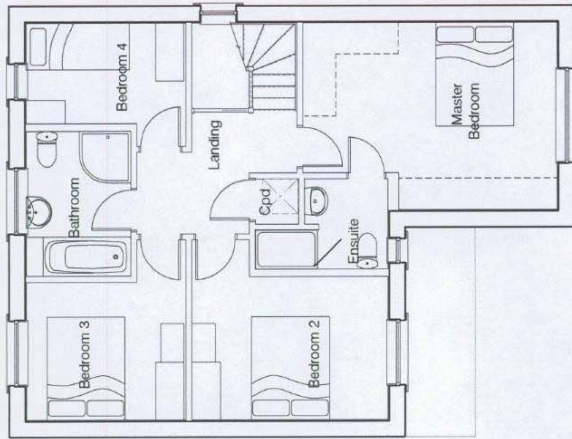
Tel 01228 640850

Fax 01228 640851

Conservatory Type 2
 External dimensions 3.6m x 3.6m.
 Please refer to conservatory booklet
 for construction details and site layout
 plan for plot references.



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 6

DRAWING

Planning Plans 1

| | | | |
|------------|--|----------|------------|
| DRAWN BY | CTM | DATE | 24/04/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
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| Revisions | Approved by: [Signature] Date: 24/04/2012 Written and drawn by: [Signature] | | |

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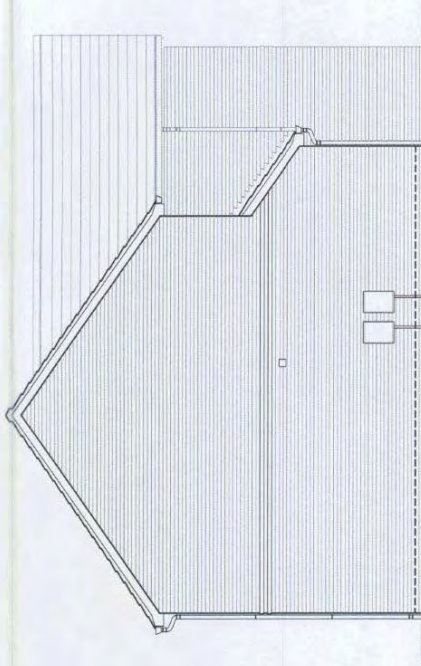
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 648850

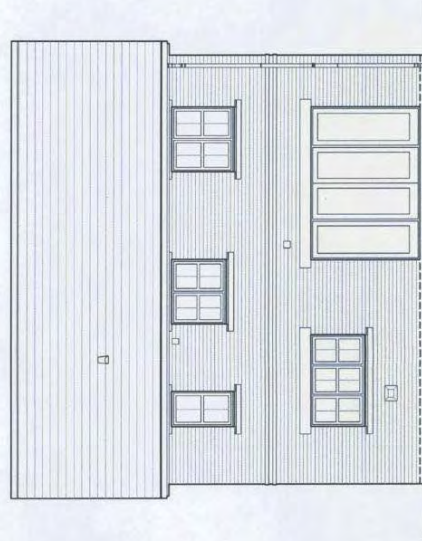
Fax 01228 648851



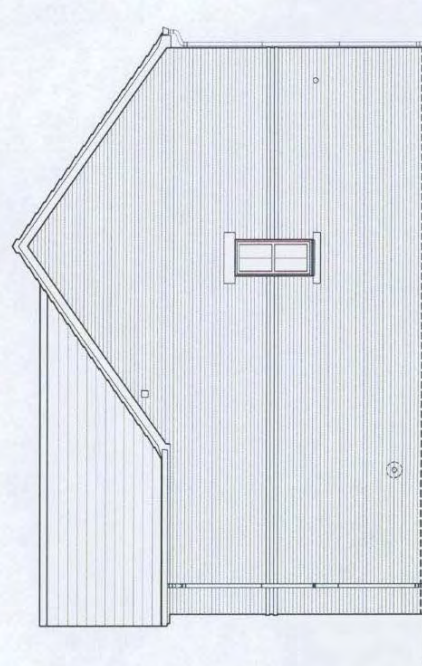
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 6

DRAWING

Planning Elevations 1/3

| | | | |
|------------|-----|----------------|------------------|
| DRAWN BY | CTM | DATE | 28/06/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | (2) | DRAWING NUMBER | TYPE 6 - PLE1/3H |
| | | REVISION | C |

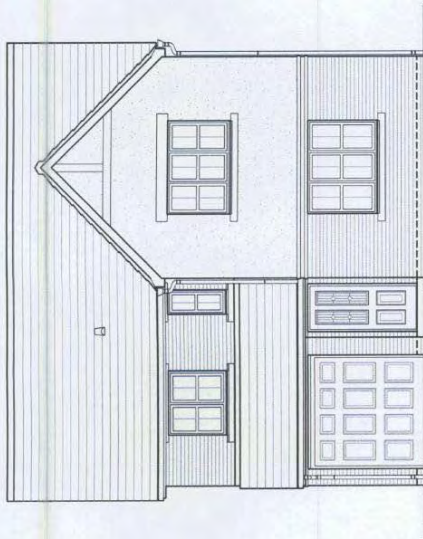
| | |
|-----------|--|
| Revisions | |
| A | Revised to show new layout. Windows added to side. |
| B | Revised to show new layout. Windows added to side. |
| C | Revised to show new layout. Windows added to side. |

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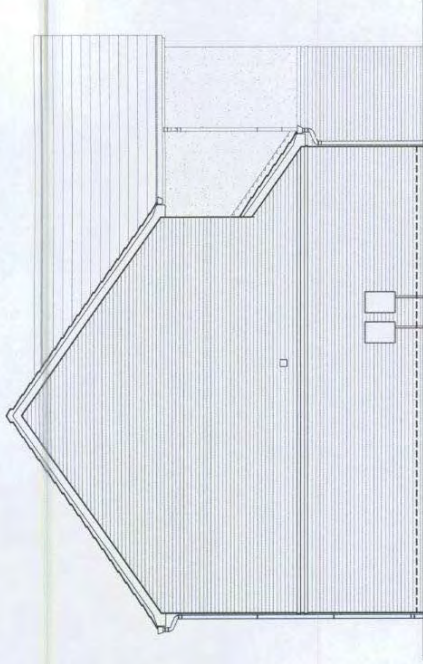
Burgh Rd Industrial Estate, Camble, CA2 7NA.

Tel 01228 648990

Fax 01228 648911



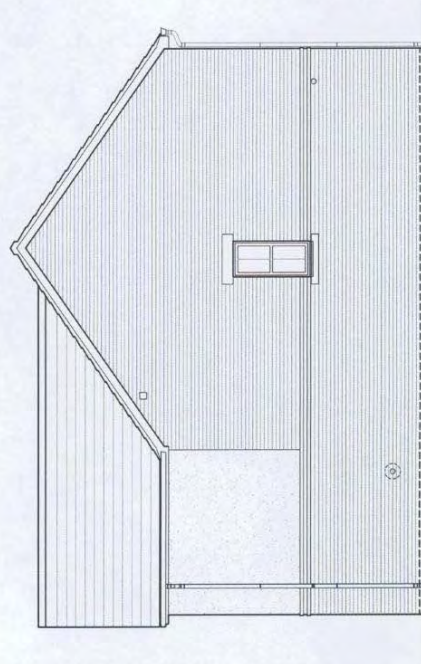
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 6

DRAWING

Planning Elevations 1/4

DRAWN BY CTM DATE 24/04/2012

CHECKED BY - SCALE 1:100

ISSUE (2) DRAWING NUMBER TYPE 6 - PLE1/4H

REVISION D

Revisions

A 10/01/12
B 10/04/12
C 10/04/12
D 10/04/12

Notes: 1. All elevations are shown in black ink on white paper.

2. All elevations are shown in black ink on white paper.

3. All elevations are shown in black ink on white paper.

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50. All elevations are shown in black ink on white paper.

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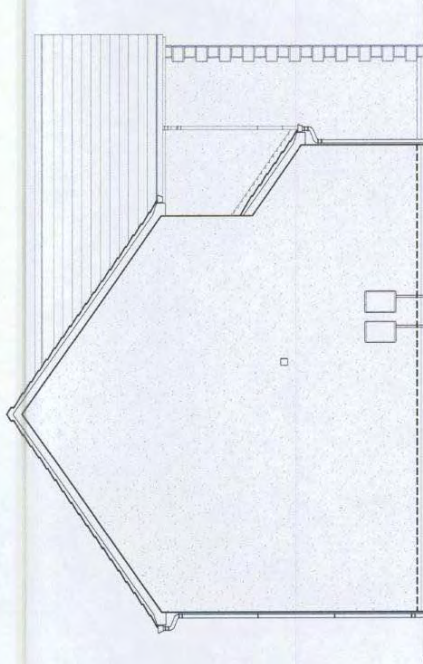
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640090

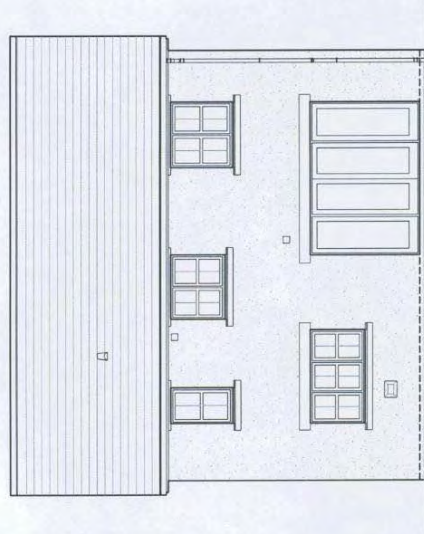
Fax 01228 640051



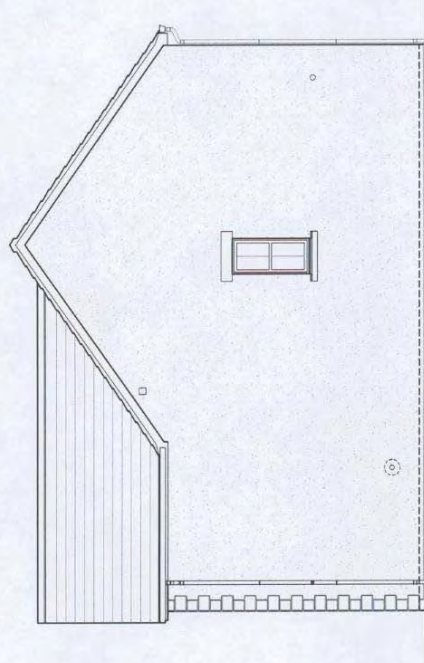
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 6

DRAWING

Planning Elevations 1/8

DRAWN BY

CTM

DATE

24/04/2012

CHECKED BY

SCALE

1:100

ISSUE

DRAWING NUMBER

TYPE 6 - PLE1/8H

REVISION

C

REVISIONS

A

B

C

10/01/12

10/01/12

10/01/12

10/01/12

10/01/12

10/01/12

10/01/12

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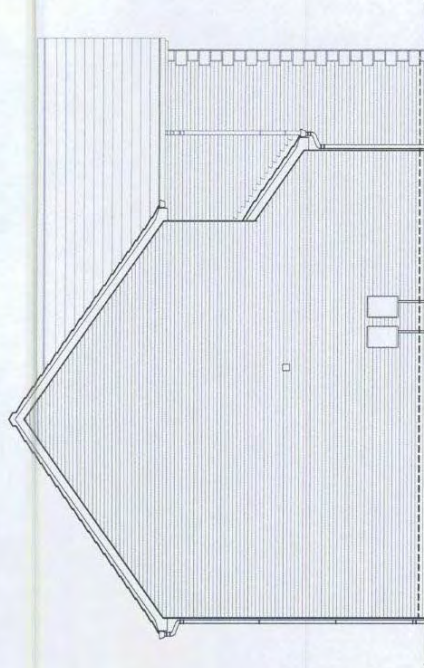
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

Fax 01228 640851



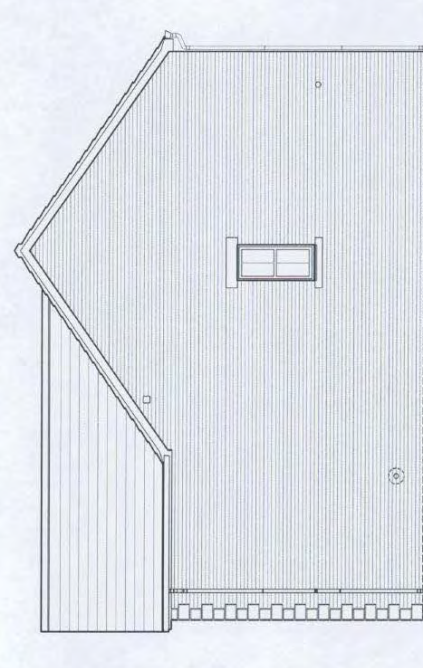
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 6

DRAWING

Planning Elevations 1/11

DRAWN BY: CDM DATE: 24/04/12

CHECKED BY: SCALE: 1:100

ISSUE: DRAWING NUMBER: REVISION:

(2) TYPE 6 - PLE1/11H B

Revisions:

1. Front elevation corrected to match previous version.

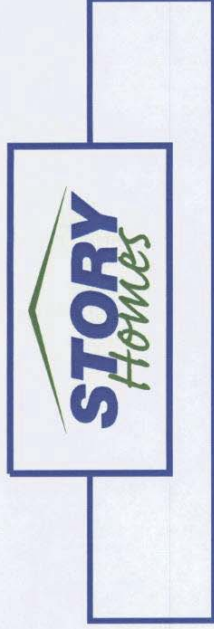
2. Side elevation corrected to match previous version.

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Fax 01228 640851



RECEIVED
21 FEB 2013
12/07/13

House Type

TYPE 9

(Handed)

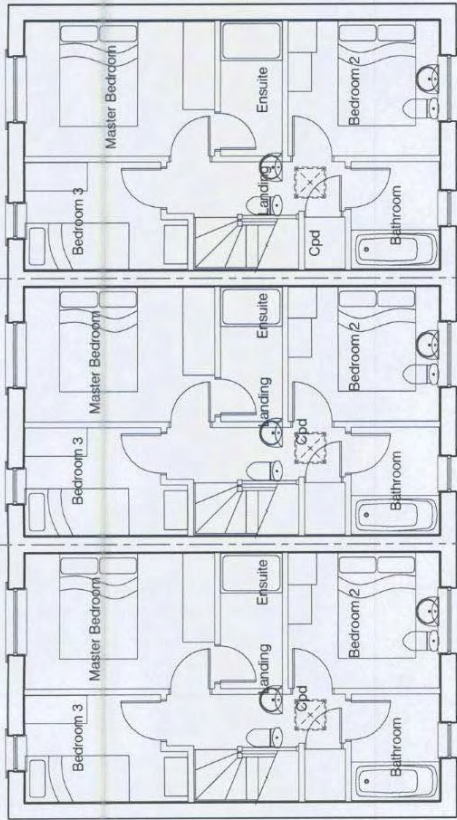
GF/FF/SF 78.63sq.m. (846.01 sq.ft.)

© **Story Homes.**

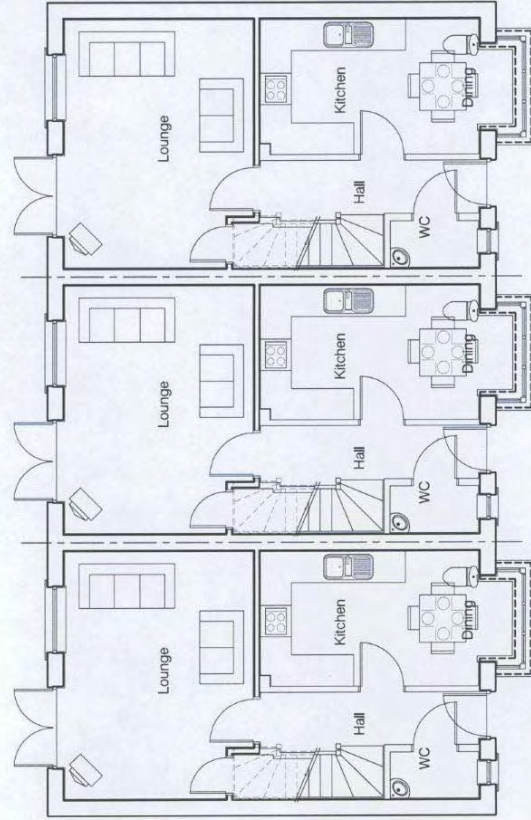
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



First Floor Plan



Ground Floor Plan



HOUSE TYPE

TYPE 9

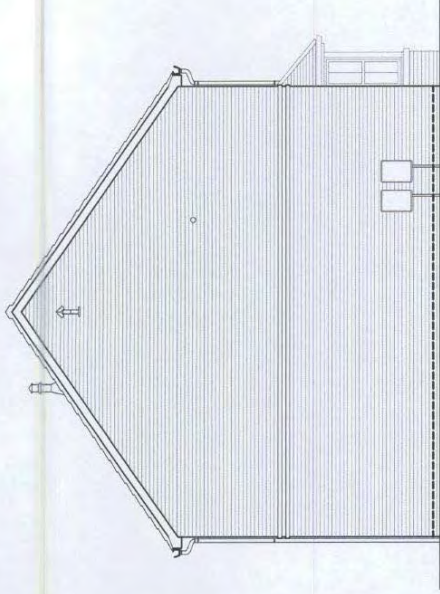
DRAWING

Planning Plans 3

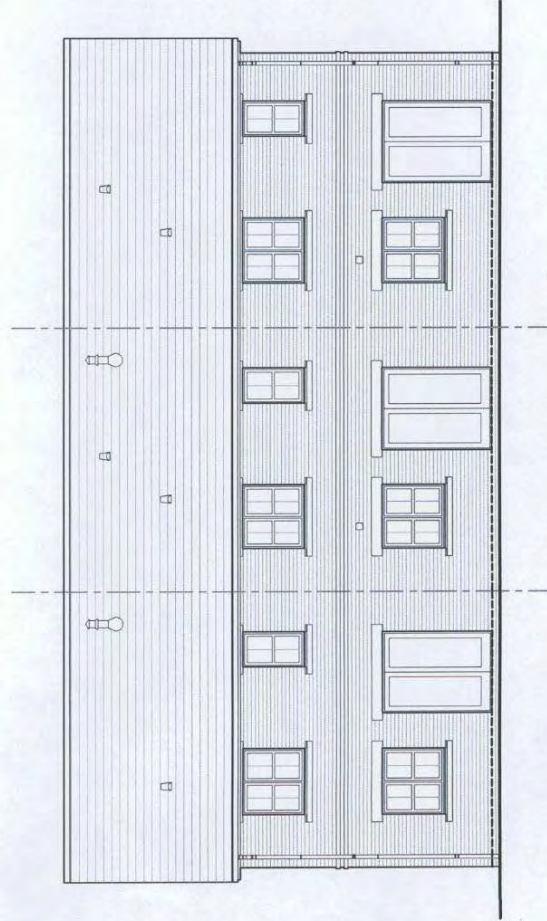
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|------------|---|----------------|------------|
| DRAWN BY | CTM | DATE | 24/04/2012 |
| CHECKED BY | | SCALE | NTS |
| ISSUE | | DRAWING NUMBER | REVISION |
| (1) | | TYPE 9 - PLP3H | A |
| Revisions | <div> <div>A</div> <div>entirely layout adjusted</div> <div>14/07/12</div> </div> | | |



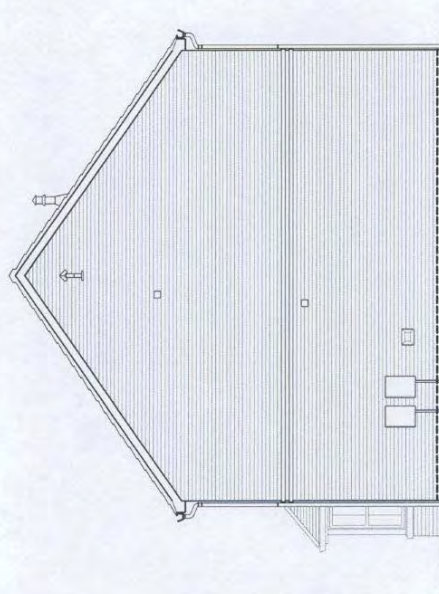
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 9

DRAWING

Planning Elevations 3/1

| | | | |
|----------------|------------------|----------|------------|
| DRAWN BY | CTM | DATE | 24/04/2012 |
| CHECKED BY | - | SCALE | NIS |
| DRAWING NUMBER | TYPE 9 - PLE3/1H | | |
| ISSUE | (1) | REVISION | - |

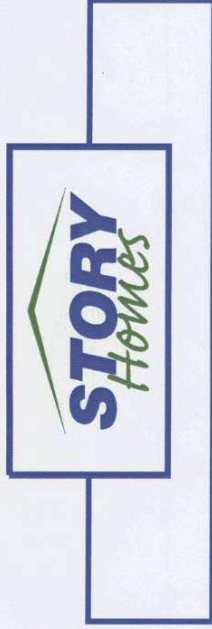
Revisions

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Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

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Fax 01228 640811



House Type

TYPE 11

(Handed)

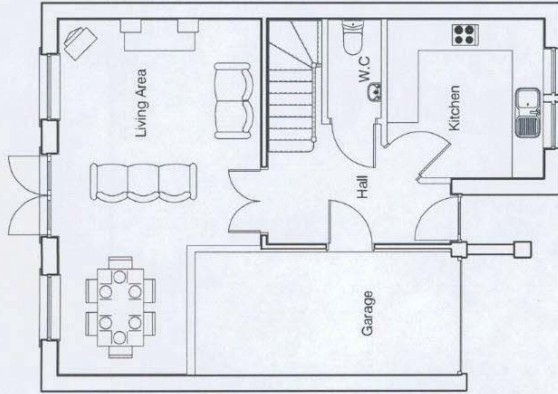
GF/FF 103.26 sq.m. (1111.43 sq.ft.)
Garage 12.33 sq.m. (123.73 sq.ft.)

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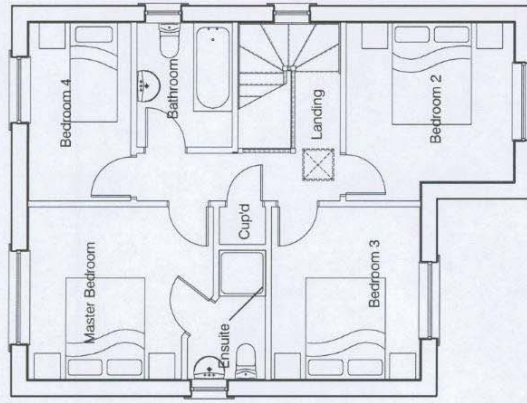
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 11

DRAWING

Planning Plans 1

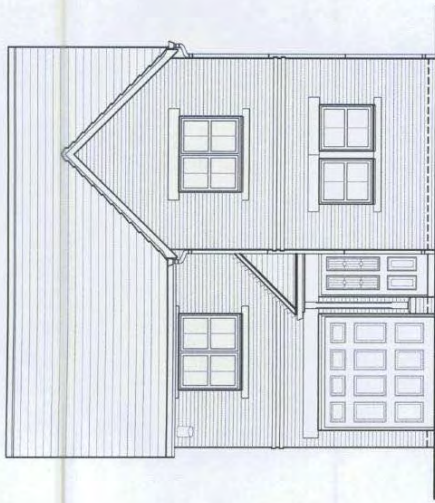
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|------------|-----------------|-------|------------|
| DRAWN BY | CTM | DATE | 28/06/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | | REVISION |
| (1) | TYPE 11 - PLP1H | | A |
| Revisions | | | |
| A | | | |

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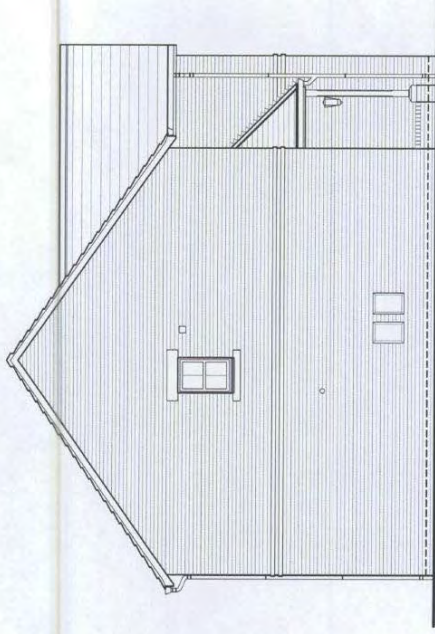
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA

Tel: 01228 640890

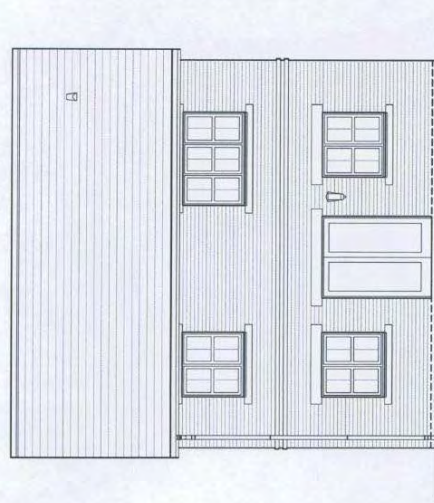
Fax: 01228 640851



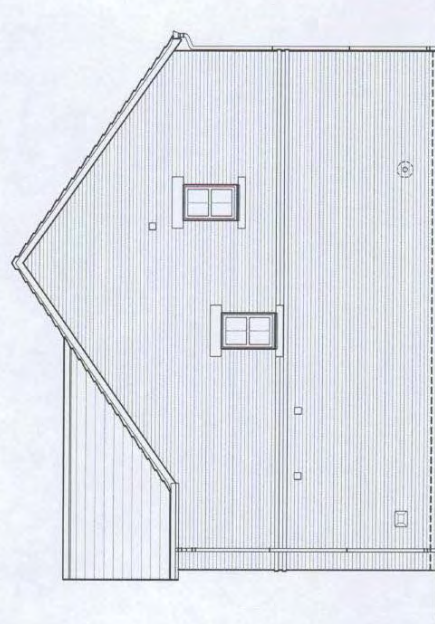
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



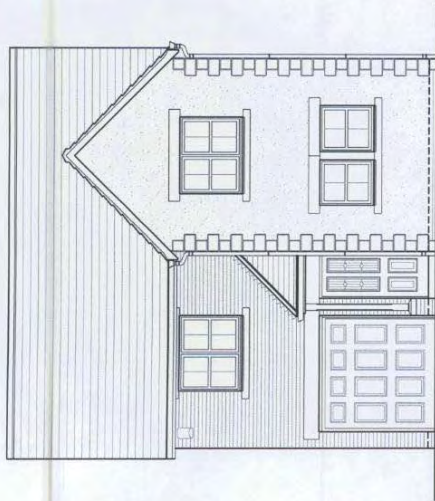
HOUSE TYPE

TYPE 11

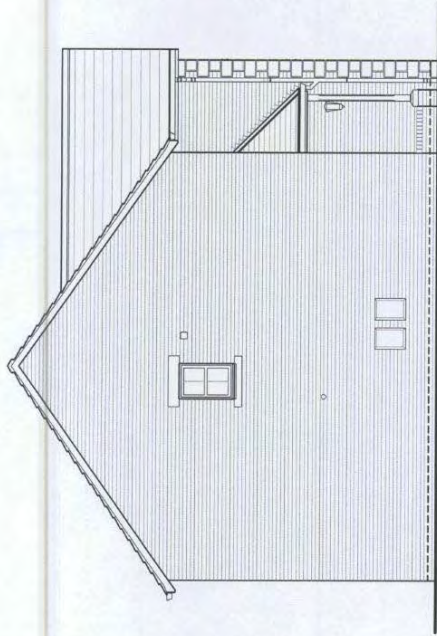
DRAWING

Planning Elevations 1/1

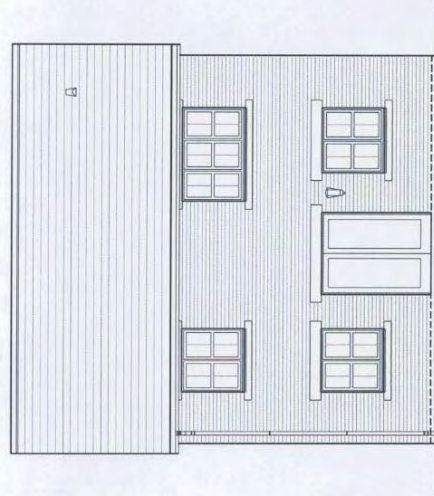
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|------------|-------------------|----------|------------|
| DRAWN BY | CTM | DATE | 25/04/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 11 - PLE1/1H | A | |
| REVISIONS | A | | |
| | Elevations locked | | |
| | 18/05/12 | | |



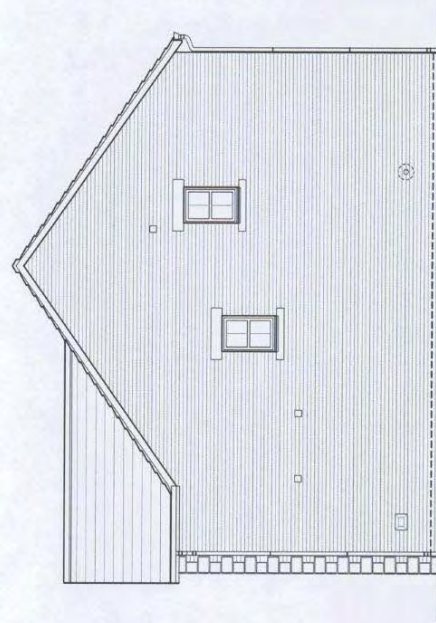
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 11

DRAWING

Planning Elevations 1/4

| | | |
|-------------|-------------------|-----------|
| DESIGNED BY | DATE | 2006/07/2 |
| CHECKED BY | SCALE | 1:100 |
| REVISION | DRAWING NUMBER | PERIOD |
| (1) | TYPE 11 - PLE1/4H | A |

| | | |
|-----------|----------|-------------------|
| REVISIONS | DATE | DESCRIPTION |
| A | 08/01/10 | Revisions updated |



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12/0793----

House Type

TYPE 12

(Handed)

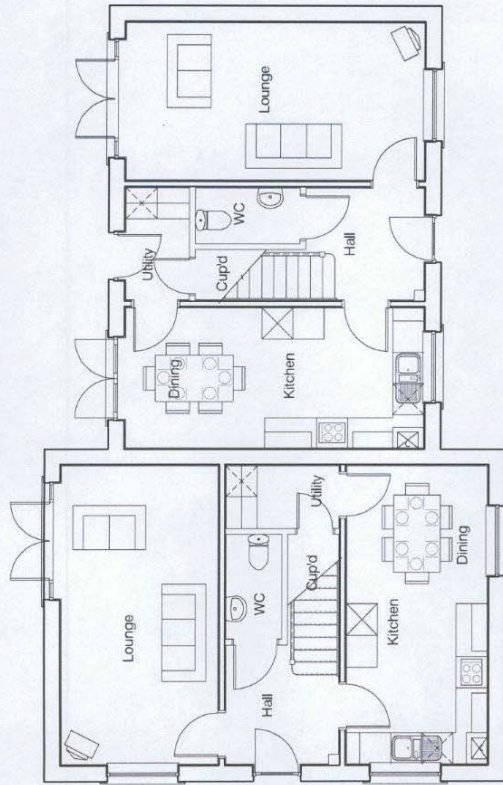
GF/FF 95.78 sq.m. (1030.95 sq.ft.)

© **Story Homes.**

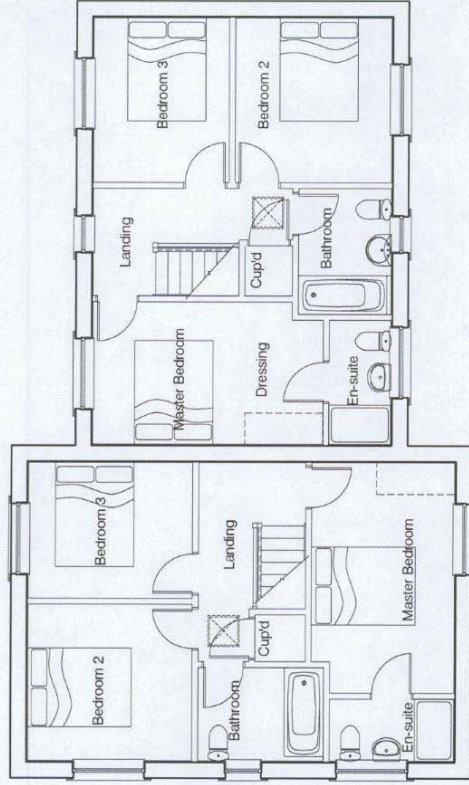
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 12

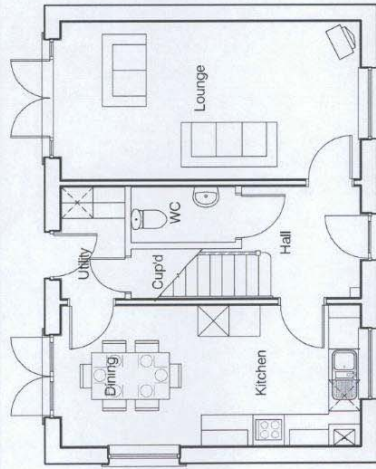
DRAWING

Planning Plans 1

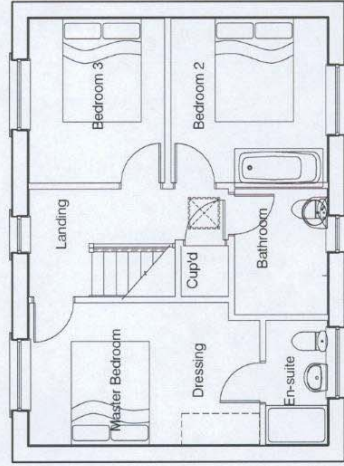
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| DRAWN BY | CIN | DATE | 24/04/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| TITLE | DRAWING NAME/1 | | |
| (1) | TYPE 12 - PLP1H | REVISION | - |
| Revisions | | | |

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Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 12

DRAWING

Planning Plans 2

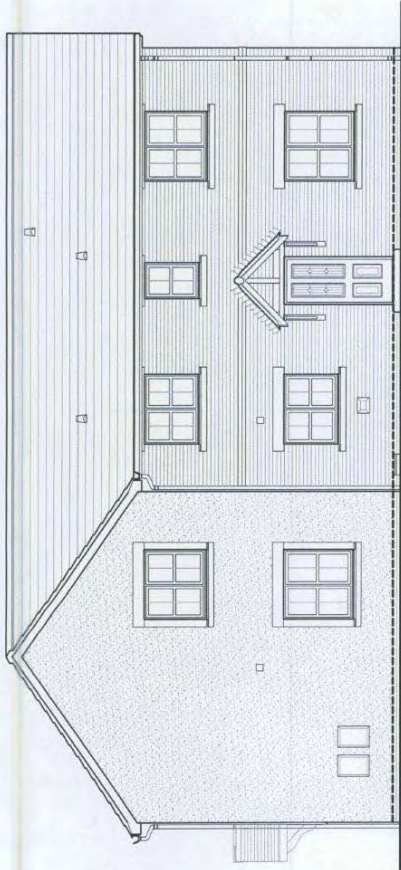
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|------------|-----|----------------|-----------------|
| DRAWN BY | CTM | DATE | 24/04/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | (1) | DRAWING NUMBER | TYPE 12 - PLP2H |
| REVISION | - | | |

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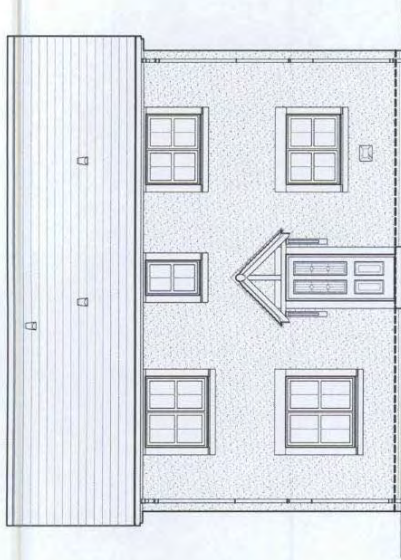
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640090

Fax 01228 640011



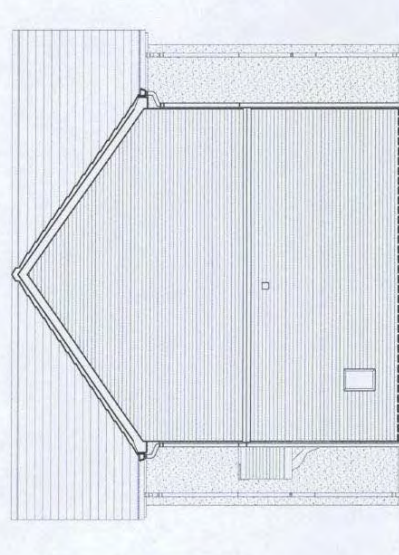
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 12

DRAWING

Planning Elevations 1/2

| | | | |
|------------|-------------------|----------|------------|
| DRAWN BY | CTM | DATE | 26/06/2012 |
| CHECKED BY | | SCALE | 1:100 |
| TITLE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 12 - PLE1/2H | - | |

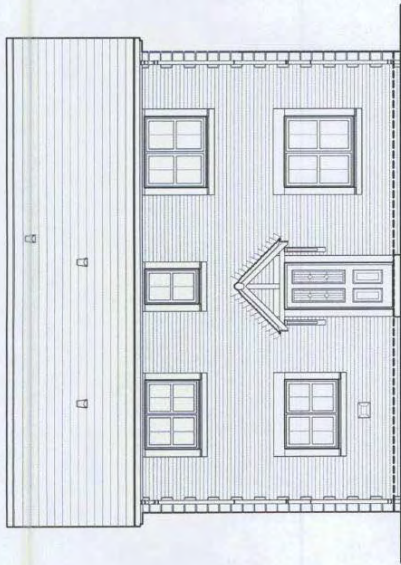
Revisions

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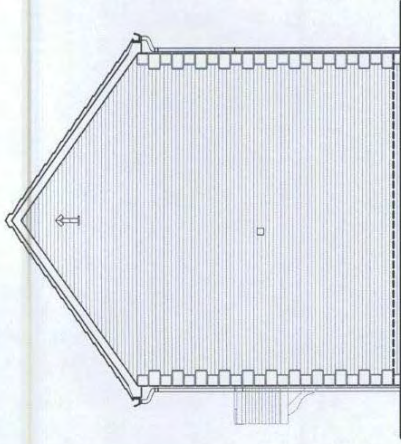
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA3 7NA

Tel 01228 640090

Fax 01228 640051



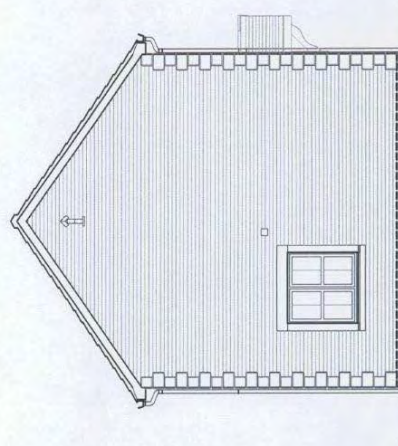
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 12

DRAWING

Planning Elevations 2/4

| | | | |
|------------|-----|-------------------|------------|
| DRAWN BY | CTM | DATE | 17/09/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | | DRAWING NUMBER | |
| (1) | | TYPE 12 - PLE2/4H | |
| | | REVISION | |

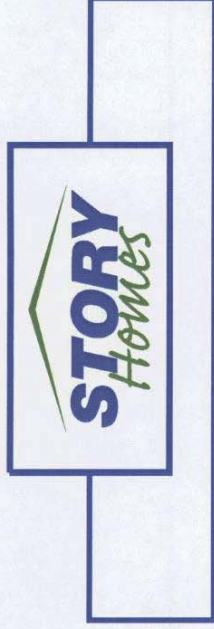
Revisions

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Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

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House Type

TYPE 14

(Handed)

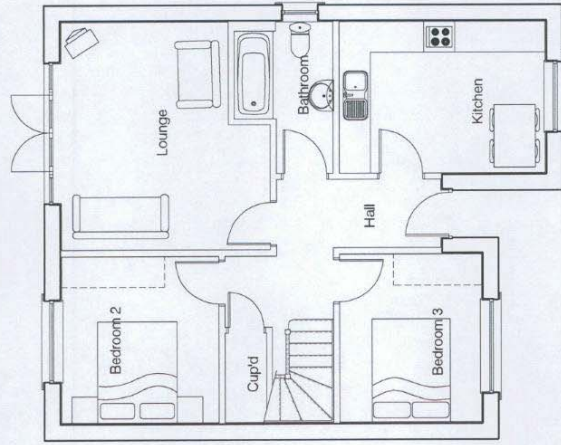
GF/FF 100.44sq.m. (1081.23 sq.ft.)

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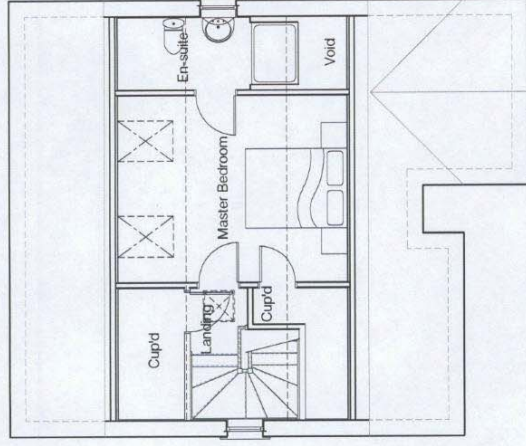
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 14

DRAWING

Planning Plans 1

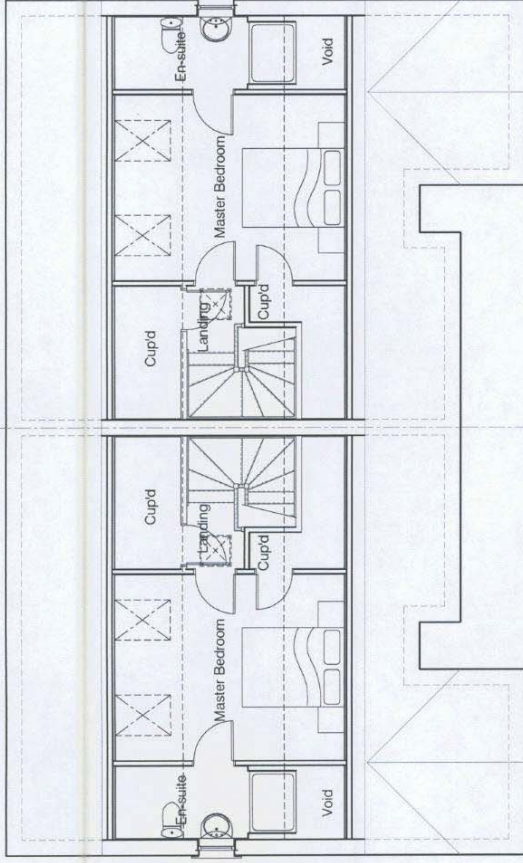
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| ISSUE | (1) | DRAWING NUMBER | TYPE 14 - PLP1H |
| REVISION | - | REVISION | - |

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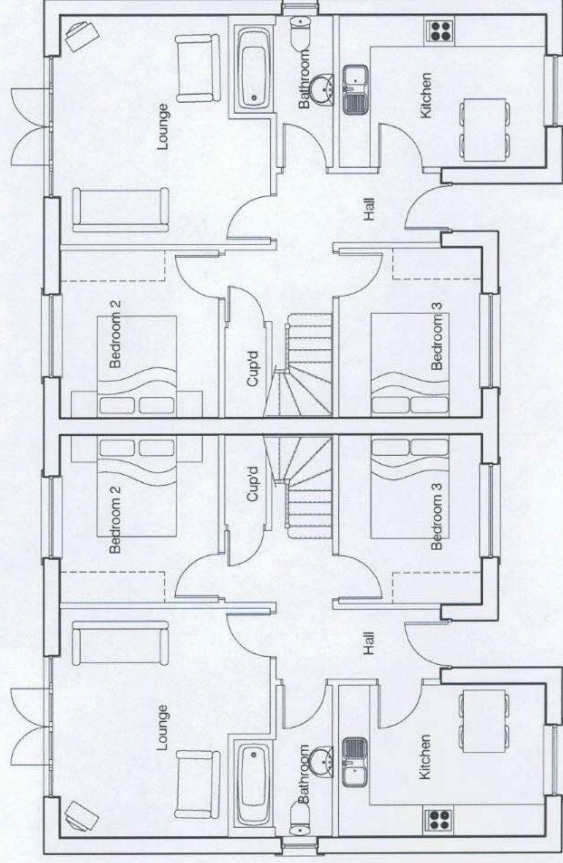
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

Fax 01228 640851



First Floor Plan



Ground Floor Plan



HOUSE TYPE

TYPE 14

DRAWING

Planning Plans 2

| DRAWN BY | CTM | DATE | 24/04/2012 |
|------------|-----------------|----------|------------|
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 14 - PLP2H | - | |
| Revisions | | | |

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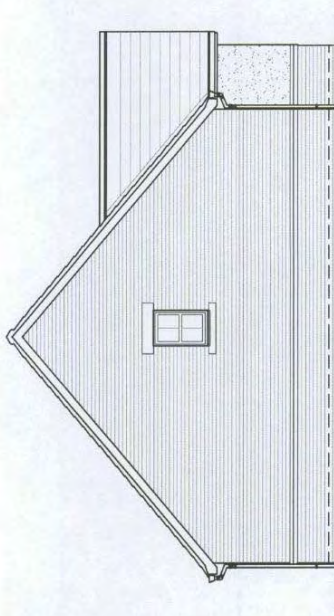
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

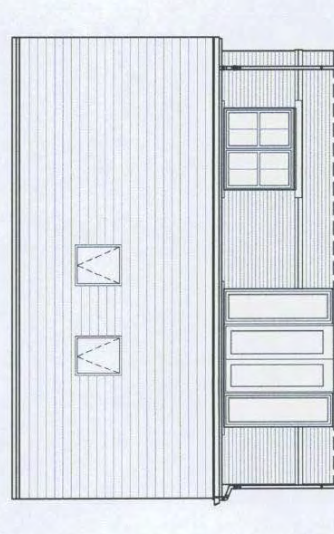
Fax 01228 640851



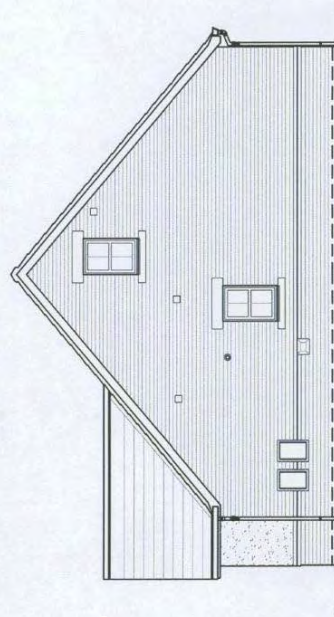
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 14

DRAWING

Planning Elevations 1/3

| | | | |
|------------|-----|-------------------|------------|
| DRAWN BY | CTM | DATE | 24/04/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | | DRAWING NUMBER | |
| (1) | | TYPE 14 - PLE1/3H | |
| REVISION | | | |
| | | | |

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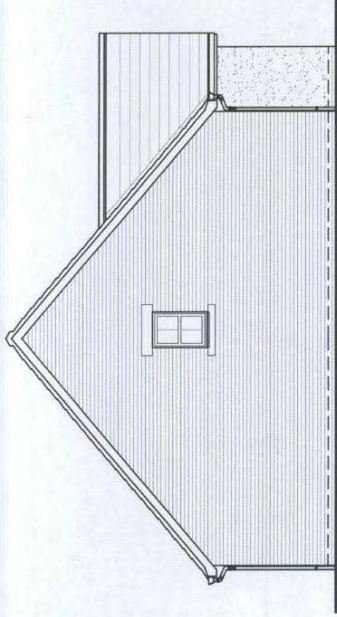
Burgf Rd Industrial Estate, Carlisle, Cumbria, CAC 7NA.

Tel 01228 640890

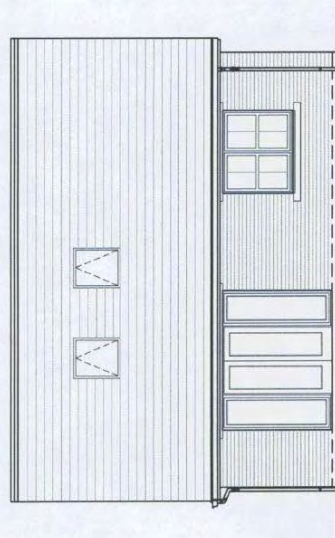
Fax 01228 640855



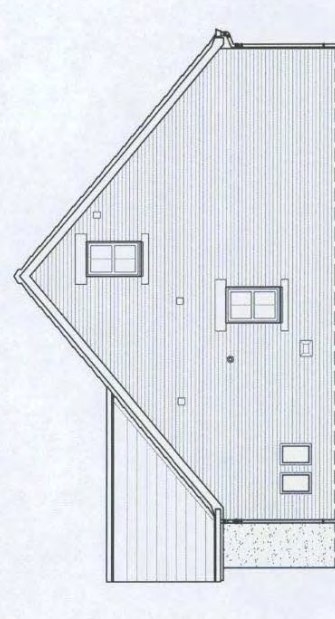
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 14

DRAWING

Planning Elevations 1/5

| | | | |
|------------|-----|-------------------|------------|
| DRAWN BY | CTM | DATE | 28/04/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | | DRAWING NUMBER | REGION |
| (1) | | TYPE 14 - PLE1/5H | - |

Revisions

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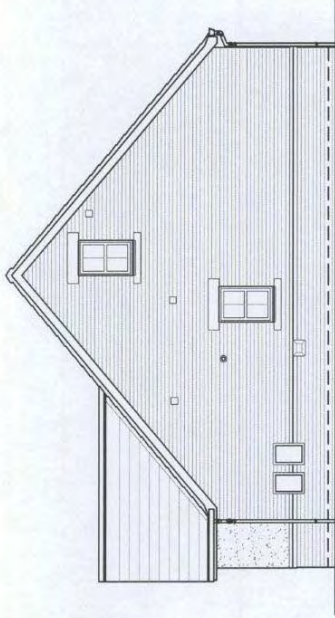
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

Fax 01228 640851



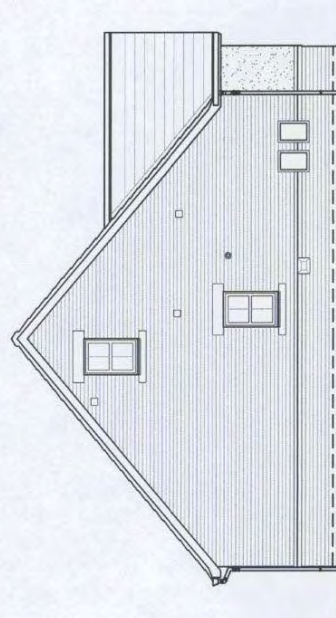
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 14

DRAWING

Planning Elevations 2/1

| | | | |
|------------|-------------------|----------|------------|
| DRAWN BY | CTM | DATE | 28/04/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 14 - PLE2/1H | - | - |

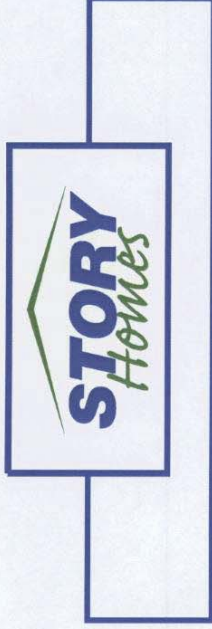
Revisions

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Fax 01228 648911



House Type

Type 16

(Handed)

GF/FF 160.17 sq.m. (1724 sq.ft.)
Garage 18.64 sq.m (200.59sq.ft.)

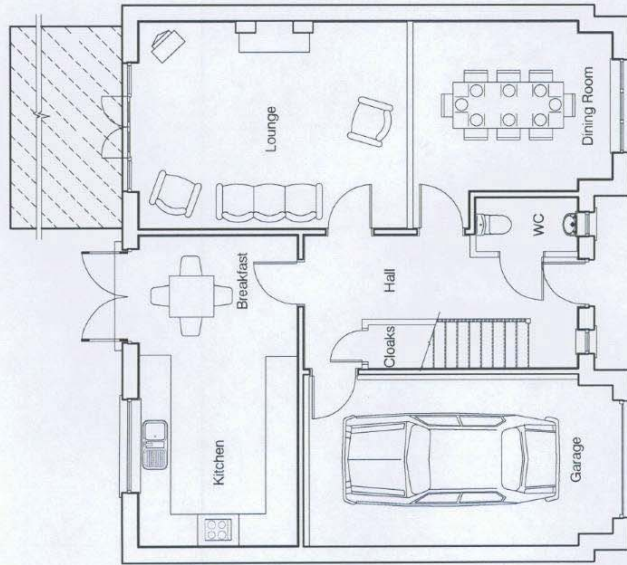
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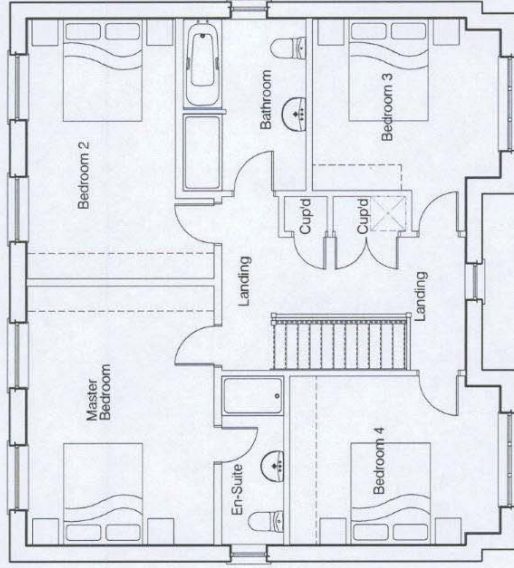
Tel 01228 640850

Fax 01228 640851

Conservatory Type 1
External dimensions 4.1m x 3.9m.
Please refer to conservatory booklet for construction details and site layout plan for plot references.



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 16

DRAWING

Planning Plans 1

| | | | |
|----------------|-----------------|-------|------------|
| DRAWN BY | CTM | DATE | 28/06/2012 |
| CHECKED BY | | SCALE | NIS |
| DRAWING NUMBER | TYPE 16 - PLP1H | | |
| REVISION | (1) | | - |

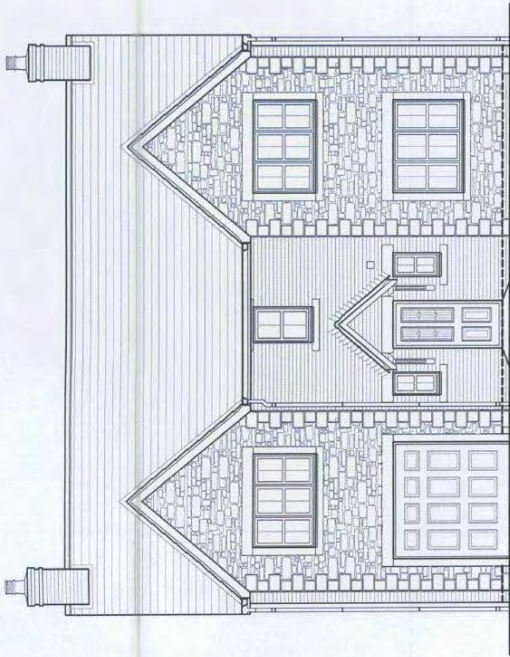
Revisions

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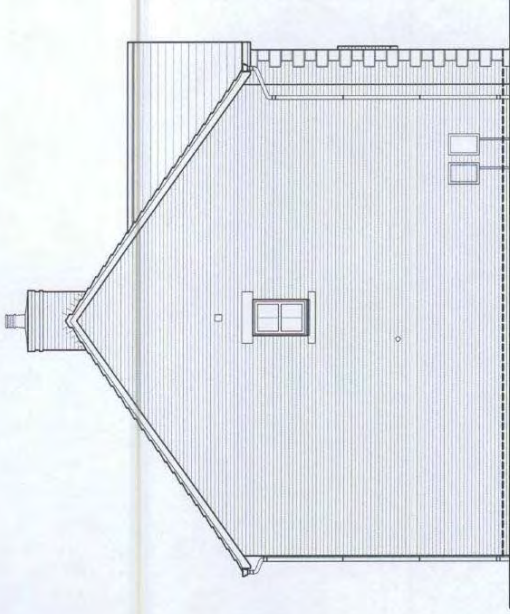
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA

Tel 01228 640020

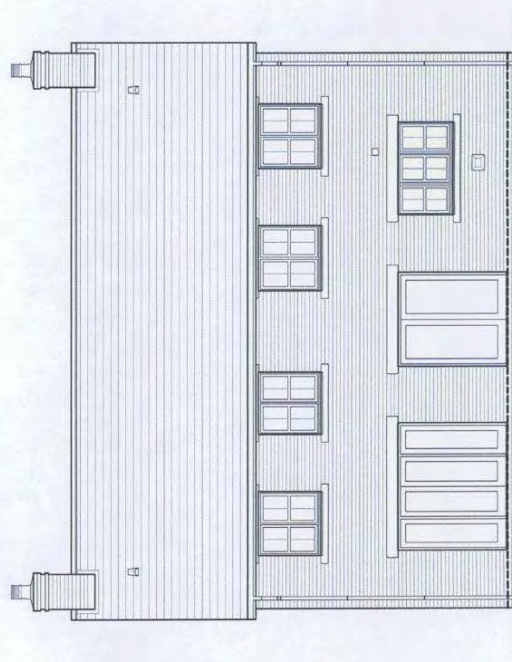
Fax 01228 640011



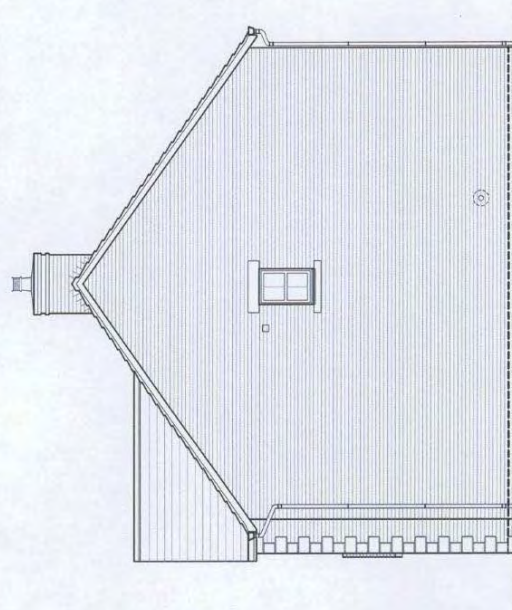
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 16

DRAWING

Planning Elevations 1/2

| | | | |
|------------|-----|-------------------|------------|
| DRAWN BY | CTM | DATE | 24/04/2012 |
| CHECKED BY | | SCALE | 1:50 |
| ISSUE | | DRAWING NUMBER | |
| (1) | | TYPE 16 - PLE1/2H | |
| REVISIONS | | | |

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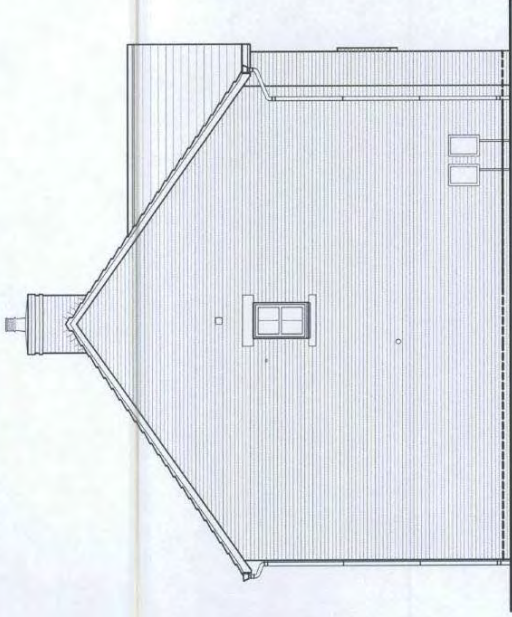
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA3 7NA.

Tel 01228 640830

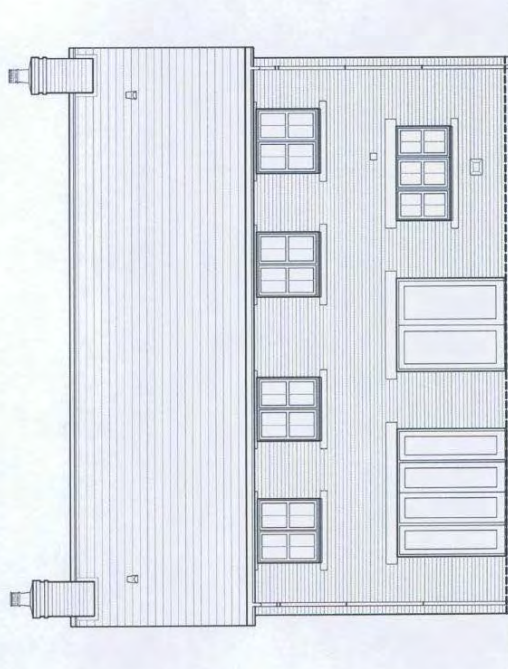
Fax 01228 640831



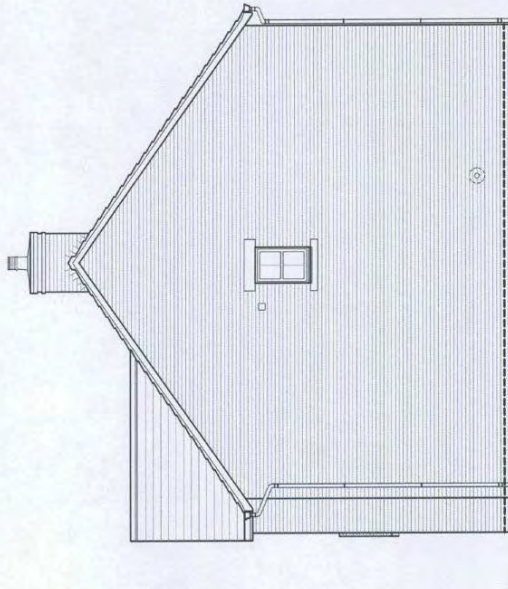
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 16

DRAWING

Planning Elevations 1/3

| | | | |
|------------|-------------------|----------|------------|
| DRAWN BY | CTM | DATE | 26/04/2012 |
| CHECKED BY | - | SCALE | 1:50 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 16 - PLE1/3H | - | |

Revisions

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Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel: 01228 608800

Fax: 01228 608851



House Type

Type 20

(Handed)

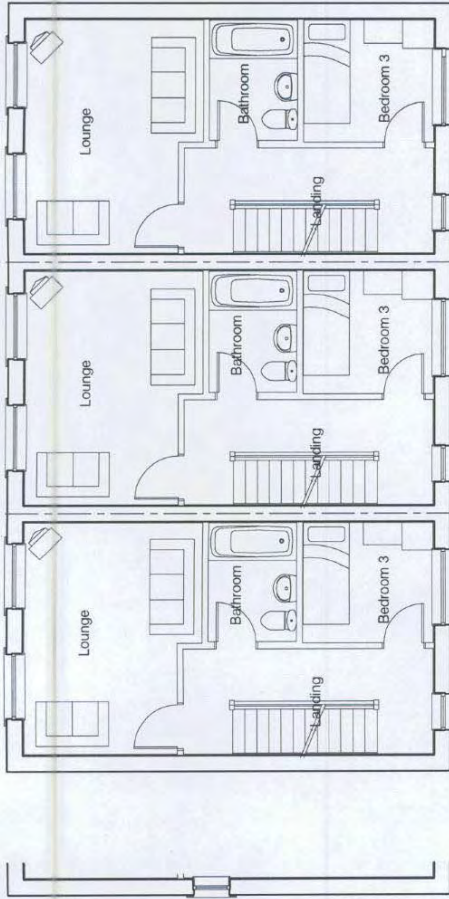
GF/FF/SF 108.10sq.m. (1163.54 sq.ft.)

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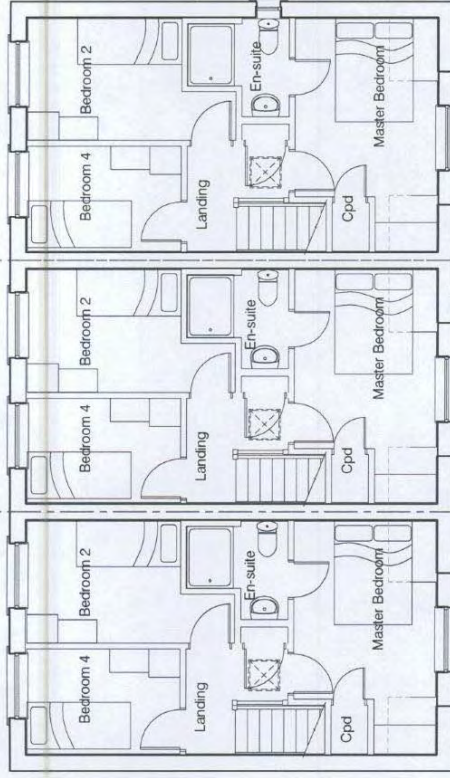
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

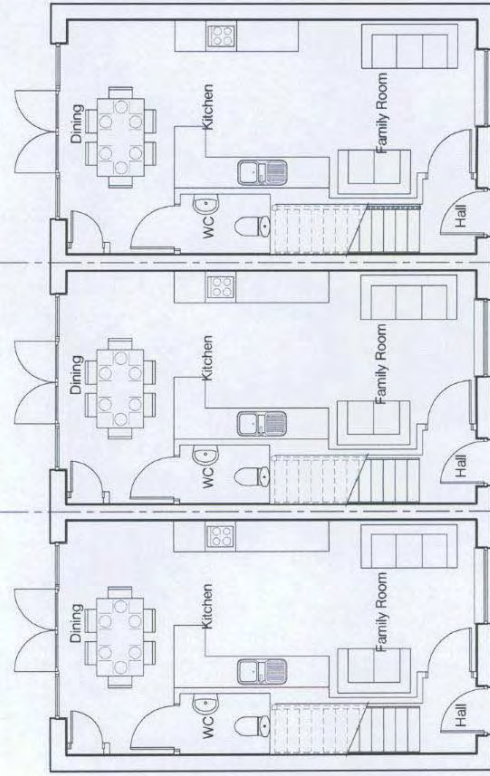
Fax 01228 640851



First Floor Plan



Second Floor Plan



Ground Floor Plan



HOUSE TYPE

TYPE 20

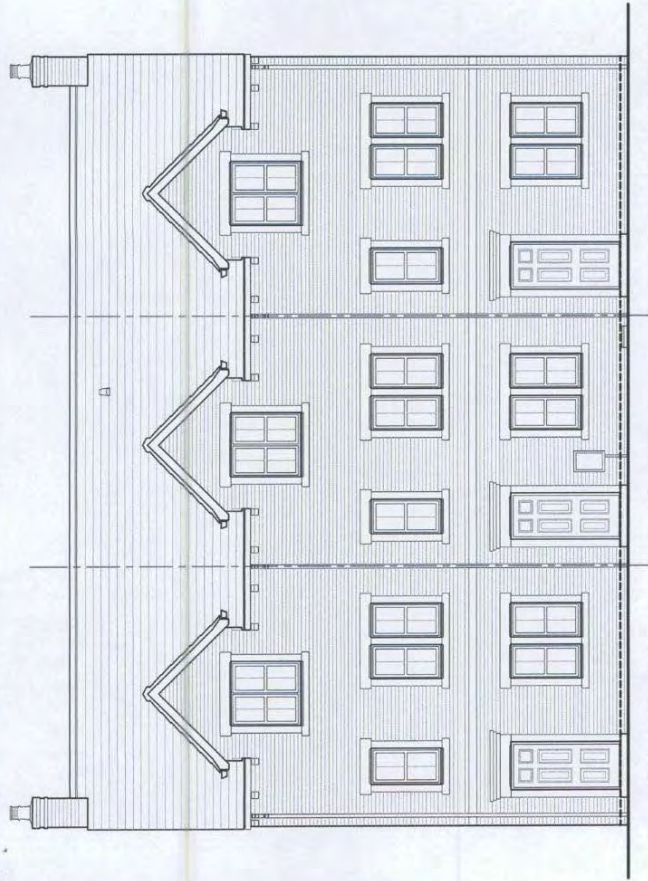
DRAWING

Planning Plans 1

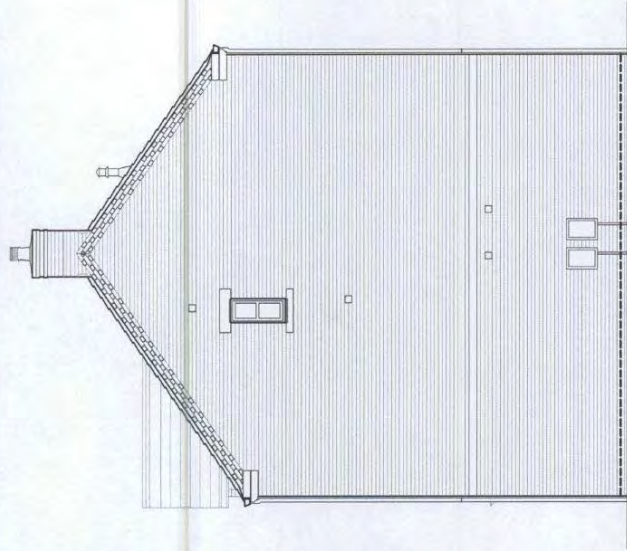
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| ISSUE | DRAWING NUMBER | | |
| (1) | TYPE 20 - PLP1H | | |
| | | REVISION | - |
| Revisions: | | | |

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Burgh Rd Industrial Estate, Carlisle, Cumbria, CA3 7NA.
Tel: 01228 648830 Fax: 01228 648831



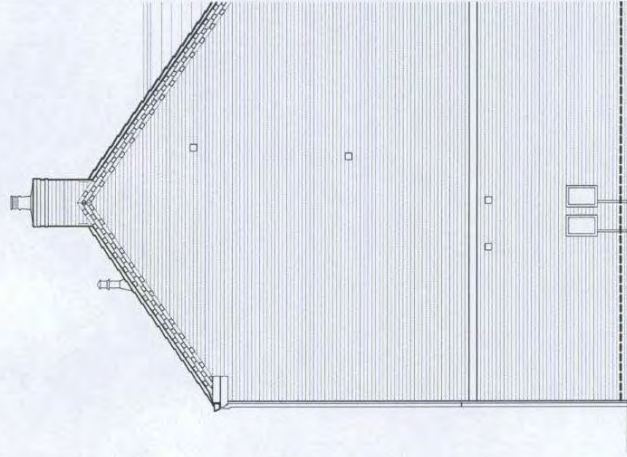
Front Elevation



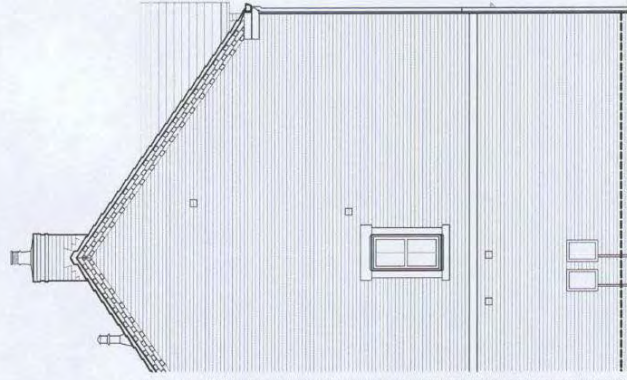
Side Elevation



Rear Elevation



Side Elevation



Alternative Side Elevation
(Feature gables only - refer to site layout for plot designations)



HOUSE TYPE

TYPE 20

DRAWINGS

Planning Elevations 1/1

| | | | |
|------------|-----|-------------------|------------|
| DRAWN BY | CTM | DATE | 24/04/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | | DRAWING NUMBER | |
| (1) | | TYPE 20 - PLE1/1H | |
| | | REVISION | |

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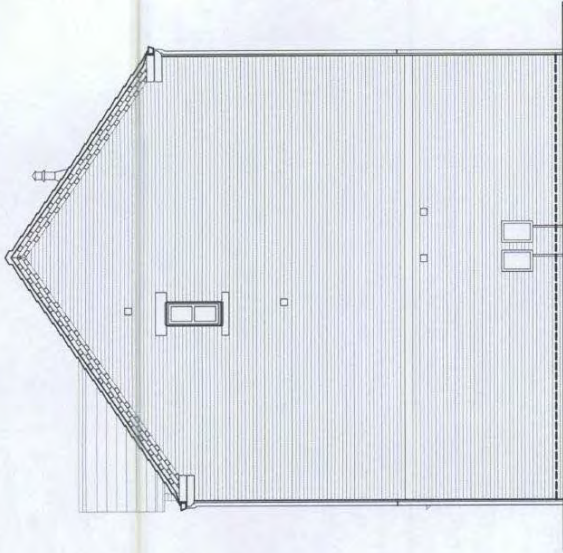
Burgh Rd Industrial Estate, Carrisale, Carrisale, CA2 7NA.

Tel 01226 608090

Fax 01226 608091



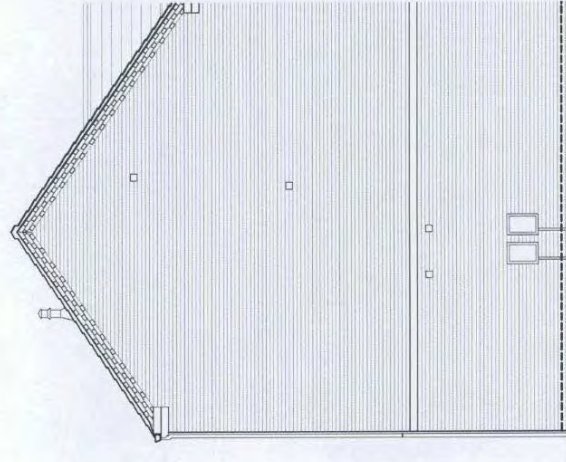
Front Elevation



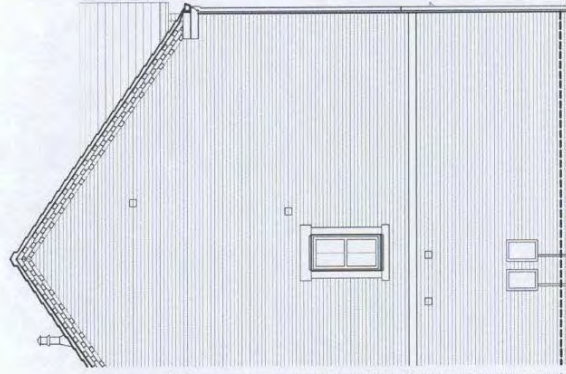
Side Elevation



Rear Elevation



Side Elevation



Alternative Side Elevation
(Feature gables only - refer to site layout for plot designations)



HOUSE TYPE

TYPE 20

DRAWING

Planning Elevations 1/2

| | | | |
|------------|-------------------|--------|------------|
| DRAWN BY | CTM | DATE | 17/06/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REGION | |
| (1) | TYPE 20 - PLE1/2H | | |
| Revisions | | | |

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21 FEB 2013
12/0793

House Type

TYPE 28

(Handed)

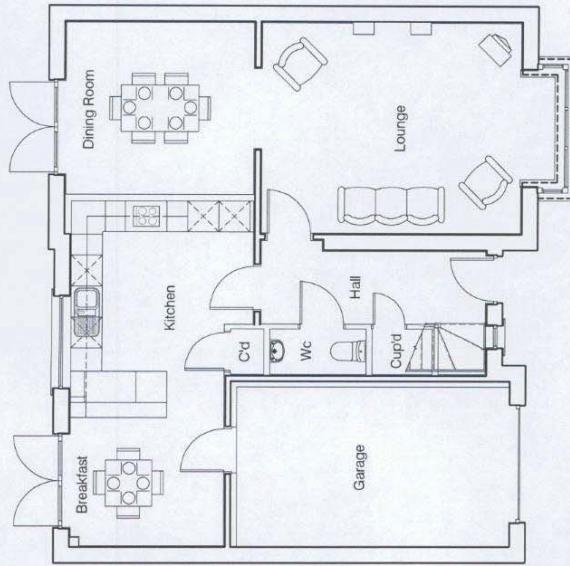
GF/FF 146.35 sq.m. (1575.30 sq.ft.)
Garage 16.38 sq.m. (176.31 sq.ft.)

© **Story Homes.**

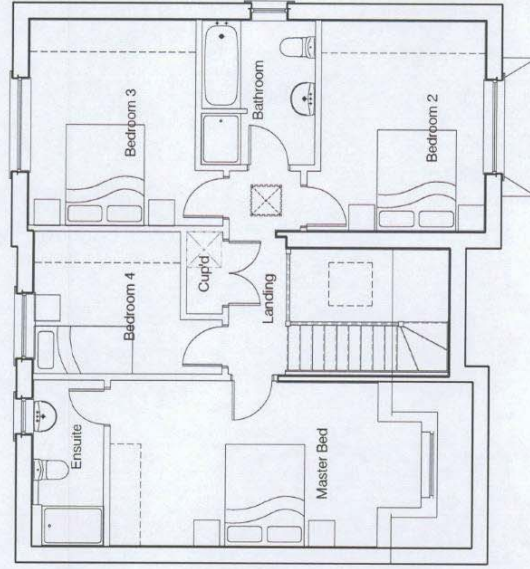
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 28

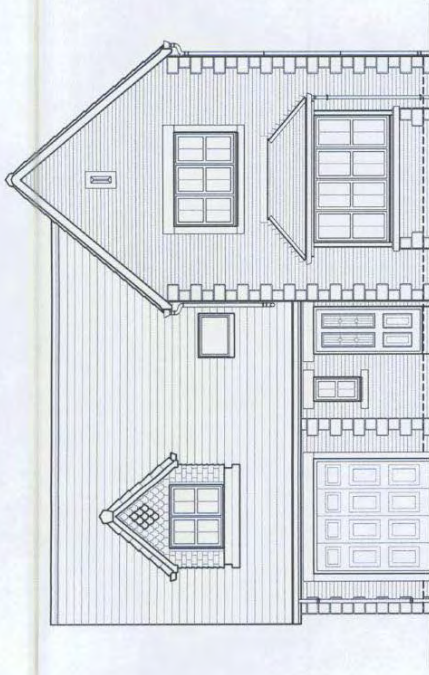
DRAWING

Planning Plans 1

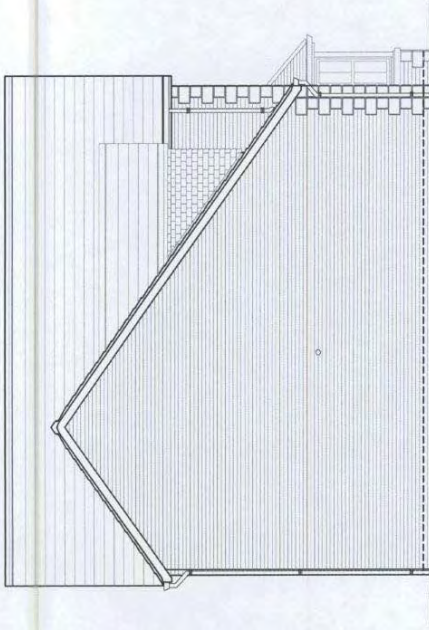
| | | | |
|------------|-----|-----------------|----------|
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| CHECKED BY | | SCALE | 1:100 |
| REVISION | | DRAWING NUMBER | REVISION |
| (1) | | TYPE 28 - PLP1H | - |
| Revisions | | | |

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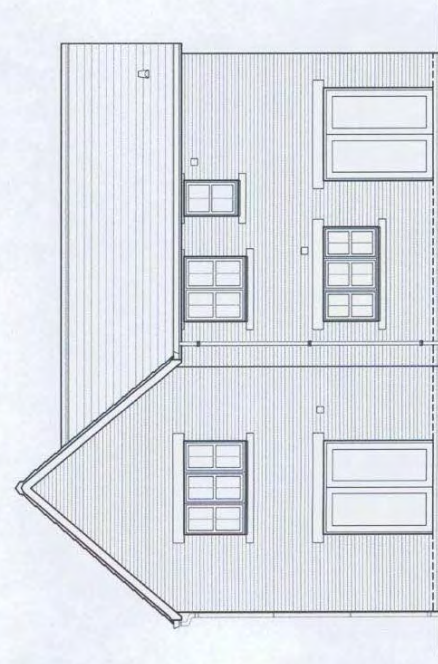
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.
Tel 01228 640850 Fax 01228 640851



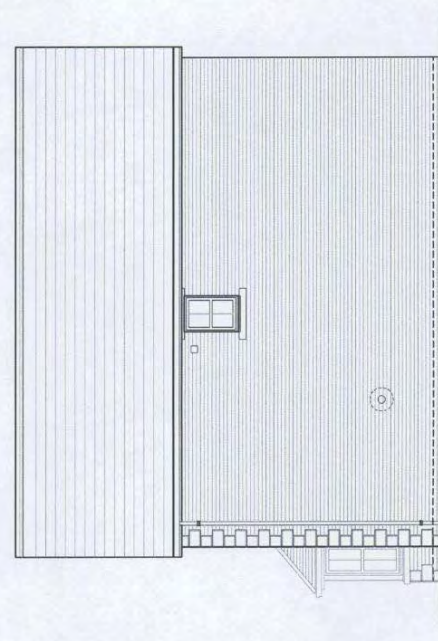
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



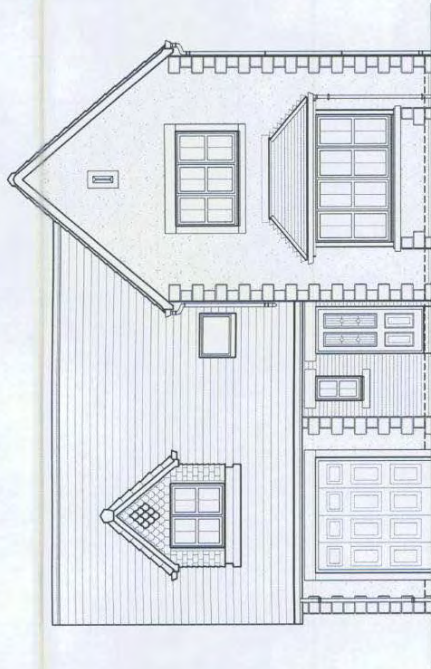
HOUSE TYPE

TYPE 28

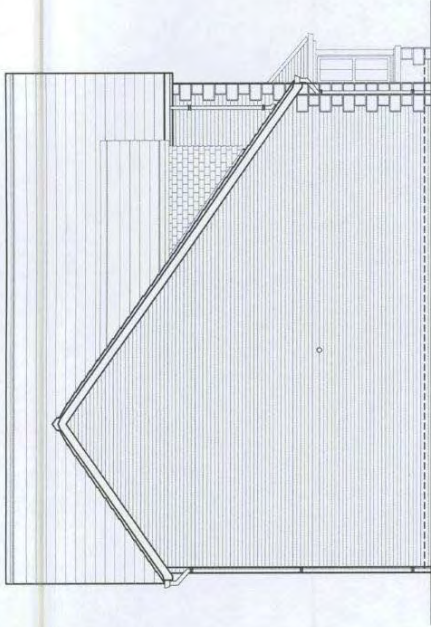
DRAWING

Planning Elevations 1/1

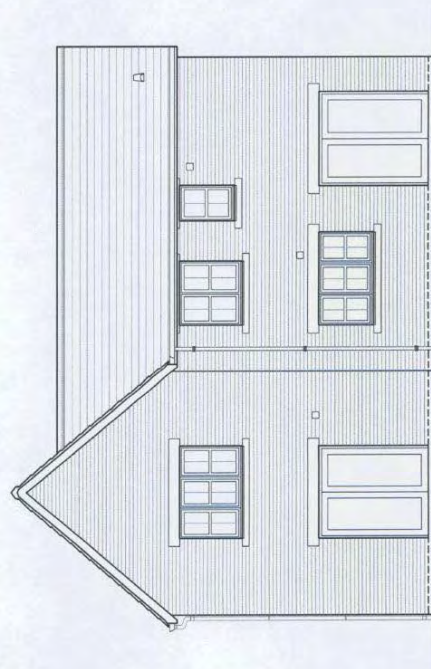
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| DRAWN BY | CTM | DATE | 26/06/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | | DRAWING NUMBER | |
| (1) | | TYPE 28 - PLE1/1H | |
| | | REVISION | |



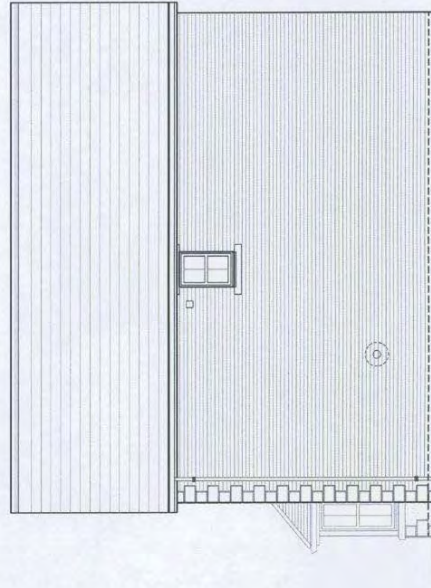
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 28

DRAWING

Planning Elevations 1/2

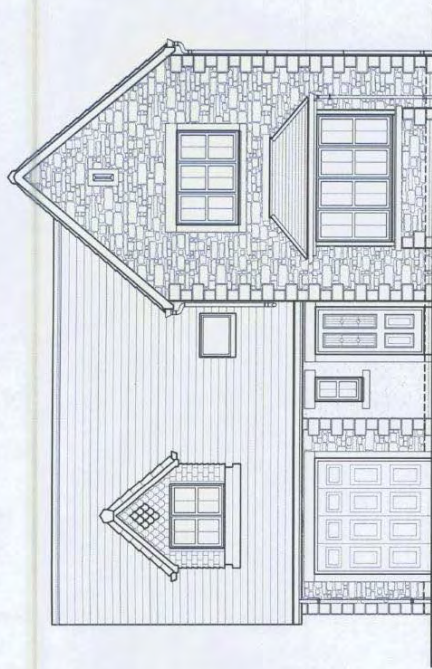
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| CHECKED BY | | SCALE | 1:100 |
| ISSUE | | DRAWING NUMBER | |
| (1) | | TYPE 28 - PLE1/2H | |
| REVISIONS | | | |

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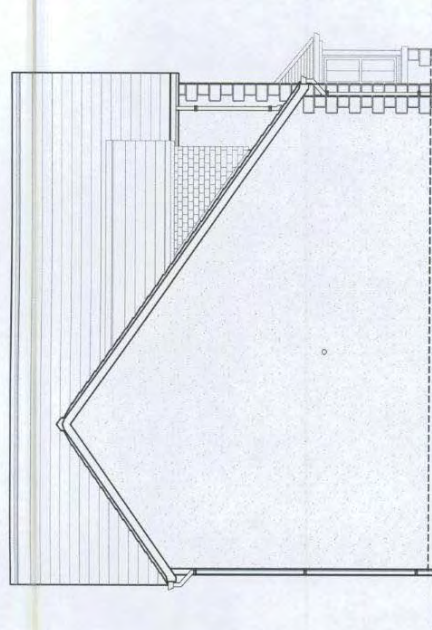
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

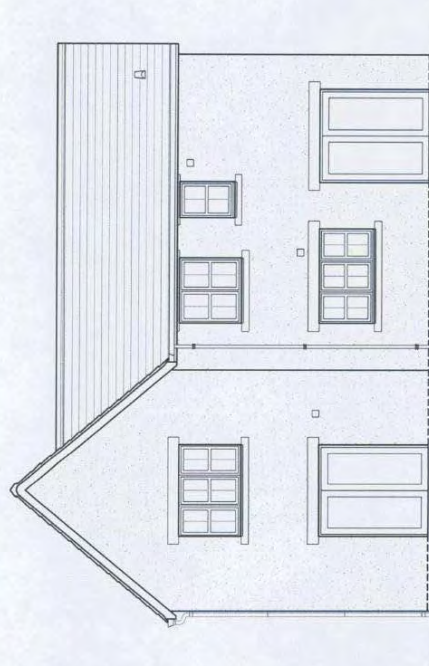
Fax 01228 640851



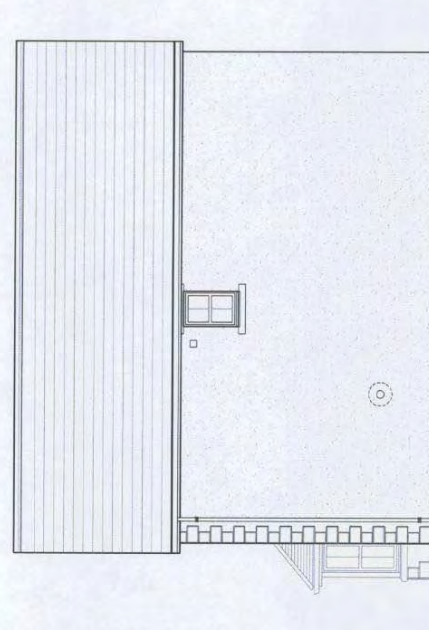
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 28

DRAWING

Planning Elevations 1/3

| | | | |
|-------------|-------------------|----------------|------------|
| DESIGNED BY | CTM | DATE | 25/05/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| REVISED | - | DRAWING NUMBER | REF: 28 |
| (1) | TYPE 28 - PLE1/3H | REVISION | - |

Drawings

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Tel: 01228 640056 Fax: 01228 640051



House Type

TYPE 32

(Handed)



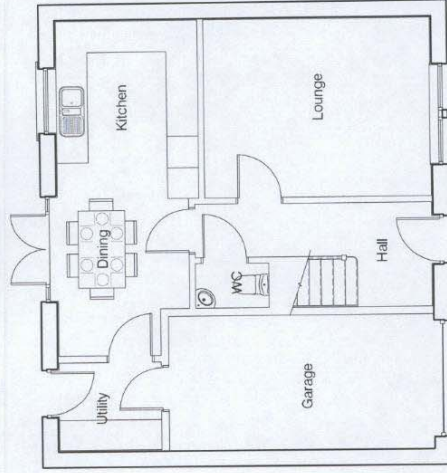
GF/FF 107.01sq.m. (1151.8sq.ft.)
GARAGE 13.61sq.m. (146.5sq.ft.)

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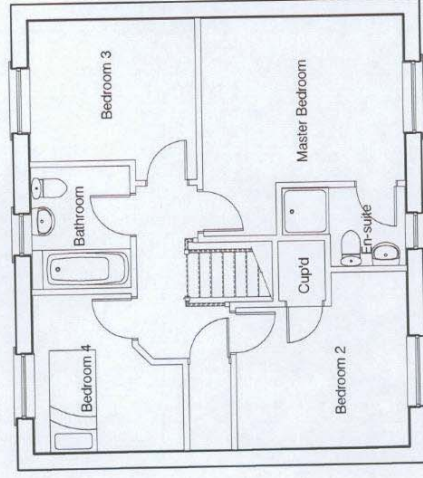
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 32

DRAWING

Planning Plans 1

| DRAWN BY | CTM | DATE | 24/06/12 |
|------------|----------------|----------|----------|
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | CRL - PLP1H | - | |

Revisions

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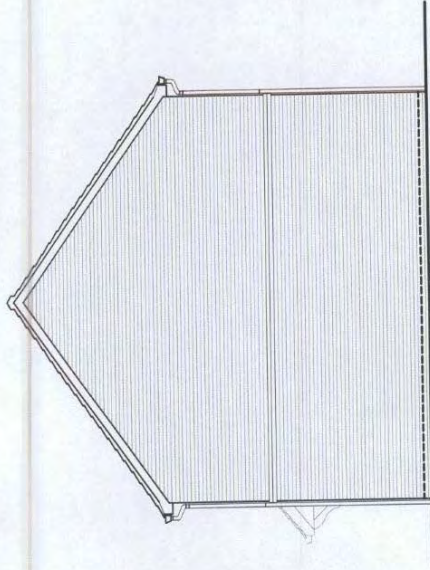
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640559

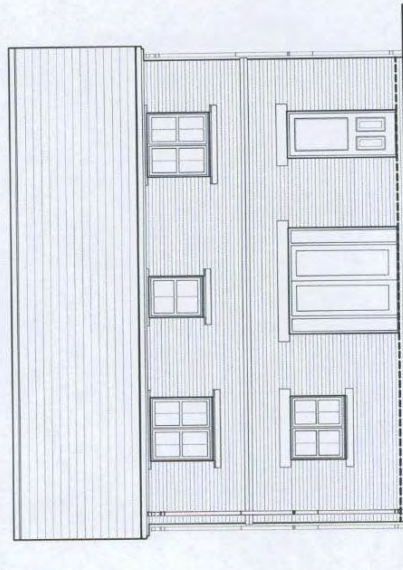
Fax 01228 640551



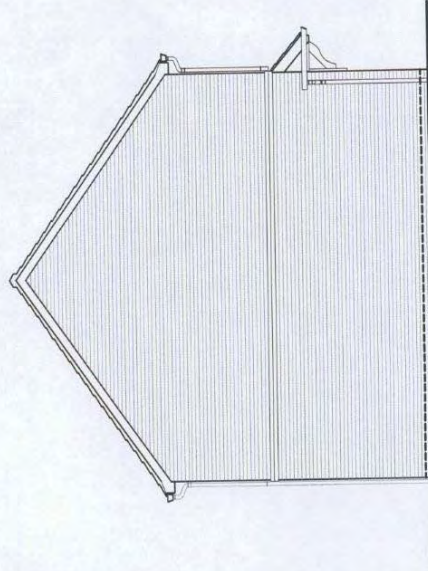
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 32

DRAWING

Planning Elevations 1/4

| | | | |
|------------|----------------|----------|------------|
| DRAWN BY | CTM | DATE | 24/04/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | CRL - PLE1/4H | - | |
| Revisions | | | |

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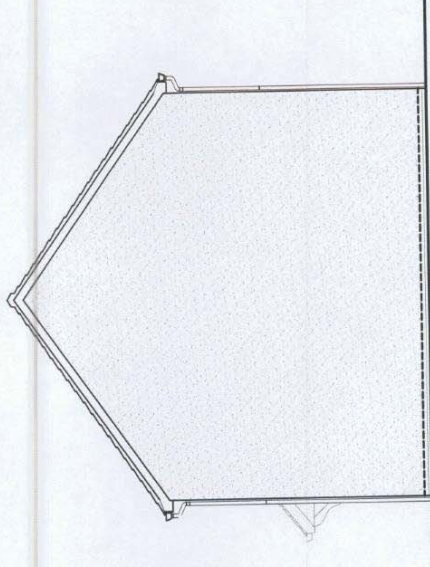
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

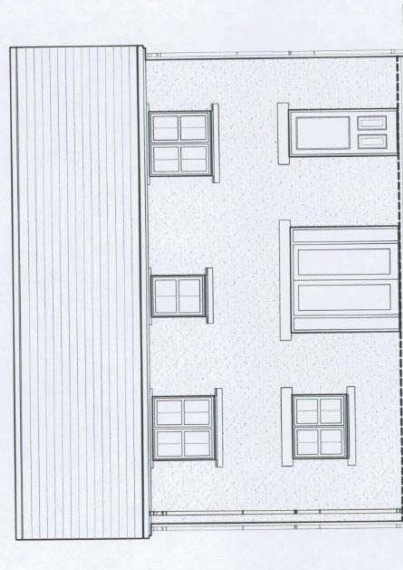
Fax 01228 640851



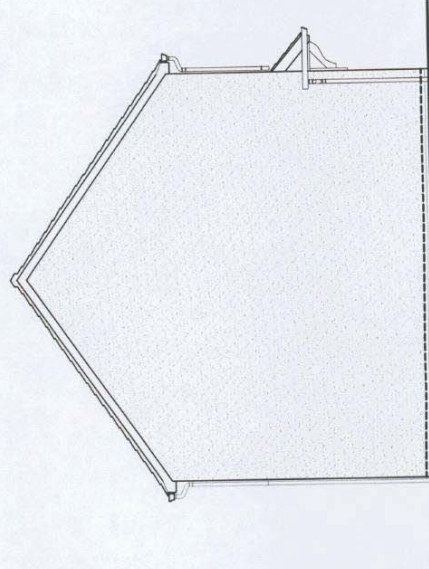
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 32

DRAWING

Planning Elevations 1/5

| | | | |
|------------|-----|----------------|---------------|
| DRAWN BY | CTM | DATE | 20/04/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | (1) | DRAWING NUMBER | CRL - PLE1/5H |
| | | REVISION | - |

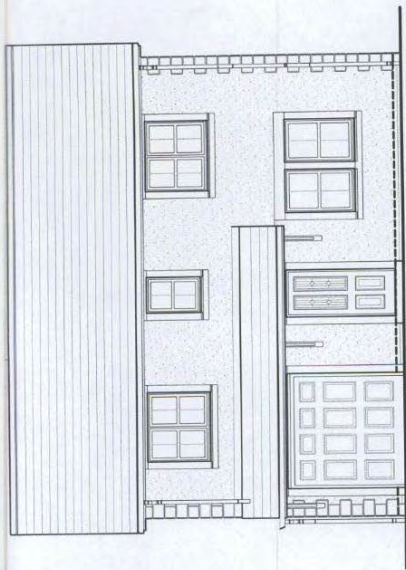
Revisions

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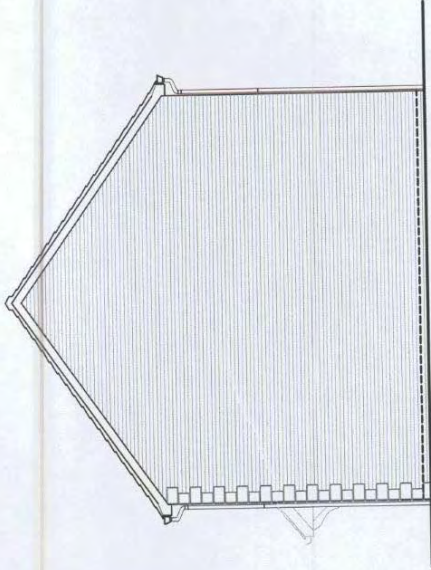
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7HA.

Tel 01228 640850

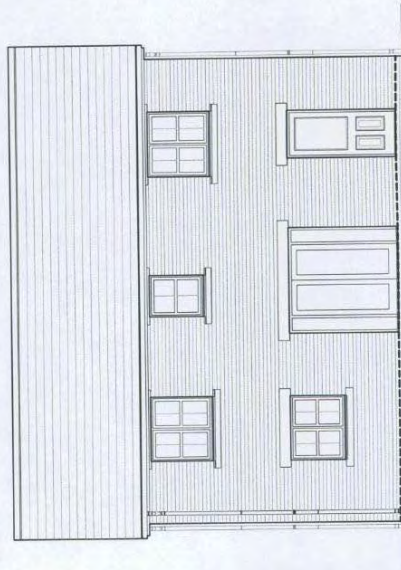
Fax 01228 640851



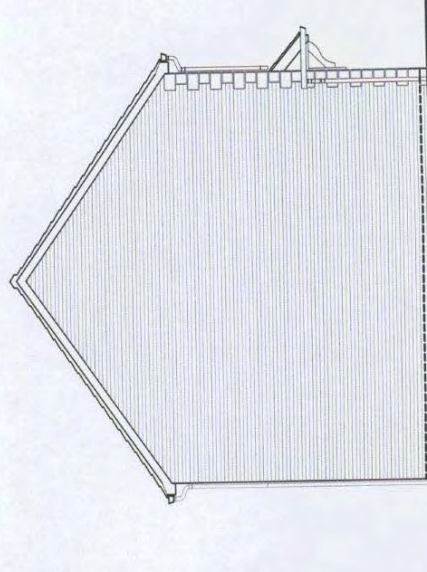
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 32

DRAWING

Planning Elevations 1/7

| | | | |
|------------|----------------|----------|----------|
| DRAWN BY | CTM | DATE | 26/04/02 |
| CHECKED BY | | SCALE | 1:50 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | CRL - PLE1/7H | - | |

Revisions

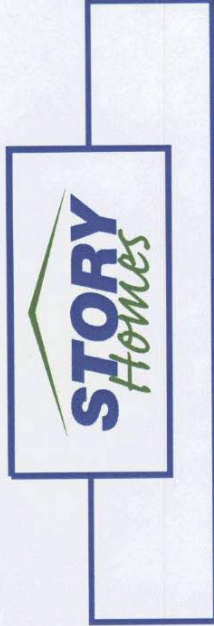
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Tel 01228 640850

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House Type

TYPE 4-2

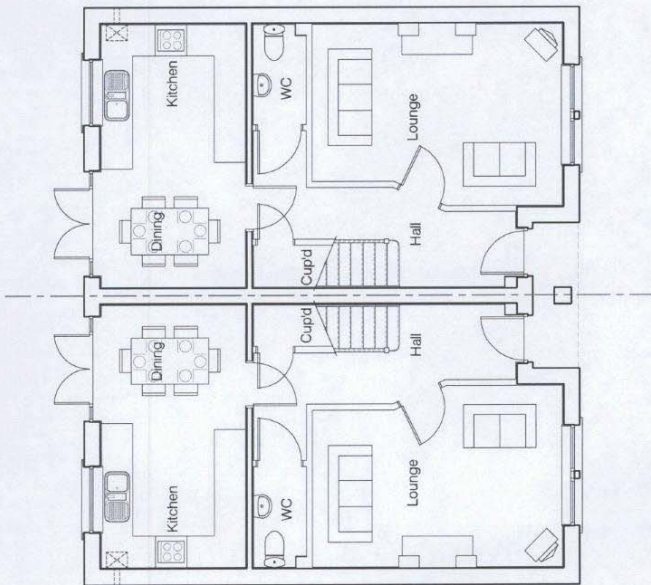
GF/FF 88.02 sq.m. (954.67 sq.ft.)

© **Story Homes.**

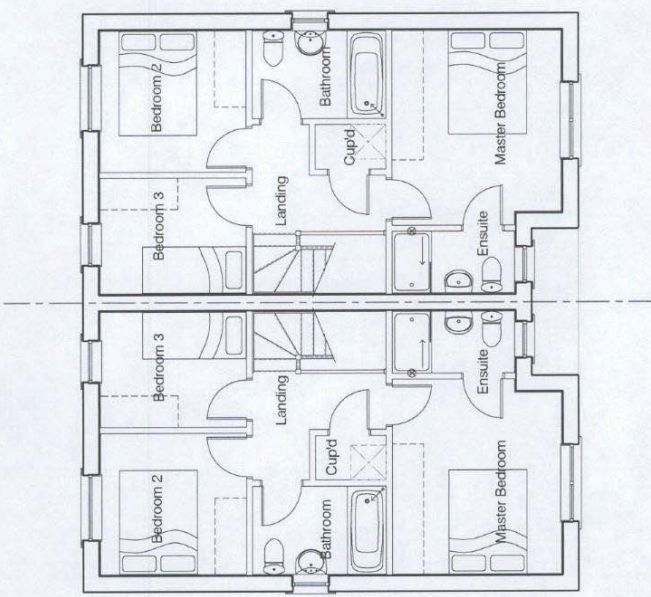
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

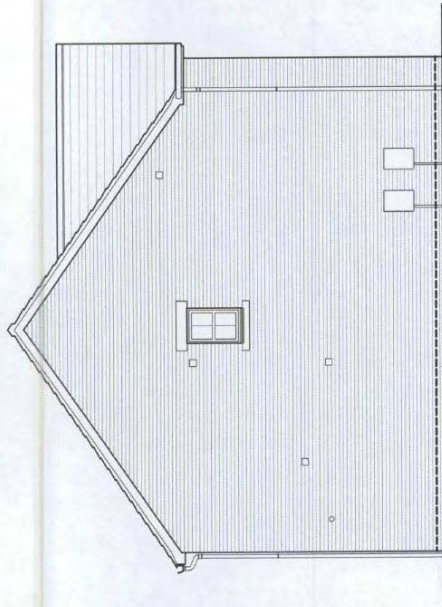
TYPE 4-2

Planning Plans 1

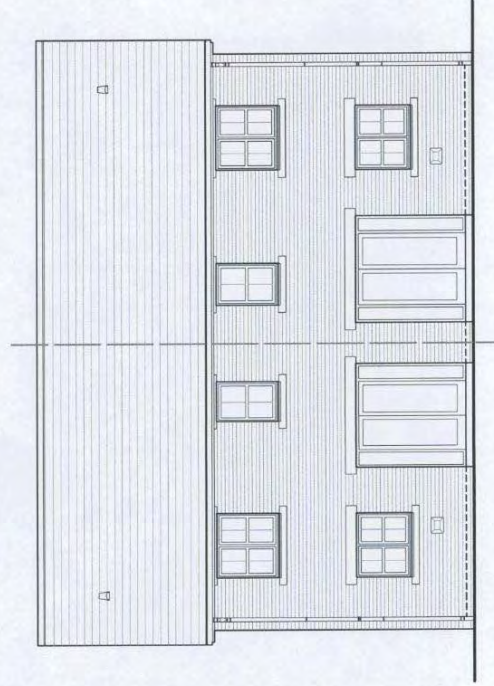
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| DRAWN BY | CTM | DATE | 28/04/02 |
| CHECKED BY | | SCALE | 1:100 |
| DATE | | REVISION | |
| (2) | TYPE 4-2 - PLP1 | - | |



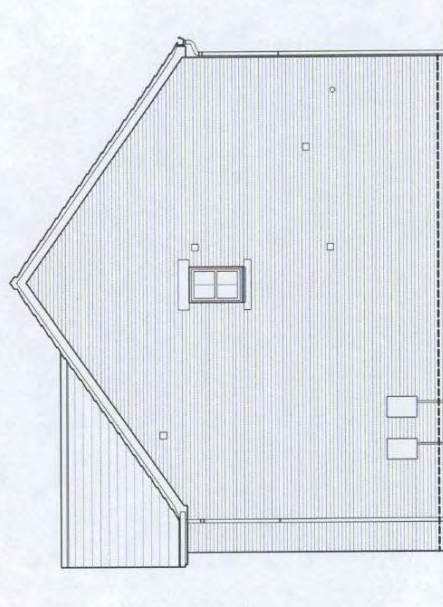
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 4-2

DRAWING

Planning Elevations 1/1

| | | | |
|------------|------------------|--------|------------|
| DRAWN BY | CTM | DATE | 23/04/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REGION | - |
| (2) | TYPE 4-2 - PLE/1 | | |

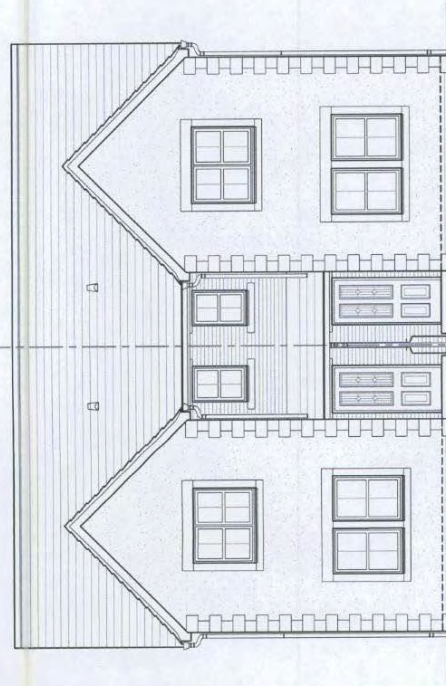
Revisions

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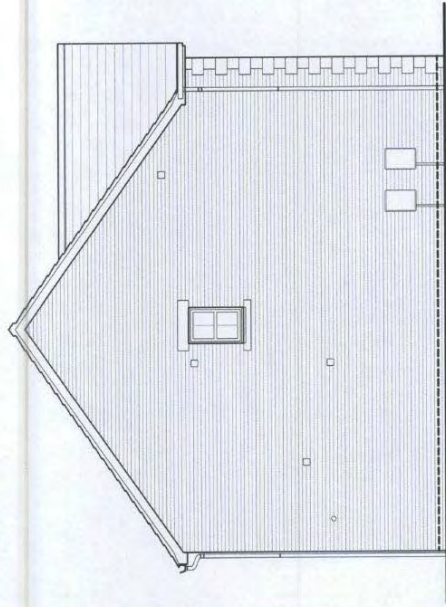
Burgh Rd Industrial Estate, Caithness, CA2 7NA.

Tel 01225 648839

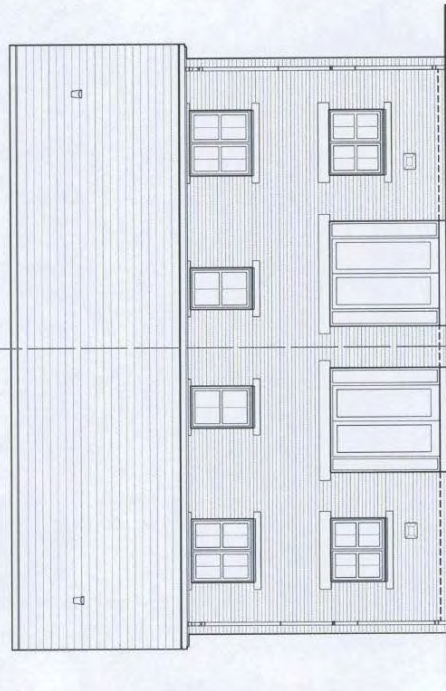
Fax 01225 648851



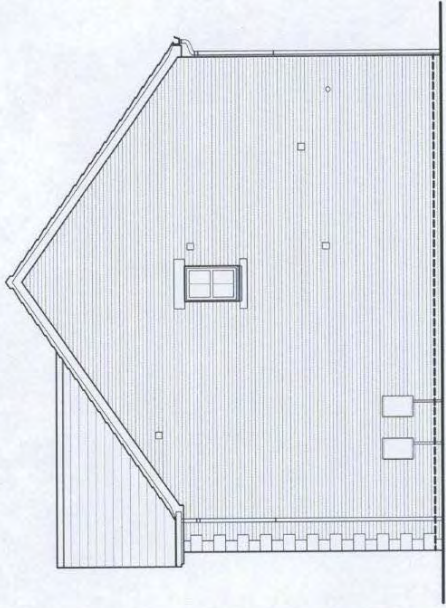
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 4-2

DRAWING

Planning Elevations 1/10

| | | | |
|------------|-----|--------------------|------------|
| DRAWN BY | CTM | DATE | 25/04/2012 |
| CHECKED BY | | SCALE | 1:100 |
| ISSUE | | DRAWING NUMBER | REVISION |
| (2) | | TYPE 4-2 - PLE1/10 | - |

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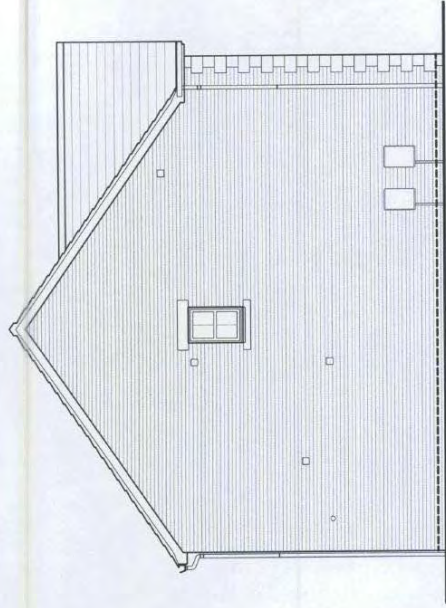
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 600590

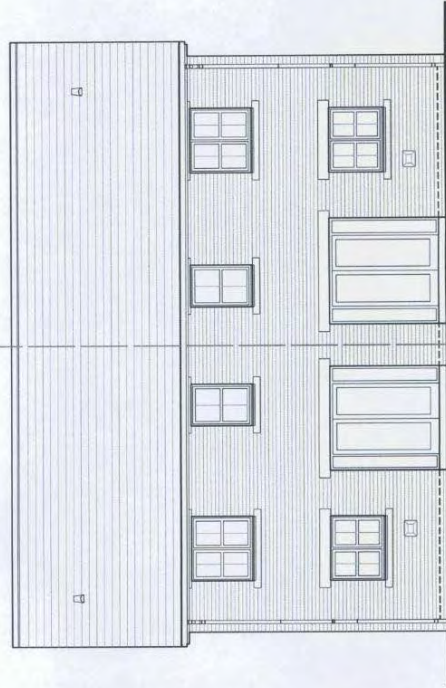
Fax 01228 600591



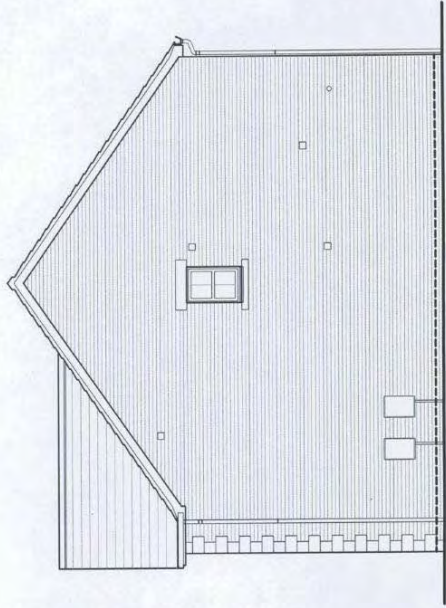
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 4-2

DRAWING

Planning Elevations 1/11

| | | | |
|------------|--------------------|----------|----------|
| DRAWN BY | CTM | DATE | 23/04/02 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (2) | TYPE 4-2 - PLE1/11 | - | - |

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Tel 01228 640850

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House Type

TYPE 32

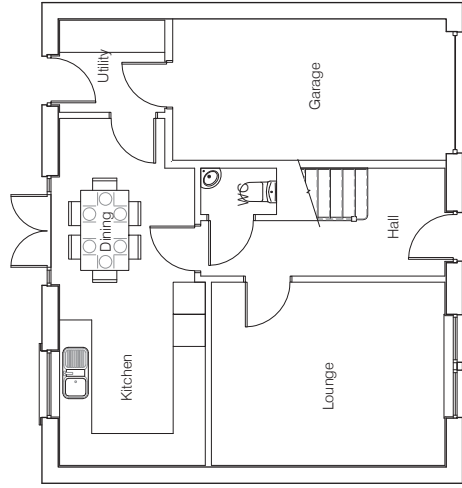
GF/FF 107.01sq.m. (1151.8sq.ft.)
GARAGE 13.61sq.m. (146.5sq.ft.)

© **Story Homes.**

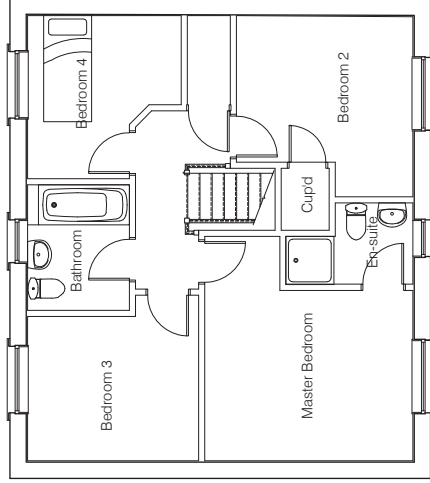
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

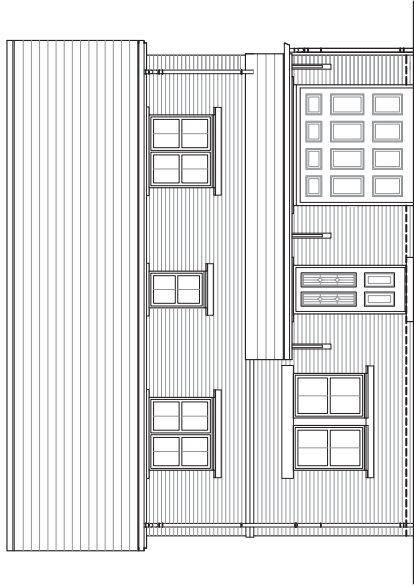
TYPE 32

DRAWING

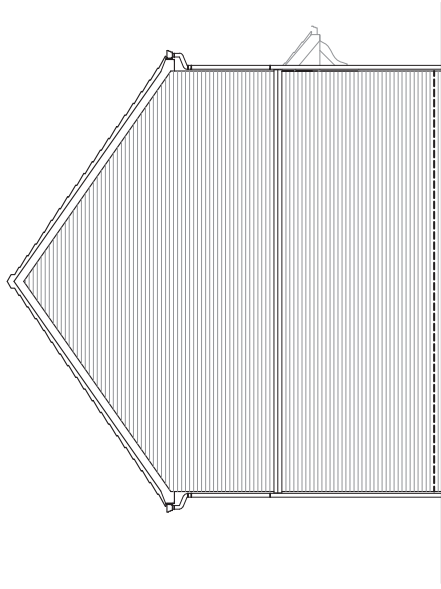
Planning Plans 1

| DRAWING | CTM | DATE | SCALE | REVISION |
|------------|----------------|------------|-------|----------|
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| ISSUE | DRAWING NUMBER | REVISION | | |
| (1) | CRL - PLP1 | - | | |

Revisions



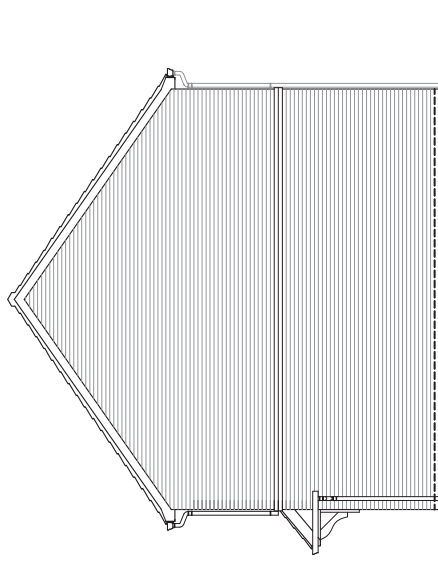
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 32

DRAWING

Planning Elevations 1/4

| | | | | |
|------------|--|----------------|-------|------------|
| DRAWN BY | | CTM | DATE | 24/04/2012 |
| CHECKED BY | | - | SCALE | 1:100 |
| ISSUE | | DRAWING NUMBER | | REVISION |
| (1) | | CRL - PLE1/4 | | - |

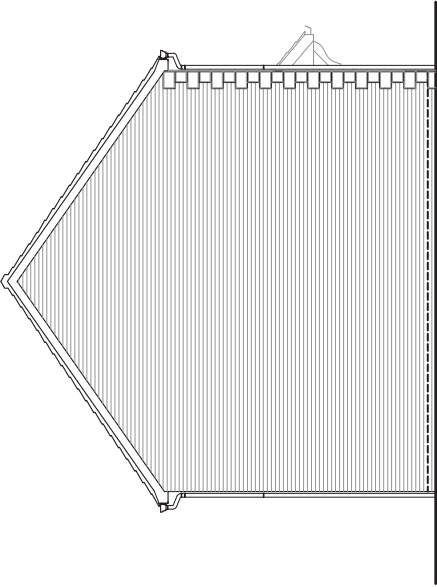
Revisions

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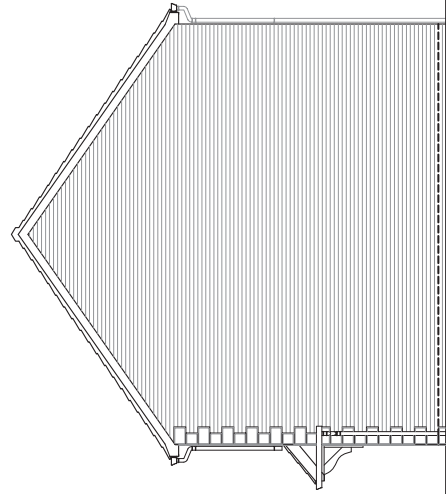
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

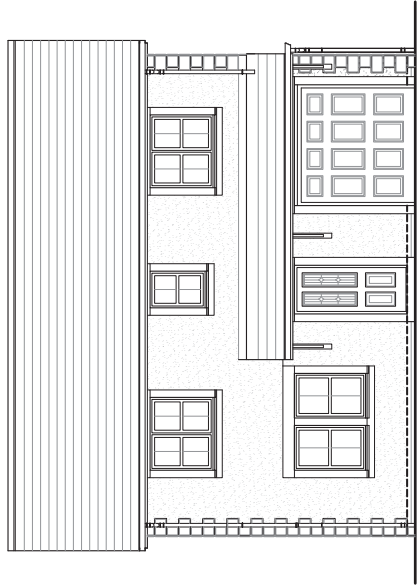
Fax 01228 640851



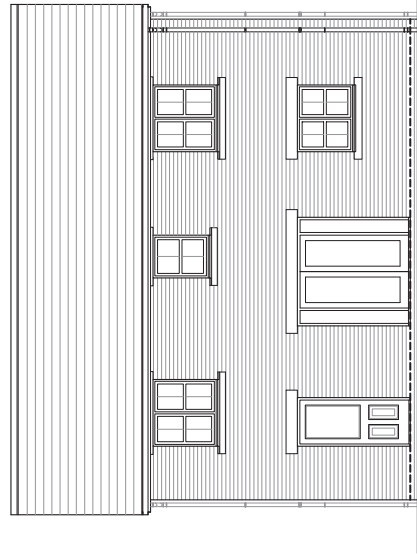
Side Elevation



Side Elevation



Front Elevation



Rear Elevation



HOUSE TYPE

TYPE 32

DRAWING

Planning Elevations 1/7

| | | | |
|------------|----------------|--------|------------|
| DRAWING | CTM | DATE | 24/01/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | PERSON | |
| (1) | CRL - PLE1/7 | - | |

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Tel 01228 640850

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House Type

TYPE 28

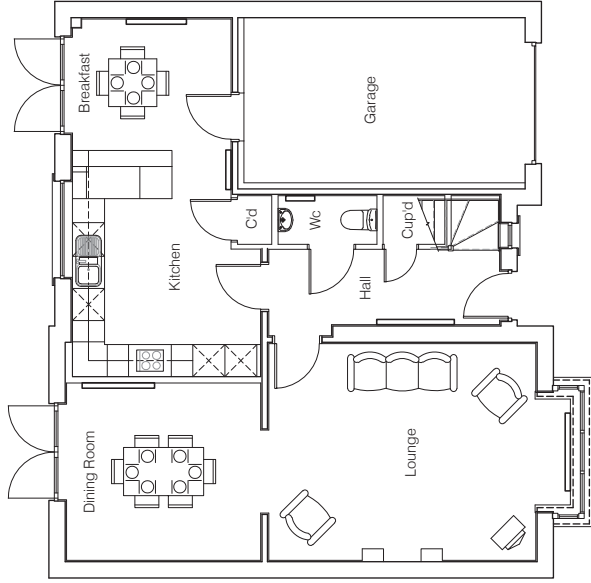
GF/FF 146.35 sq.m. (1575.30 sq.ft.)
Garage 16.38 sq.m. (176.31 sq.ft.)

© **Story Homes.**

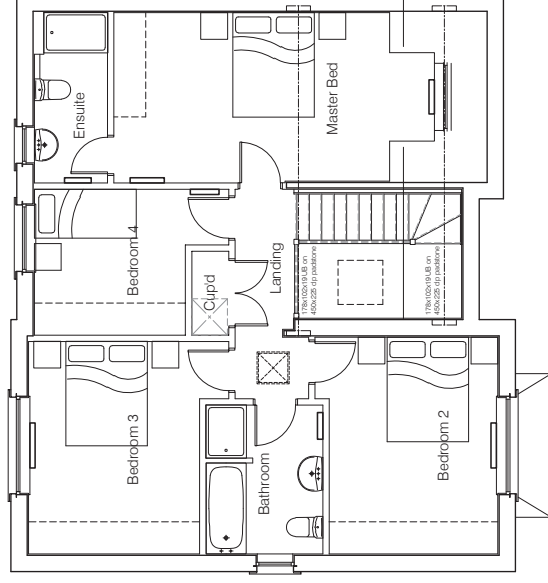
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 28

DRAWING

Planning Plans 1

| DRAWN BY | CTM | DATE | 5/04/2012 |
|------------|----------------|----------|-----------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 28 - PLP1 | - | |

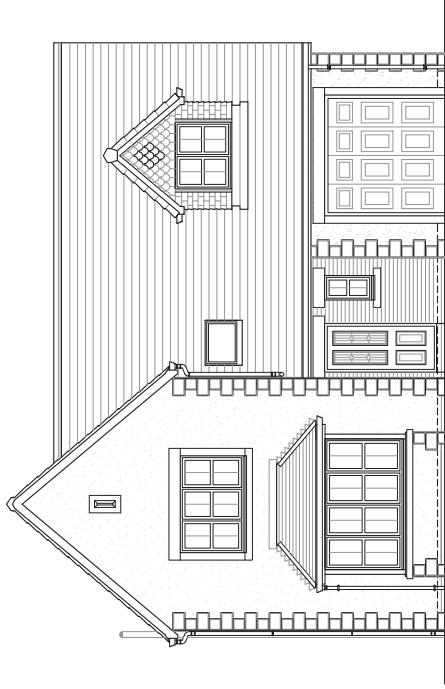
Revisions

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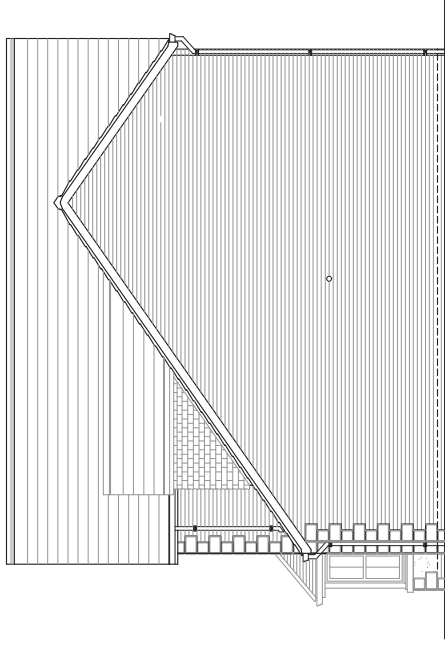
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640890

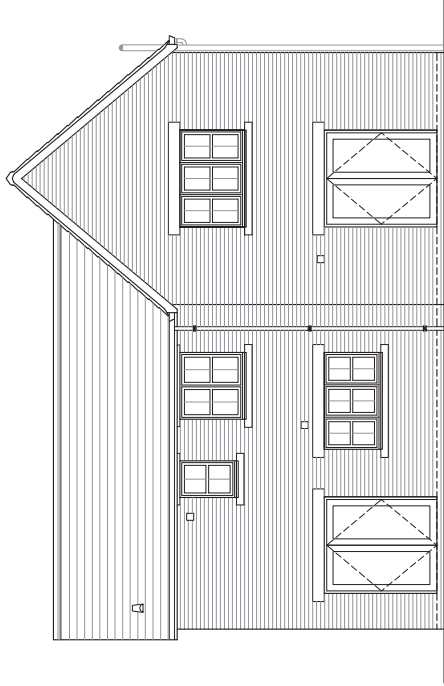
Fax 01228 640851



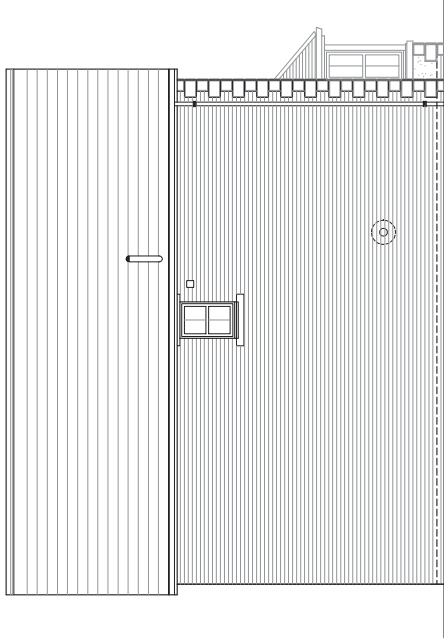
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 28

DRAWING

Planning Elevations 1/2

| DRAWN BY | CTM | DATE | 30/06/2012 |
|------------|------------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | - |
| (1) | TYPE 28 - PLE1/2 | - | - |

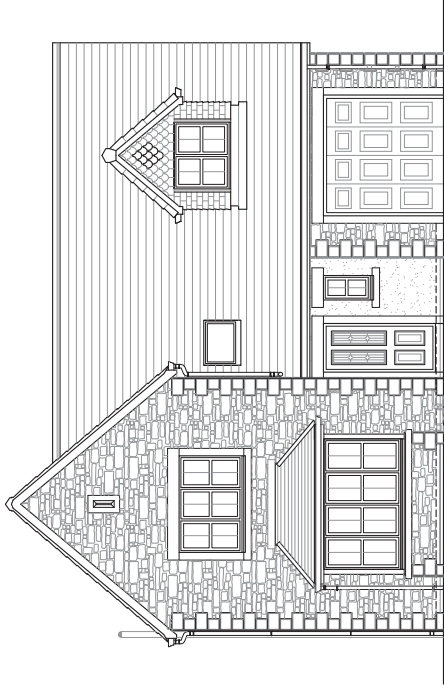
REVISIONS

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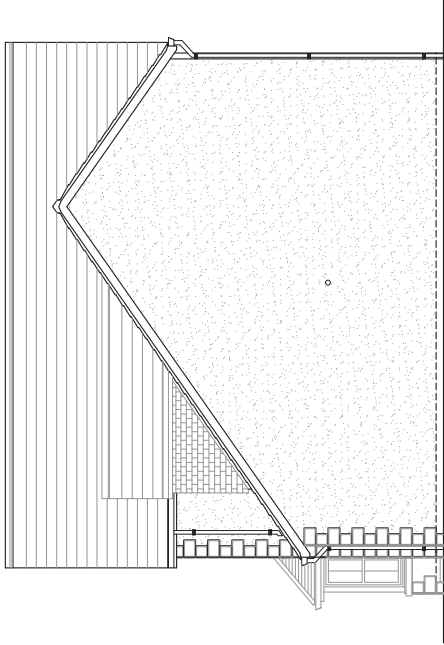
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640890

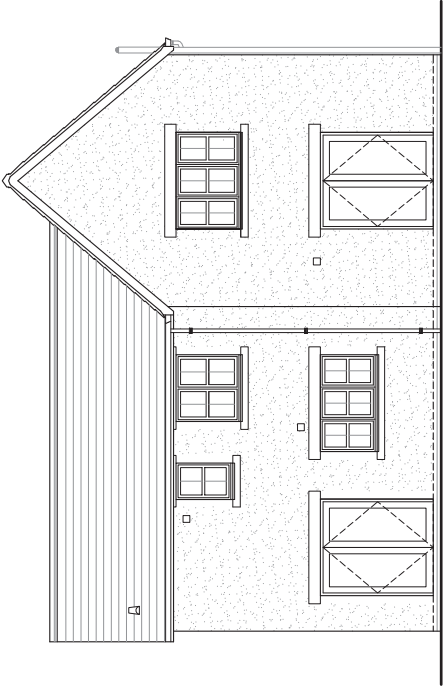
Fax 01228 640851



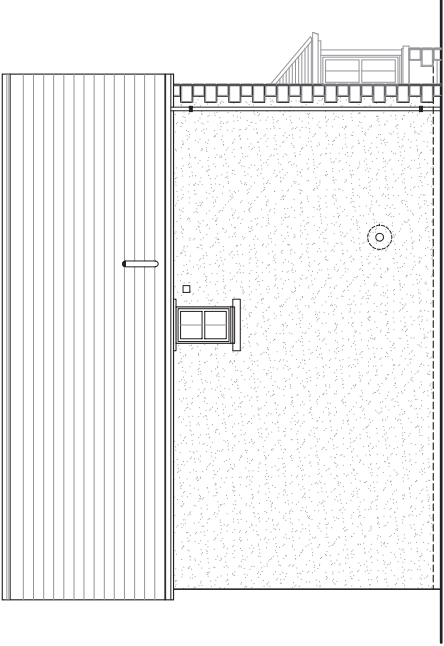
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 28

DRAWING

Planning Elevations 1/3

| DRAWING | CTM | DATE | SCALE | REVISION |
|------------------|-----|------------|-------|----------|
| CHECKED BY | ... | 30/06/2012 | 1:100 | |
| ISSUE | | | | |
| (1) | | | | |
| TYPE 28 - PLE1/3 | | | | |

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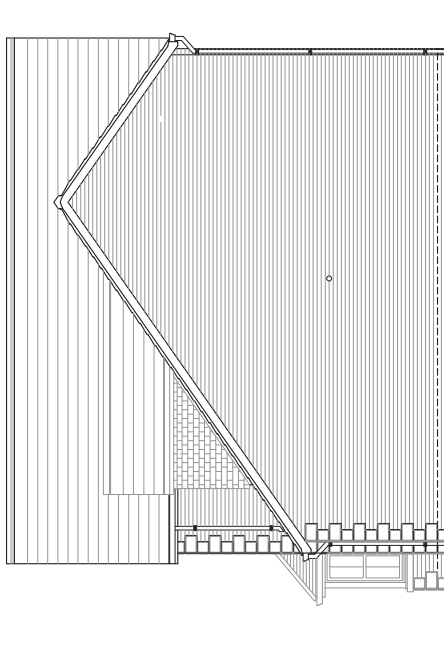
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640890

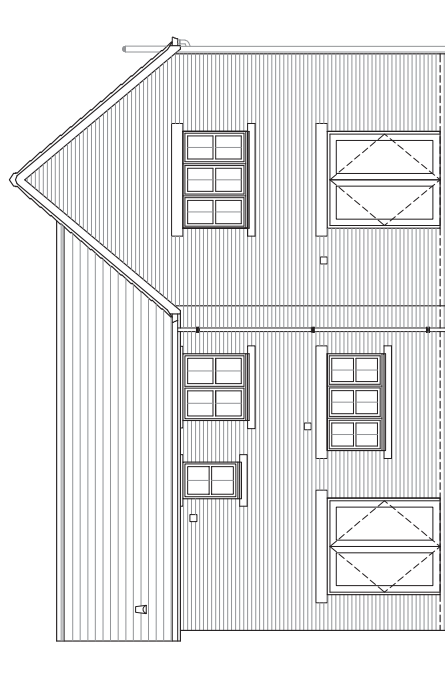
Fax 01228 640851



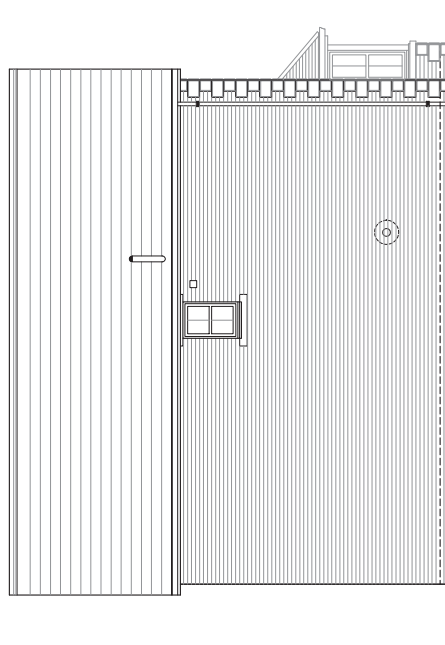
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 28

DRAWING

DATE

SCALE

REVISION

Planning Elevations 1/1

DRAWING NUMBER

DATE

SCALE

REVISION

(1) TYPE 28 - PLE1/1

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House Type

Type 21

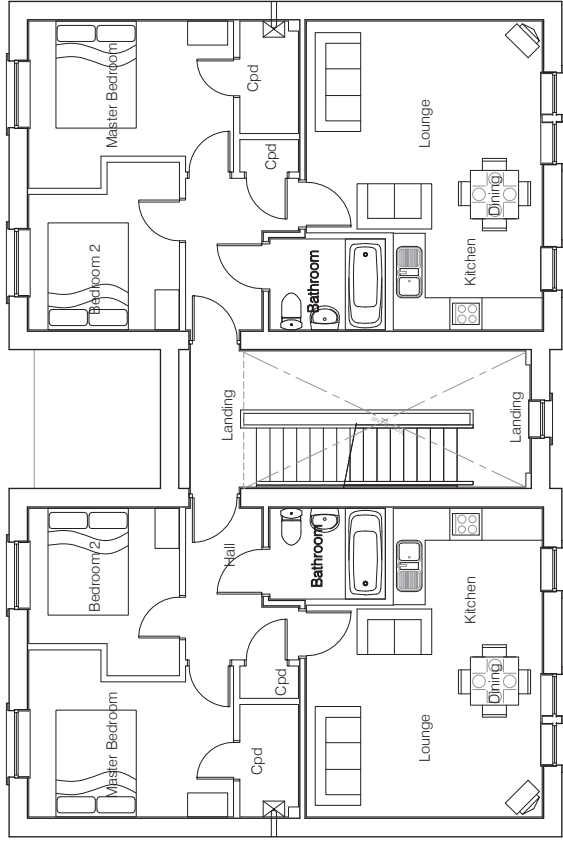
GF/FF 56.21sq.m. (605.05 sq.ft.)

© **Story Homes.**

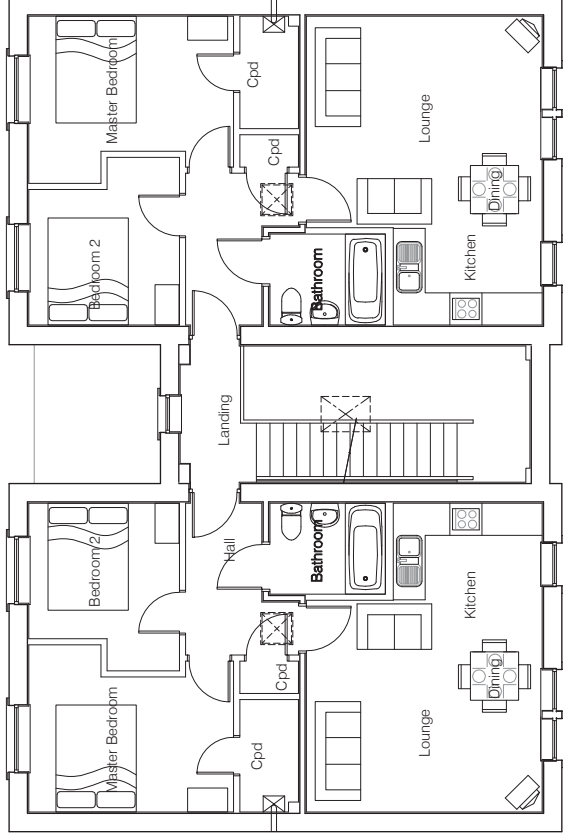
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

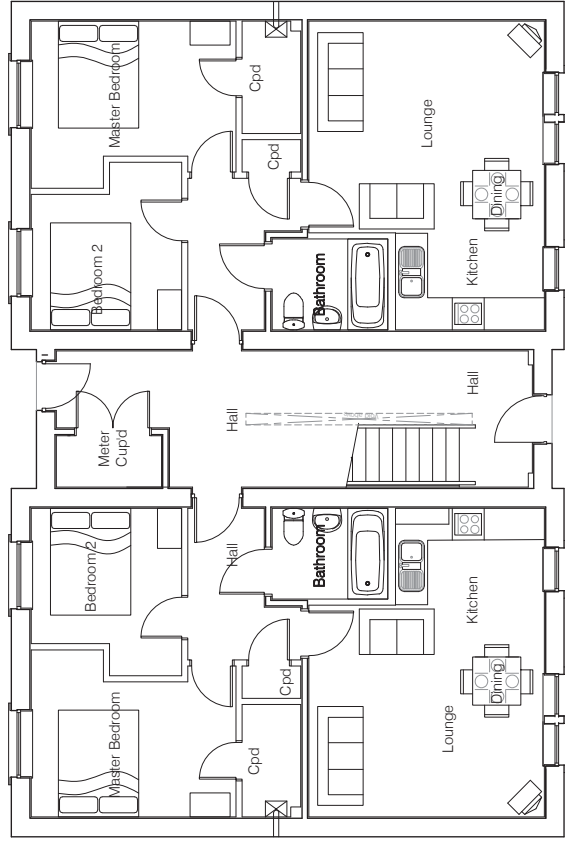
Fax 01228 640851



First Floor Plan



Second Floor Plan



Ground Floor Plan



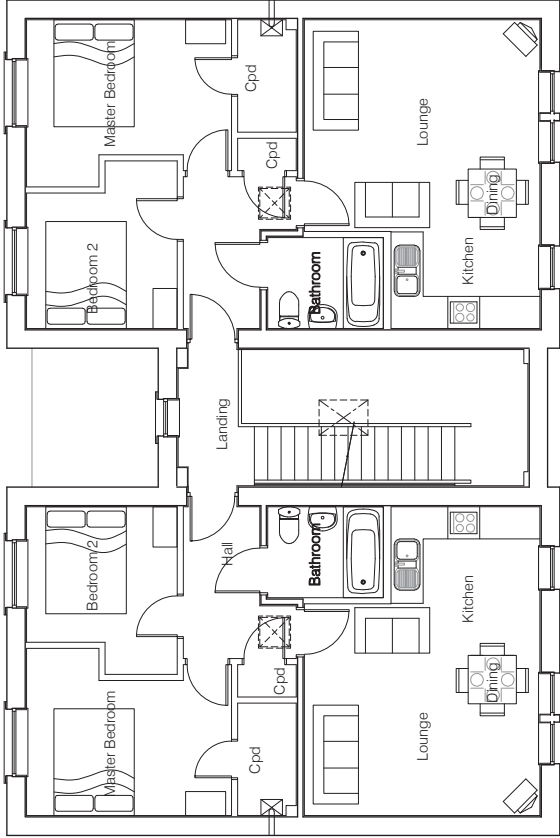
HOUSE TYPE

TYPE 21

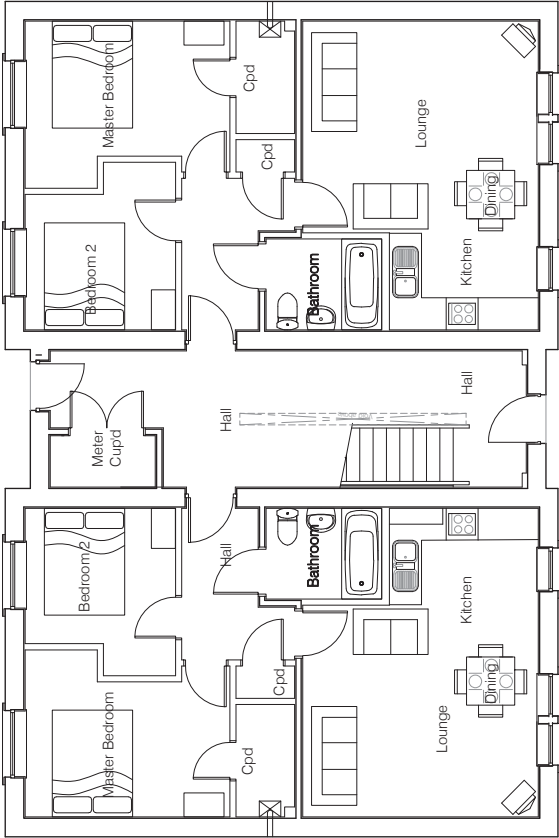
DRAWING

Planning Plans 1

| | | | |
|------------|----------------|----------|------------|
| DRAWING | CTM | DATE | 24/02/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 21 - PLP1 | - | |
| Revisions | | | |



First Floor Plan



Ground Floor Plan



HOUSE TYPE

TYPE 21

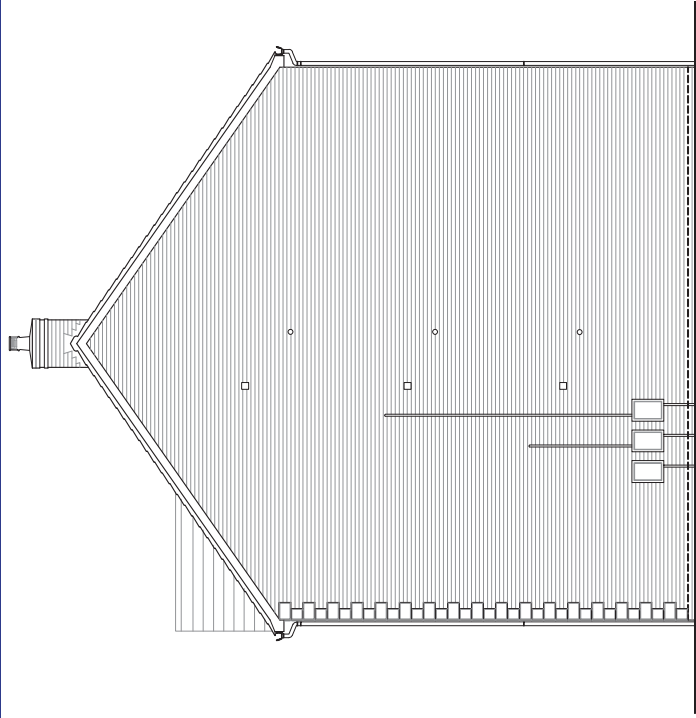
DRAWING

Planning Plans 2

| | | | |
|------------|----------------|----------|----------|
| DRAWING | CTM | DATE | 24/02/12 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 21 - PLP2 | - | |
| Revisions | | | |



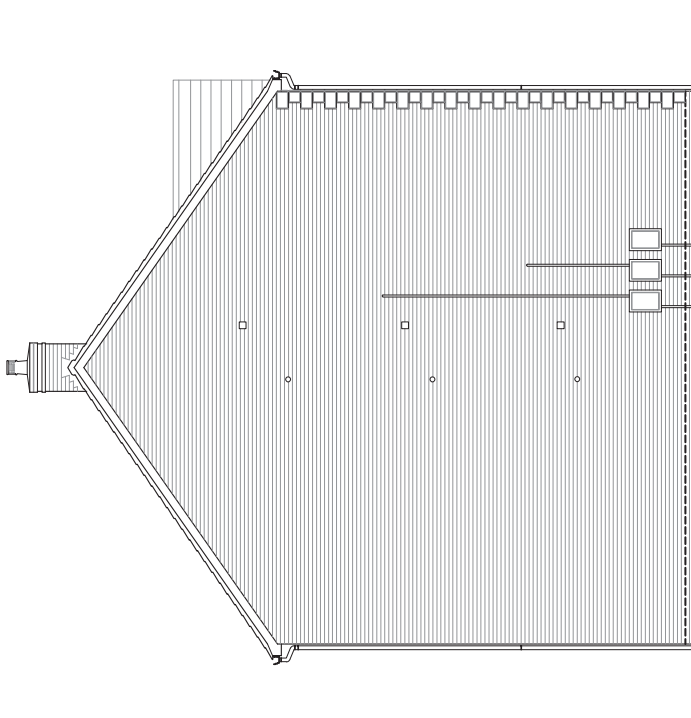
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 21

DRAWING

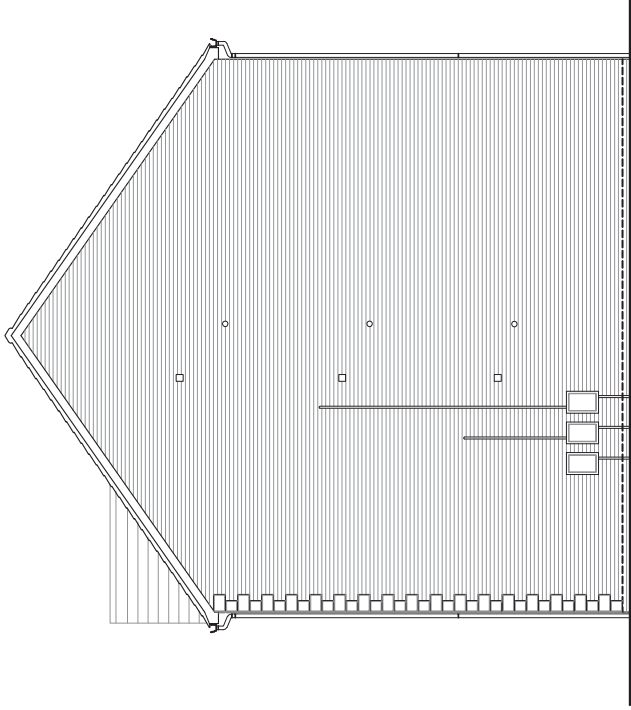
Planning Elevations 1/1

| | | | |
|------------|------------------|----------|------------|
| DRAWING | CTM | DATE | 24/02/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 21 - PLE1/1 | - | |

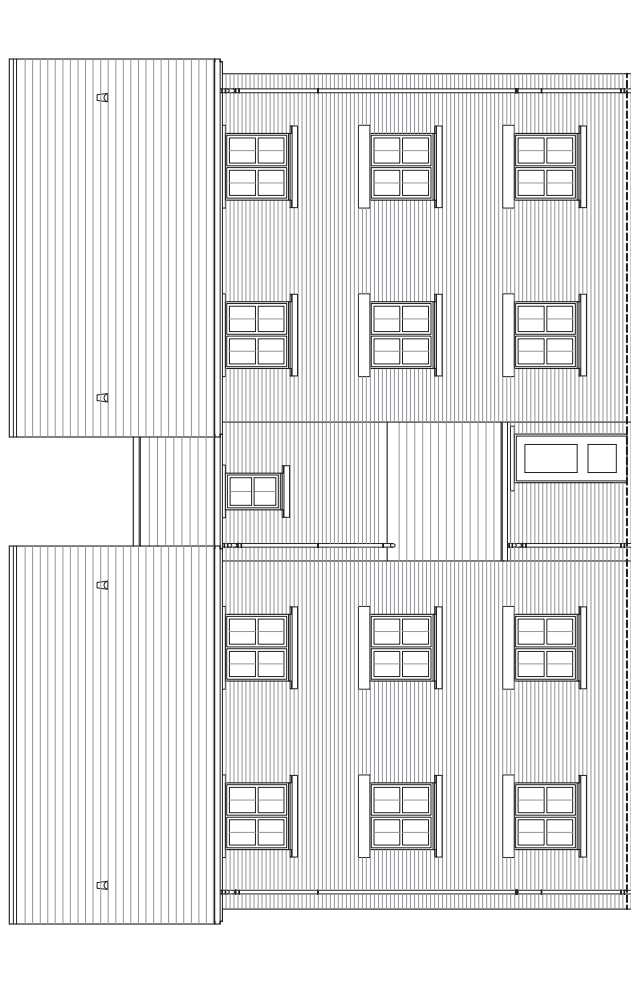
Revisions



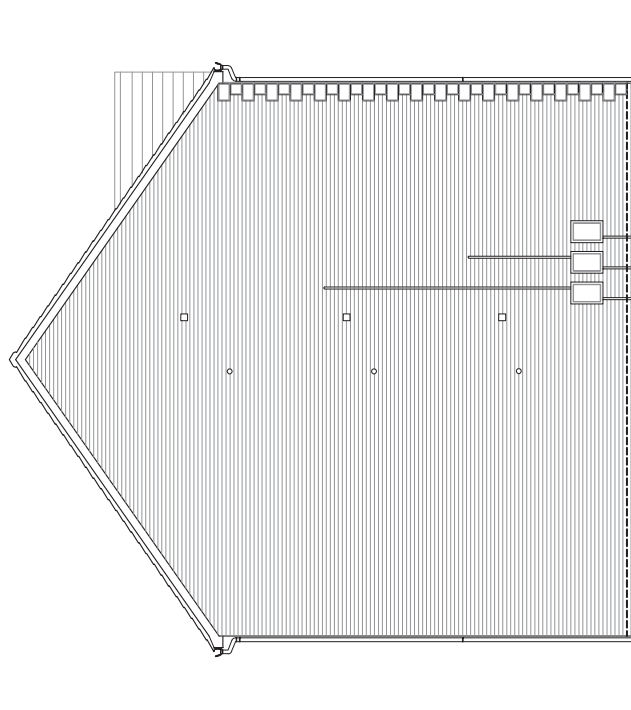
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 21

DRAWING

Planning Elevations 1/2

| | | | |
|------------|------------------|----------|----------|
| DRAWN BY | CTM | DATE | 24/02/22 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 21 - PLE1/2 | - | |

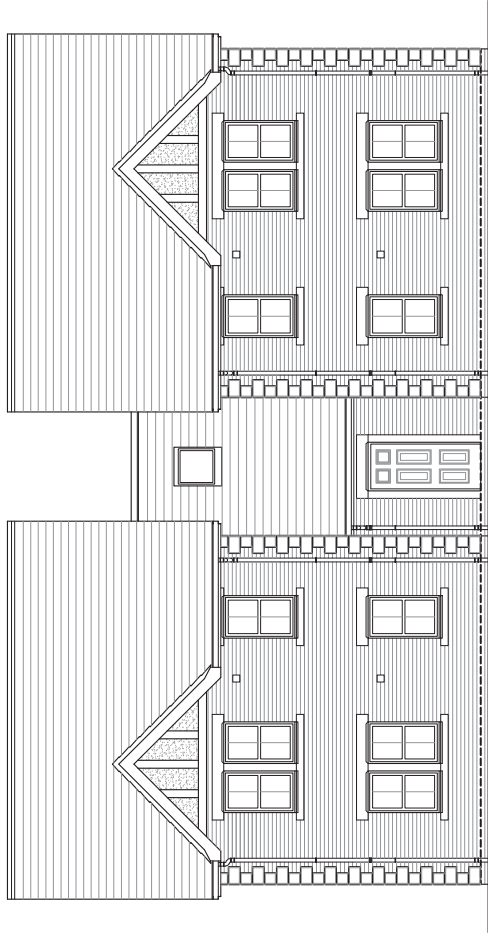
REVISIONS

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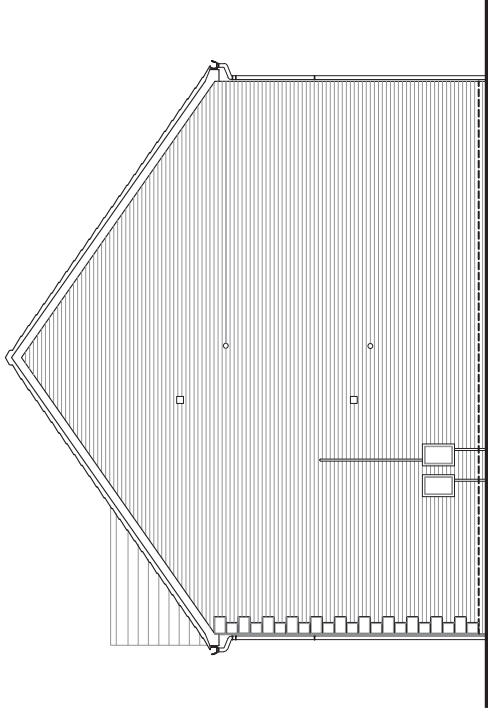
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

Fax 01228 640851



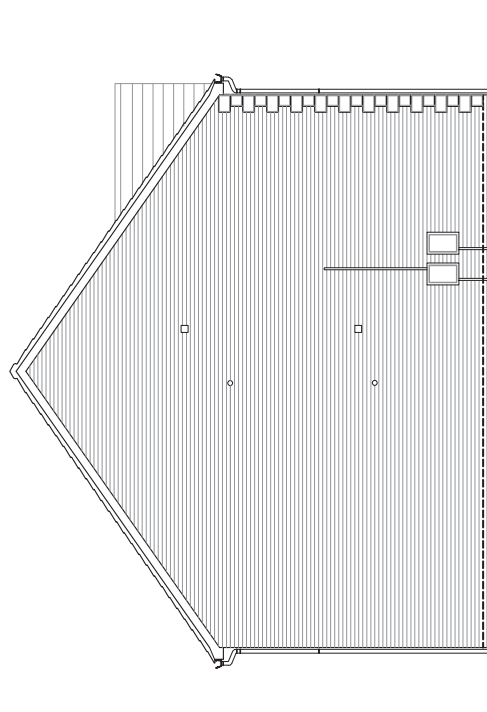
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 21

DRAWING

Planning Elevations 2/1

| | | | |
|------------|------------------|----------|------------|
| DRAWN BY | CTM | DATE | 24/01/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 21 - PLE2/1 | - | |

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House Type

Type 20

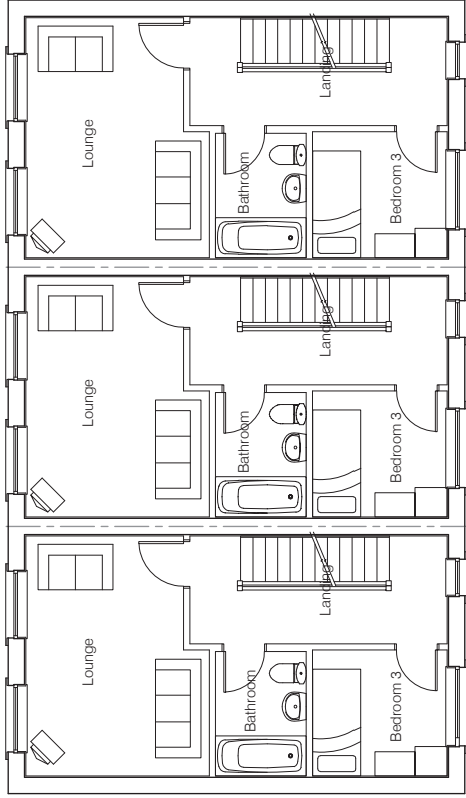
GF/FF/SF 108.10sq.m. (1163.54 sq.ft.)

© **Story Homes.**

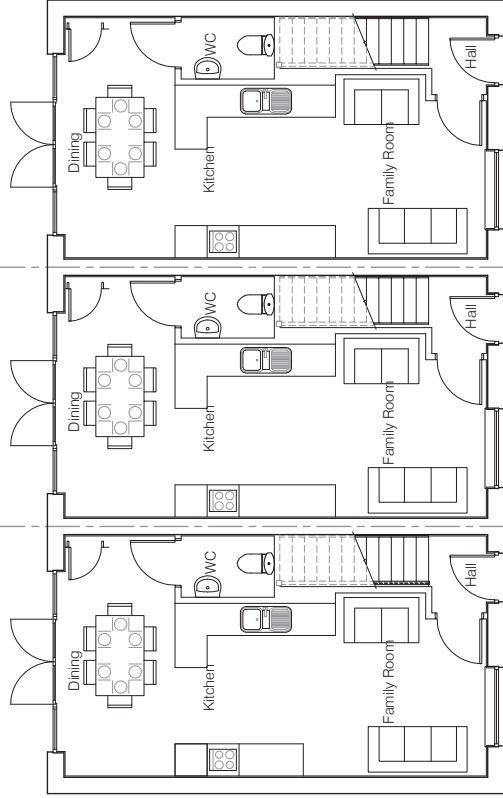
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

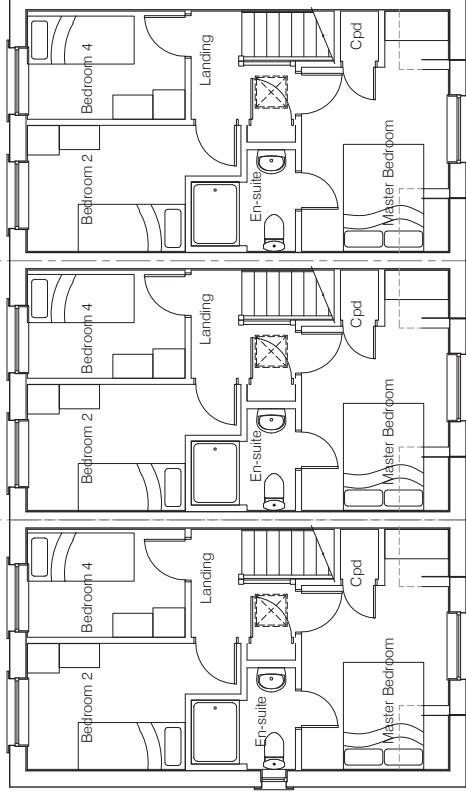
Fax 01228 640851



First Floor Plan



Ground Floor Plan



Second Floor Plan



HOUSE TYPE

TYPE 20

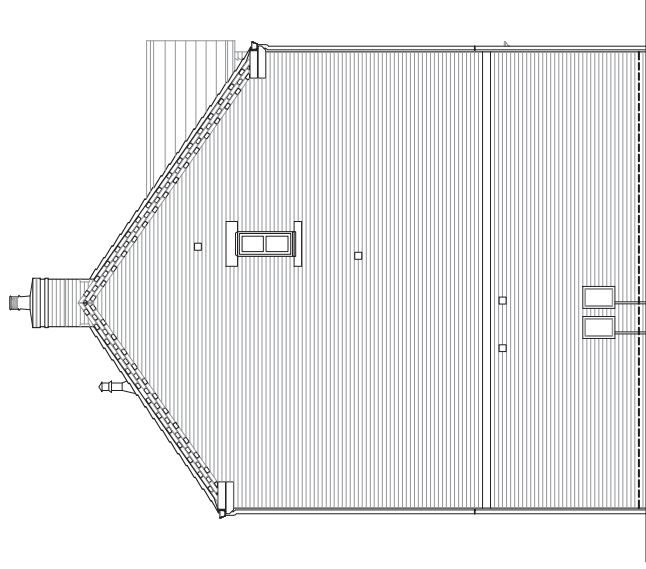
DRAWING

Planning Plans 1

| | | | |
|------------|----------------|----------|------------|
| DRAWN BY | CTM | DATE | 24/02/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 20 - PLP1 | - | |



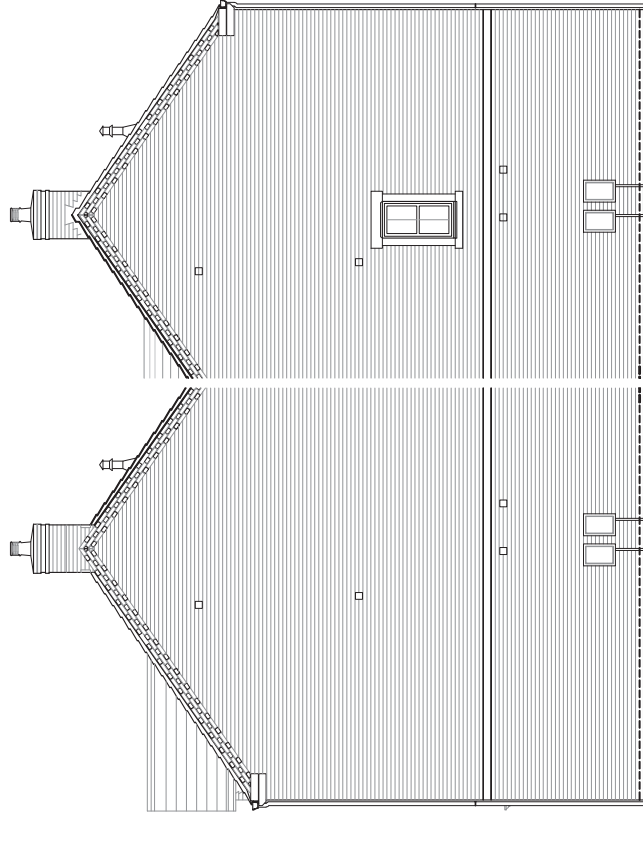
Front Elevation



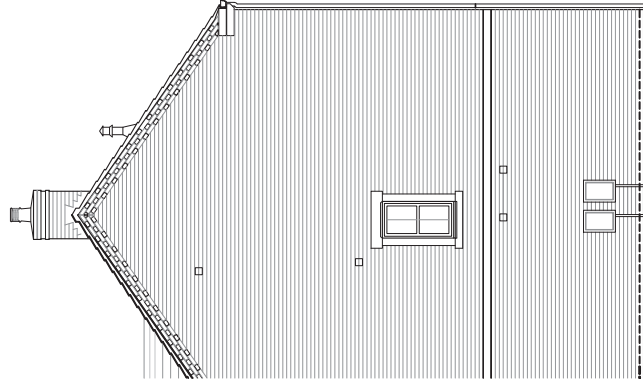
Side Elevation



Rear Elevation



Side Elevation



Alternative Side Elevation
(Feature gables only - refer to site layout for plot designations)



HOUSE TYPE

TYPE 20

DRAWING

Planning Elevations 1/1

| | | | |
|------------|------------------|----------|------------|
| DRAWN BY | CTM | DATE | 24/04/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 20 - PLE1/1 | - | |

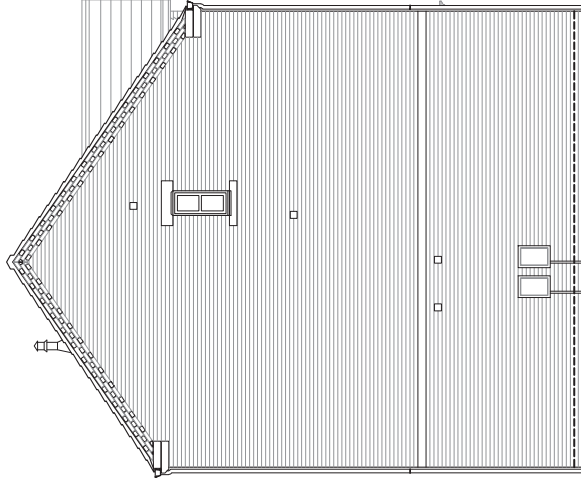
Rear Elevation

Side Elevation

Alternative Side Elevation
(Feature gables only - refer to site layout for plot designations)



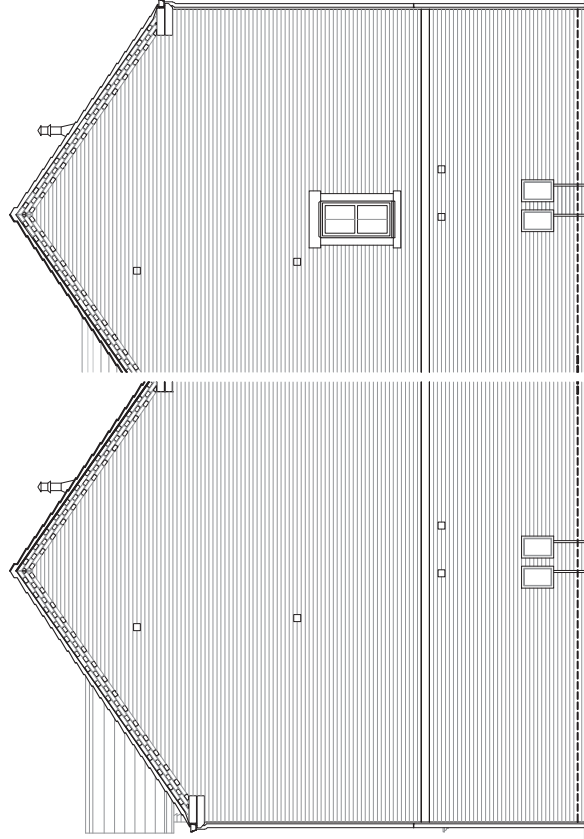
Front Elevation



Side Elevation



Rear Elevation



Alternative Side Elevation
(Feature gables only - refer to site layout for plot designations)



HOUSE TYPE

TYPE 20

DRAWING

Planning Elevations 1/2

| | | | |
|------------|------------------|----------|------------|
| DRAWN BY | CTM | DATE | 17/02/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 20 - PLE1/2 | - | |

Rear Elevation

Side Elevation

Alternative Side Elevation
(Feature gables only - refer to site layout for plot designations)



House Type

TYPE 1

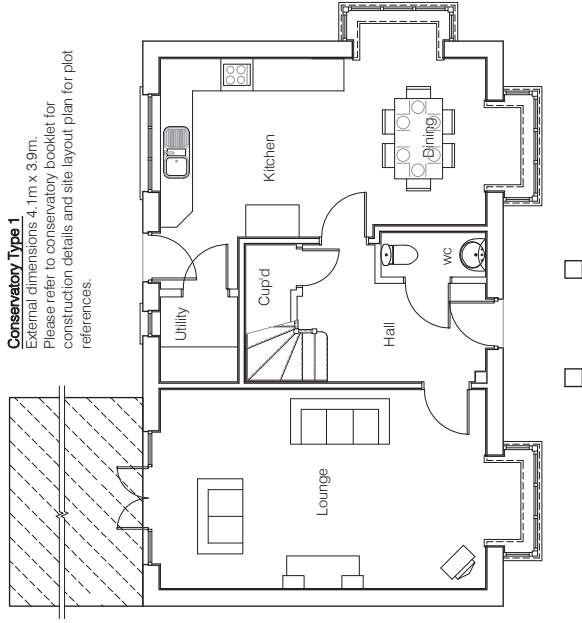
Detached Garage
GF/FF 124.26 sq.m. (1337.53 sq.ft.)

© **Story Homes.**

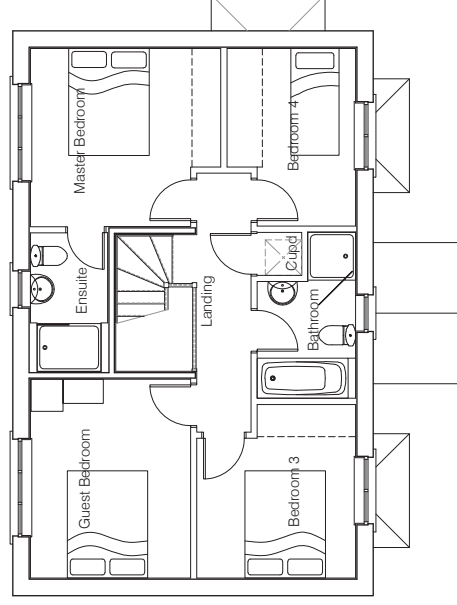
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

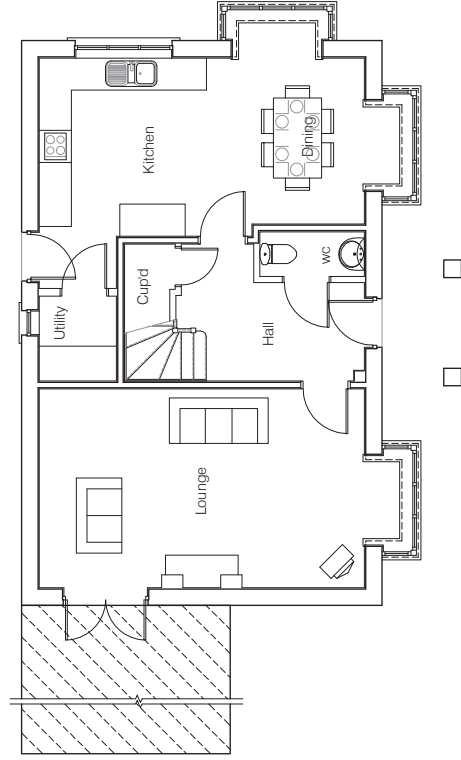
TYPE 1

DRAWING

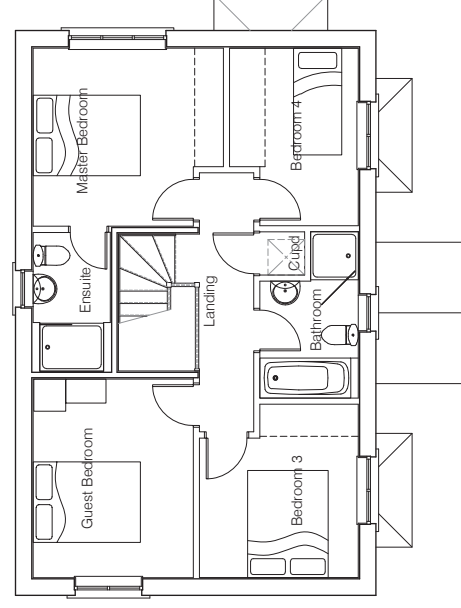
Planning Plans 2

| DRAWING | CTM | DATE | 20/04/2012 |
|------------|----------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 1 - PLP2 | - | |
| Revisions | | | |

Conservatory Type 1
 External dimensions 4.1m x 3.9m.
 Please refer to conservatory booklet for
 construction details and site layout plan for plot
 references.



Ground Floor Plan



First Floor Plan



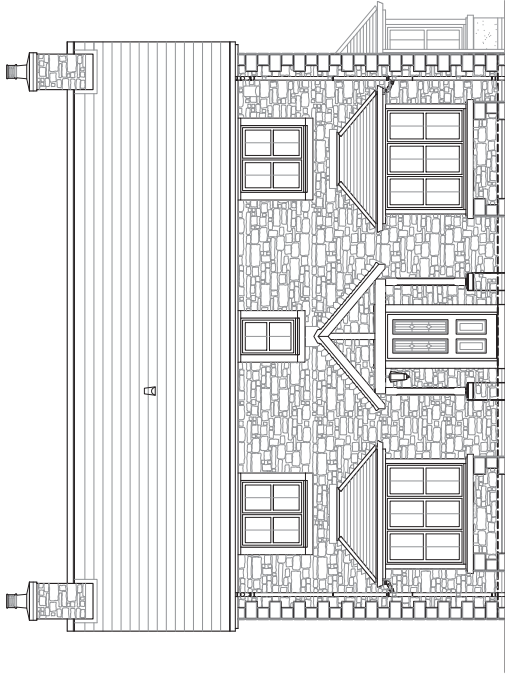
HOUSE TYPE

TYPE 1

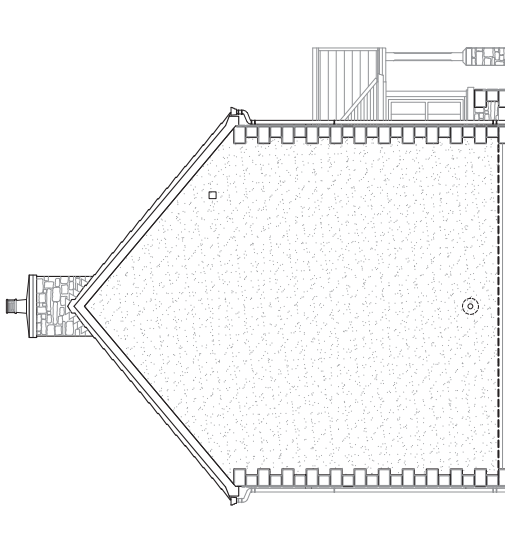
DRAWING

Planning Plans 4

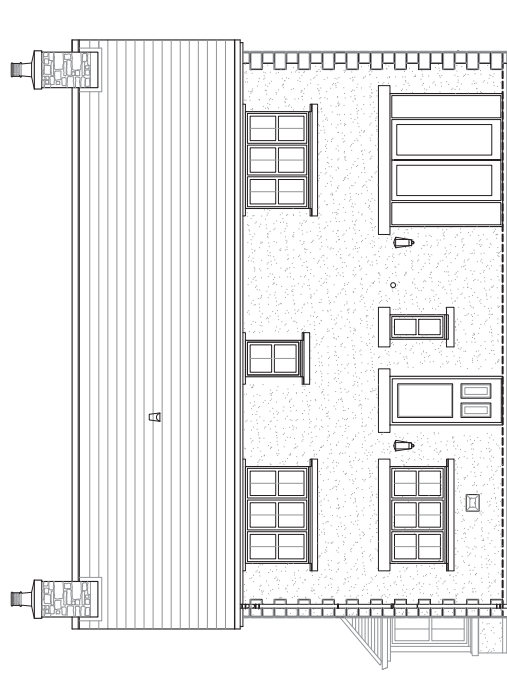
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|---------------|-----|------------|-------|----------|
| 1 | | 20/01/2012 | 1:100 | |
| ISSUE | | | | |
| (1) | | | | |
| TYPE 1 - PLP4 | | | | |
| Revisions | | | | |



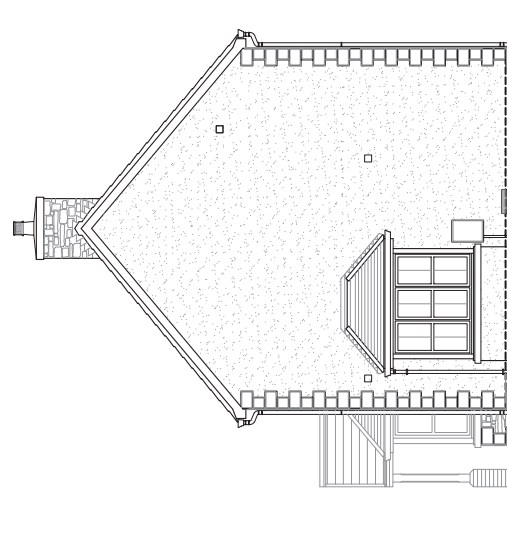
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 1

DRAWING

Planning Elevations 2/4

| | | | |
|------------|-----------------|----------|------------|
| PRIMARY | CTM | DATE | 30/01/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 1 - PLE2/4 | - | |

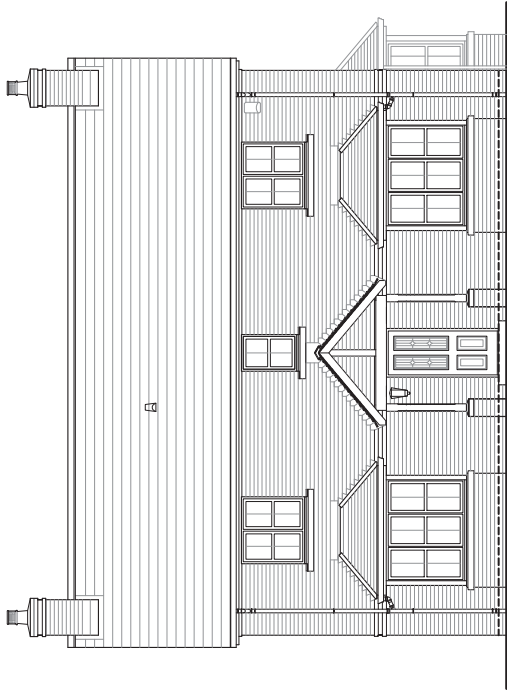
REVISIONS

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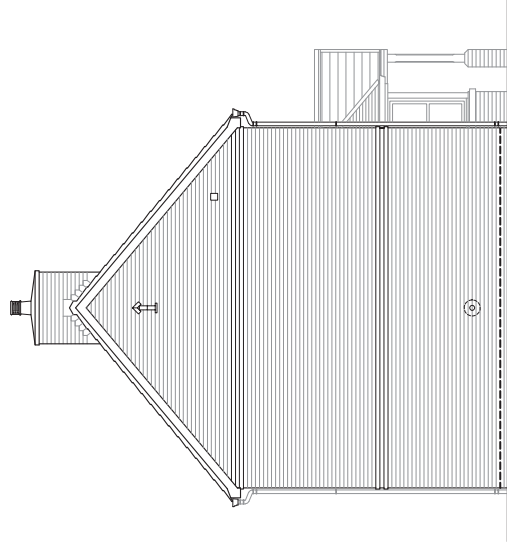
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

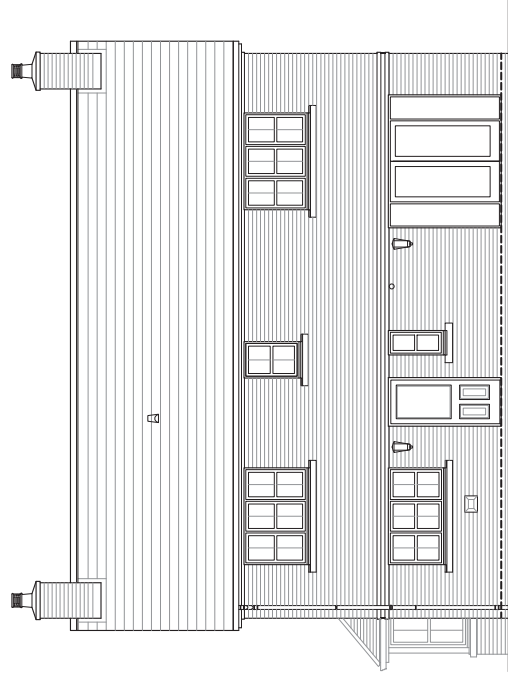
Fax 01228 640851



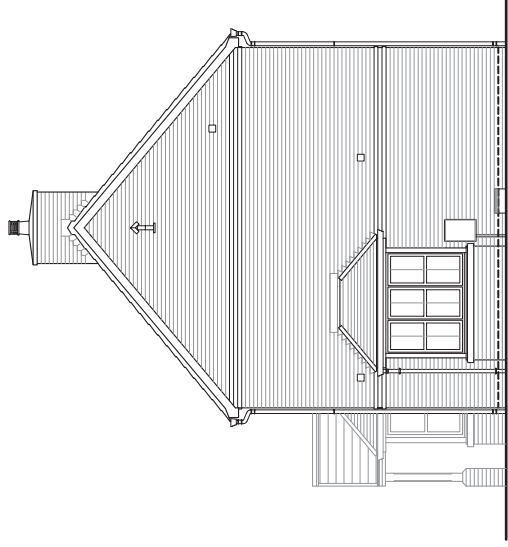
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 1

DRAWING

Planning Elevations 2/5

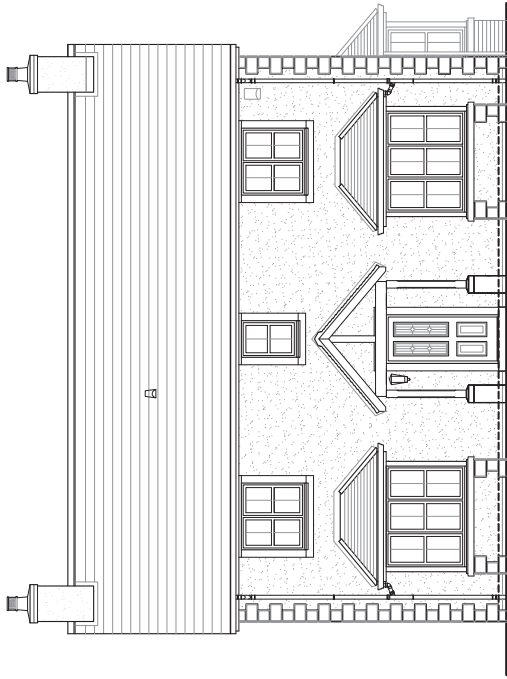
| | |
|-----------------|------------|
| DATE | 20/01/2012 |
| SCALE | 1:100 |
| REVISION | |
| ISSUE | |
| DRAWING NUMBER | |
| TYPE 1 - PLE2/5 | |
| REVISIONS | |

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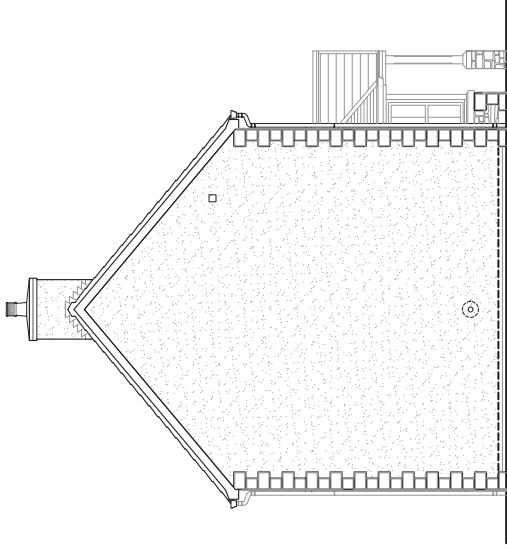
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

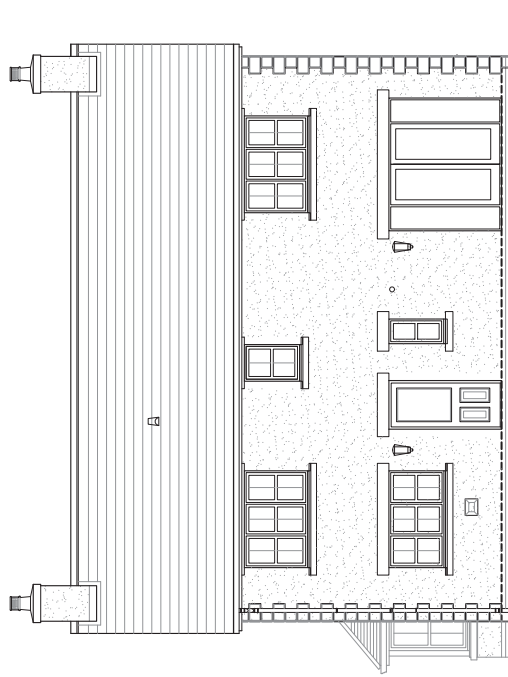
Fax 01228 640851



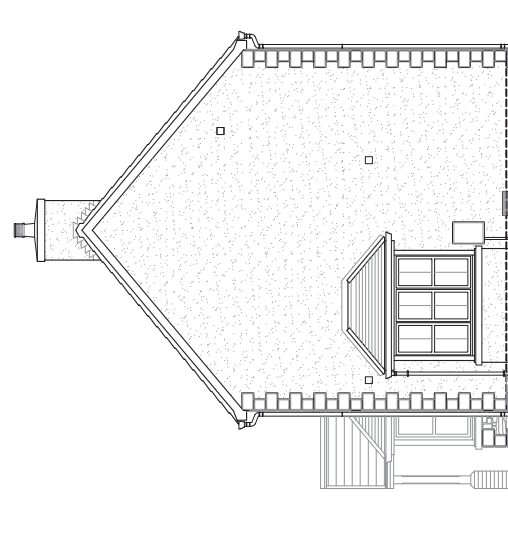
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 1

DRAWING

Planning Elevations 2/6

| | | | |
|------------|-----------------|----------|------------|
| DRAWING | CTM | DATE | 30/01/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 1 - PLE2/6 | - | |

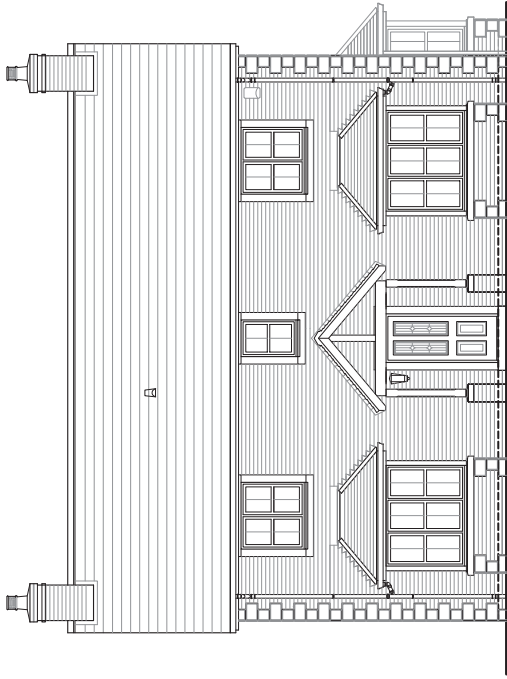
REVISIONS

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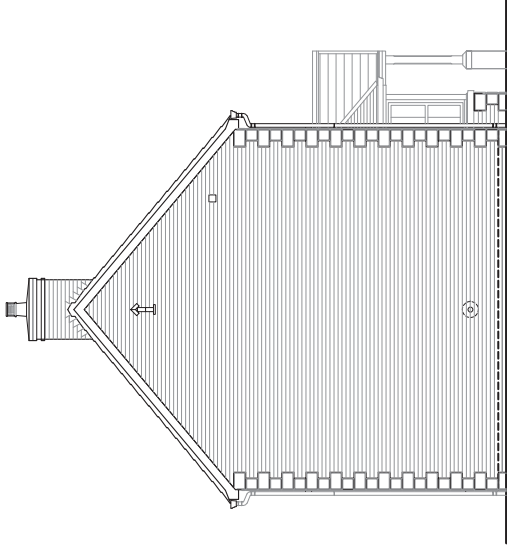
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640850

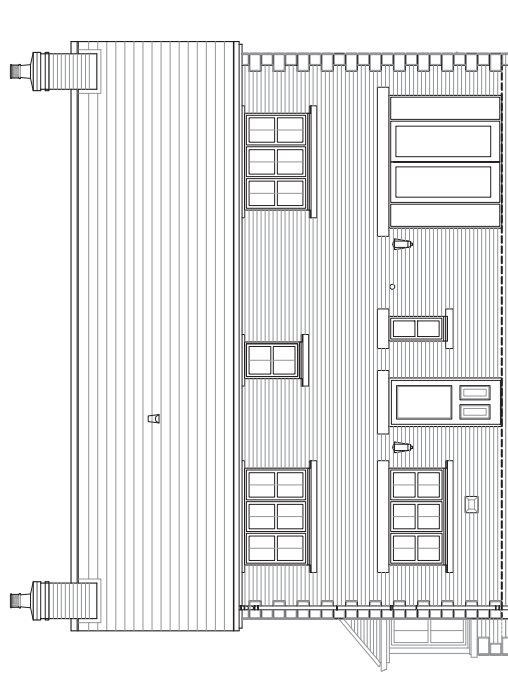
Fax 01228 640851



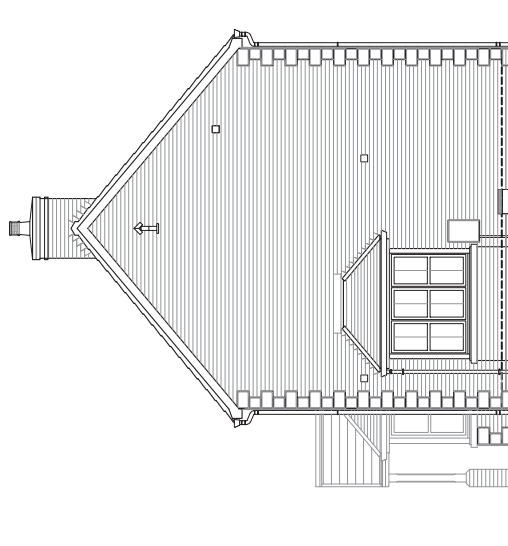
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



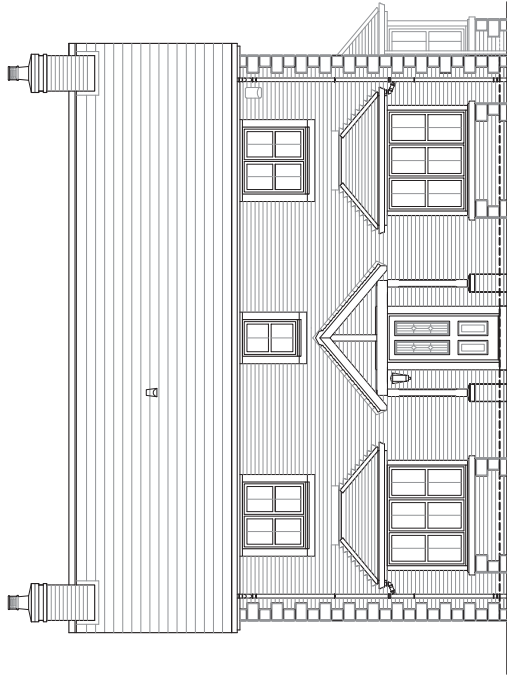
HOUSE TYPE

TYPE 1

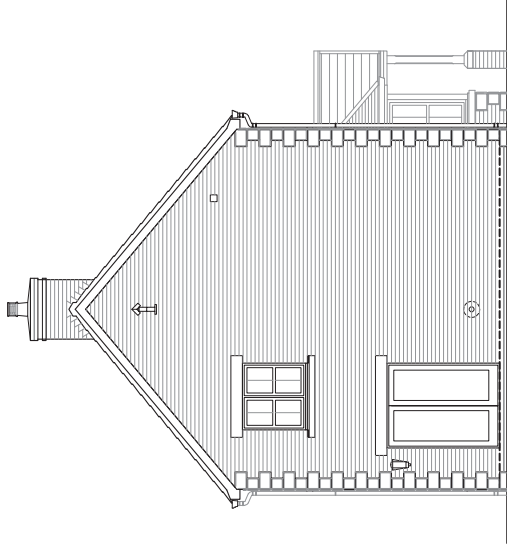
DRAWING

Planning Elevations 2/7

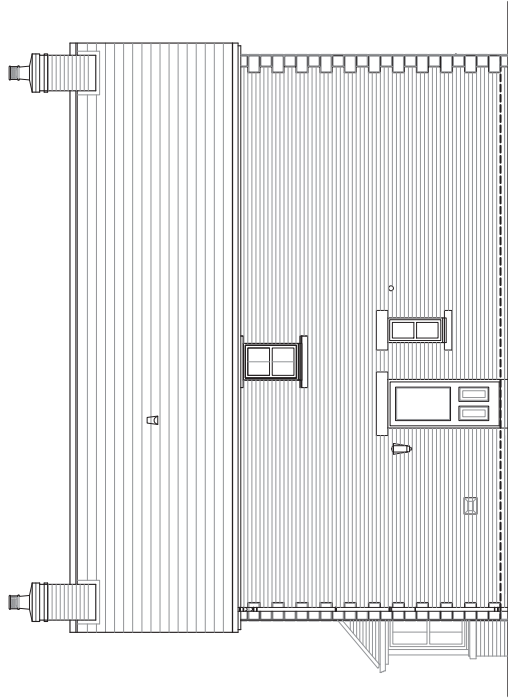
| DATE | CTM | SCALE | REVISION |
|------------|-----------------|----------|----------|
| 14/02/2012 | - | 1:100 | - |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 1 - PLE2/7 | - | |



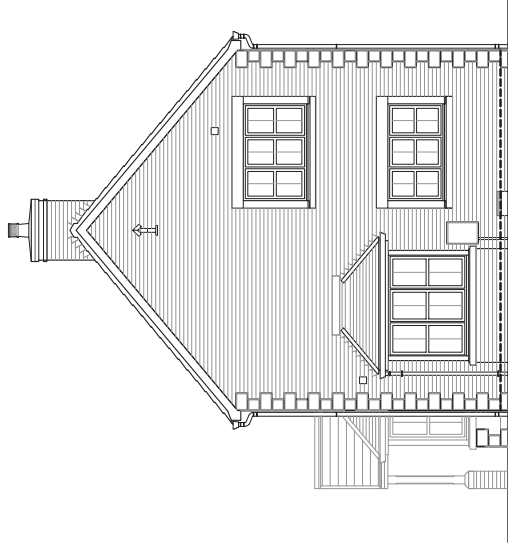
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 1

DRAWING

Planning Elevations 4/7

| DATE | CTM | SCALE | REVISION |
|-----------------|-----|-------|----------|
| 14/02/2012 | | 1:100 | |
| CHECKED BY | | | |
| ISSUE | | | |
| (1) | | | |
| TYPE 1 - PLE4/7 | | | |

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House Type

TYPE 2

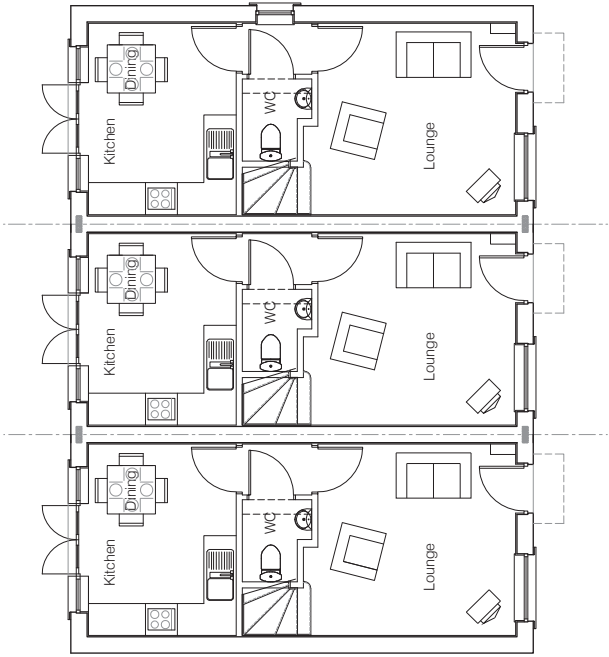
Detached Garage
GF/FF 124.26 sq.m. (1337.53 sq.ft.)

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Ground Floor Plan



First Floor Plan



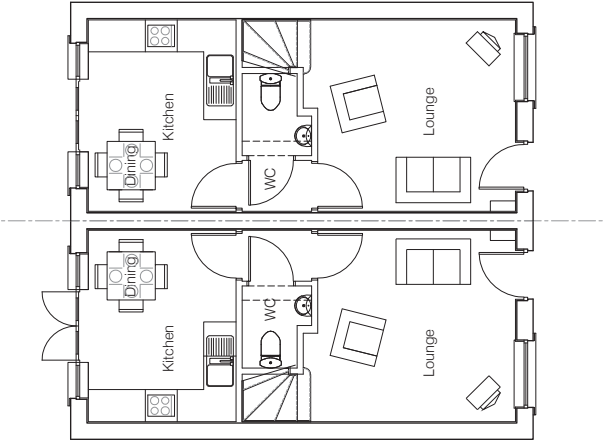
HOUSE TYPE

TYPE 2

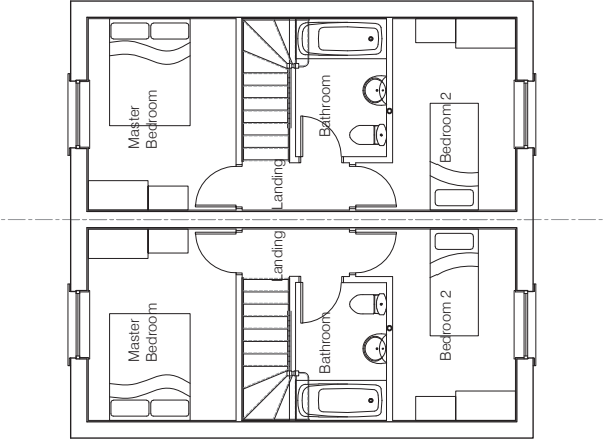
DRAWING

Planning Plans 1

| | | | |
|------------|----------------|----------|------------|
| DRAWN BY | CTM | DATE | 30/06/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE2 - PLP1 | - | |
| Revisions | | | |



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 2

DRAWING

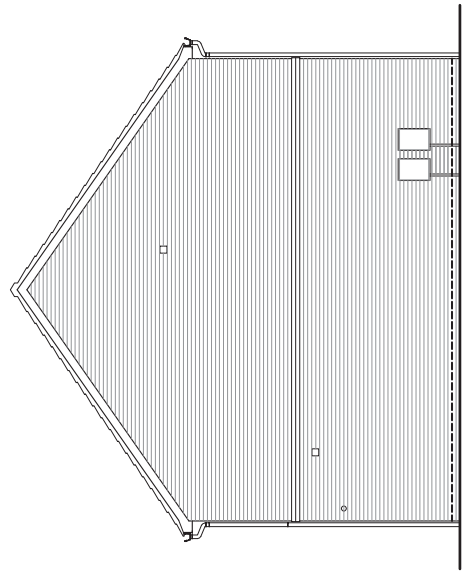
Planning Plans 3

| | | | |
|------------|----------------|----------|------------|
| DRAWN BY | CTM | DATE | 30/06/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE2 - PLP3 | - | |

Revisions



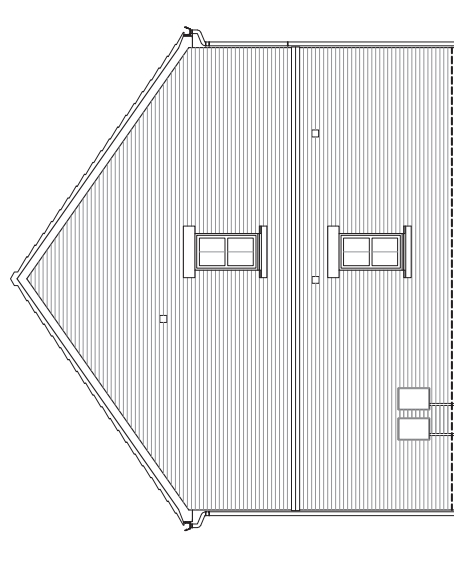
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 2

DRAWING

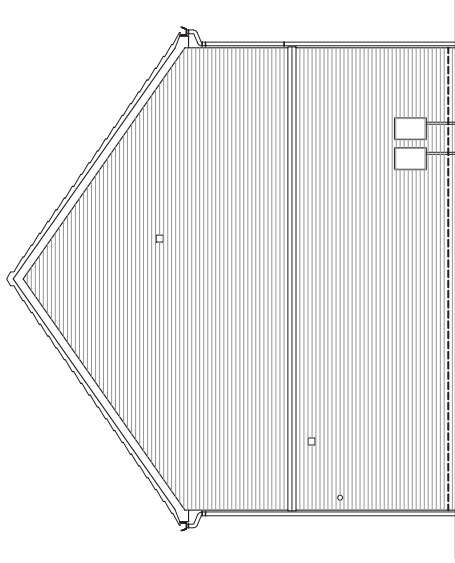
Planning Elevations 1/3

| | | | |
|------------|----------------|----------|-----------|
| DRAWN BY | CTM | DATE | 2006/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE2 - PLE1/3 | - | |

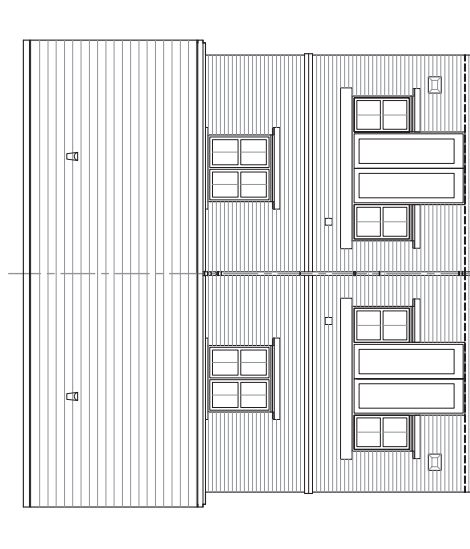
Revisions



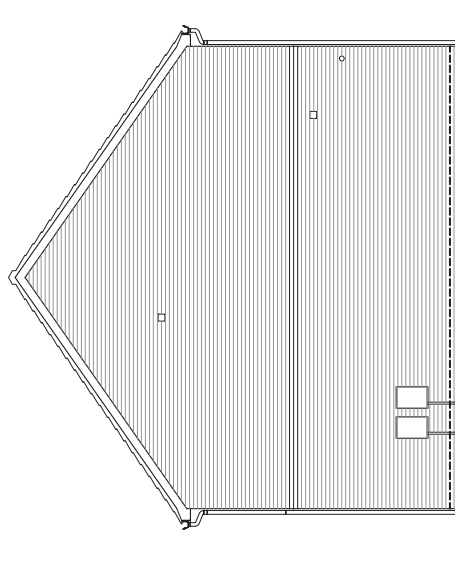
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 2

DRAWING

Planning Elevations 3/3

| DATE | SCALE | REVISION |
|------------|----------------|----------|
| 2008/2012 | 1:100 | |
| CHECKED BY | | |
| ISSUE | | |
| (1) | TYPE2 - PLE3/3 | - |

Revisions

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House Type

TYPE 5

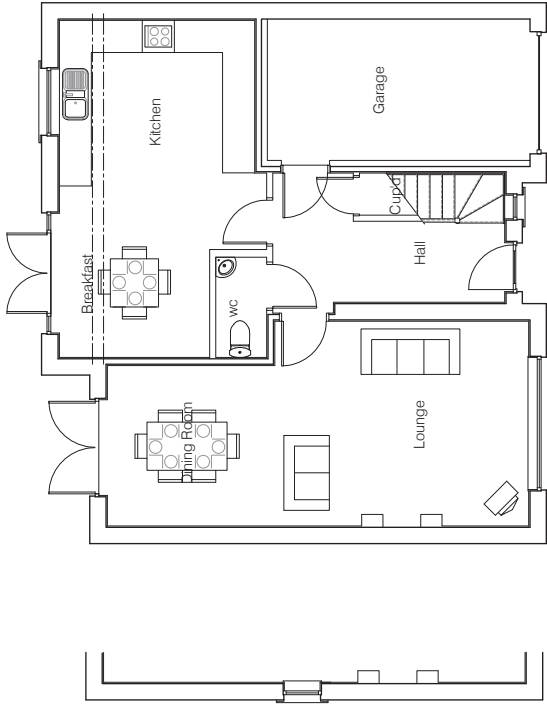
GF/FF 130.25 sq.m. (1402.03 sq.ft.)
GARAGE 13.08 sq.m. (140.75 sq.ft.)

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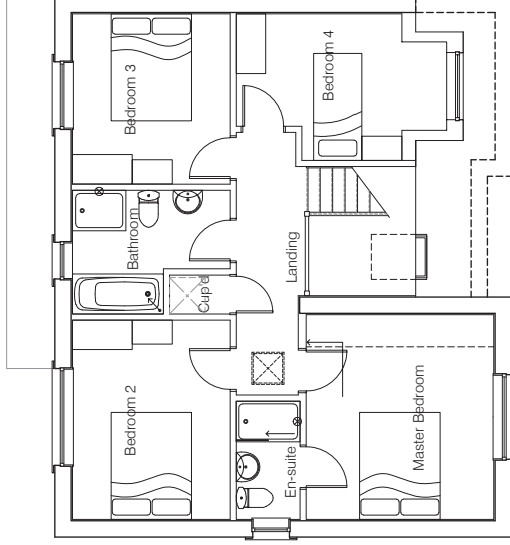
Tel 01228 640850

Fax 01228 640851



Note:
Gable window required on
specific plots only - please refer to
site layout for plot designations.

Ground Floor Plan



First Floor Plan



HOUSE TYPE

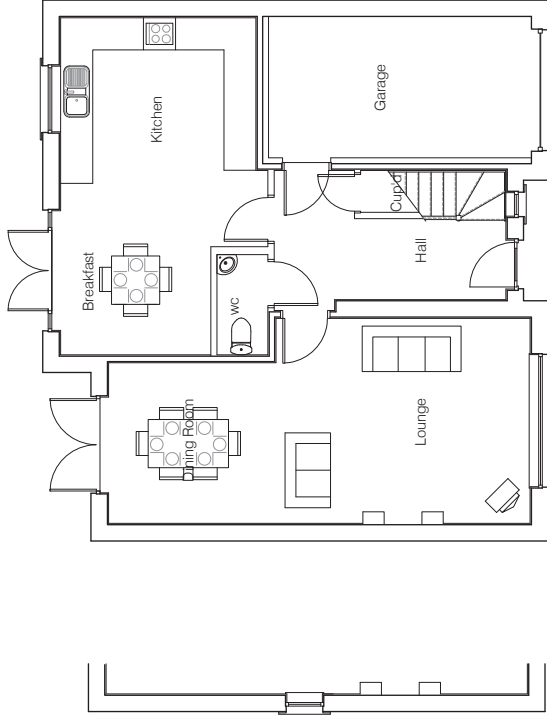
TYPE 5

DRAWING

Planning Plans 1

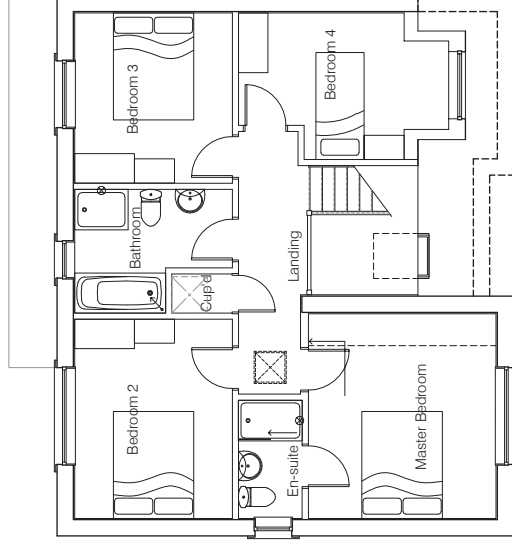
| | | | |
|------------|----------------|-------|------------|
| DRAWN BY | CTM | DATE | 23/04/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | | |
| (1) | TYPE 5 - PLP1 | | |
| REVISION | | | |
| | | | - |

Revisions



Note:
Gable window required on
specific plots only - please refer to
site layout for plot designations.

Ground Floor Plan



First Floor Plan



HOUSE TYPE

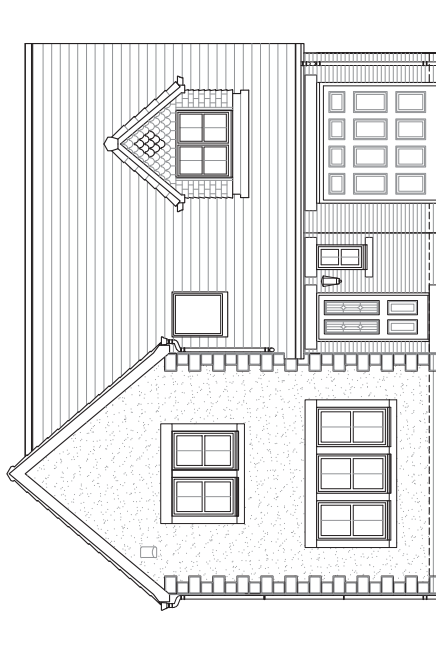
TYPE 5

DRAWING

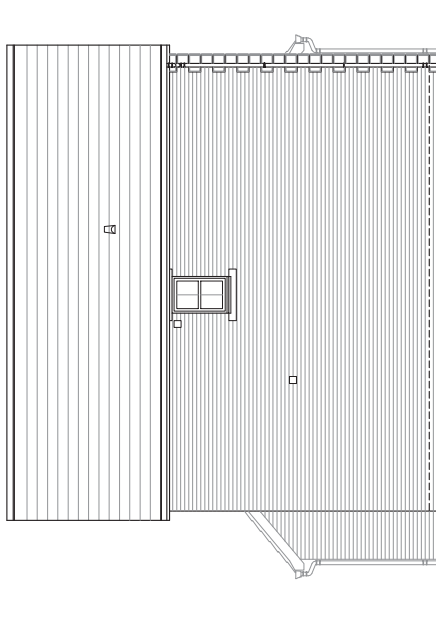
Planning Plans 2

| | | | | |
|------------|--|----------------|-------|------------|
| DRAWN BY | | CTM | DATE | 23/04/2012 |
| CHECKED BY | | - | SCALE | 1:100 |
| ISSUE | | DRAWING NUMBER | | |
| (1) | | TYPE 5 - PLP2 | | |
| | | REVISION | | |
| | | - | | |

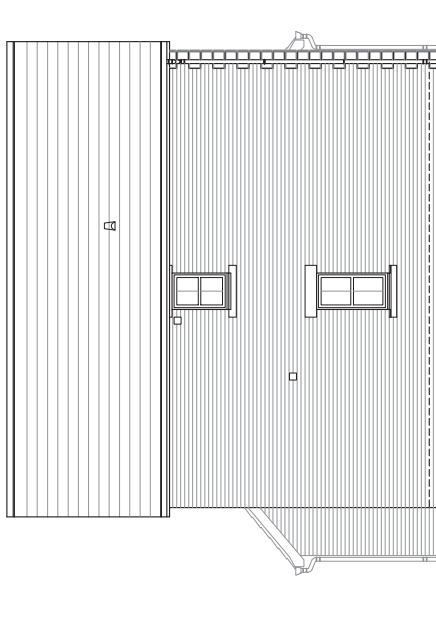
Revisions



Front Elevation



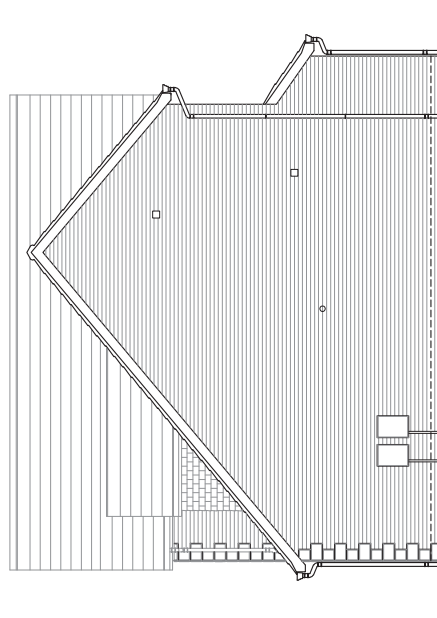
Side Elevation



Alternative Side Elevation
(Feature gables only - refer to site layout for plot designations)



Rear Elevation



Side Elevation



HOUSE TYPE

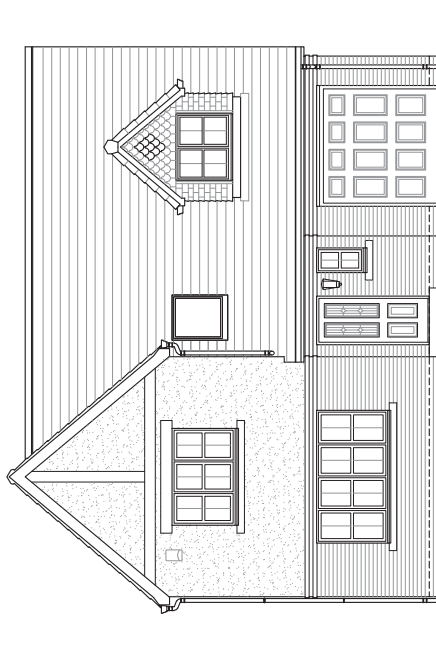
TYPE 5

DRAWING

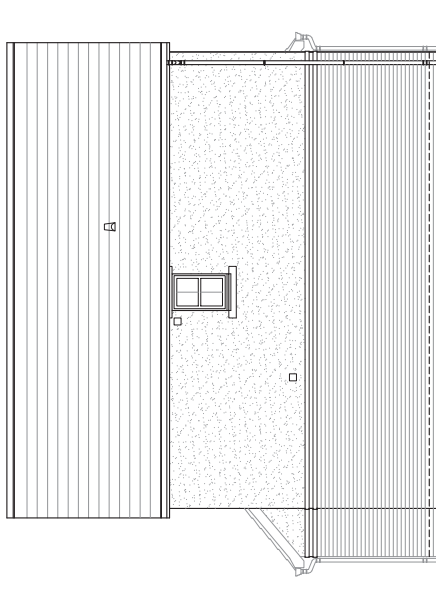
Planning Elevations 1/4

| | | | |
|------------|-----------------|----------|------------|
| DRAWN BY | CTM | DATE | 23/01/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 5 - PLE1/4 | - | |

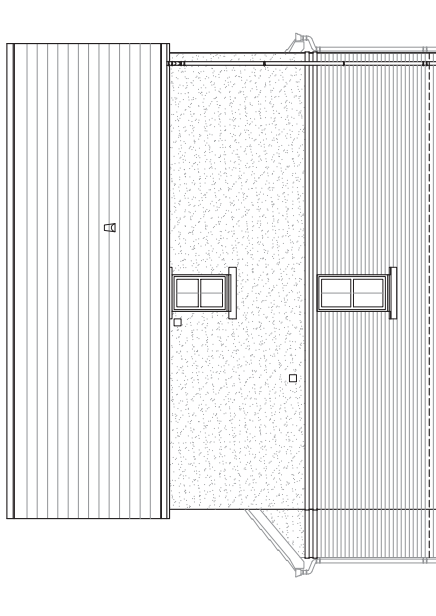
Revisions



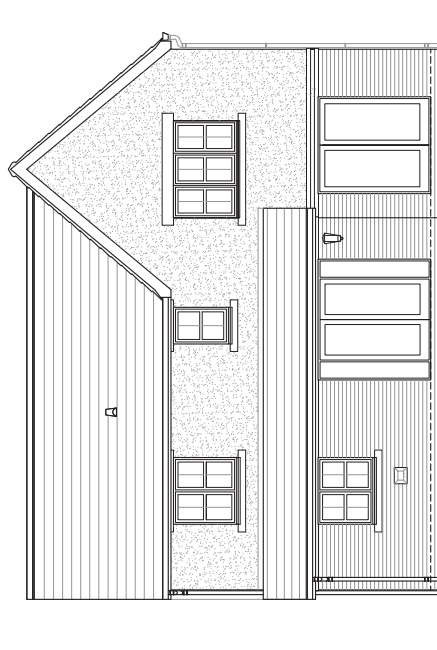
Front Elevation



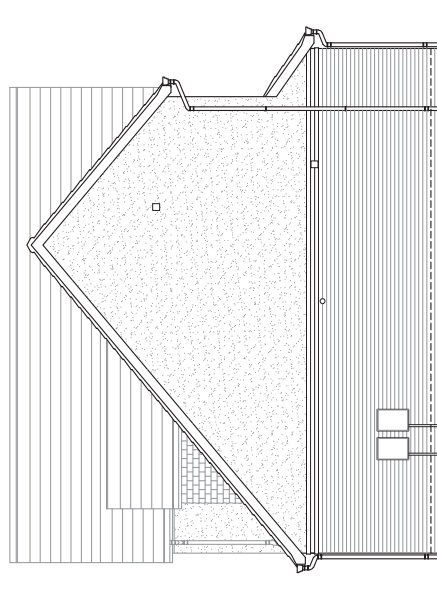
Side Elevation



Alternative Side Elevation
(Feature gables only - refer to site layout for plot designations)



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 5

DRAWING

Planning Elevations 2/4

DATE 23/04/2012

CHECKED BY -

SCALE 1:100

REVISION

ISSUE (1) TYPE 5 - PLE2/4 A

Revisions

A

28.08.12

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Tel 01228 640850

Fax 01228 640851



House Type

TYPE 6

GF/FF 121.77 sq.m. (1310.69 sq.ft.)
GARAGE 12.99sq.m. (139.86 sq.ft.)

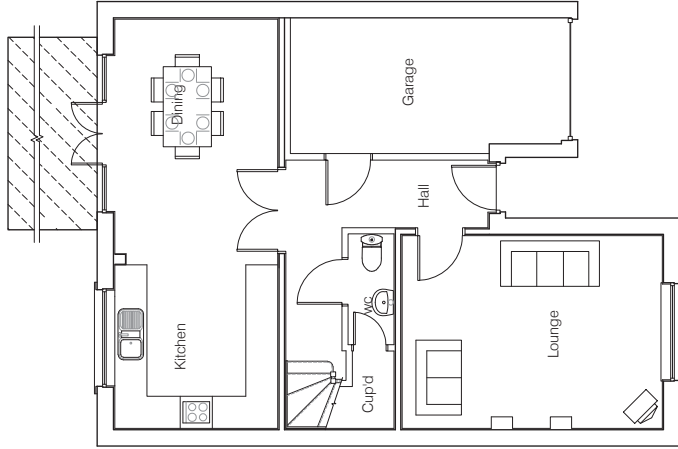
© **Story Homes.**

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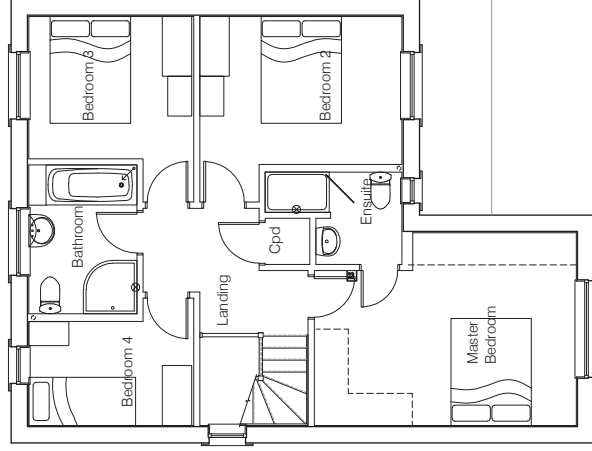
Tel 01228 640850

Fax 01228 640851

Conservatory Type 2
External dimensions 3.6m x 3.6m.
Please refer to conservatory booklet
for construction details and site layout
plan for plot references.



Ground Floor Plan



First Floor Plan



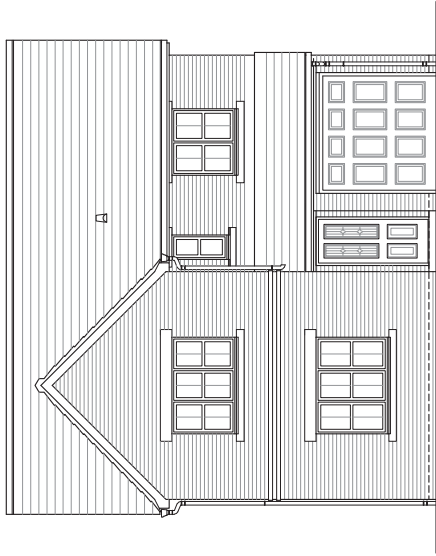
HOUSE TYPE

TYPE 6

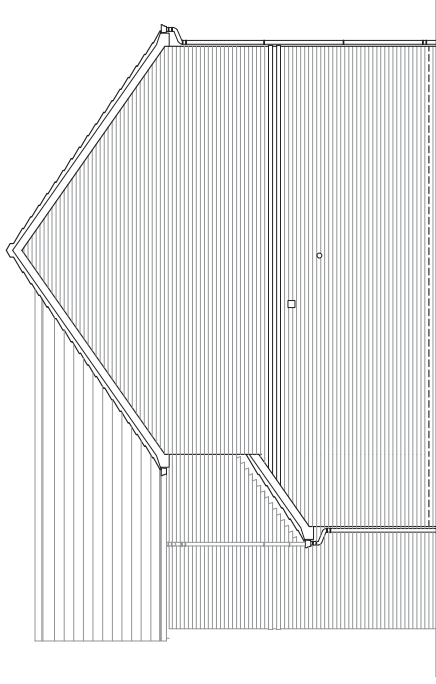
DRAWING

Planning Plans 1

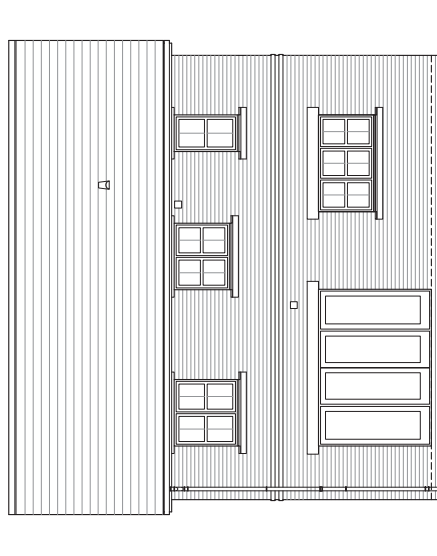
| DRAWN BY | CTM | DATE | 5/4/2012 |
|------------|---|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (2) | TYPE 6 - PLP1 | A | |
| Revisions | | | |
| A | Amendments to Basement, Cupboard (WC and Landing) Window added to hallway. | | |
| | | | 28/05/2012 |



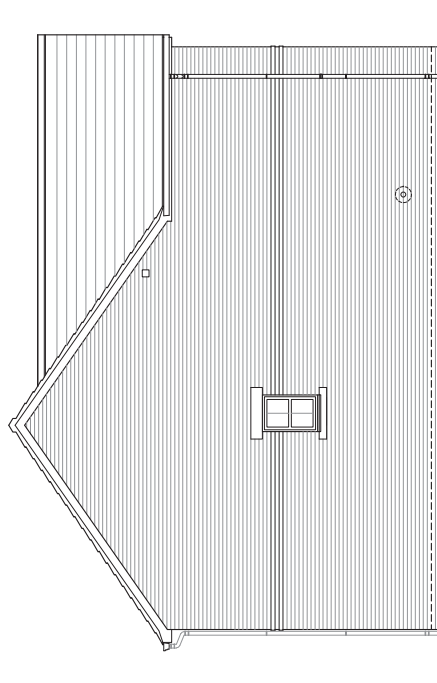
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 6

DRAWING

Planning Elevations 1/3

| DRAWN BY | CTM | DATE | 24/04/2012 |
|------------|-----------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (2) | TYPE 6 - PLE1/3 | A | |

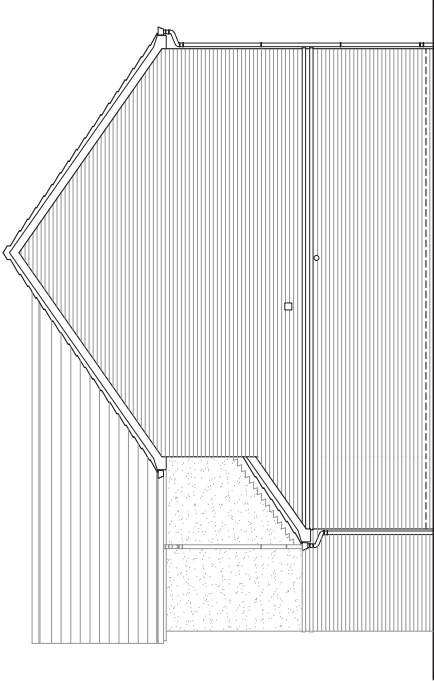
REVISIONS

A

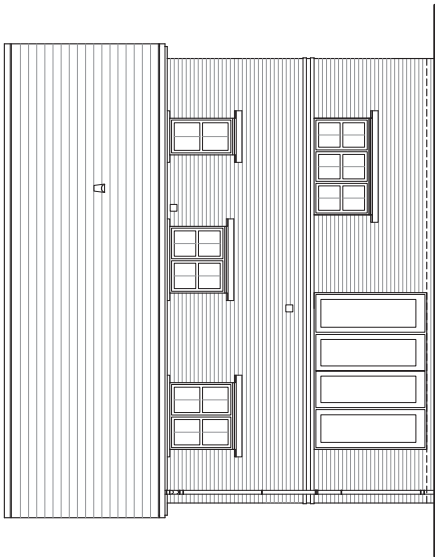
Window to air elevation bearing. Window addition details. 12/07/12



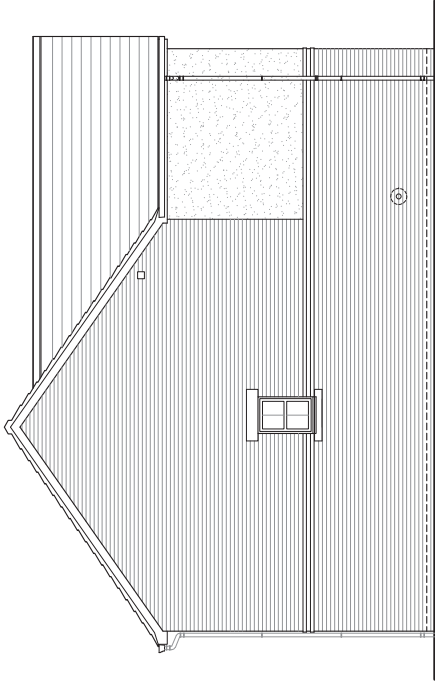
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

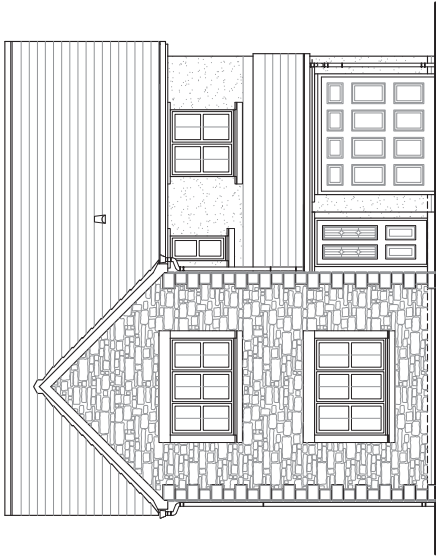
TYPE 6

DRAWING

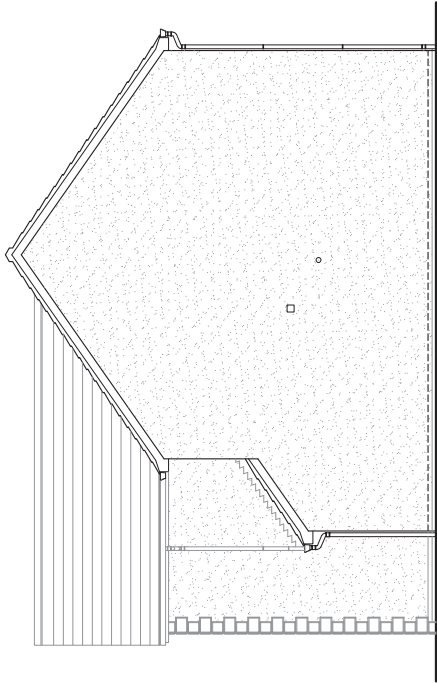
Planning Elevations 1/4

| DRAWN BY | CTM | DATE | SCALE | REVISION |
|------------|-----|------------|-----------------|----------|
| CHECKED BY | - | 24/04/2012 | 1:100 | |
| ISSUE | | | | |
| (2) | | | TYPE 6 - PLE1/4 | B |

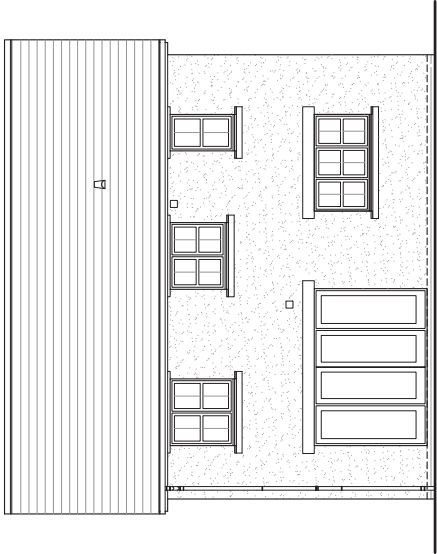
| REVISIONS | DATE | BY | REASON |
|-----------|----------|----|---|
| A | 02/07/12 | | Windows to all elevations changed to show additional windows. |
| B | 16/08/12 | | Windows made consistent across all elevations. |



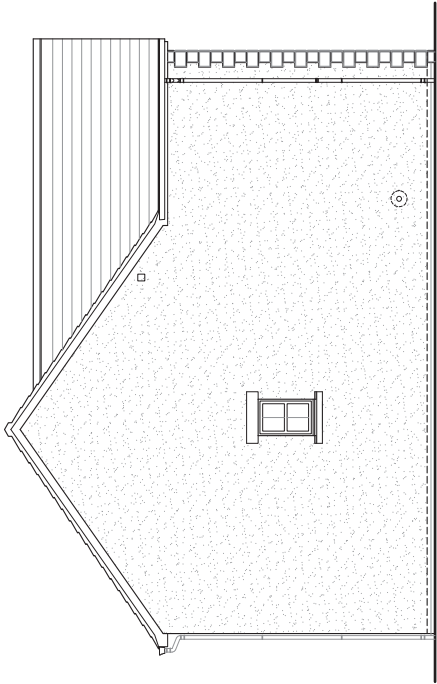
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 6

DRAWING

Planning Elevations 1/8

| DRAWING | CTM | DATE | SCALE | REVISION |
|-----------------|-----|------------|-------|----------|
| CHECKED BY | - | 24/04/2012 | 1:100 | |
| ISSUE | | | | |
| (2) | | | | A |
| TYPE 6 - PLE1/8 | | | | |

Revisions

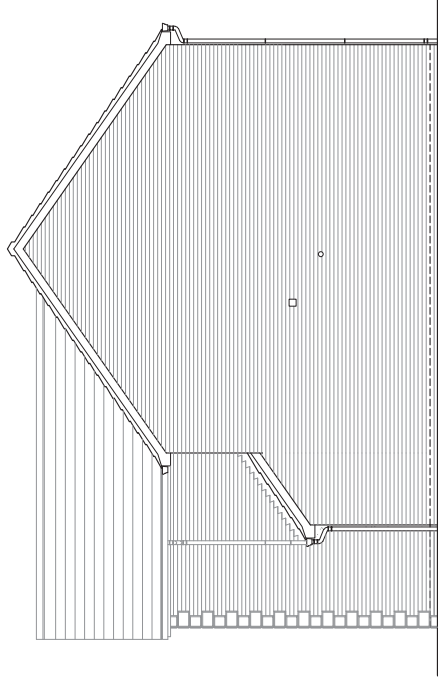
A

Windows and doors shown without additional details.

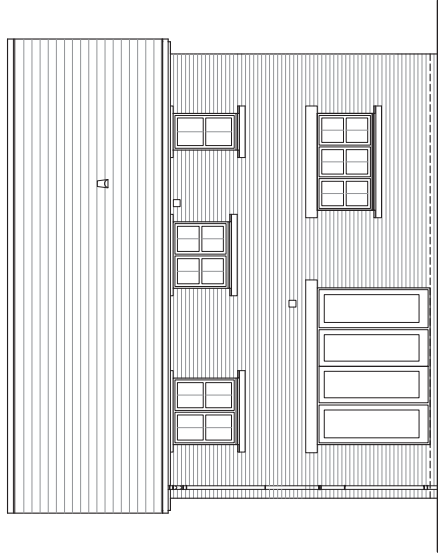
02/07/12



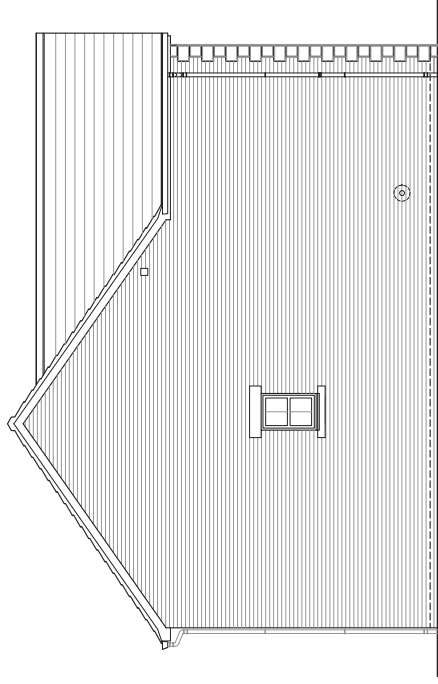
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 6

DRAWING

Planning Elevations 1/11

| DRAWING | CTM | DATE | SCALE | REVISION |
|------------------|-----|------------|-------|----------|
| CHECKED BY | - | 24/04/2012 | 1:100 | |
| ISSUE | | | | |
| (2) | | | | |
| DRAWING NUMBER | | | | |
| TYPE 6 - PLE1/11 | | | | |
| REVISIONS | | | | |



House Type

TYPE 9

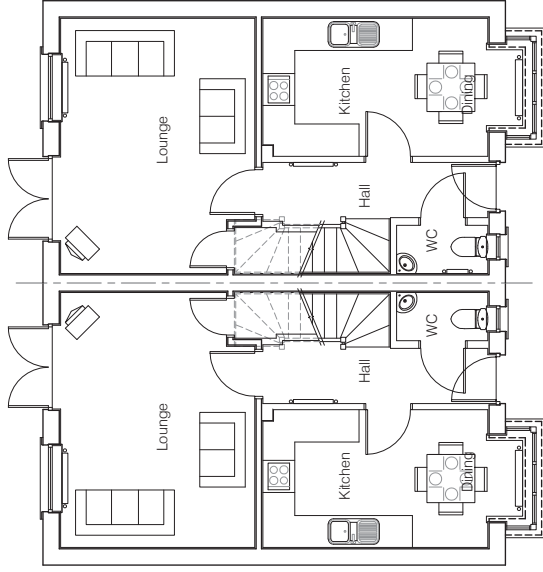
GF/FF/SF 78.63sq.m. (846.01 sq.ft.)

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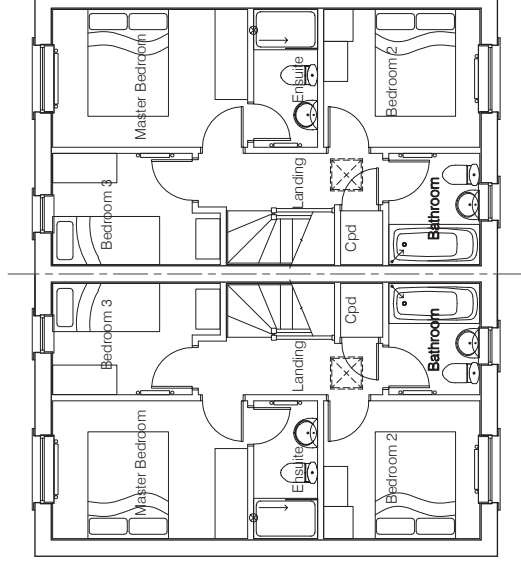
Tel 01228 640850

Fax 01228 640851



Note:
Gable window required on specific plots only - please refer to site layout for plot designations.

Ground Floor Plan



First Floor Plan



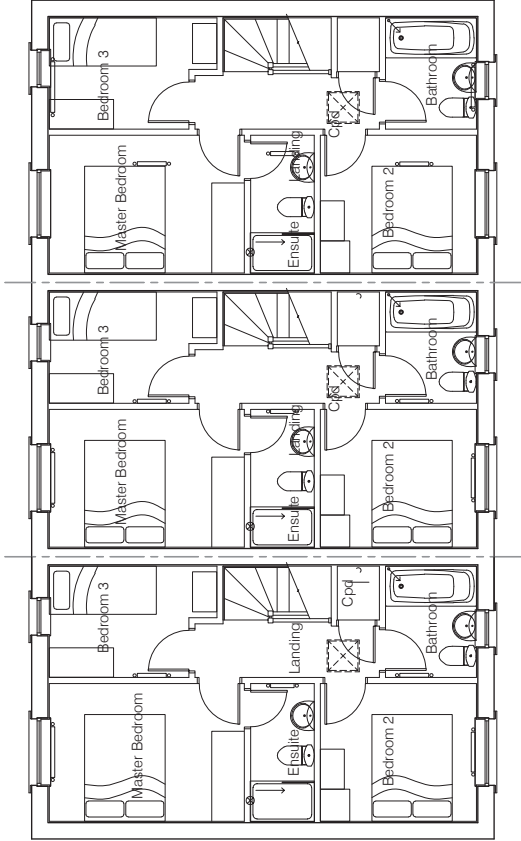
HOUSE TYPE

TYPE 9

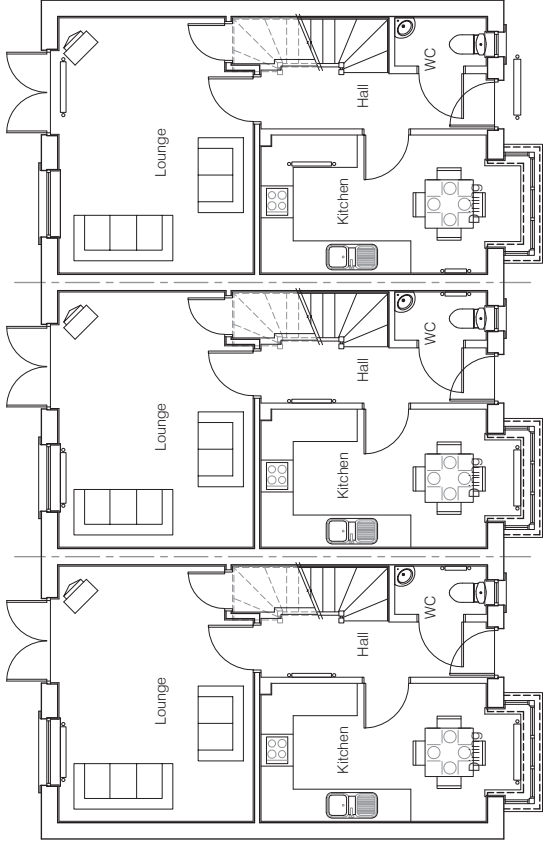
DRAWING

Planning Plans 1

| | | | |
|------------|-------------------------|----------|------------|
| DRAWN BY | CTM | DATE | 24/04/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 9 - PLP1 | A | |
| Revisions | | | |
| A | emulate layout standard | | 18/07/12 |



First Floor Plan



Ground Floor Plan



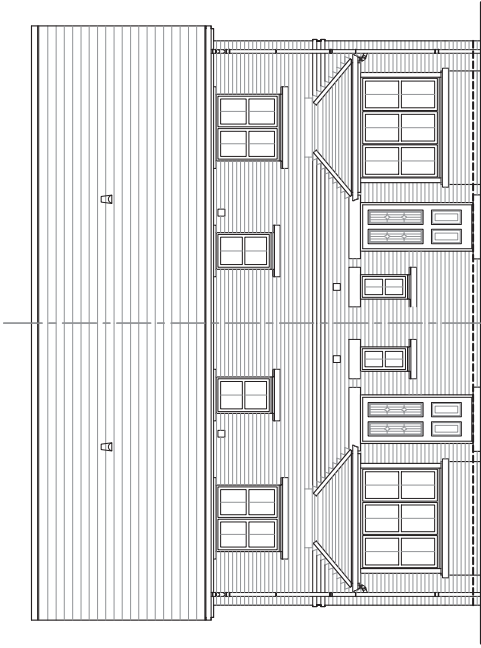
HOUSE TYPE

TYPE 9

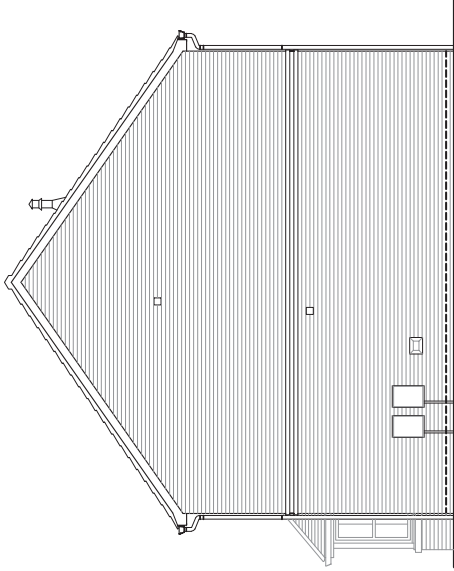
DRAWING

Planning Plans 3

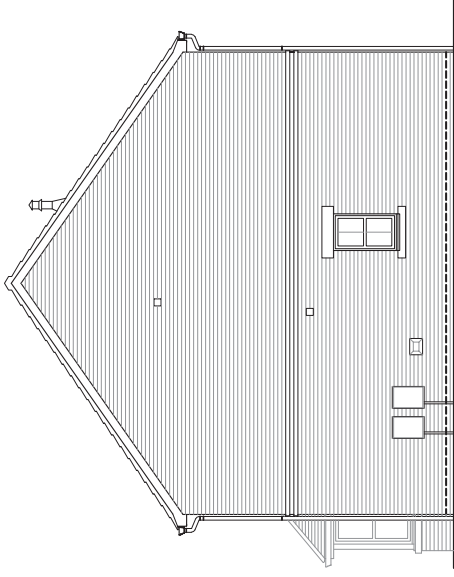
| DRAWN BY | CTM | DATE | SCALE | NO. | REVISION |
|------------|-----|----------------|---------------|-----|----------|
| CHECKED BY | - | - | - | - | - |
| ISSUE | (1) | DRAWING NUMBER | TYPE 9 - PLP3 | A | |
| REVISIONS | A | | | | |
| 18/07/12 | | | | | |



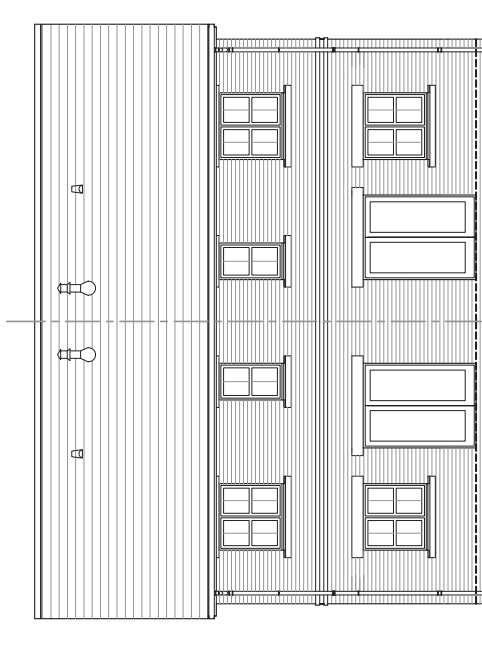
Front Elevation



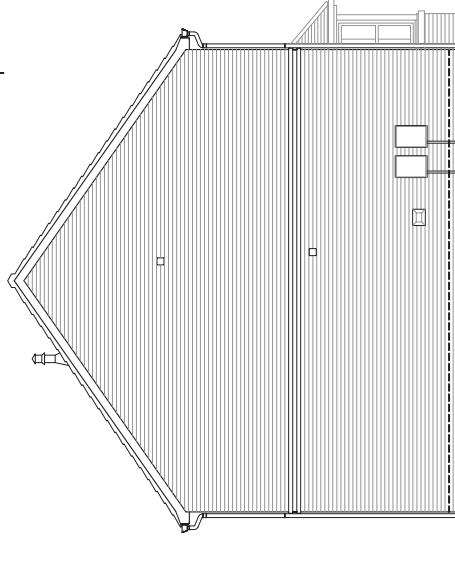
Side Elevation



Alternative Side Elevation
Indicating Feature Window.
Refer to site layout drawing for individual plot requirements.



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 9

DRAWING

Planning Elevations 1/2

| DRAWING | CTM | DATE | SCALE | REVISION |
|------------|----------------|-----------------|-------|----------|
| CHECKED BY | - | 24/04/2012 | 1:100 | - |
| ISSUE | DRAWING NUMBER | TYPE 9 - PLE1/2 | - | - |

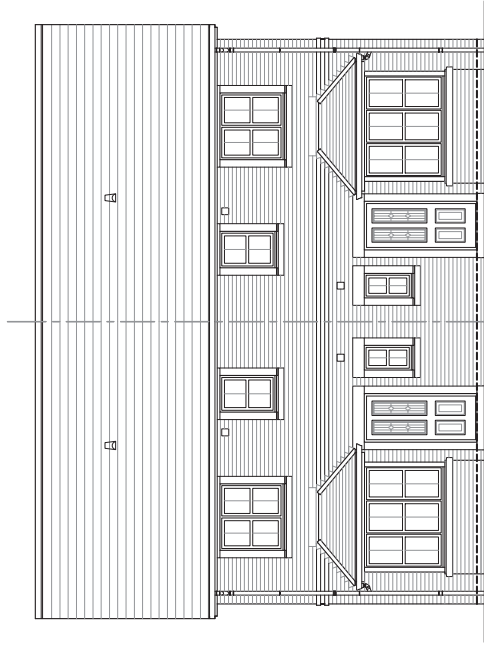
REVISIONS

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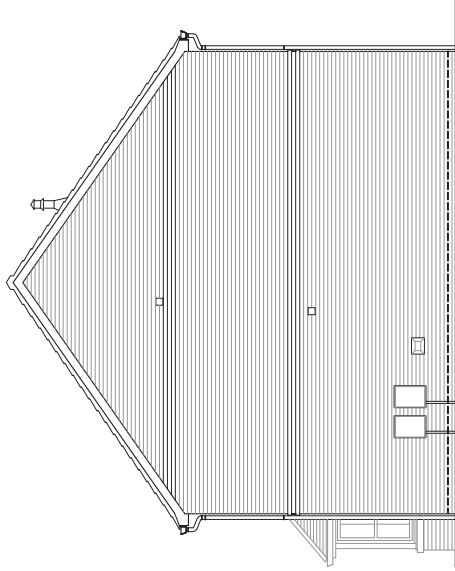
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640890

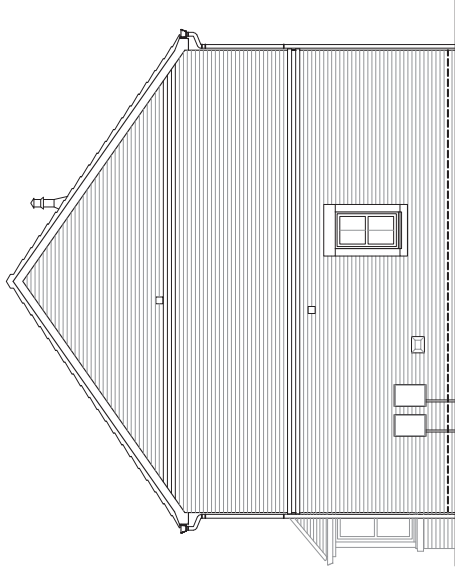
Fax 01228 640851



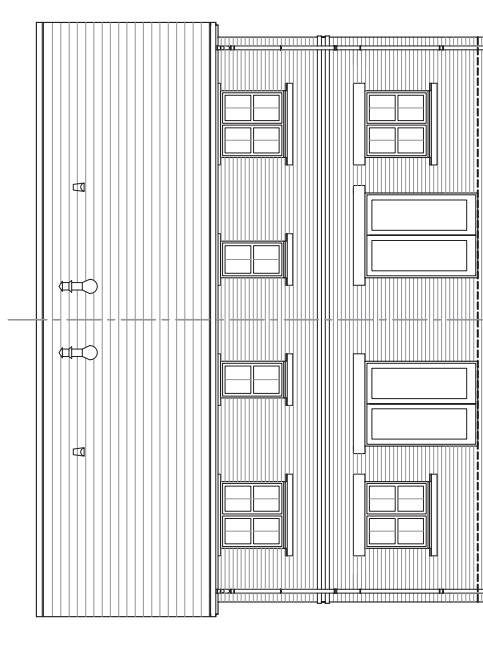
Front Elevation



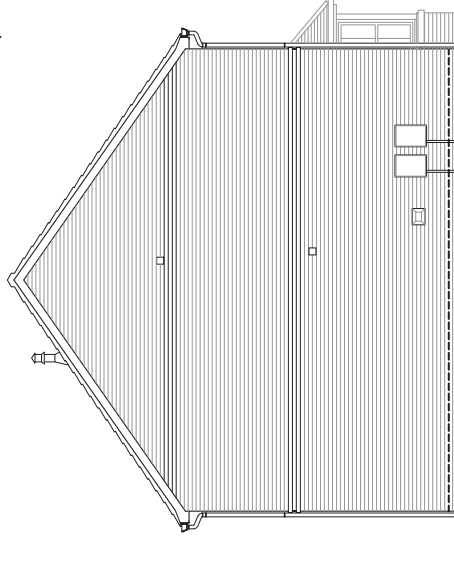
Side Elevation



Alternative Side Elevation
Indicating Feature Window.
Refer to site layout drawing for individual plot requirements.



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 9

DRAWING

Planning Elevations 1/5

| DRAWN BY | CTM | DATE | 24/04/2012 |
|------------|-----------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 9 - PLE1/5 | - | |

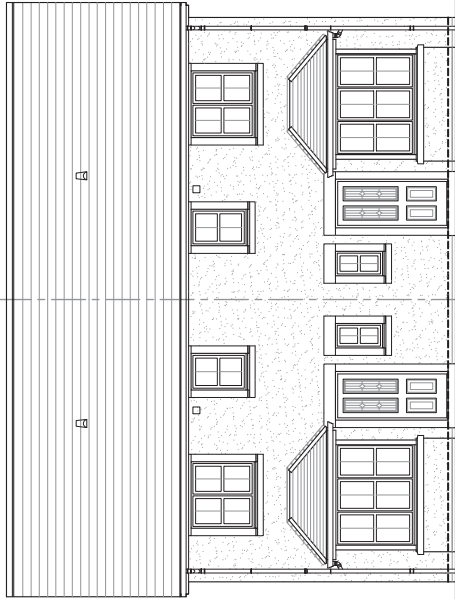
Revisions

© Story Homes.

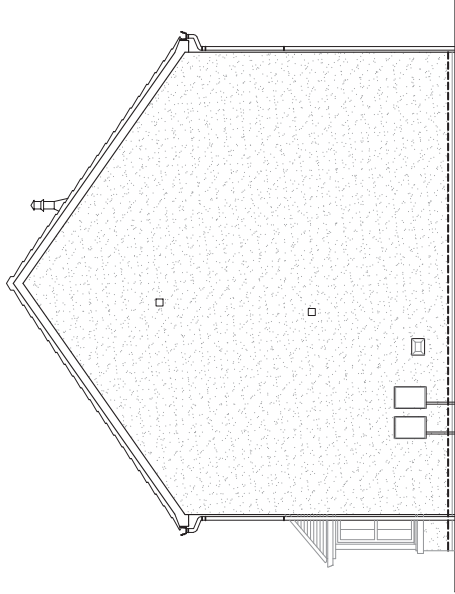
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640890

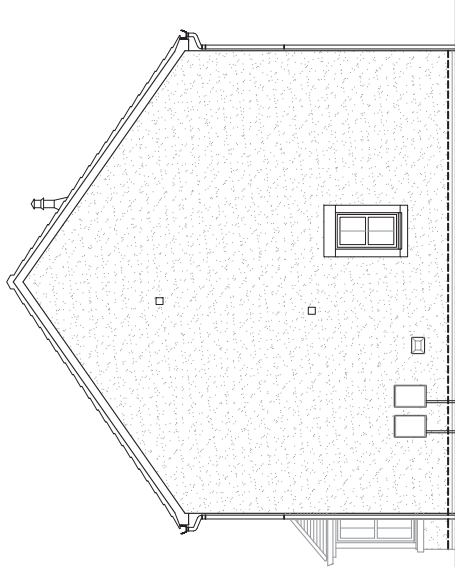
Fax 01228 640851



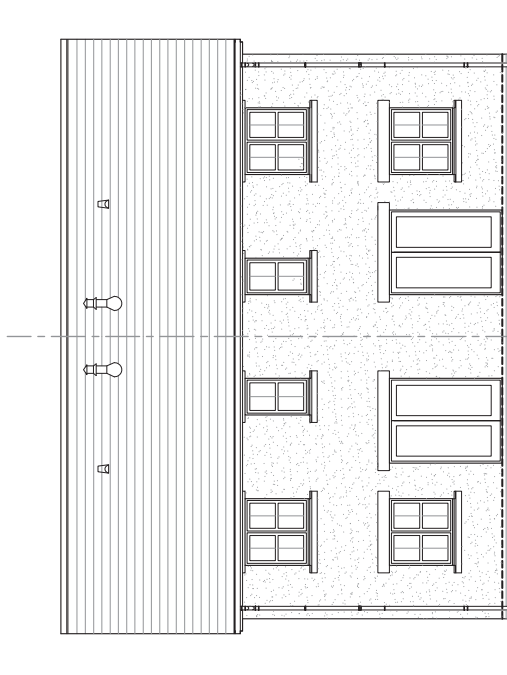
Front Elevation



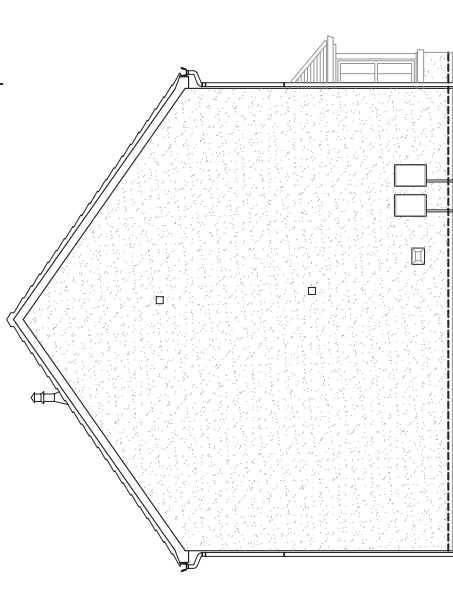
Side Elevation



Alternative Side Elevation
Indicating Feature Window.
Refer to site layout drawing for individual plot requirements.



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 9

DRAWING

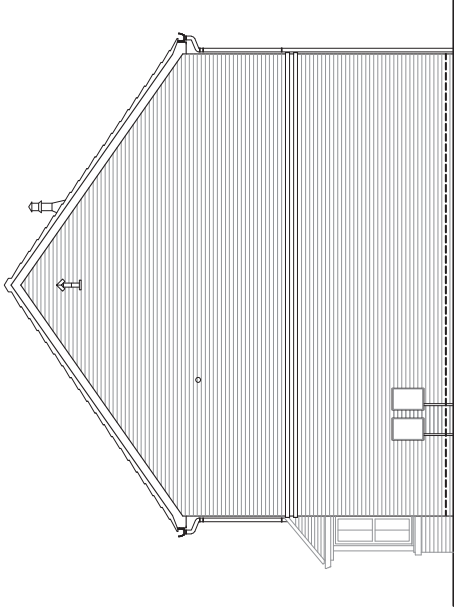
Planning Elevations 1/6

| DRAWING | CTM | DATE | 17/02/2012 |
|------------|-----------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | - |
| (1) | TYPE 9 - PLE1/6 | - | - |

Revisions



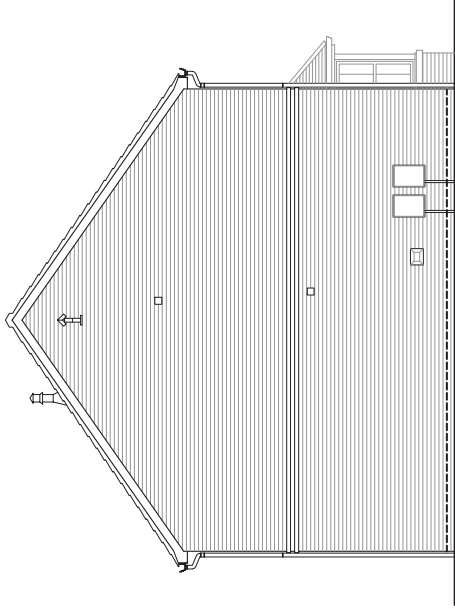
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 9

DRAWING

Planning Elevations 3/1

| DRAWN BY | CTM | DATE | 3/10/2012 |
|------------|-----------------|----------|-----------|
| CHECKED BY | - | SCALE | NIS |
| ISSUE | DRAWING NUMBER | REVISION | - |
| (1) | TYPE 9 - PLE3/1 | REVISION | - |



House Type

TYPE 10

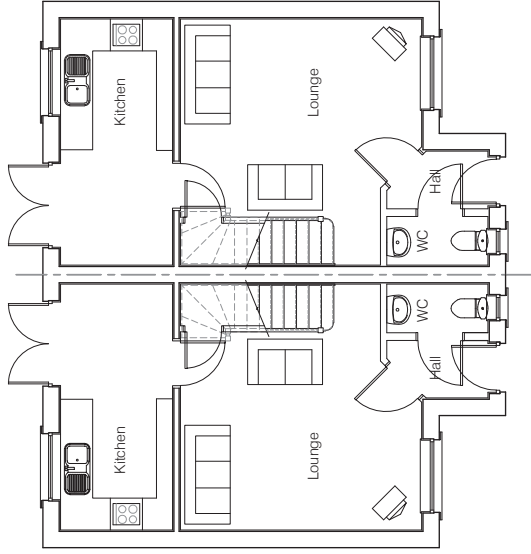
GF/FF 66.07sq.m. (711.18 sq.ft.)

© **Story Homes.**

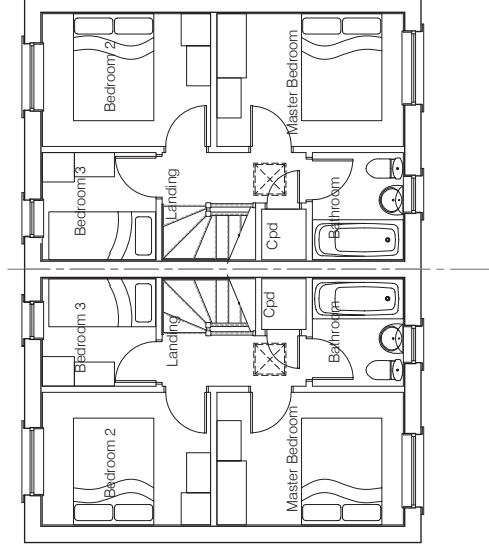
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

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Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 10

DRAWING

Planning Plans 1

| DRAWN BY | CTM | DATE | 24/02/2012 |
|------------|----------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 10 - PLP1 | - | |

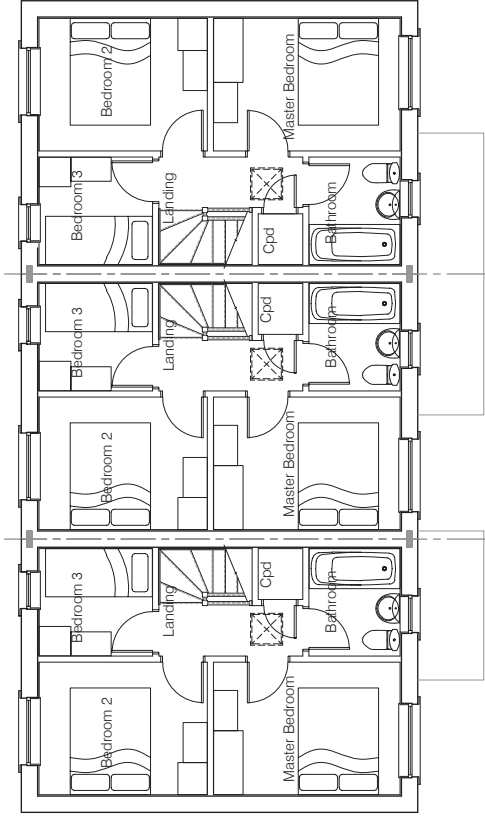
Revisions

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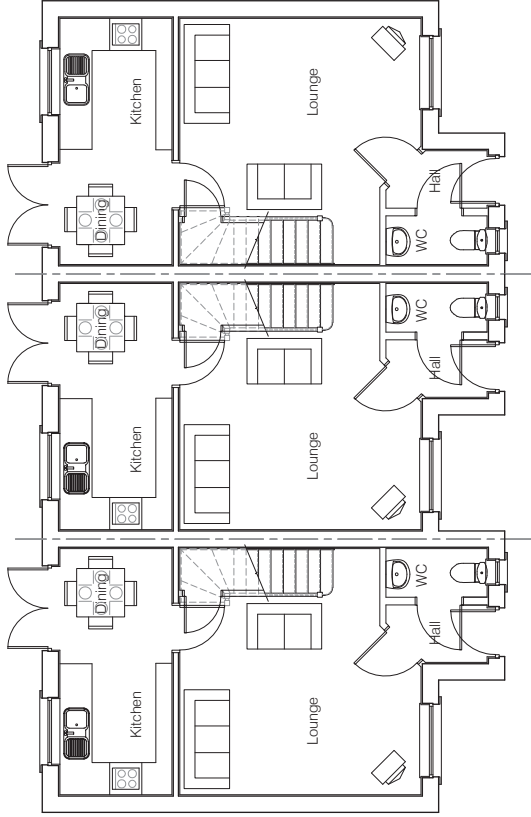
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640890

Fax 01228 640851



First Floor Plan



Ground Floor Plan



HOUSE TYPE

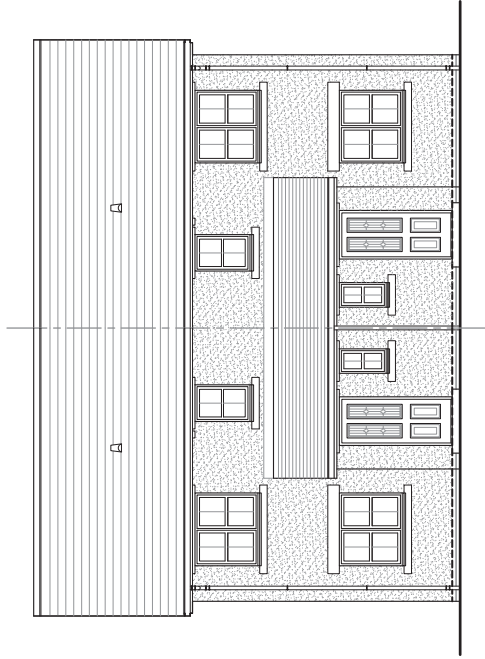
TYPE 10

DRAWING

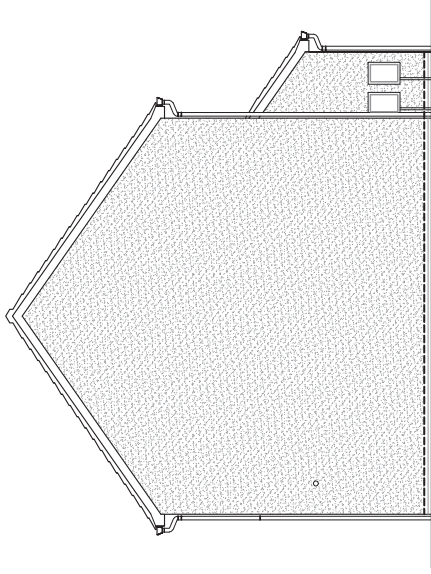
Planning Plans 2

| DRAWN BY | CTM | DATE | 24/04/2012 |
|------------|----------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | - |
| (1) | TYPE 10 - PLP2 | - | - |

Revisions



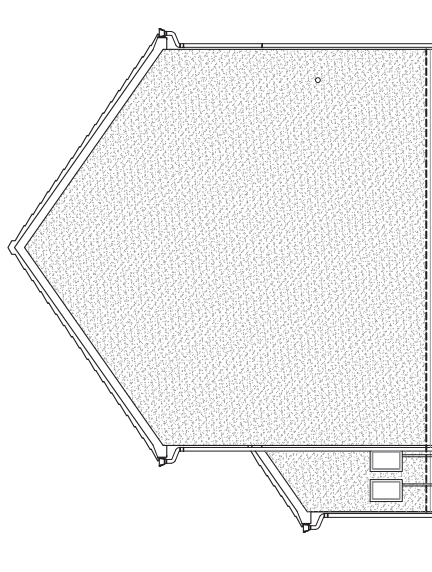
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 10

DRAWING

Planning Elevations 1/4

| DRAWN BY | CTM | DATE | SCALE | REVISION |
|------------|------------------|------------|-------|----------|
| CHECKED BY | - | 24/04/2012 | 1:100 | - |
| ISSUE | DRAWING NUMBER | REVISION | | |
| (1) | TYPE 10 - PLE1/4 | - | | |

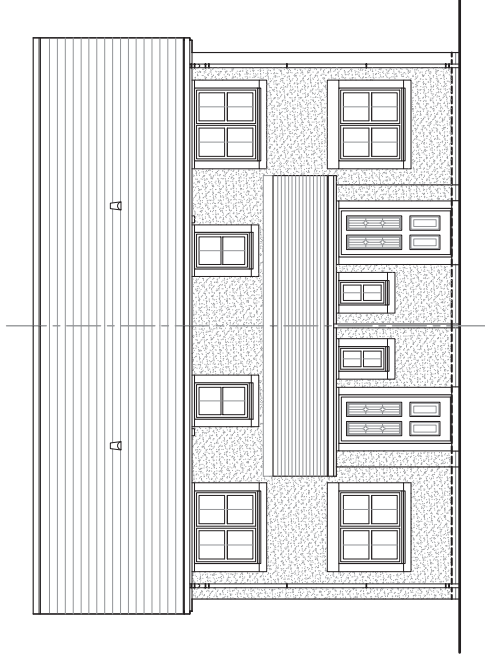
Revisions

© Story Homes.

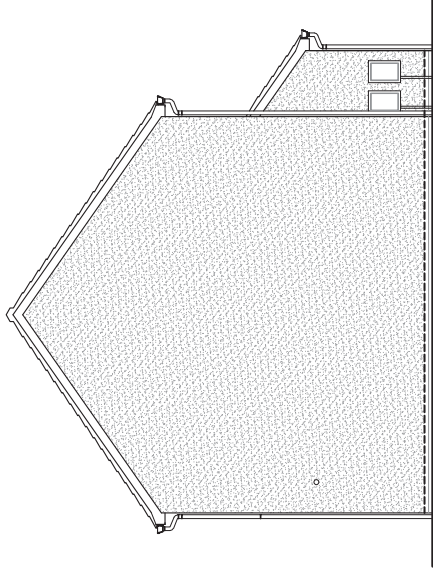
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640890

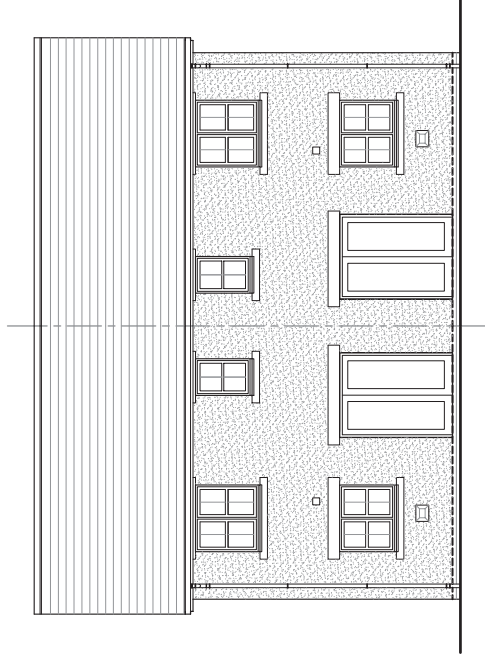
Fax 01228 640851



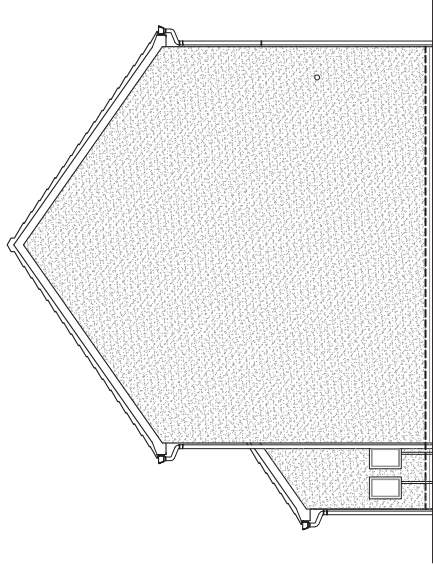
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 10

DRAWING

Planning Elevations 1/5

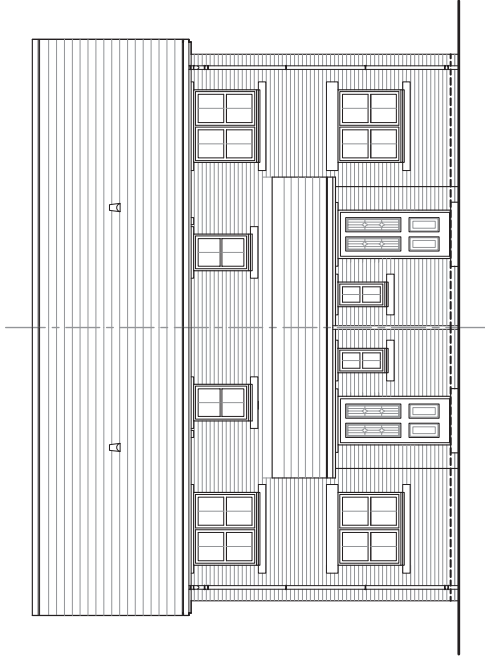
| DRAWING | CTM | DATE | 17/02/12 |
|------------|-----|----------------|------------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | (1) | DRAWING NUMBER | TYPE 10 - PLE1/5 |
| REVISIONS | - | REVISION | - |

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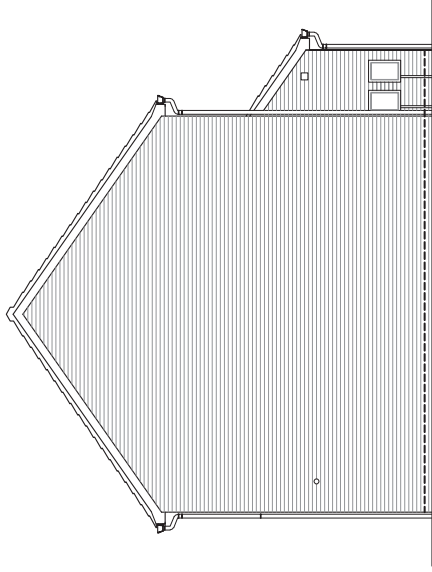
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640890

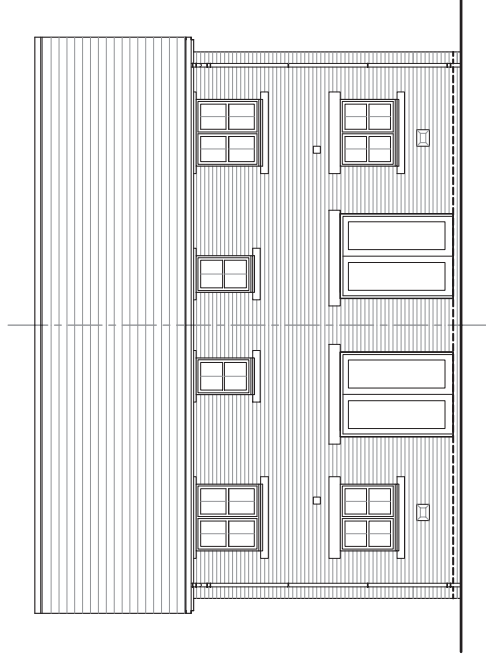
Fax 01228 640851



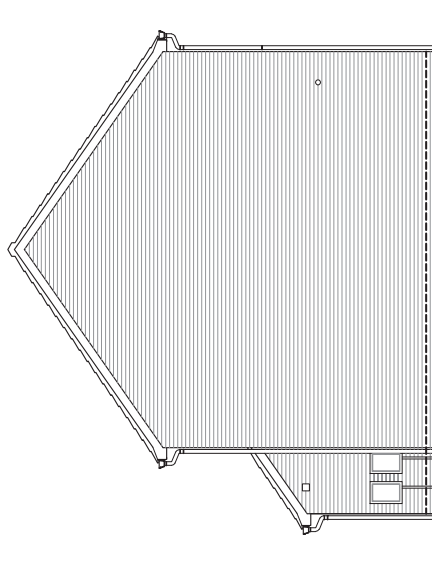
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 10

DRAWING

Planning Elevations 1/6

| DRAWING | CTM | DATE | 17/02/12 |
|------------|------------------|----------|----------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | - |
| (1) | TYPE 10 - PLE1/6 | - | - |

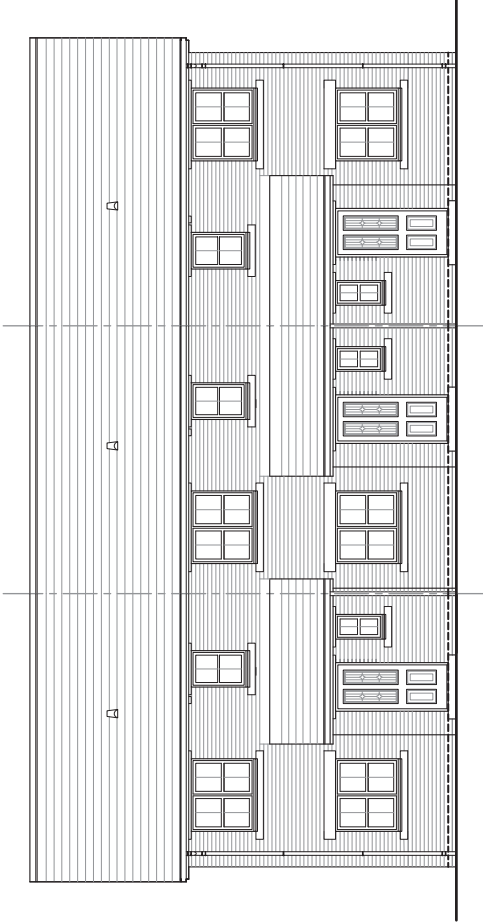
Revisions

© Story Homes.

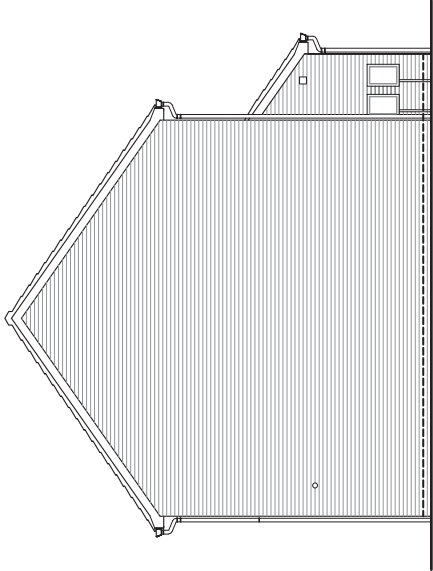
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640890

Fax 01228 640851



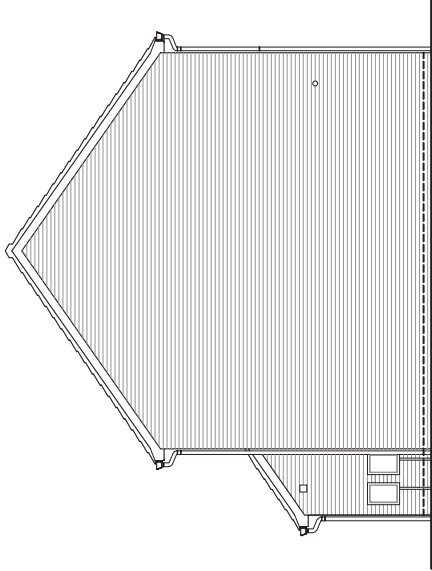
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 10

DRAWING

Planning Elevations 2/1

| DRAWN BY | CTM | DATE | 24/04/2012 |
|------------|------------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | - |
| (1) | TYPE 10 - PLE2/1 | - | - |

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House Type

TYPE 11

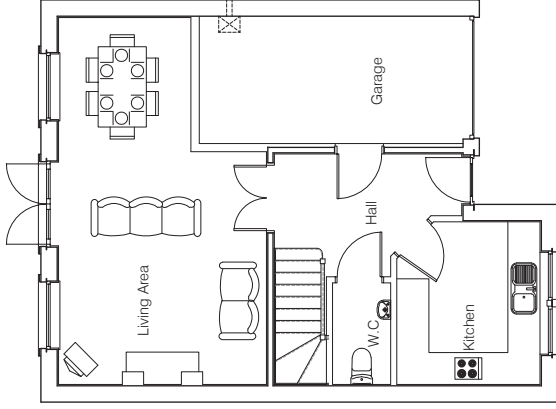
GF/FF 100.69 sq.m. (1083.76 sq.ft.)

© **Story Homes.**

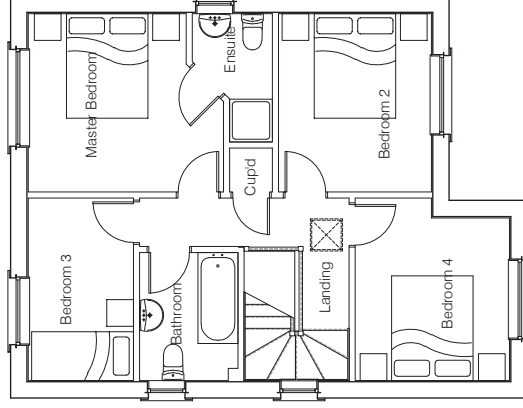
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

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Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

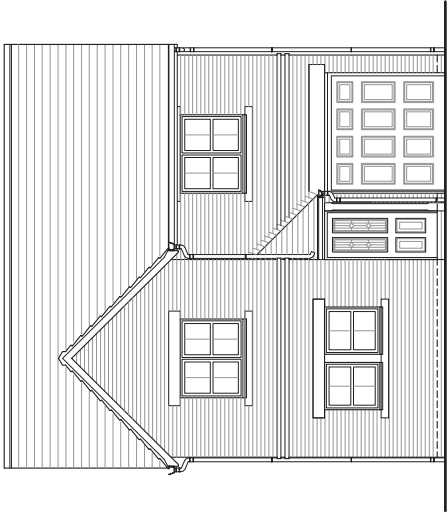
TYPE 11

DRAWING

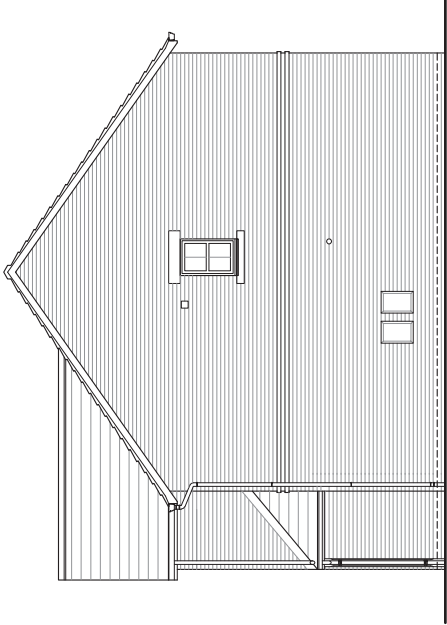
Planning Plans 1

| DRAWN BY | CTM | DATE | 24/02/2012 |
|------------|----------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 11 - PLP1 | - | |

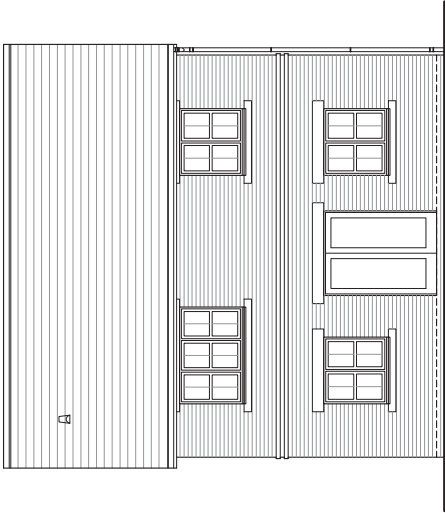
Revisions



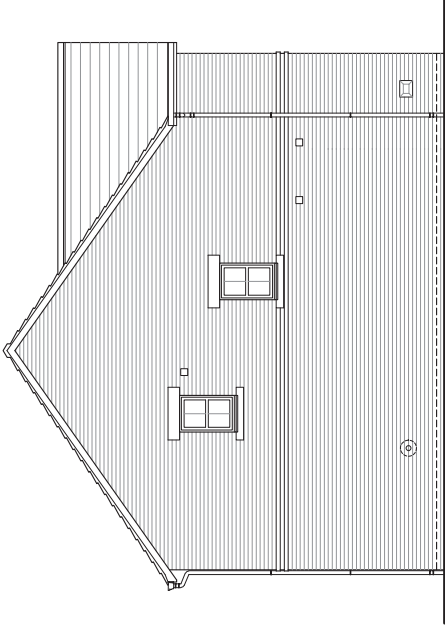
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



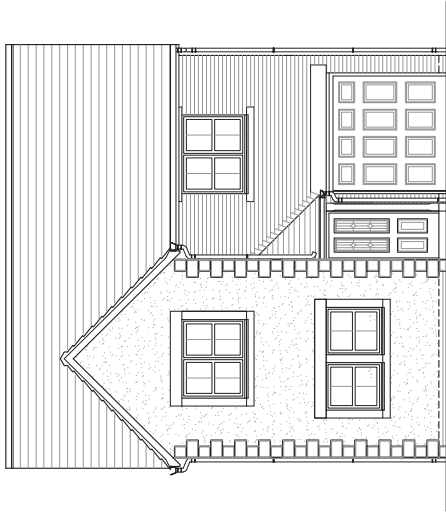
HOUSE TYPE

TYPE 11

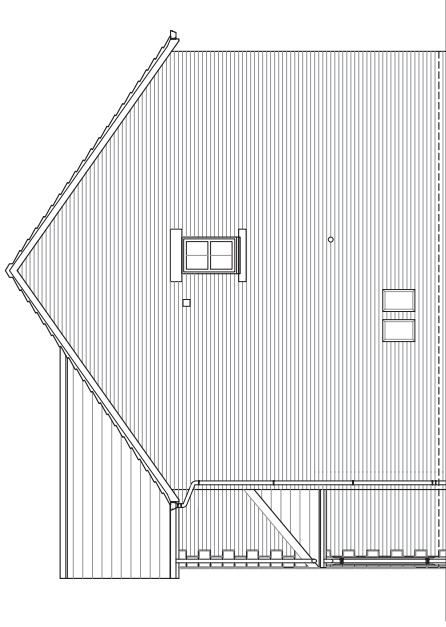
DRAWING

Planning Elevations 1/1

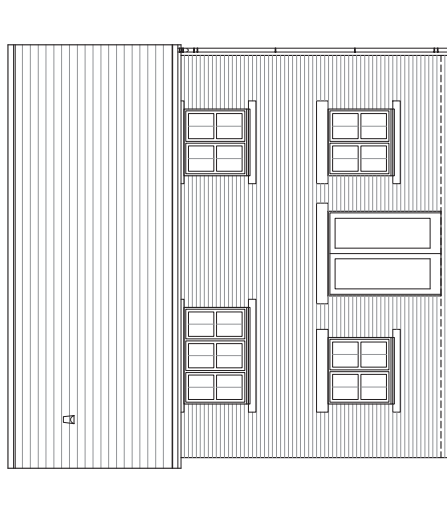
| DRAWN BY | CTM | DATE | 24/04/2012 |
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| ISSUE | DRAWING NUMBER | REVISION | - |
| (1) | TYPE 11 - PLE1/1 | | |



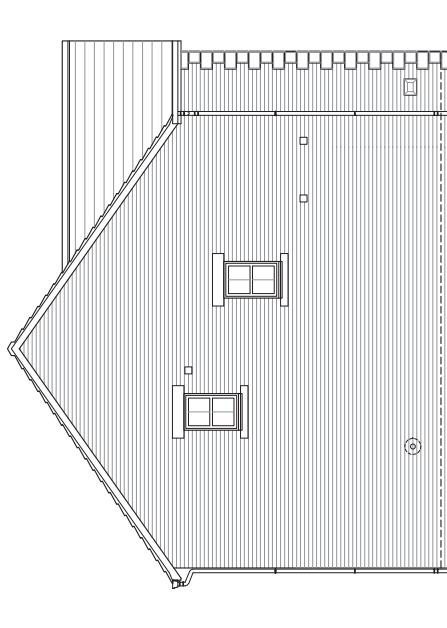
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 11

DRAWING

Planning Elevations 1/4

| DRAWN BY | CTM | DATE | 24/04/2012 |
|------------|------------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 11 - PLE1/4 | - | |

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House Type

TYPE 12

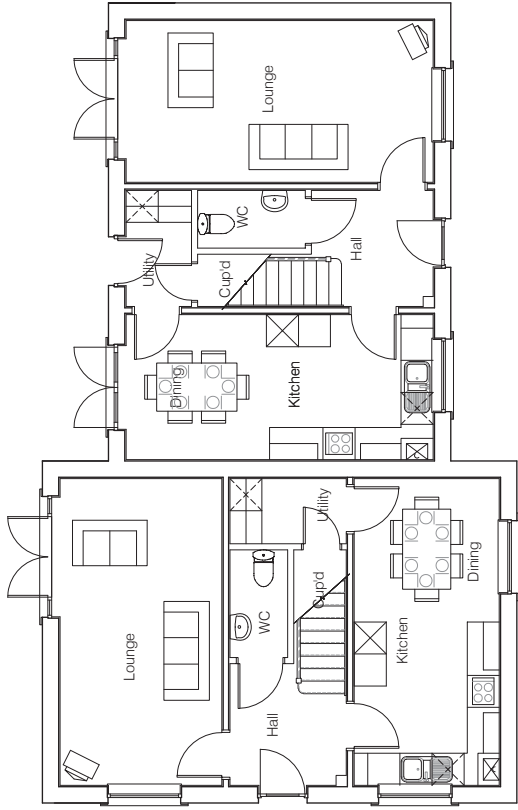
GF/FF 95.78 sq.m. (1030.95 sq.ft.)

© **Story Homes.**

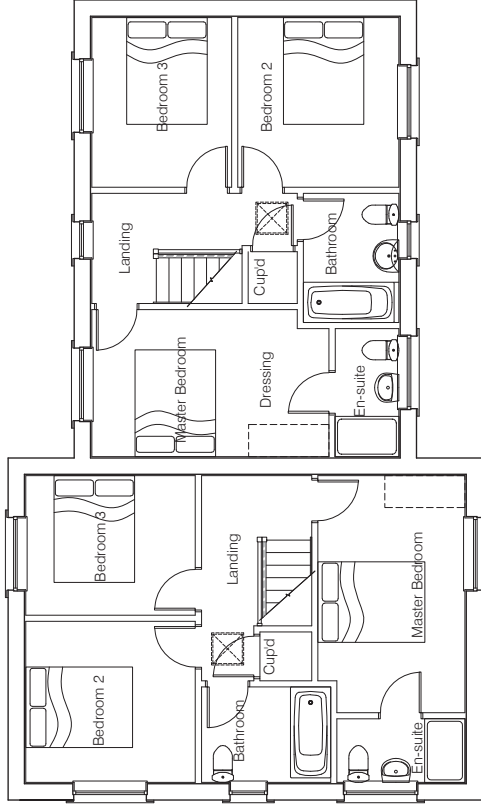
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

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Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 12

DRAWING

Planning Plans 1

| DRAWN BY | CTM | DATE | 5/10/2012 |
|------------|----------------|----------|-----------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
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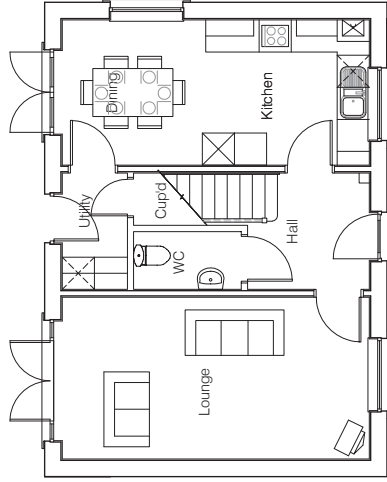
Revisions

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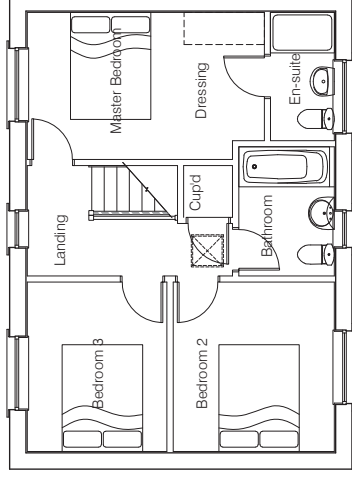
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Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 12

DRAWING

Planning Plans 2

| DRAWN BY | CTM | DATE | 24/02/2012 |
|------------|----------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 12 - PLP2 | - | |

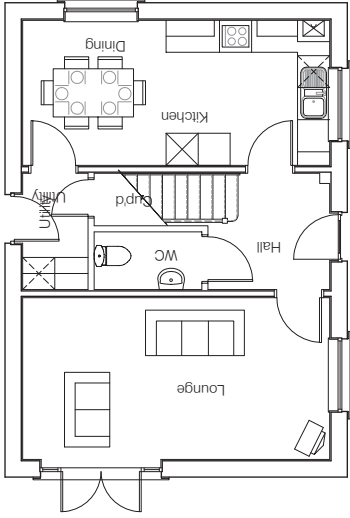
Revisions

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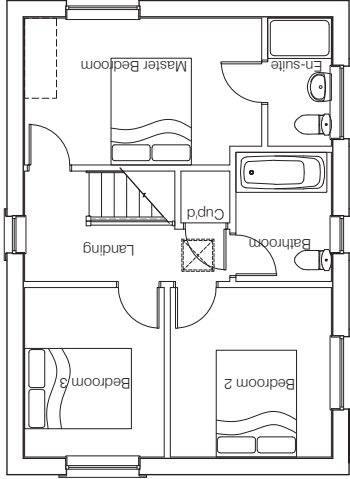
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

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Ground Floor Plan



First Floor Plan



HOUSE TYPE

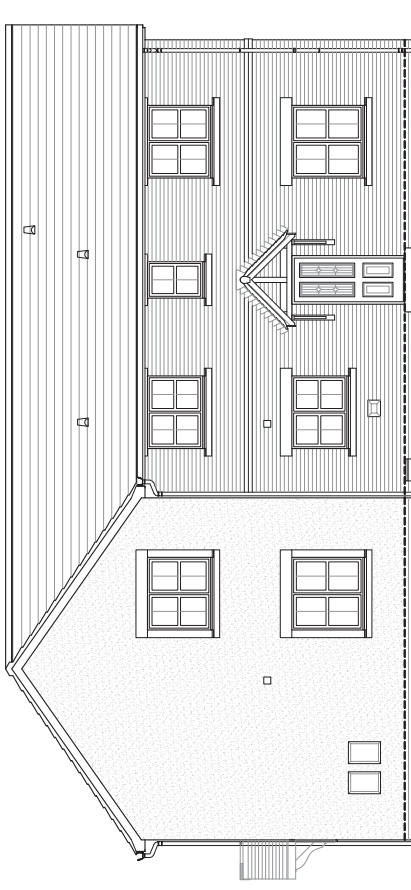
TYPE 12

DRAWING

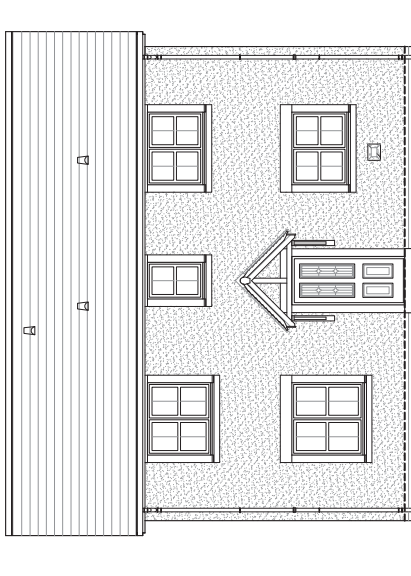
Planning Plans 3

| | | | |
|------------|----------------|----------|------------|
| DRAWN BY | CTM | DATE | 17/08/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 12 - PLP3 | - | |

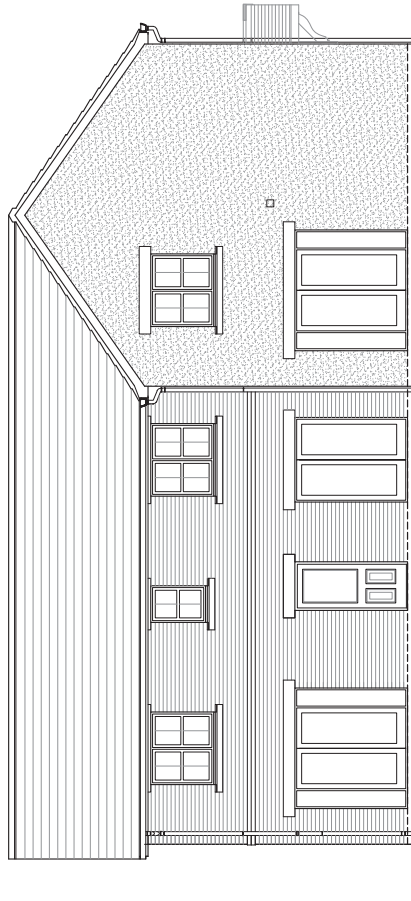
Revisions



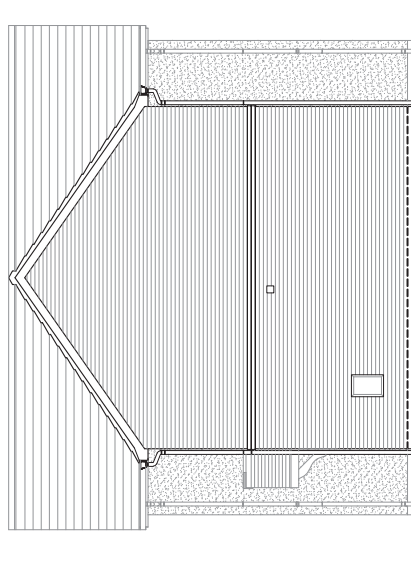
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 12

DRAWING

Planning Elevations 1/2

| DRAWN BY | CTM | DATE | 24/04/2012 |
|------------|------------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 12 - PLE1/2 | - | |

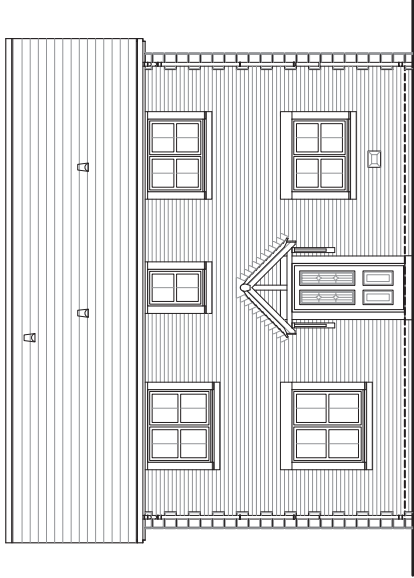
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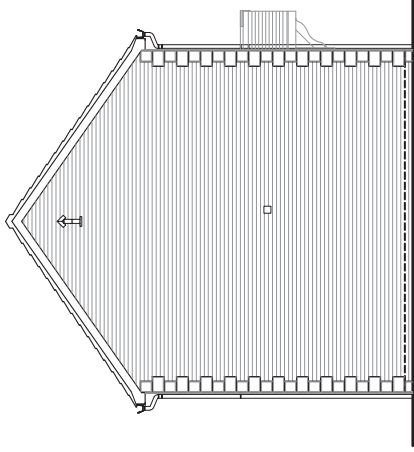
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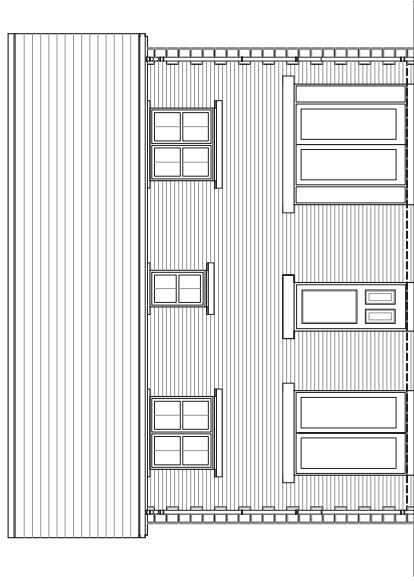
Fax 01228 640851



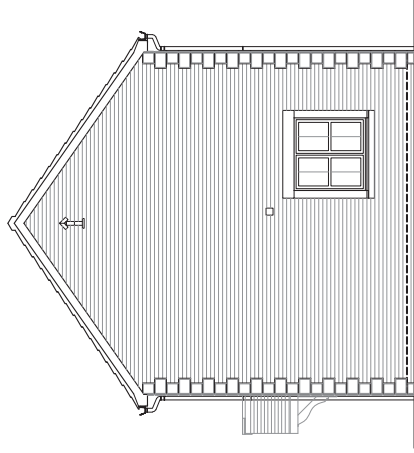
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



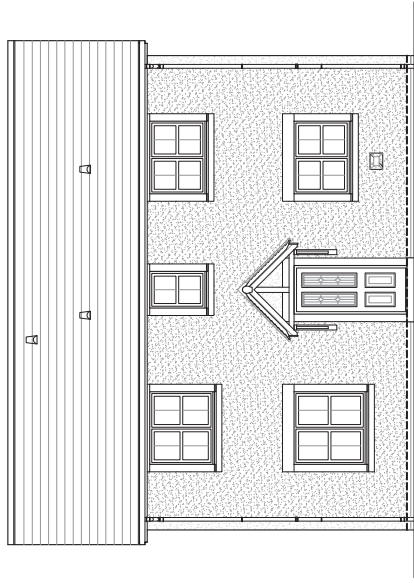
HOUSE TYPE

TYPE 12

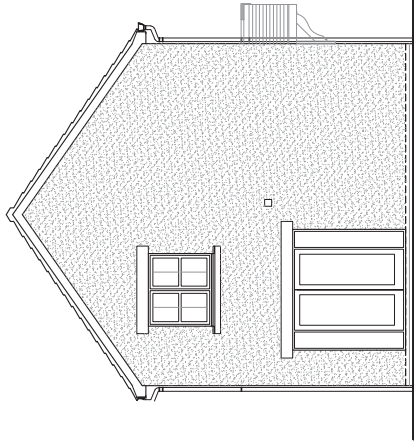
DRAWING

Planning Elevations 2/4

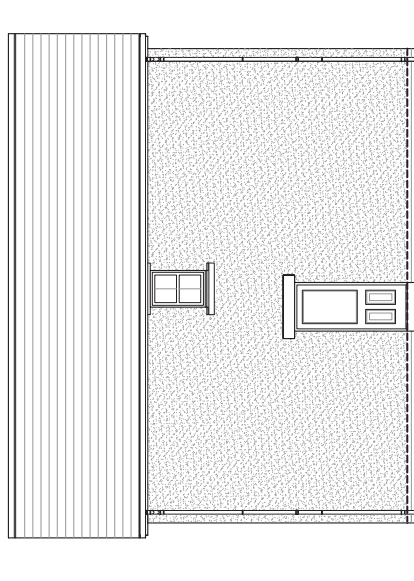
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|----------------|------------------|-----|-------|----------|
| (1) | TYPE 12 - PLE2/4 | - | 1:100 | - |



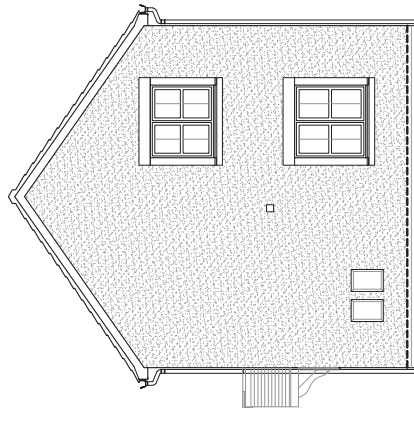
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 12

DRAWING

Planning Elevations 3/1

| DRAWING | CTM | DATE | 17/03/2012 |
|------------|------------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | - |
| (1) | TYPE 12 - PLES/1 | - | - |

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House Type

TYPE 13

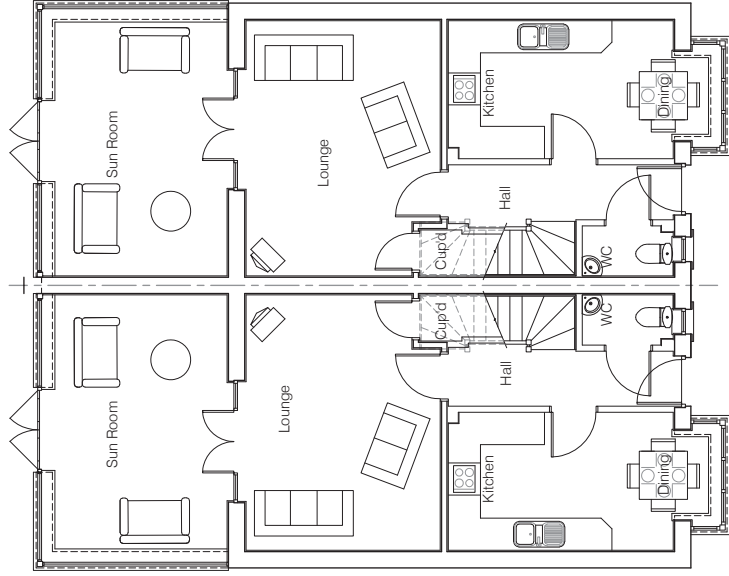
GF/FF/SF 107.71m² (1159.42sq.ft)
Sun Room (where indicated only) 15.90m² (171.13sq.ft)

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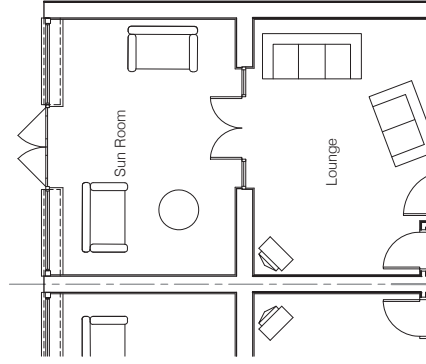
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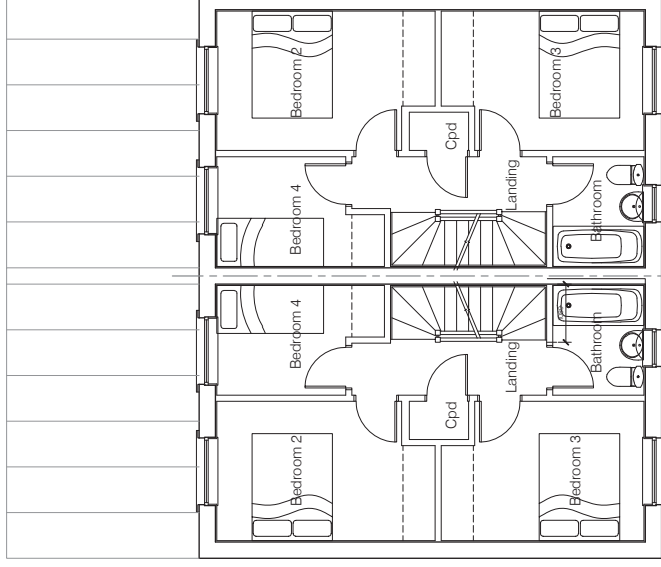


Ground Floor Plan

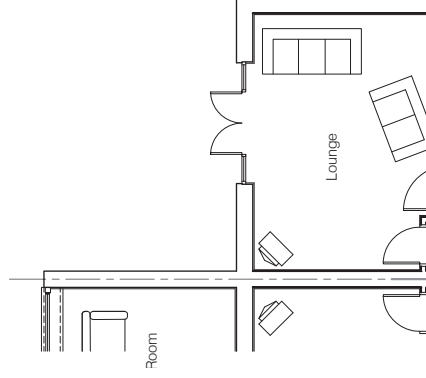


Part Ground Floor Plan:

Alternative sunroom arrangement - Blockwork Gable.
Please refer to Site Layout for plot specific requirements.

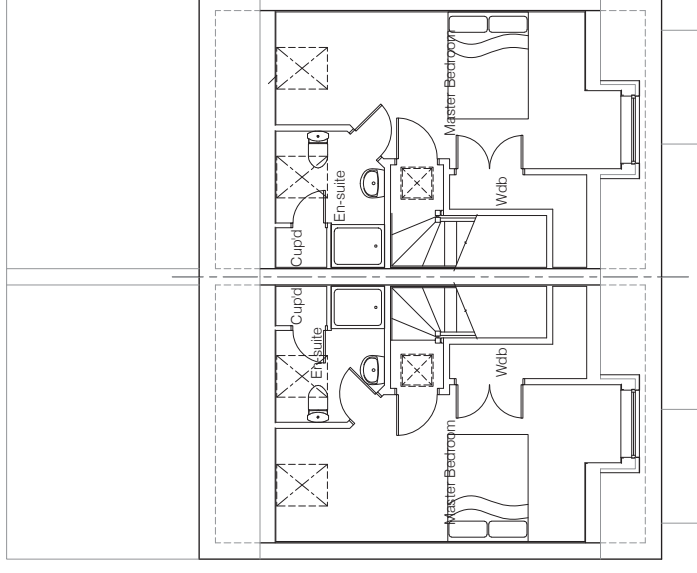


First Floor Plan



Part Ground Floor Plan:

Alternative arrangement - omission of sunroom to one number plot.
Please refer to Site Layout for plot specific requirements.



Second Floor Plan



HOUSE TYPE

TYPE 13

DRAWING

Planning Plans 1

| | | | |
|------------|----------------|----------|----------|
| DRAWING | CTM | DATE | 24/02/22 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 13 - PLP1 | - | |

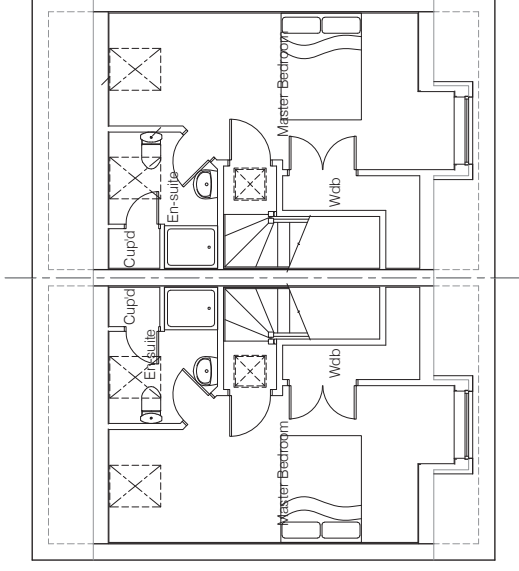
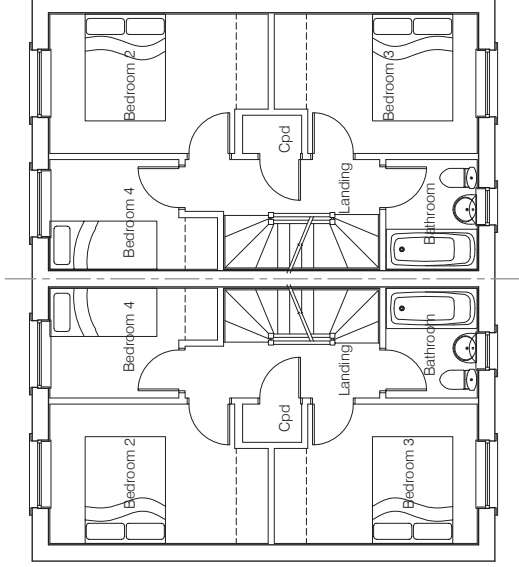
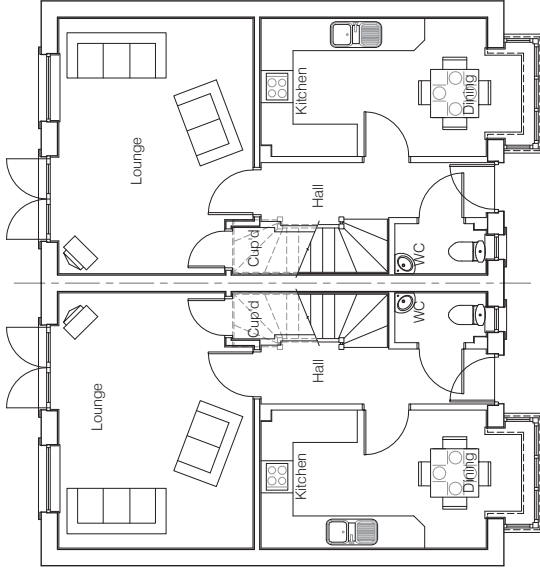
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Ground Floor Plan

First Floor Plan

First Floor Plan



HOUSE TYPE

TYPE 13

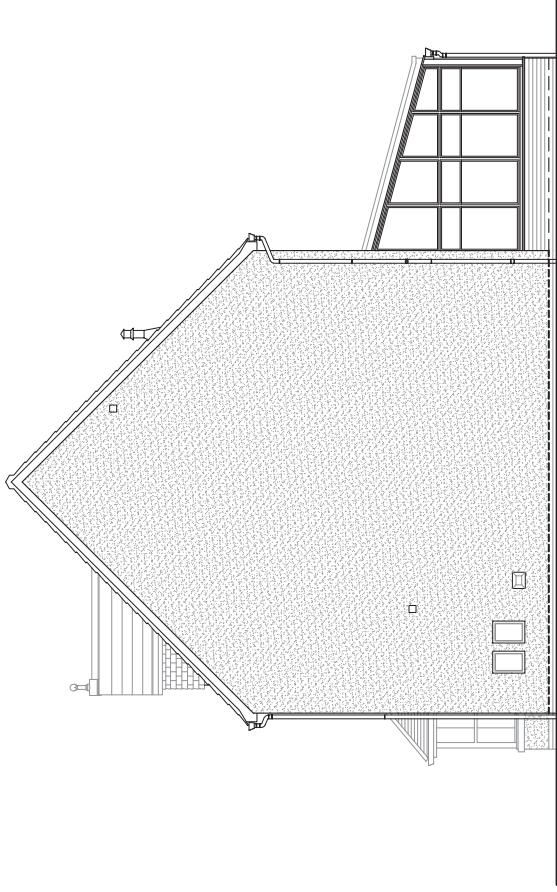
DRAWING

Planning Plans 2

| | | | |
|------------|----------------|----------|------------|
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| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 13 - PLP2 | - | |
| Revisions | | | |



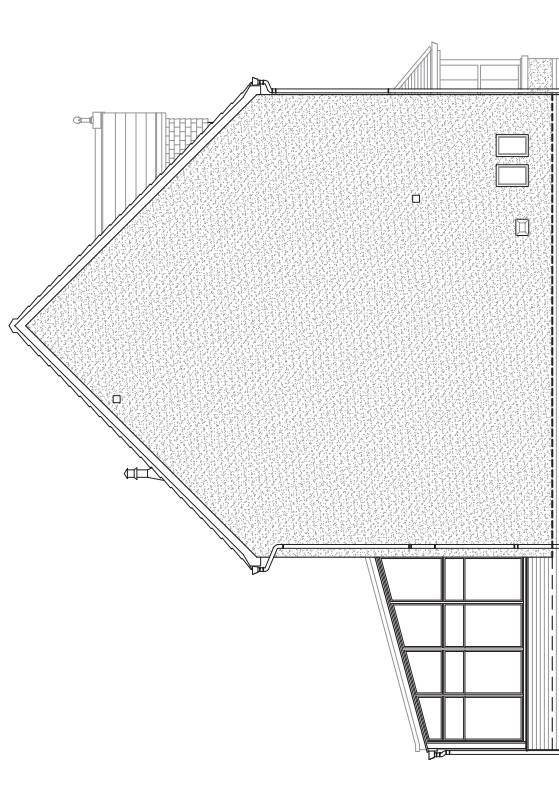
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

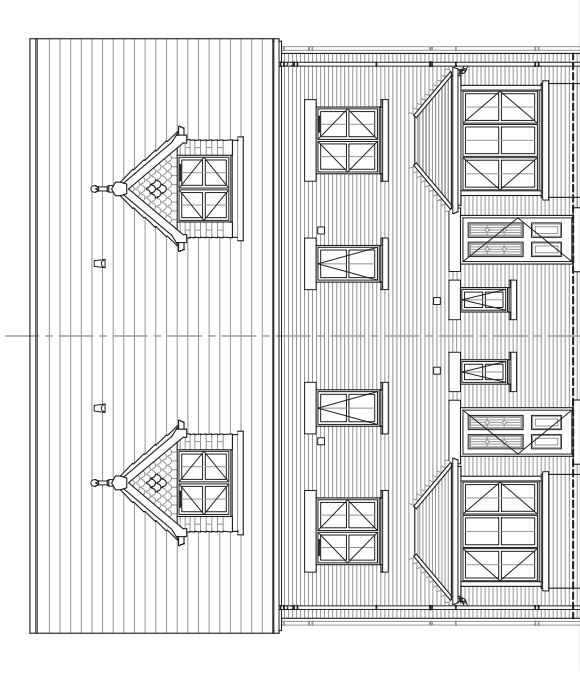
TYPE 13

DRAWING

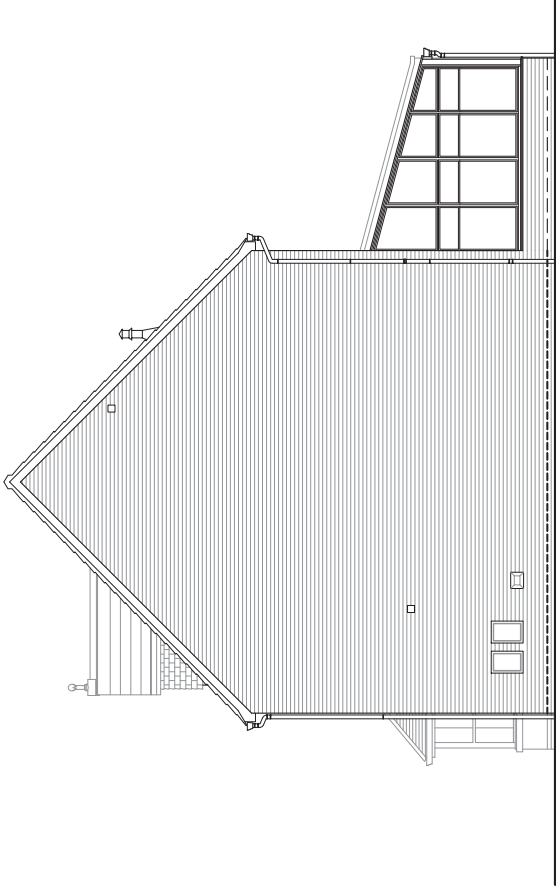
Planning Elevations 1/1

| | | | |
|------------------|------------|-------|----------|
| DRAWING NUMBER | DATE | CTM | REVISION |
| (1) | 24/03/2012 | 1:100 | A |
| TYPE 13 - PLE1/1 | | | |
| REVISIONS | | | |
| A | 17/09/12 | | |

Window / Glazing Information and Analysis



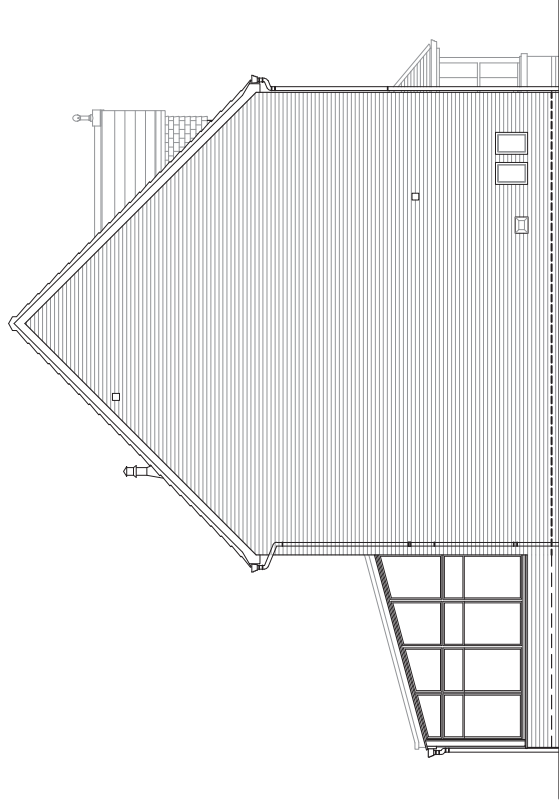
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 13

DRAWING

Planning Elevations 1/2

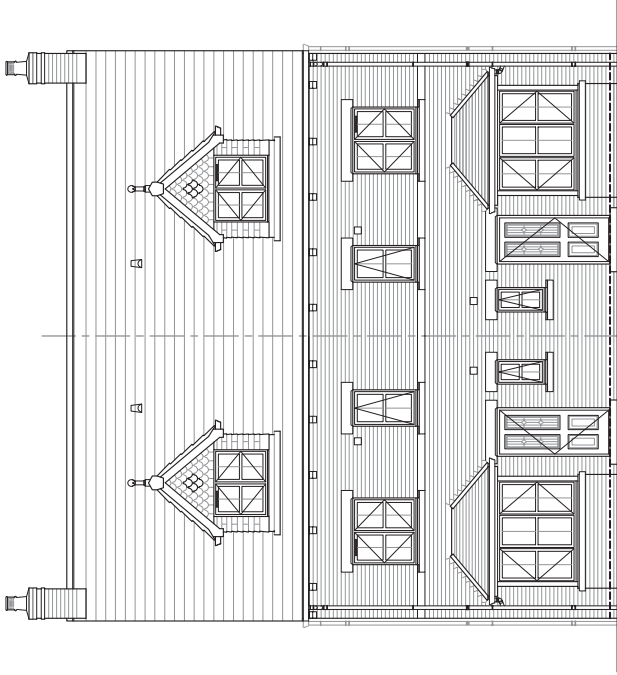
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|----------------|------------------|
| SCALE | 1:100 |
| REVISION | |
| DRAWING NUMBER | TYPE 13 - PLE1/2 |
| ISSUE | (1) |
| REVISIONS | |

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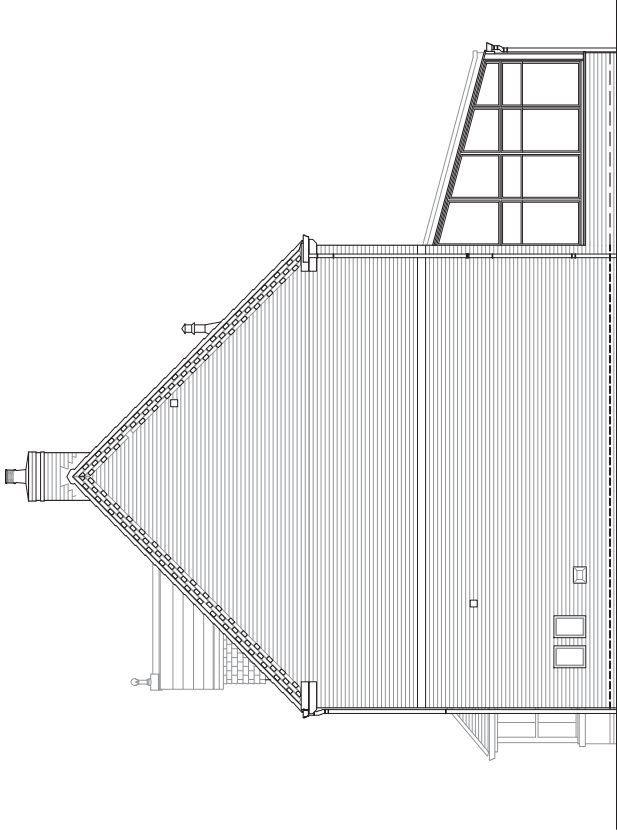
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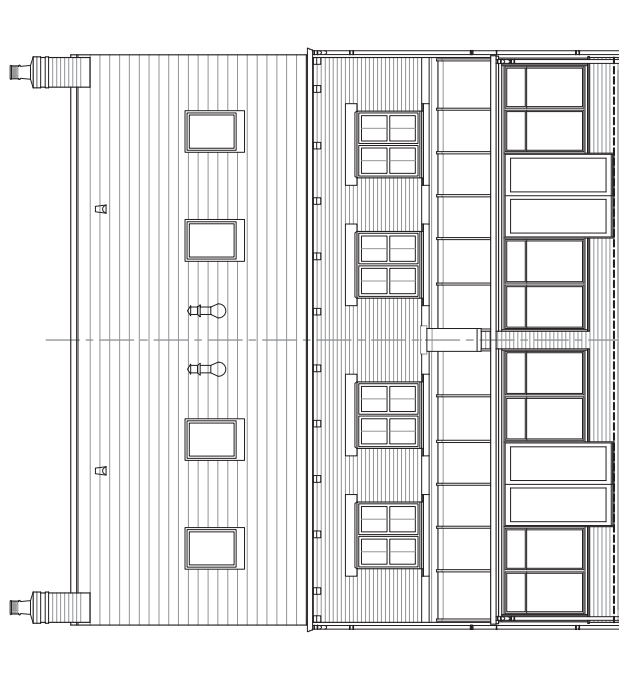
Fax 01228 640851



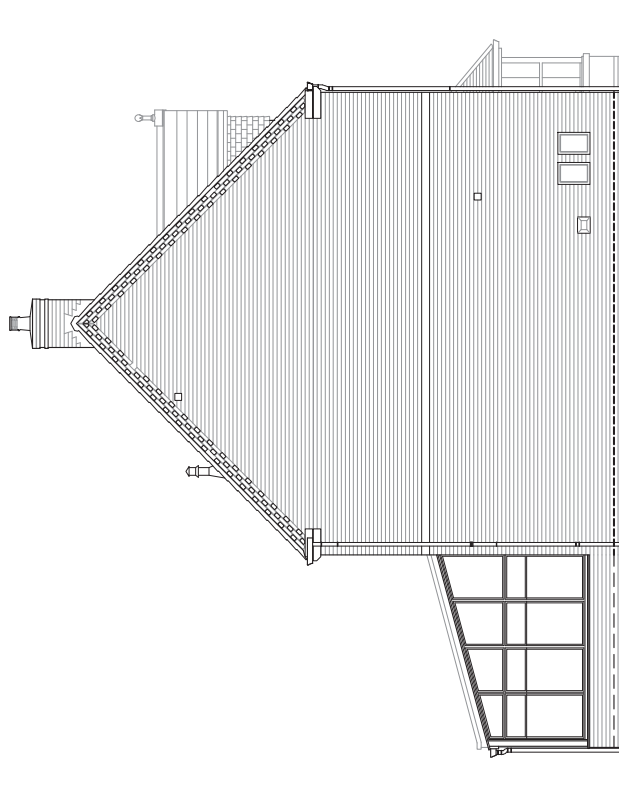
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 13

DRAWING

Planning Elevations 1/3

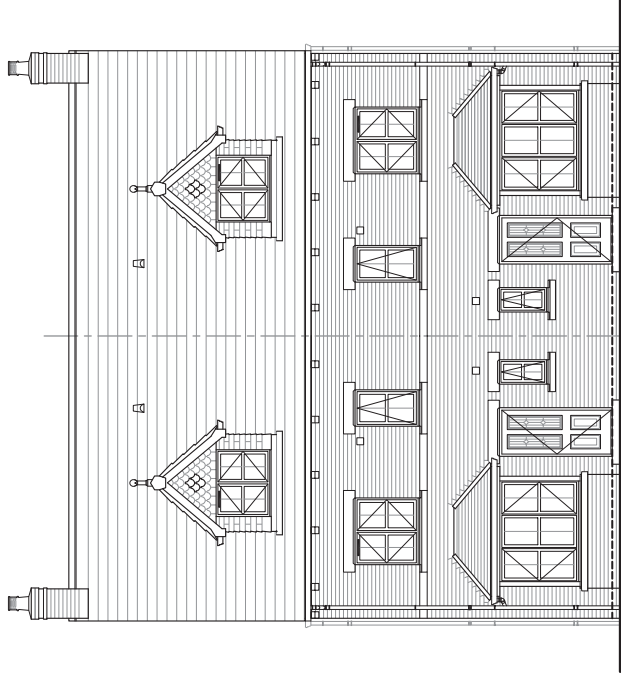
| DATE | 24/03/2012 |
|----------------|------------------|
| SCALE | 1:100 |
| DRAWING NUMBER | TYPE 13 - PLE1/3 |
| ISSUE | (1) |
| REVISIONS | - |

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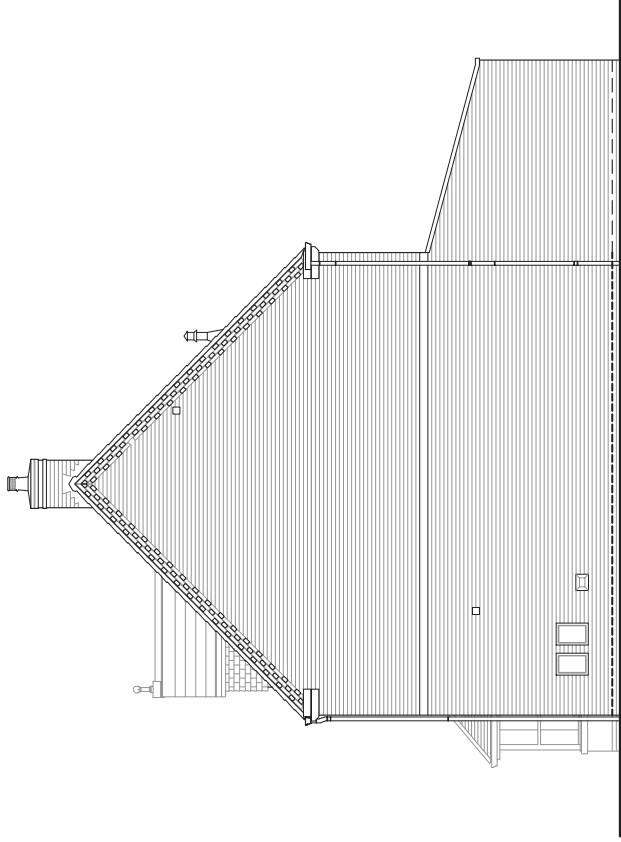
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA

Tel 01228 640850

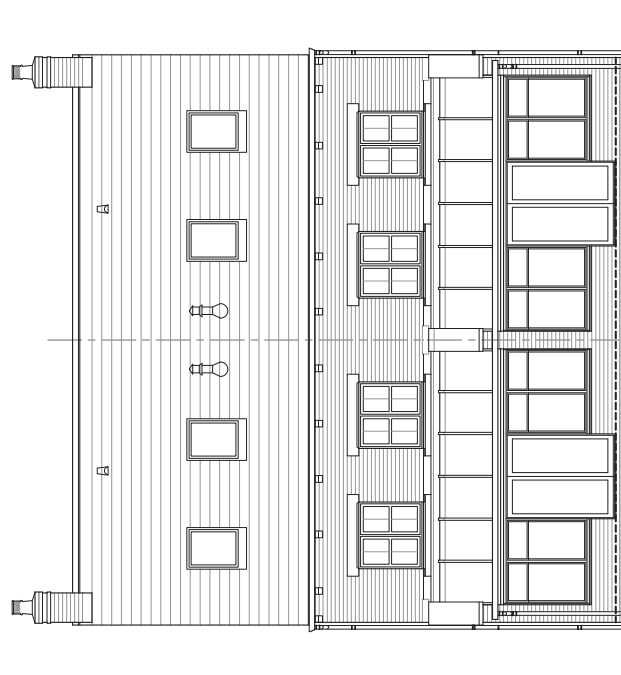
Fax 01228 640851



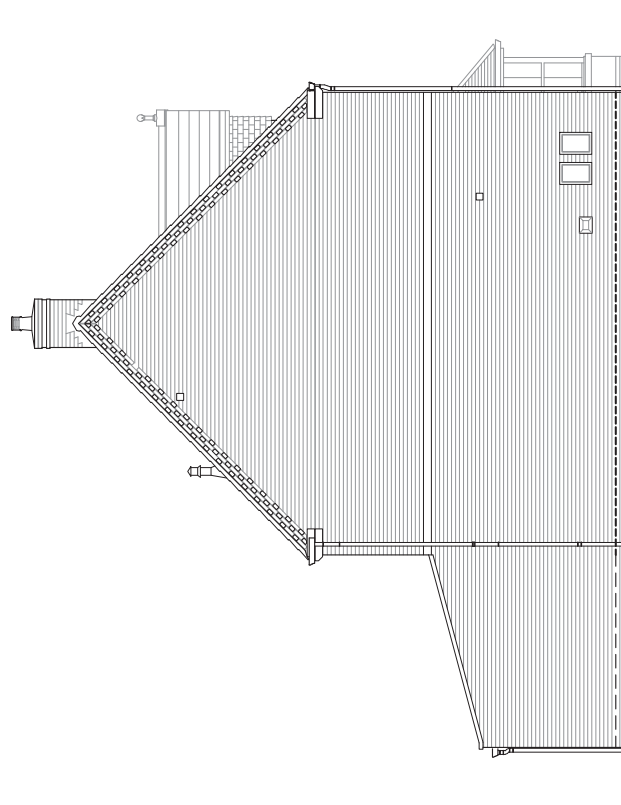
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 13

DRAWING

Planning Elevations 1/5

| DATE | CTM | SCALE | REVISION |
|------------|------------------|----------|----------|
| 24/03/2012 | | 1:100 | |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 13 - PLE1/5 | - | |

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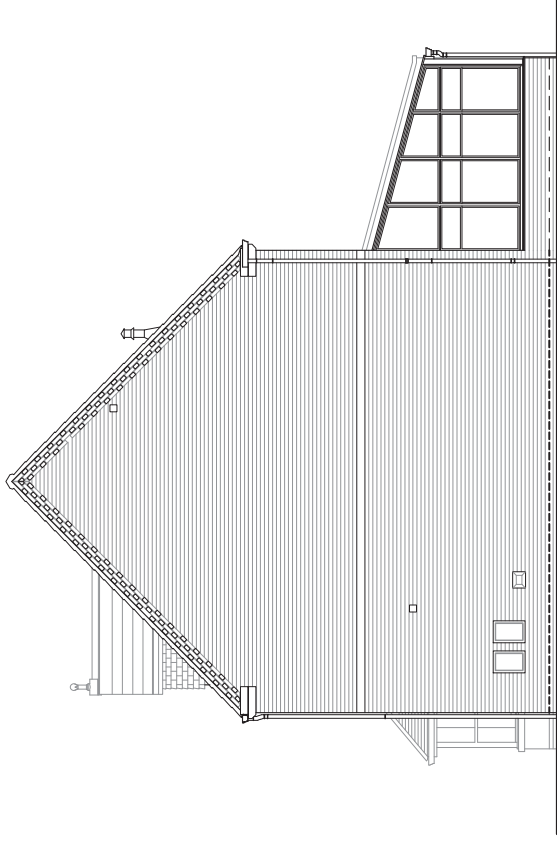
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Fax 01228 640851



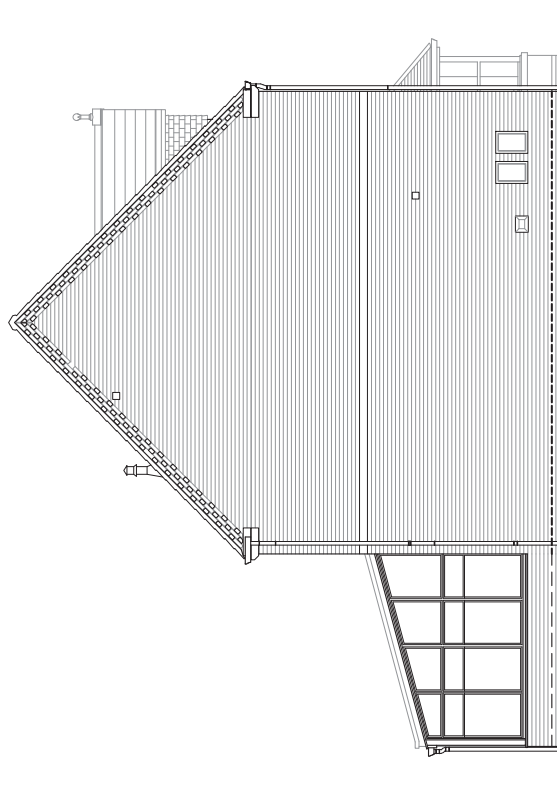
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 13

DRAWING

Planning Elevations 1/7

| DATE | CTM | DATE | CTM |
|------------|------------------|------------|------------------|
| 17/02/2012 | | 17/02/2012 | |
| CHECKED BY | SCALE | CHECKED BY | SCALE |
| - | 1:100 | - | 1:100 |
| ISSUE | DRAWING NUMBER | ISSUE | DRAWING NUMBER |
| (1) | TYPE 13 - PLE1/7 | (1) | TYPE 13 - PLE1/7 |
| REVISIONS | | REVISIONS | |
| | | | |

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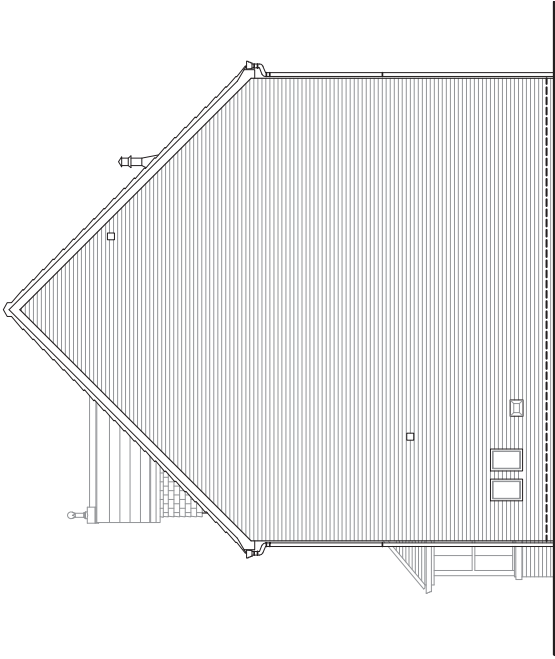
Fax 01228 640851



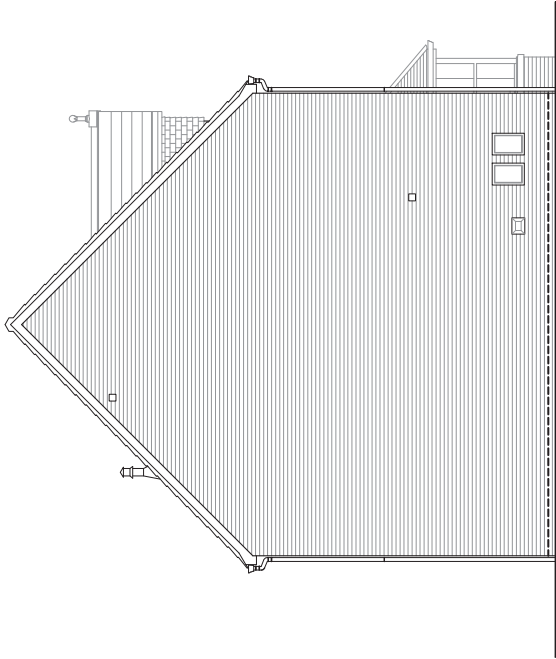
Front Elevation



Rear Elevation



Side Elevation



Side Elevation



HOUSE TYPE

TYPE 13

DRAWING

Planning Elevations 2/2

| | |
|----------------|------------------|
| DATE | 17/02/2012 |
| SCALE | 1:100 |
| REVISION | |
| ISSUE | |
| DRAWING NUMBER | |
| (1) | TYPE 13 - PLE2/2 |
| Revisions | |

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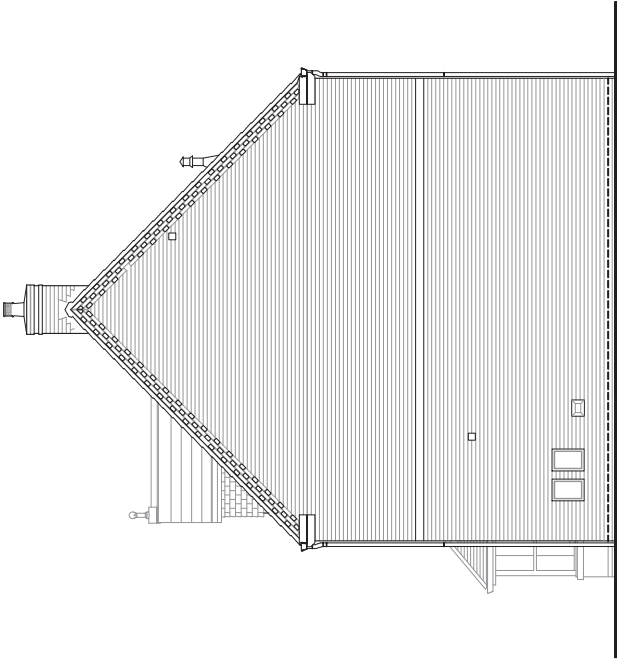
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA

Tel 01228 640850

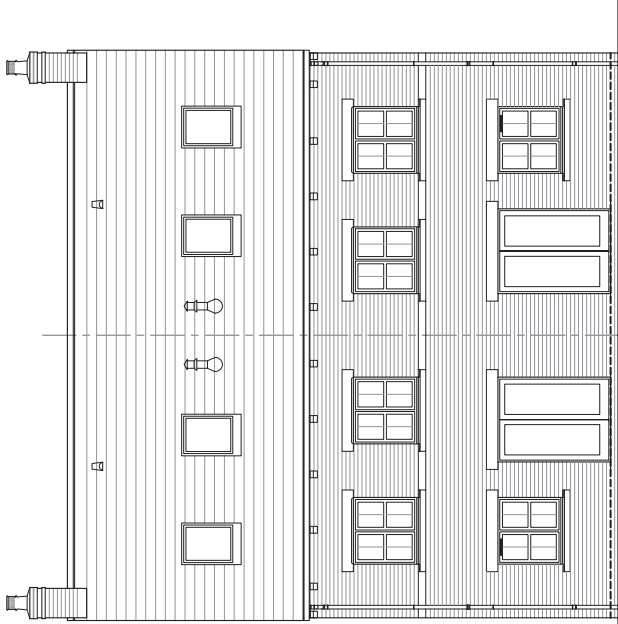
Fax 01228 640851



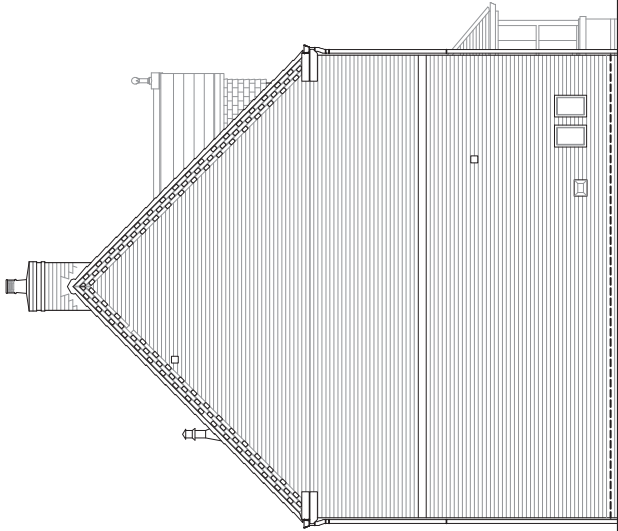
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 13

DRAWING

Planning Elevations 2/3

| | | | |
|------------|-----|----------------|------------------|
| DRAWN BY | CTM | DATE | 17/09/2012 |
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | (1) | DRAWING NUMBER | TYPE 13 - PLE2/3 |
| | | REVISION | - |
| Revisions | | | |

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House Type

TYPE 14

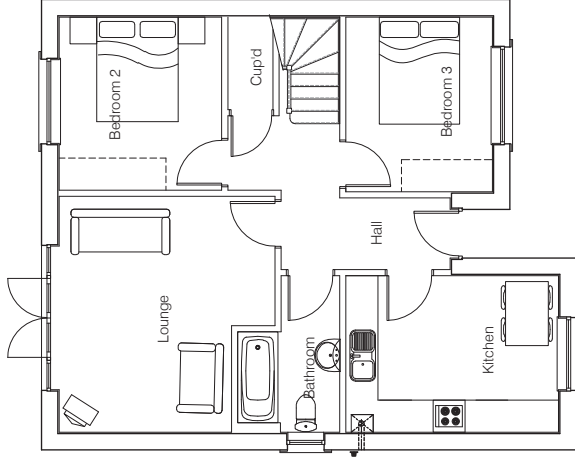
GF/FF 100.44sq.m. (1081.23 sq.ft.)

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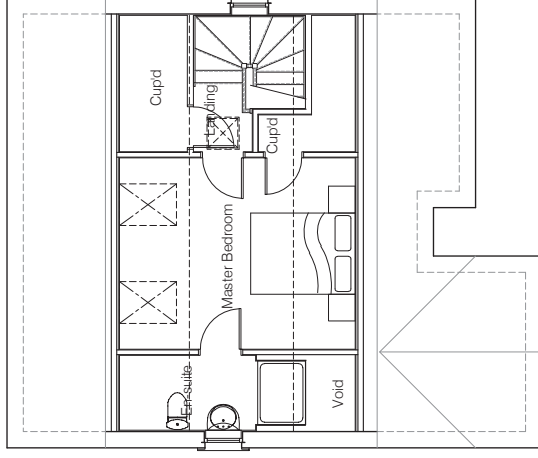
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

The HAZEL

DRAWING

Planning Plans 1

| DRAWN BY | CTM | DATE | 24/02/2012 |
|------------|----------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 14 - PLP1 | - | |

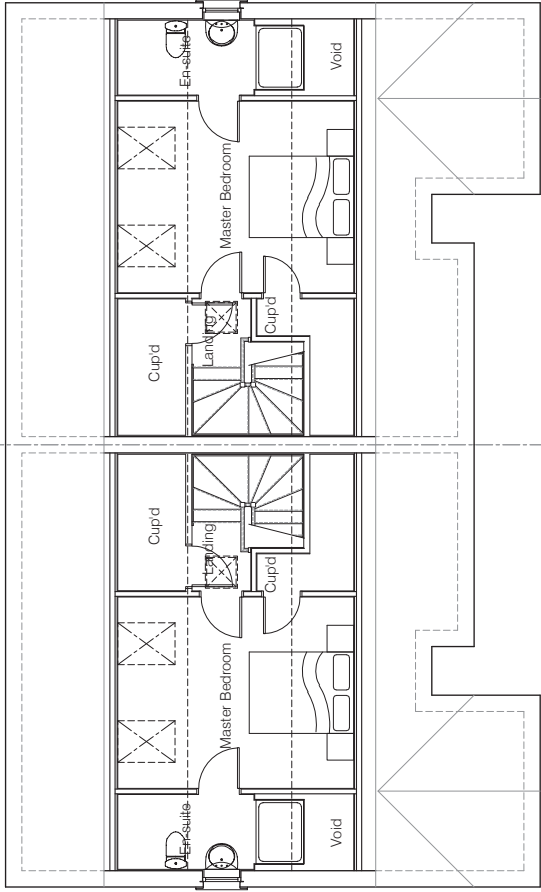
Revisions

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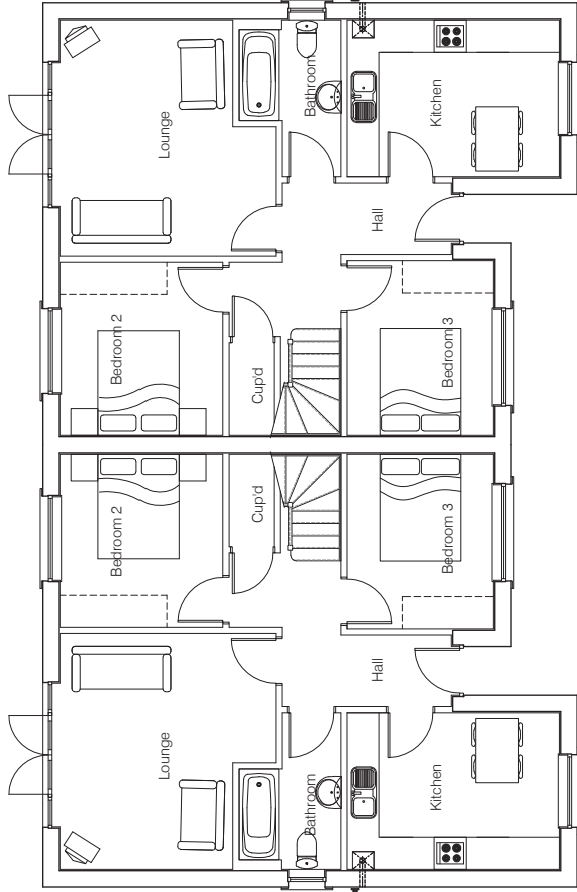
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

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Fax 01228 640851



First Floor Plan



Ground Floor Plan



HOUSE TYPE

The HAZEL

DRAWING

Planning Plans 2

| DRAWN BY | CTM | DATE | 24/04/2012 |
|------------|----------------|----------|------------|
| CHECKED BY | - | SCALE | 1:100 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | TYPE 14 - PLP2 | - | |

Revisions

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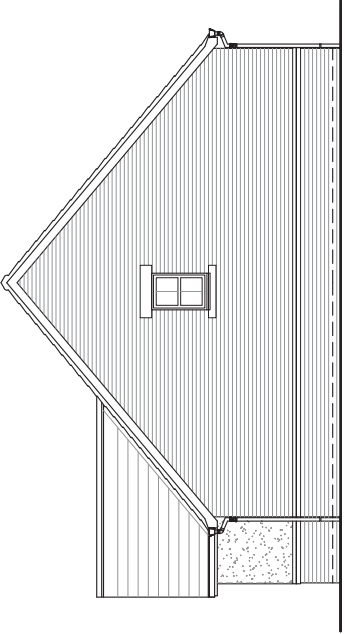
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640890

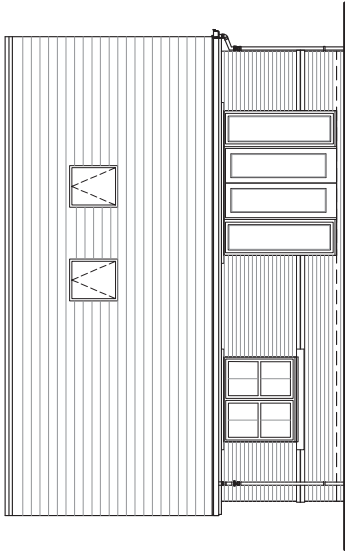
Fax 01228 640851



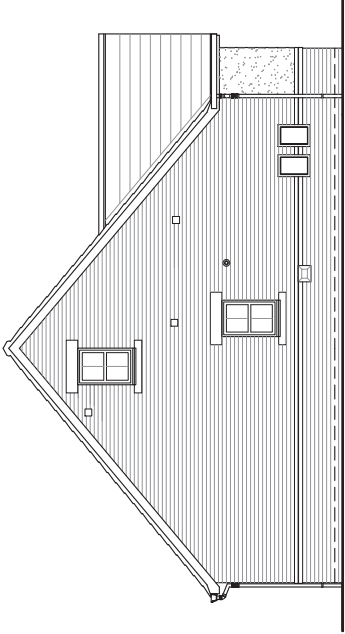
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



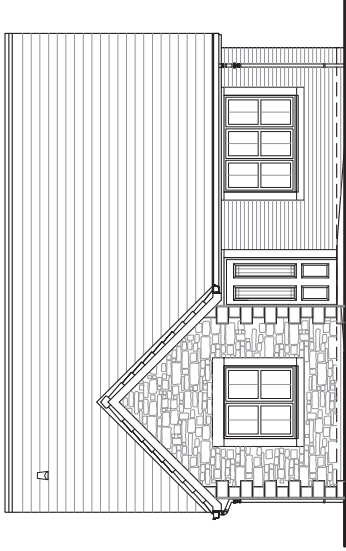
HOUSE TYPE

TYPE 14

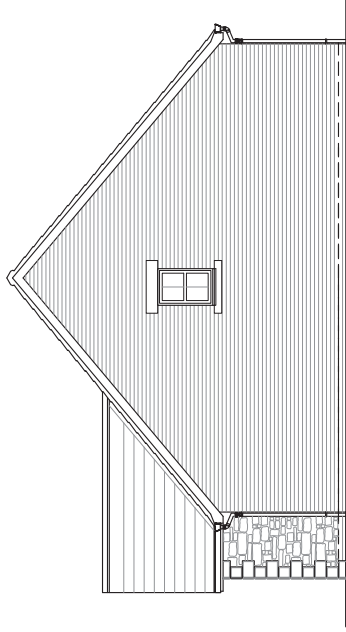
DRAWING

Planning Elevations 1/3

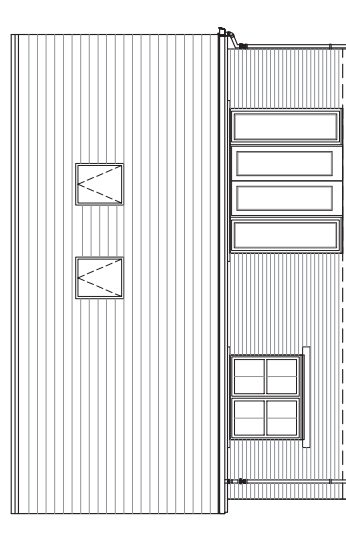
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|------------------|-----|------------|-------|----------|
| CHECKED BY | - | 24/04/2012 | 1:100 | |
| ISSUE | | | | |
| (1) | | | | |
| TYPE 14 - PLE1/3 | | | | |
| Revisions | | | | |



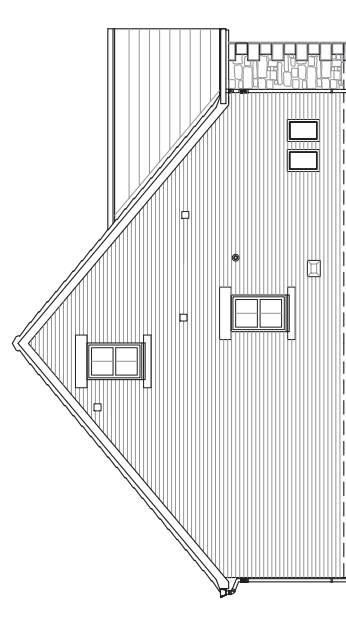
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 14

DRAWING

Planning Elevations 1/4

| DRAWN BY | CTM | DATE | SCALE | REVISION |
|------------|------------------|------------|-------|----------|
| CHECKED BY | - | 24/04/2012 | 1:100 | - |
| ISSUE | DRAWING NUMBER | REVISION | | |
| (1) | TYPE 14 - PLE1/4 | - | | |

Revisions

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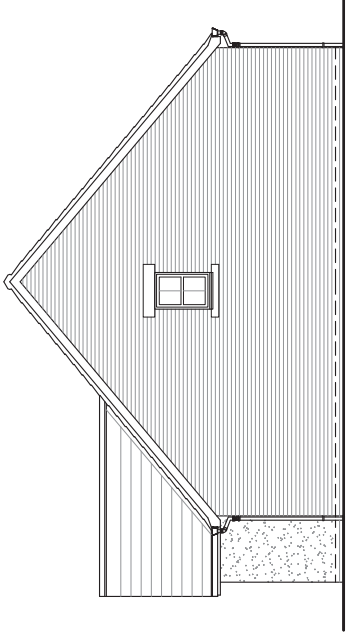
Burgh Rd Industrial Estate, Carlisle, Cumbria, CA2 7NA.

Tel 01228 640890

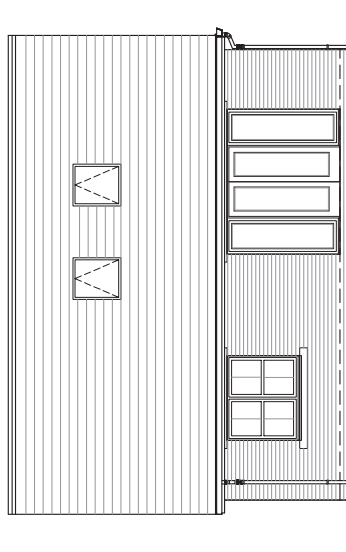
Fax 01228 640851



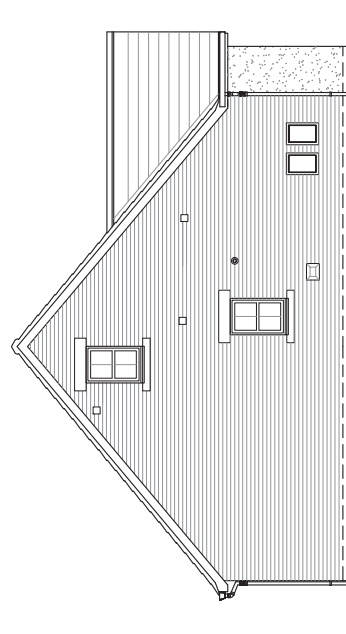
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 14

DRAWING

Planning Elevations 1/5

| DRAWING | CTM | DATE | SCALE | REVISION |
|------------------|-----|------------|-------|----------|
| CHECKED BY | - | 24/04/2012 | 1:100 | |
| ISSUE | | | | |
| (1) | | | | |
| TYPE 14 - PLE1/5 | | | | |

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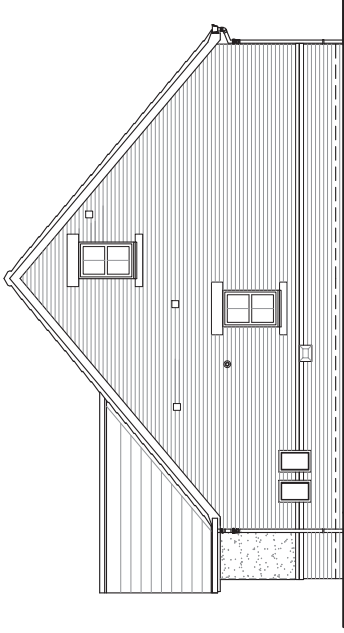
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Tel 01228 640890

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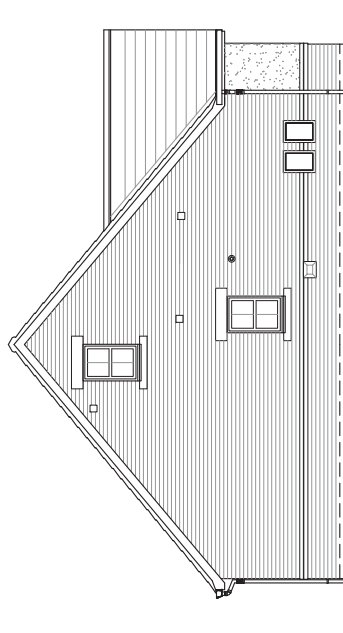
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 14

DRAWING

Planning Elevations 2/1

DRAWN BY CTM DATE 24/04/2012

CHECKED BY SCALE 1:100

ISSUE DRAWING NUMBER REVISION

(1) TYPE 14 - PLE2/1 -



House Type

Type 16

GF/FF 160.17 sq.m. (1724 sq.ft.)
Garage 18.64 sq.m (200.59sq.ft.)

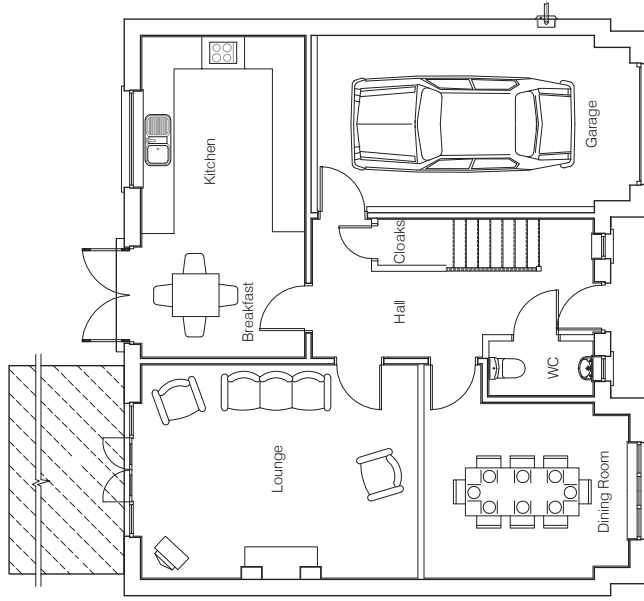
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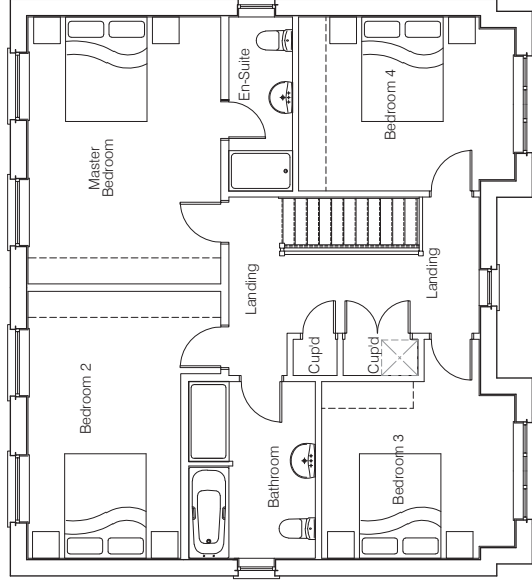
Tel 01228 640850

Fax 01228 640851

Conservatory Type 1
 External dimensions 4.1m x 3.9m.
 Please refer to conservatory booklet for construction details and site layout plan for plot references.



Ground Floor Plan



First Floor Plan



HOUSE TYPE

TYPE 16

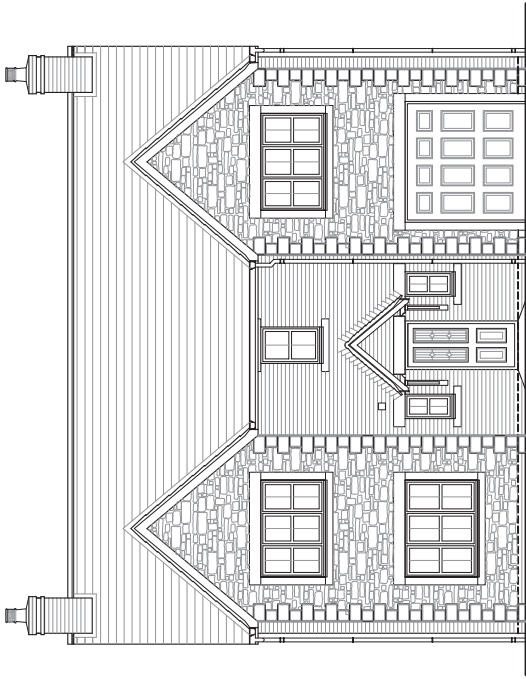
DRAWING

Planning Plans 1

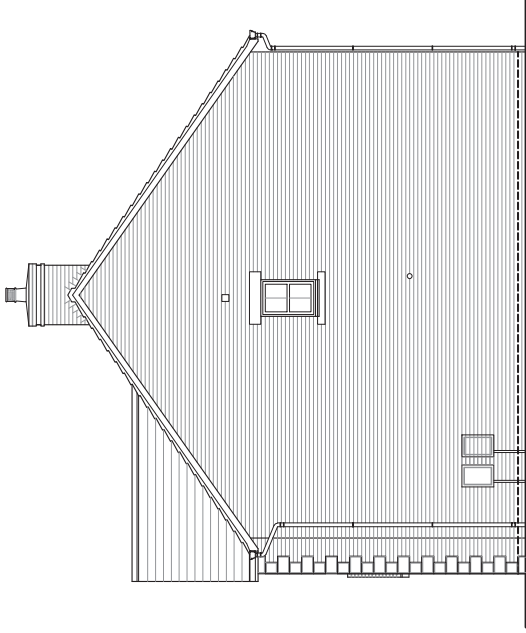
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| DRAWN BY | CTM | DATE | 24/04/2012 |
| CHECKED BY | - | SCALE | NTS |
| ISSUE | DRAWING NUMBER | | |
| (1) | TYPE 16 - PLP1 | | |
| | | REVISION | - |

Revisions

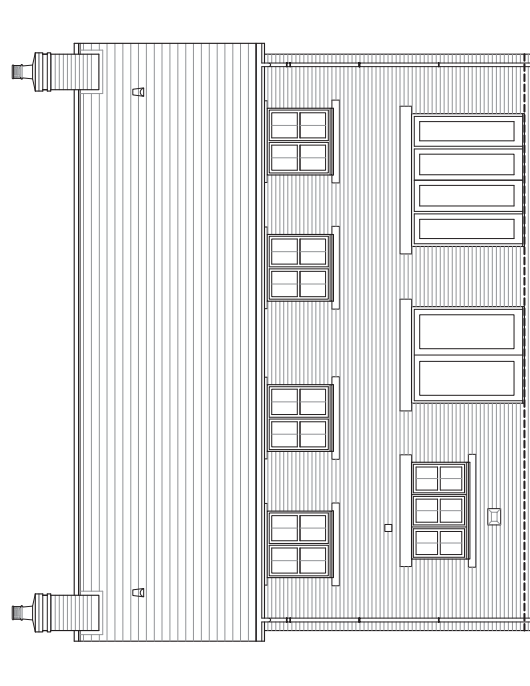
Revisions



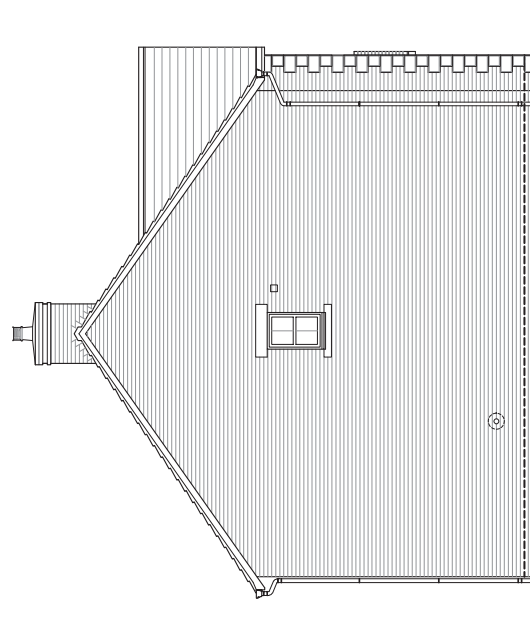
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 16

DRAWING

Planning Elevations 1/2

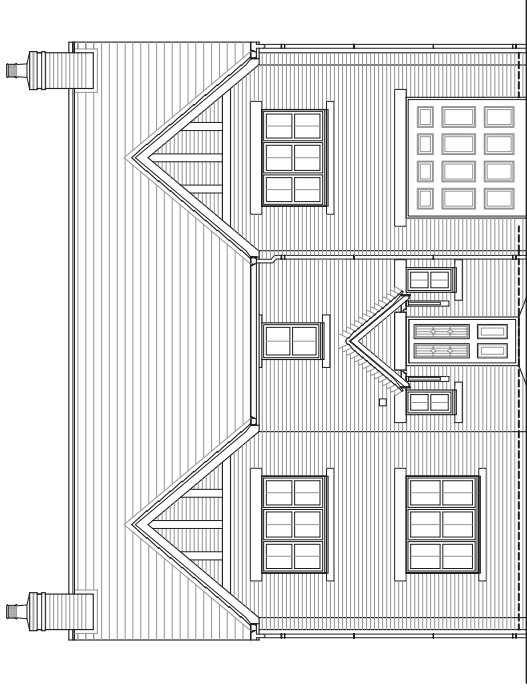
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| CHECKED BY | - | SCALE | 1:50 |
| ISSUE | DRAWING NUMBER | REVISION | - |
| (1) | TYPE 16 - PLE1/2 | REVISION | - |

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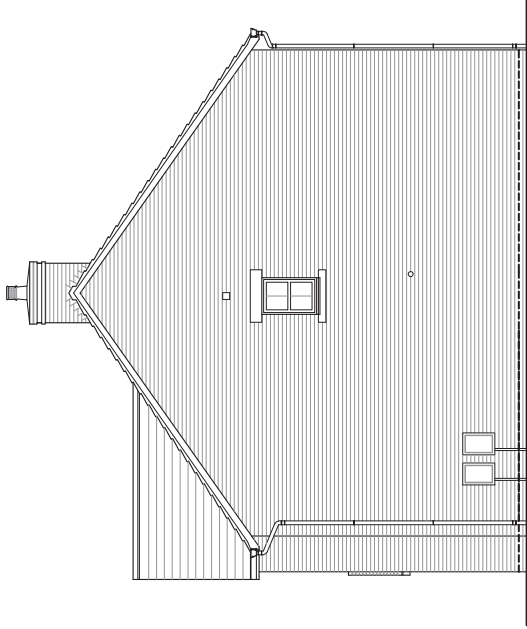
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Tel 01228 640890

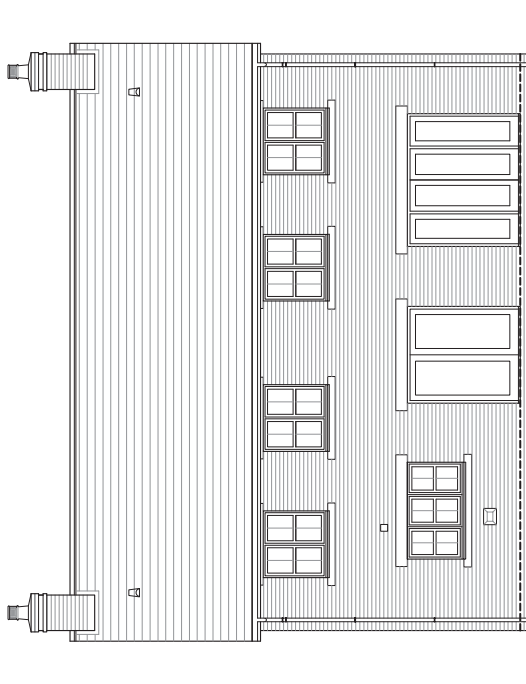
Fax 01228 640851



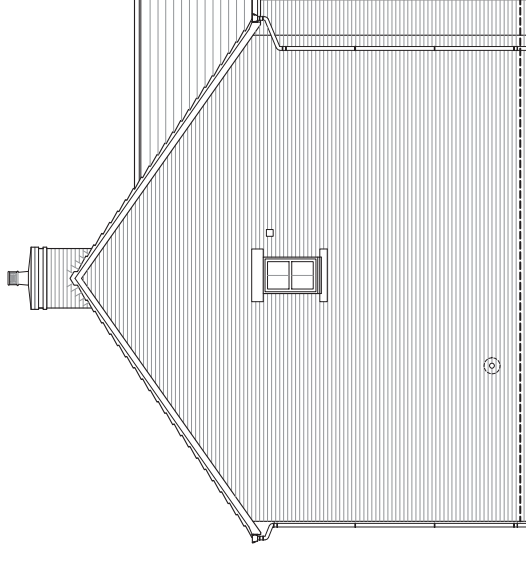
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

TYPE 16

DRAWING

Planning Elevations 1/3

| DRAWING | CTM | DATE | SCALE | REVISION |
|------------|-----|------------|-------|----------|
| CHECKED BY | - | 24/04/2012 | 1:50 | |
| ISSUE | | | | |
| (1) | | | | |

REVISIONS



Construction Details

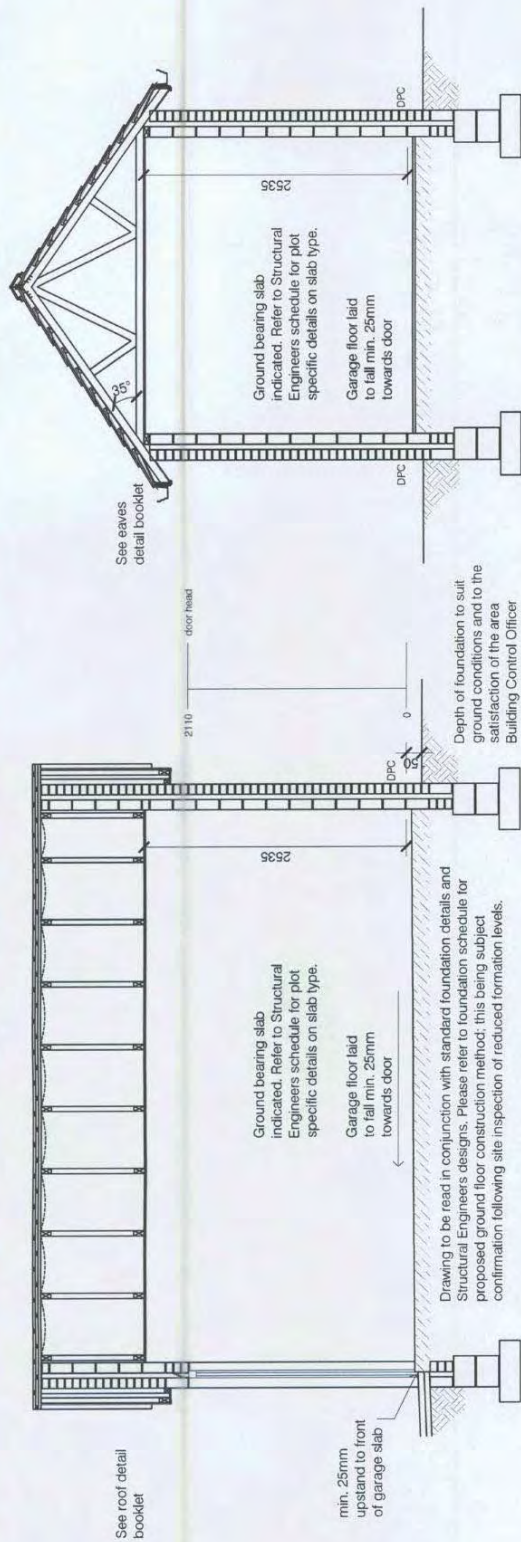
Detached Garages

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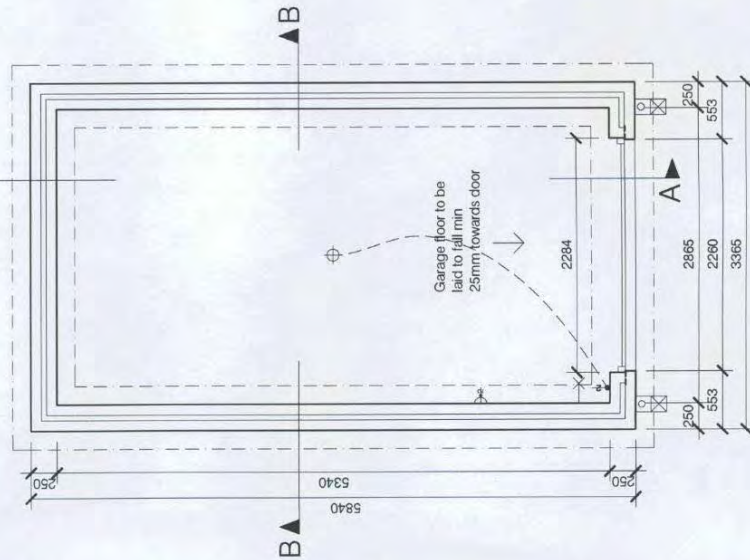
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Section A-A

Section B-B



Ground Floor Plan

Construction Notes

- Foundations - 600x200mm concrete footing.
- External Walls - 100mm brickwork / Stone / Rendered blockwork outer leaf (refer to Elevations). 50mm clear cavity.
- 100mm fair faced blockwork internal leaf.
- Lintel - Keystone lintel Ref HDK-50, length x 2850, with arystone feature lintel 215 x 100 x 2848
- Roof - 100x50mm softwood walplate, 100x38mm gable ladders, 100x25mm softwood bracing, 175x25mm softwood barge boards, 175x25mm softwood fascia boards.
- Approved trusses at max 600mm centers at 35° pitch. Manufactured fixed and braced to BS 5268 Part 3 1985.
- 30x5mm galvanised MS straps @ max 2m centers over min 3 No trusses at rafter and ceiling level with solid nogging/blockings between ceiling ties/rafters and packing between the ties/rafter and wall at restraint strap positions.
- The truss design is to comply with the section 7.2.03 of the NHBC standards and Approved Document A of the Building Regulations for Dead and Imposed loading to the roof.



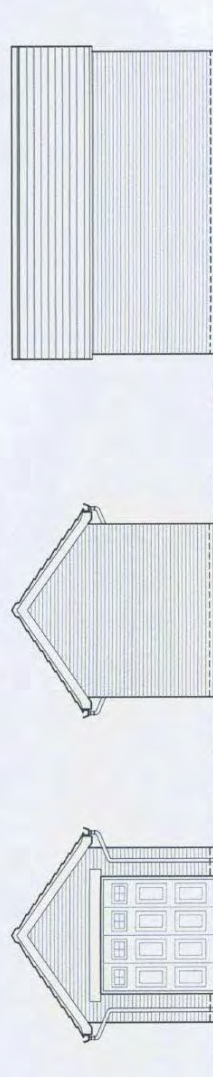
GARAGE TYPE

Single Detached Garage 1

Elevations, Plan & Section 1

| DRAWN BY | CTM | DATE | 20/04/2012 |
|------------|----------------|----------|--------------|
| CHECKED BY | | SCALE | 1:100 / 1:50 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | SG1 - EPS1 | | |

Revisions



Front Elevation

Rear Elevation

Side Elevation

See roof detail booklet

2110 door head

Ground bearing slab indicated. Refer to Structural Engineers schedule for plot specific details on slab type.

min. 25mm upstand to front of garage slab

Garage floor laid to fall min. 25mm towards door

Drawing to be read in conjunction with standard foundation details and Structural Engineers designs. Please refer to foundation schedule for proposed ground floor construction method; this being subject confirmation following site inspection of reduced formation levels.

Depth of foundation to suit ground conditions and to the satisfaction of the area Building Control Officer

Section A-A

Section B-B

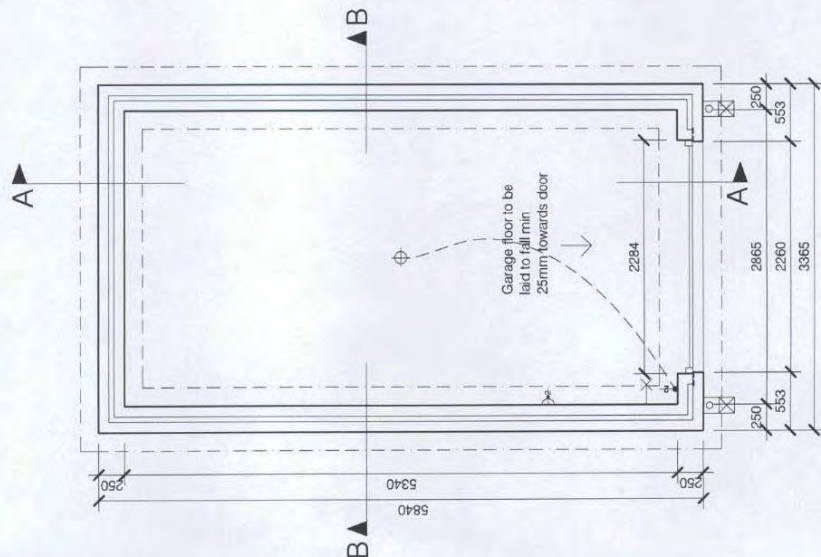
Construction Notes

Foundations - 600x200mm concrete footing.
External Walls - 100mm brickwork / Stone / Rendered blockwork outer leaf (refer to Elevations).
100mm clear cavity.

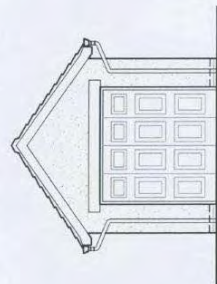
Lintel - 100mm x 50mm softwood internal leaf.

Roof - 100x50mm softwood wallplate.
100x38mm gable ladders.
100x25mm softwood bracing.
175x25mm softwood barge boards.
175x25mm softwood fascia boards.

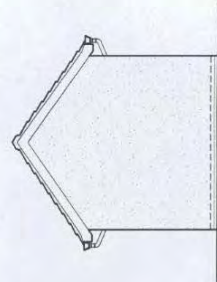
Approved trusses at max 600mm centers and braced to BS 5268 Part 3 1985.
305mm galvanised MS straps @ max 2m centers over min 3 No trusses at rafter and ceiling level with solid noggin/blockings between ceiling ties/rafters and packing between the ties/rafter and wall at restraint strap positions.
The truss design is to comply with the section 7.2-D3 of the NHC standards and Approved Document 'A' of the Building Regulations for Dead and Imposed loading to the roof.



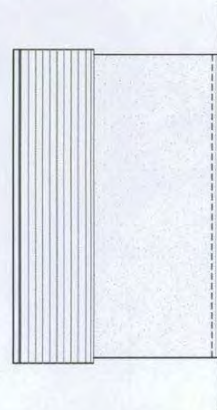
Ground Floor Plan



Front Elevation



Rear Elevation



Side Elevation



GARAGE TYPE

Single Detached Garage 1

DRAWING

Elevations, Plan & Section 4

| | | | |
|------------|-----|----------------|--------------|
| DRAWN BY | CTM | DATE | 20/04/2012 |
| CHECKED BY | | SCALE | 1:100 / 1:50 |
| ISSUE | | DRAWING NUMBER | |
| (1) | | SG1 - EPS4 | |
| REVISION | | | |

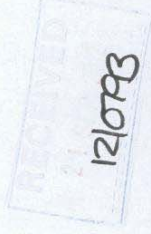
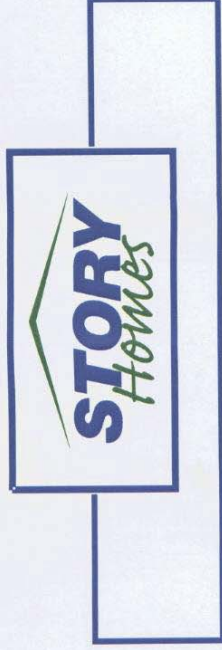
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Standard Construction Details

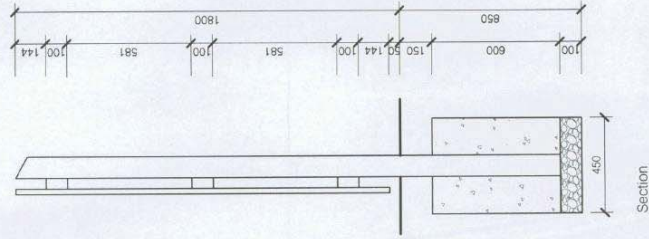
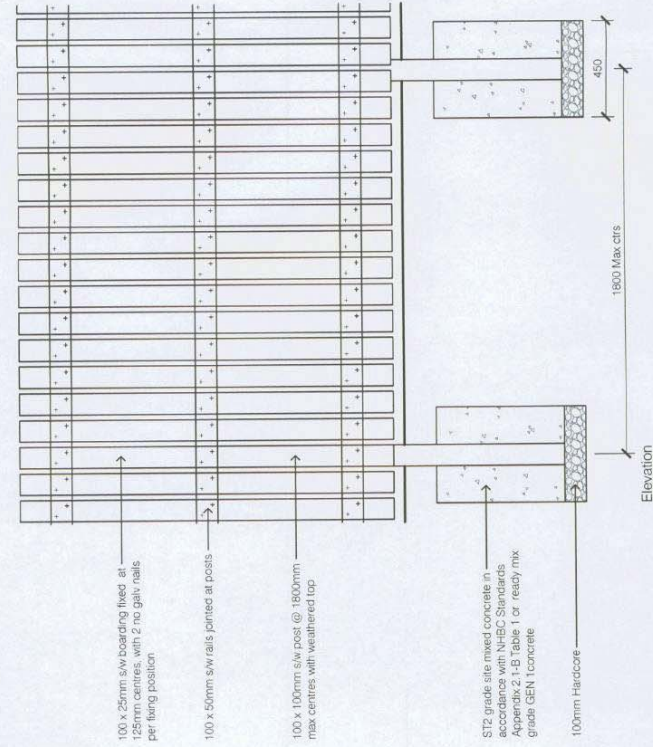
Boundary Details

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HOUSE TYPE

Boundary Details

TYPICAL DETAIL

DRAWING

1800mm High Fence

OPEN BOARD

| DRAWN BY | CTM | DATE | 2004/2012 |
|------------|----------------|----------|-----------|
| CHECKED BY | | SCALE | 1:25 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | BD - 03 | - | - |
| Revisions | | | |

1800mm High Open Boarded Fence

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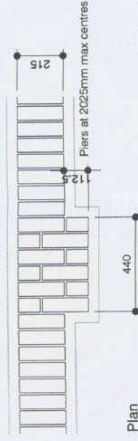
Tel 01228 640850

Fax 01228 640851



Elevation

ST2 grade site mixed concrete in accordance with NHBC Standards Appendix 2.1-B Table 1 or ready mix grade GEN 1 concrete



Plan



HOUSE TYPE

Boundary Details

TYPICAL DETAIL

DRAWING

1762mm High Brick Wall

| | | | |
|------------|----------------|----------|------------|
| DRAWN BY | CTM | DATE | 20/04/2012 |
| CHECKED BY | | SCALE | 1:25 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | BD - 15 | - | |

Revisions

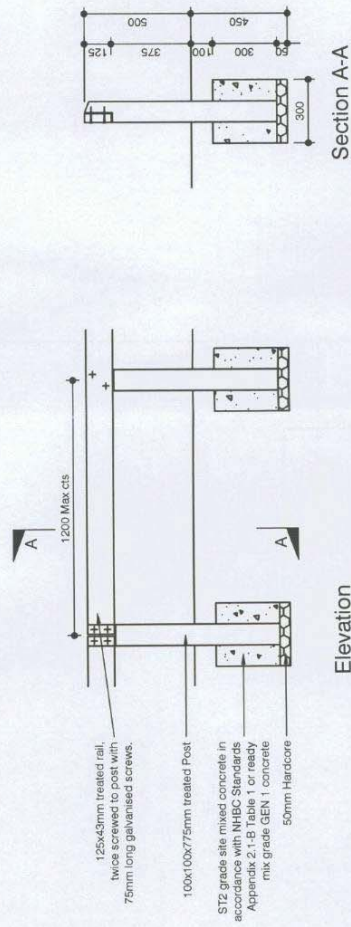
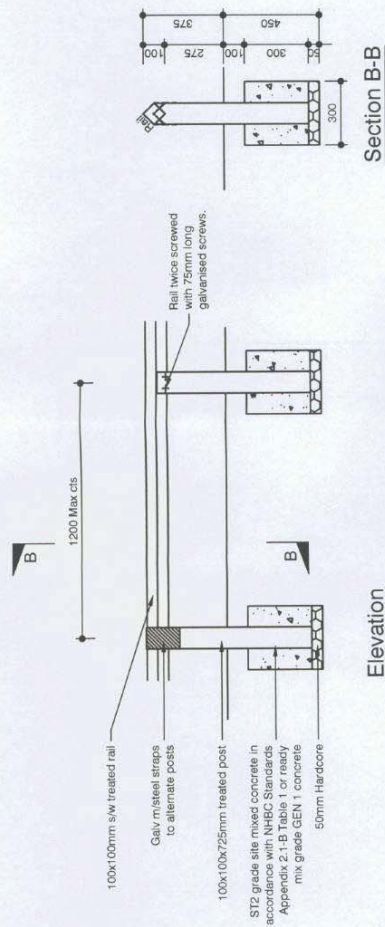
1762mm High Brick Wall

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Fax 01228 540811



N.B. ALL SOFTWOOD TO BE PRESSURE IMPREGNATED WITH AN APPROVED PRESERVATIVE

475/600mm High Trip Rails

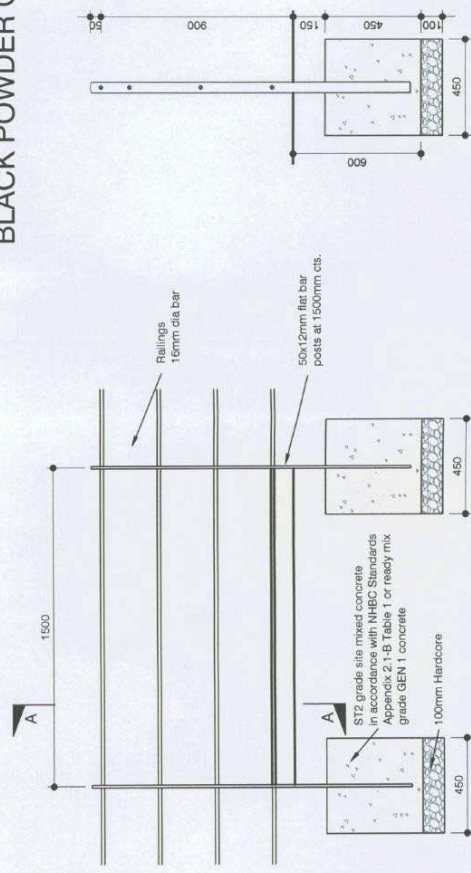
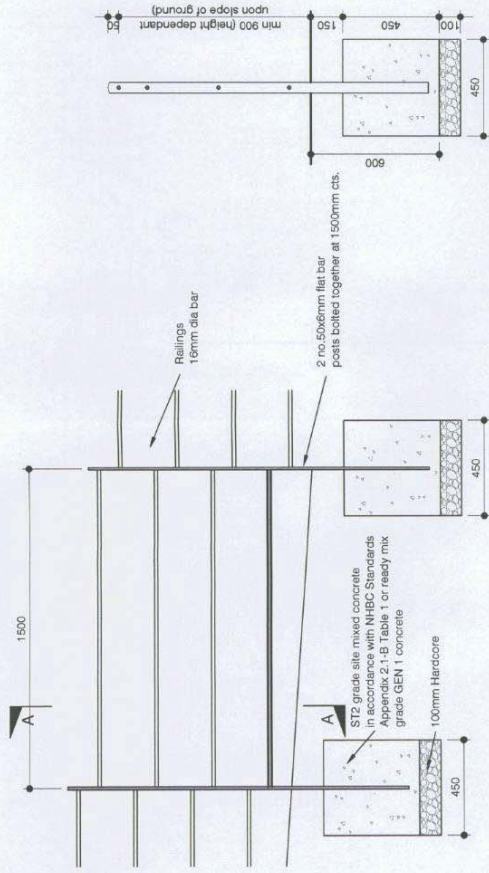


Boundary Details

TYPICAL DETAIL

475/600mm Trip Rails

| | | | |
|------------|----------------|----------|------------|
| DRAWN BY | CTM | DATE | 20/04/2012 |
| CHECKED BY | | SCALE | 1:20 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | BD - 24 | | |
| Revision | | | |



HOUSE TYPE

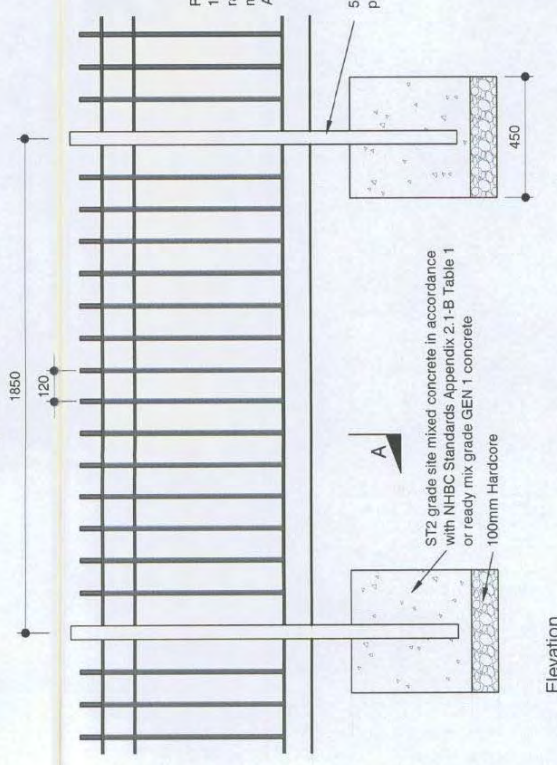
Boundary Details

TYPICAL DETAIL

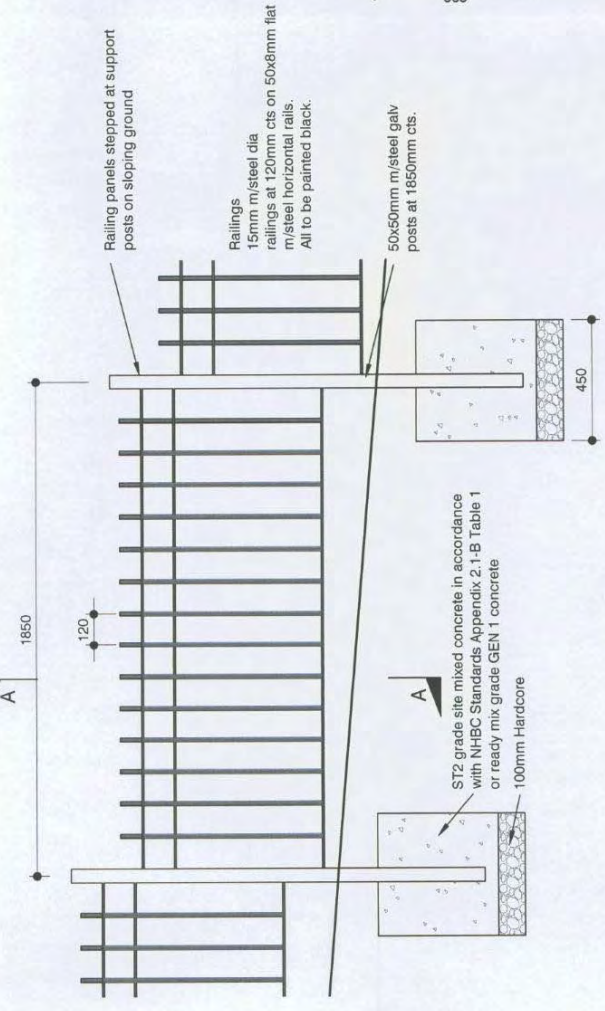
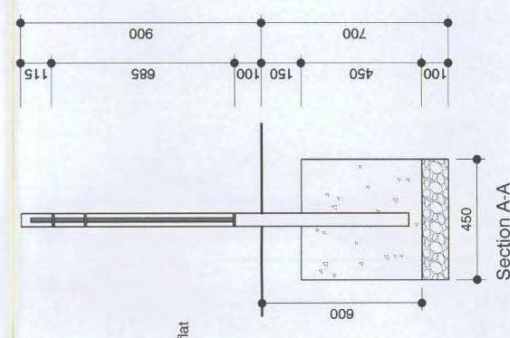
DRAWING

900mm Estate Railings

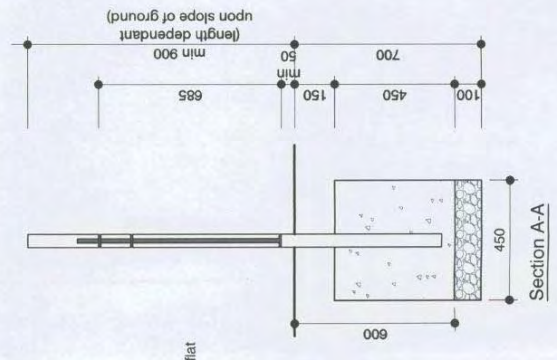
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| CHECKED BY | | SCALE | 1:25 |
| ISSUE | DRAWING NUMBER | REVISION | |
| (1) | BD - 29 | | |
| REVISION | | | |



Fence on Level Ground



Fence on Sloping Ground



HOUSE TYPE

Boundary Details

TYPICAL DETAIL

DRAWING

900mm High Plain Top Railings

Steel

DRAWN BY CTM DATE 19/06/2012

CHECKED BY SCALE 1:20

ISSUE DRAWING NUMBER REVISION

(1) BD - 35

Revisions

Elevation 900mm High Steel Railings

Notes:

- † All dimensions are in millimeters unless noted otherwise.

Cut and Fill design assumptions:

1. The least squares estimate differs on significantly sub (1) balance sheet on the assumptions below:

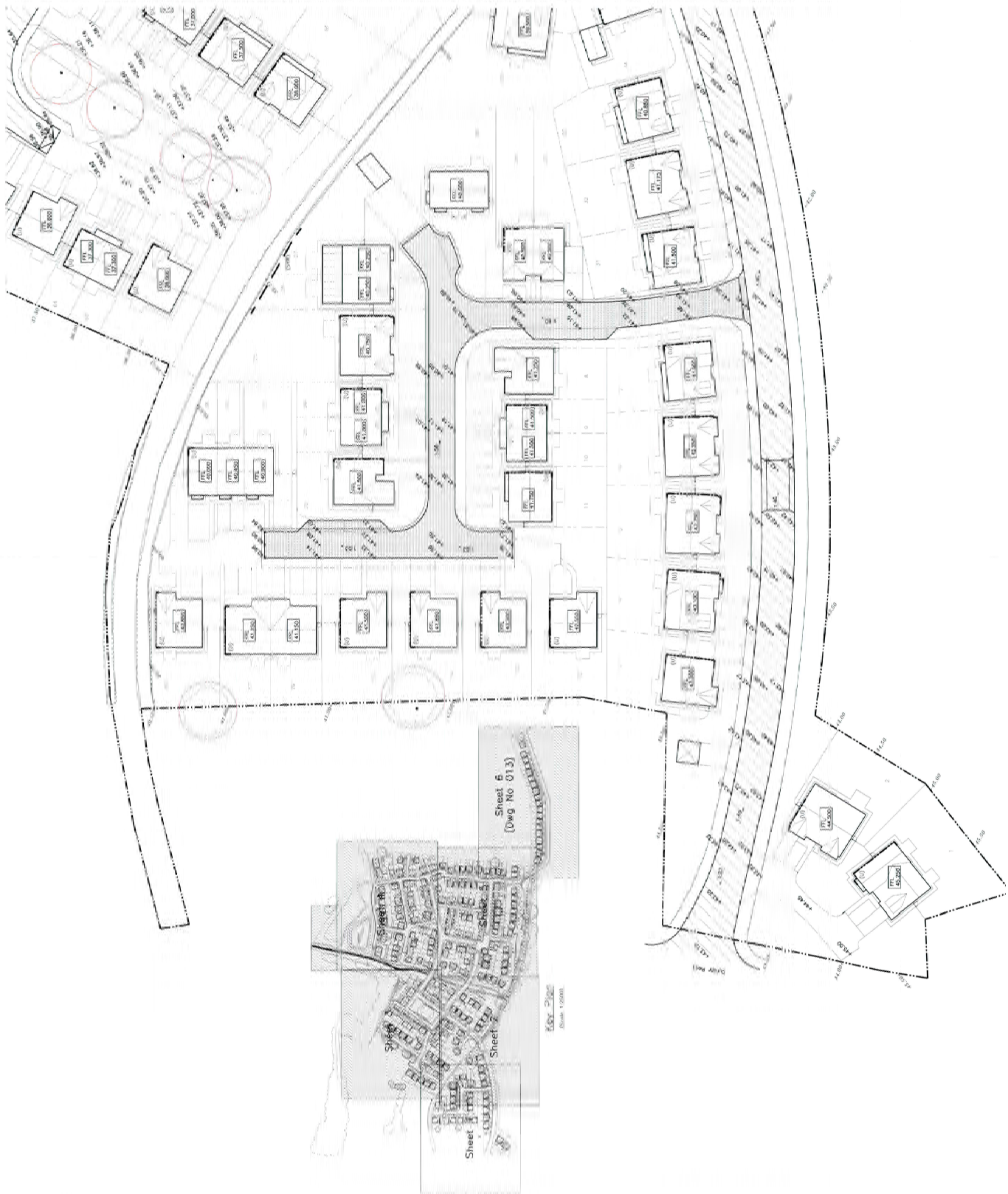
loading indicated once in time is
 covered 300mm depth of existing surface.
 removed in initial site strip and not. To be

- [illegible]

Finished levels based on engineering cut & fill balance subject to completion of site investigation.



For Continuation Refer to Dwg 2580-002



PLANNING

EXTERNALS LAYOUT
SHEET 1 OF 6

integra
consulting

Second Floor
Executive Plaza
Sheepen Street
MANCHESTER
M2 3EL

Call & Structural Engineers

REC'D
1 FEB 2009
12:07:43

Tel : 0161 237 3400
Fax : 0161 237 3635
Email: manchester@integraconsulting.co.uk
Web : www.integraconsulting.co.uk

Notes

- [illegible]

Finished levels based on engineering cut & fill balance. Subject to completion of site investigation.



PLANNING
BLACKWELL
STORY HOMES

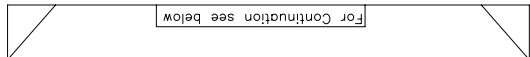
Integra
consulting

[illegible]

| | | |
|------|-----|----|
| 2580 | 003 | P2 |
| 2580 | 003 | P2 |

For Continuation Refer to Dwg 2580-004

For Continuation Refer to Dwg 2580-002



Notes.

- 3 This drawing is to be read in conjunction with all relevant Architects and Service Engineers drawings.

Cut and Fill design assumptions

- The levels shown opposite achieve on the approximate cut / fill balance based on the assumptions below: (Mean site only Plots 1-291)

5 Drainage and foundation crissings to be used in cut and fill earthworks operation.

- topographical survey 2002/1, and Barton Wilmore drawing No 20066-05 Rev P

allowance is to be made for capping/increased sub base to the roads/pavements

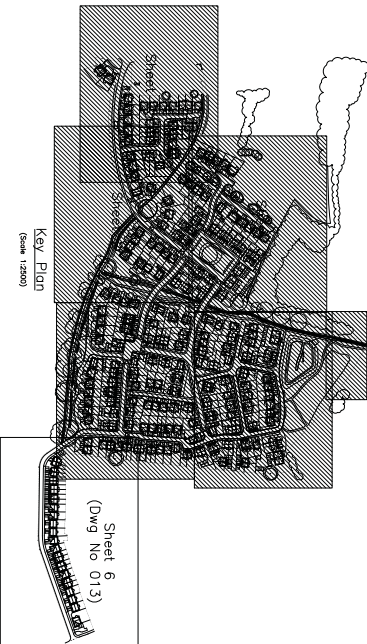
- 7 All material (with the exception of topsoil) is assumed to be acceptable for re-engineering. During the works, no material that is

engineering/composition to be removed and replaced with imported granular material.

- Plot enticings: 10m³ per plot is assumed for the foundations, 3m³ per plot for the infill drossine, and 5m³ per plot for the foundations.

Cut & Fill assumes the gardens are sloped

- Tree/root protection/corridor detail to be finished with the Atrorocaulant



Drawing Title
EXTERNALS LAYOUT
SHEET 6 OF 6

integra
consulting

Second Floor
Foundation House
1000
MANCHESTER
M2 2EE

Call & Structure Engineers

Street

.uk

1

[illegible]

P1

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

RECEIVED

21 FEB 2013

12/0793

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|----------|--------------|----------------|--------------------|
| 1 | Willow | Type 28 | As | TYPE28-PLP1 | TYPE28-PLE1/3 |
| 2 | Beech | Type 16 | Opposite | TYPE16-PLPE1 | TYPE16-PLE1/2 |
| 3 | Hazel | Type 14 | As | TYPE14-PLP1 | TYPE14-PLE1/4 |
| 4 | Willow | Type 28 | Opposite | TYPE28-PLP1 | TYPE28-PLE1/3 |
| 5 | Beech | Type 16 | Opposite | TYPE16-PLP1 | TYPE16-PLE1/2 |
| 6 | Beech | Type 16 | As | TYPE16-PLP1 | TYPE16-PLE1/2 |
| 7 | Cedar | Type 5 | Opposite | TYPE5-PLP1 | TYPE5-PLE1/4 |
| 8 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 9 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/4 |
| 10 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/4 |
| 11 | 4BI001 | Type 32 | Opposite | TYPE32-PLP1 | TYPE32-PLE1/4 |
| 12 | Hazel | Type 14 | As | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 13 | Hazel | Type 14 | Opposite | TYPE14-PLP1 | TYPE14-PLE1/5 |
| 14 | Hazel | Type 14 | Opposite | TYPE14-PLP1 | TYPE14-PLE1/5 |
| 15 | Hazel | Type 14 | As | TYPE14-PLP1 | TYPE14-PLE1/5 |
| 16 | Hazel | Type 14 | Opposite | TYPE14-PLP2 | TYPE14-PLE2/1 |
| 17 | Hazel | Type 14 | As | TYPE14-PLP2 | TYPE14-PLE2/1 |
| 18 | Hazel | Type 14 | Opposite | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 19 | Juniper | Type 9 | As | TYPE9-PLP3 | TYPE9-PLE3/1 |
| 20 | Juniper | Type 9 | As | TYPE9-PLP3 | TYPE9-PLE3/1 |
| 21 | Juniper | Type 9 | As | TYPE9-PLP3 | TYPE9-PLE3/1 |
| 22 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 23 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/4 |
| 24 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/4 |
| 25 | Beech | Type 16 | Opposite | TYPE16-PLP1 | TYPE16-PLE1/3 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|----------|--------------|----------------|--------------------|
| 26 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/2 |
| 27 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/2 |
| 28 | Ash | Type 1-1 | Opposite | TYPE1-PLP2 | TYPE1-PLE2/5 |
| 29 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 30 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 31 | Cedar | Type 5 | As | TYPE5-PLP1 | TYPE5-PLE1/4 |
| 32 | Beech | Type 16 | Opposite | TYPE16-PLP1 | TYPE16-PLE1/2 |
| 33 | Cedar | Type 5 | Opposite | TYPE5-PLP1 | TYPE5-PLE1/4 |
| 34 | Ash | Type 1-1 | Opposite | TYPE1-PLP2 | TYPE1-PLE2/4 |
| 35 | Cedar | Type 5 | Opposite | TYPE5-PLP1 | TYPE5-PLE1/4 |
| 36 | Willow | Type 28 | As | TYPE28-PLP1 | TYPE28-PLE1/3 |
| 37 | Beech | Type 16 | As | TYPE16-PLP1 | TYPE16-PLE1/2 |
| 38 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/8 |
| 39 | Cedar | Type 5 | As | TYPE5-PLP1 | TYPE5-PLE1/4 |
| 40 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/8 |
| 41 | 4BI001 | Type 32 | Opposite | TYPE32-PLP1 | TYPE32-PLE1/7 |
| 42 | Willow | Type 28 | Opposite | TYPE28-PLP1 | TYPE28-PLE1/2 |
| 43 | Willow | Type 28 | Opposite | TYPE28-PLP1 | TYPE28-PLE1/2 |
| 44 | 4BI001 | Type 32 | Opposite | TYPE32-PLP1 | TYPE32-PLE1/7 |
| 45 | Ash | Type 1-1 | Opposite | TYPE1-PLP2 | TYPE1-PLE2/7 |
| 46 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 47 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/4 |
| 48 | 4BI001 | Type 32 | Opposite | TYPE32-PLP1 | TYPE32-PLE1/4 |
| 49 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/4 |
| 50 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/5 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|----------|--------------|----------------|--------------------|
| 51 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/5 |
| 52 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/5 |
| 53 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/5 |
| 54 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/11 |
| 55 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/11 |
| 56 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 57 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 58 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 59 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 60 | Cedar | Type 5 | As | TYPE5-PLP2 | TYPE5-PLE2/4 |
| 61 | Cedar | Type 5 | Opposite | TYPE5-PLP2 | TYPE5-PLE2/4 |
| 62 | Hazel | Type 14 | Opposite | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 63 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/4 |
| 64 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/4 |
| 65 | Hazel | Type 14 | As | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 66 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 67 | Beech | Type 16 | Opposite | TYPE16-PLP1 | TYPE16-PLE1/3 |
| 68 | 4BI001 | Type 32 | As | TYPE32-PLP1 | TYPE32-PLE1/4 |
| 69 | Cedar | Type 5 | Opposite | TYPE5-PLP2 | TYPE5-PLE2/4 |
| 70 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/4 |
| 71 | Willow | Type 28 | As | TYPE28-PLP1 | TYPE28-PLE1/1 |
| 72 | Beech | Type 16 | As | TYPE16-PLP1 | TYPE16-PLE1/3 |
| 73 | Ash | Type 1 | As | TYPE1-PLP2 | TYPE1-PLE2/6 |
| 74 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/11 |
| 75 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/11 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|----------|--------------|----------------|--------------------|
| 76 | Laurel | Type 20 | As | TYPE20-PLP1 | TYPE20-PLE1/1 |
| 77 | Laurel | Type 20 | As | TYPE20-PLP1 | TYPE20-PLE1/1 |
| 78 | Laurel | Type 20 | As | TYPE20-PLP1 | TYPE20-PLE1/1 |
| 79 | Laurel | Type 20 | Opposite | TYPE20-PLP1 | TYPE20-PLE1/1 |
| 80 | Laurel | Type 20 | Opposite | TYPE20-PLP1 | TYPE20-PLE1/1 |
| 81 | Laurel | Type 20 | Opposite | TYPE20-PLP1 | TYPE20-PLE1/1 |
| 82 | Osier | Type 10 | As | TYPE10-PLP2 | TYPE10-PLE2/1 |
| 83 | Osier | Type 10 | As | TYPE10-PLP2 | TYPE10-PLE2/1 |
| 84 | Osier | Type 10 | As | TYPE10-PLP2 | TYPE10-PLE2/1 |
| 85 | Mullbery | Type 21 | As | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 86 | Mullbery | Type 21 | Opposite | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 87 | Mullbery | Type 21 | As | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 88 | Mullbery | Type 21 | Opposite | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 89 | Mullbery | Type 21 | As | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 90 | Mullbery | Type 21 | Opposite | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 91 | Mullbery | Type 21 | As | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 92 | Mullbery | Type 21 | Opposite | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 93 | Mullbery | Type 21 | As | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 94 | Mullbery | Type 21 | Opposite | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 95 | Mullbery | Type 21 | As | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 96 | Mullbery | Type 21 | Opposite | TYPE21-PLP1 | TYPE21-PLE1/1 |
| 97 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 98 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 99 | Yew | Type 13 | As | TYPE13-PLP2 | TYPE13-PLE2/3 |
| 100 | Yew | Type 13 | Opposite | TYPE13-PLP2 | TYPE13-PLE2/3 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|----------|--------------|----------------|--------------------|
| 101 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/3 |
| 102 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/3 |
| 103 | Elder | Type 12 | Opposite | TYPE12-PLP2 | TYPE12-PLE2/4 |
| 104 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/5 |
| 105 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/5 |
| 106 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/5 |
| 107 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/5 |
| 108 | Ash | Type 1-1 | Opposite | TYPE1-PLP2 | TYPE1-PLE2/6 |
| 109 | Cedar | Type 5 | As | TYPE5-PLP1 | TYPE5-PLE1/4 |
| 110 | Willow | Type 28 | Opposite | TYPE28-PLP1 | TYPE28-PLE1/2 |
| 111 | Elder | Type 12 | Opposite | TYPE12-PLP1 | TYPE12-PLE1/2 |
| 112 | Elder | Type 12 | Opposite | TYPE12-PLP1 | TYPE12-PLE1/2 |
| 113 | Poplar | Type 11 | As | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 114 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/11 |
| 115 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/11 |
| 116 | Juniper | Type 9 | As | TYPE9-PLP3 | TYPE9-PLE3/1 |
| 117 | Juniper | Type 9 | As | TYPE9-PLP3 | TYPE9-PLE3/1 |
| 118 | Juniper | Type 9 | As | TYPE9-PLP3 | TYPE9-PLE3/1 |
| 119 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 120 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 121 | Cedar | Type 5 | As | TYPE5-PLP2 | TYPE5-PLE2/4 |
| 122 | Willow | Type 28 | As | TYPE28-PLP1 | TYPE28-PLE1/2 |
| 123 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/11 |
| 124 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/11 |
| 125 | Willow | Type 28 | Opposite | TYPE28-PLP1 | TYPE28-PLE1/2 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|----------|--------------|----------------|--------------------|
| 126 | Beech | Type 16 | Opposite | TYPE16-PLP1 | TYPE16-PLE1/3 |
| 127 | Willow | Type 28 | As | TYPE28-PLP1 | TYPE28-PLE1/1 |
| 128 | Beech | Type 16 | As | TYPE16-PLP1 | TYPE16-PLE1/3 |
| 129 | Cedar | Type 5 | Opposite | TYPE5-PLP2 | TYPE5-PLE2/4 |
| 130 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/5 |
| 131 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/5 |
| 132 | Ash | Type 1-1 | As | TYPE1-PLP4 | TYPE1-PLE4/7 |
| 133 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/5 |
| 134 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/5 |
| 135 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/5 |
| 136 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/5 |
| 137 | Ash | Type 1-1 | Opposite | TYPE1-PLP2 | TYPE1-PLE2/5 |
| 138 | Beech | Type 16 | As | TYPE16-PLP1 | TYPE16-PLE1/3 |
| 139 | Willow | Type 28 | Opposite | TYPE28-PLP1 | TYPE28-PLE1/1 |
| 140 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/4 |
| 141 | Cedar | Type 5 | As | TYPE5-PLP2 | TYPE5-PLE2/4 |
| 142 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 143 | Cedar | Type 5 | Opposite | TYPE5-PLP2 | TYPE5-PLE2/4 |
| 144 | Alder | Type 2 | As | TYPE2-PLP1 | TYPE2-PLE1/3 |
| 145 | Alder | Type 2 | As | TYPE2-PLP1 | TYPE2-PLE1/3 |
| 146 | Alder | Type 2 | As | TYPE2-PLP1 | TYPE2-PLE1/3 |
| 147 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 148 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 149 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 150 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|----------|--------------|----------------|--------------------|
| 151 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/1 |
| 152 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/1 |
| 153 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 154 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 155 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 156 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 157 | Poplar | Type 11 | Opposite | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 158 | Elder | Type 12 | As | TYPE12-PLP1 | TYPE12-PLE1/2 |
| 159 | Elder | Type 12 | As | TYPE12-PLP1 | TYPE12-PLE1/2 |
| 160 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 161 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 162 | Cedar | Type 5 | Opposite | TYPE5-PLP2 | TYPE5-PLE2/4 |
| 163 | Hazel | Type 14 | As | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 164 | Hazel | Type 14 | Opposite | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 165 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/7 |
| 166 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/7 |
| 167 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/7 |
| 168 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/7 |
| 169 | Ash | Type 1-1 | As | TYPE1-PLP2 | TYPE1-PLE2/7 |
| 170 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 171 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 172 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 173 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 174 | Poplar | Type 11 | As | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 175 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|----------|--------------|----------------|--------------------|
| 176 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 177 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 178 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 179 | Hazel | Type 14 | As | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 180 | Hazel | Type 14 | Opposite | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 181 | Alder | Type 2 | As | TYPE2-PLP3 | TYPE2-PLE3/3 |
| 182 | Alder | Type 2 | Opposite | TYPE2-PLP3 | TYPE2-PLE3/3 |
| 183 | Poplar | Type 11 | As | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 184 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 185 | Elder | Type 12 | Opposite | TYPE12-PLP1 | TYPE12-PLE1/2 |
| 186 | Elder | Type 12 | Opposite | TYPE12-PLP1 | TYPE12-PLE1/2 |
| 187 | Poplar | Type 11 | As | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 188 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/10 |
| 189 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/10 |
| 190 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/11 |
| 191 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/11 |
| 192 | Hazel | Type 14 | As | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 193 | Hazel | Type 14 | As | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 194 | Hazel | Type 14 | Opposite | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 195 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/7 |
| 196 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/7 |
| 197 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/5 |
| 198 | Juniper | Type 9 | Opposite | TYPE9-PLP3 | TYPE9-PLE1/5 |
| 199 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/2 |
| 200 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/2 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|----------|--------------|----------------|--------------------|
| 201 | Ash | Type 1-1 | As | TYPE1-PLP2 | TYPE1-PLE2/5 |
| 202 | Juniper | Type 9 | Opposite | TYPE9-PLP3 | TYPE9-PLE3/1 |
| 203 | Juniper | Type 9 | Opposite | TYPE9-PLP3 | TYPE9-PLE3/1 |
| 204 | Juniper | Type 9 | Opposite | TYPE9-PLP3 | TYPE9-PLE3/1 |
| 205 | Poplar | Type 11 | Opposite | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 206 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 207 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 208 | Poplar | Type 11 | As | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 209 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 210 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 211 | Elder | Type 12 | Opposite | TYPE12-PLP1 | TYPE12-PLE1/2 |
| 212 | Poplar | Type 11 | As | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 213 | Poplar | Type 11 | Opposite | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 214 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 215 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 216 | Ash | Type 1-1 | As | TYPE1-PLP2 | TYPE1-PLE2/6 |
| 217 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 218 | Juniper | Type 9 | Opposite | TYPE9-PLP | TYPE9-PLE1/2 |
| 219 | Ash | Type 1-1 | Opposite | TYPE1-PLP2 | TYPE1-PLE2/7 |
| 220 | Cedar | Type 5 | As | TYPE5-PLP2 | TYPE5-PLE2/4 |
| 221 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 222 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 223 | Poplar | Type 11 | Opposite | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 224 | Poplar | Type 11 | Opposite | TYPE11-PLP1 | TYPE11-PLE1/4 |
| 225 | Elder | Type 12 | As | TYPE12-PLP1 | TYPE12-PLE1/2 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|----------|--------------|----------------|--------------------|
| 226 | Poplar | Type 11 | As | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 227 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/4 |
| 228 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 229 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 230 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 231 | Laurel | Type 20 | As | TYPE20-PLP1 | TYPE20-PLE1/2 |
| 232 | Laurel | Type 20 | As | TYPE20-PLP1 | TYPE20-PLE1/2 |
| 233 | Laurel | Type 20 | As | TYPE20-PLP1 | TYPE20-PLE1/2 |
| 234 | Mullberry | Type 21 | As | TYPE21-PLP1 | TYPE21-PLE1/2 |
| 235 | Mullberry | Type 21 | Opposite | TYPE21-PLP1 | TYPE21-PLE1/2 |
| 236 | Mullberry | Type 21 | As | TYPE21-PLP1 | TYPE21-PLE1/2 |
| 237 | Mullberry | Type 21 | Opposite | TYPE21-PLP1 | TYPE21-PLE1/2 |
| 238 | Mullberry | Type 21 | As | TYPE21-PLP1 | TYPE21-PLE1/2 |
| 239 | Mullberry | Type 21 | Opposite | TYPE21-PLP1 | TYPE21-PLE1/2 |
| 240 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/6 |
| 241 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/6 |
| 242 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 243 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/4 |
| 244 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 245 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 246 | Yew | Type 13 | As | TYPE13-PLP2 | TYPE13-PLE2/2 |
| 247 | Yew | Type 13 | Opposite | TYPE13-PLP2 | TYPE13-PLE2/2 |
| 248 | Cedar | Type 5 | As | TYPE5-PLP2 | TYPE5-PLE2/4 |
| 249 | Poplar | Type 11 | As | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 250 | Beech | Type 16 | Opposite | TYPE16-PLP1 | TYPE16-PLE1/3 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|---------|--------------|----------------|--------------------|
| 251 | Beech | Type 16 | As | TYPE16-PLP1 | TYPE16-PLE1/3 |
| 252 | Poplar | Type 11 | Opposite | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 253 | Cedar | Type 5 | Opposite | TYPE5-PLP2 | TYPE5-PLE2/4 |
| 254 | Mullberry | Type 21 | As | TYPE21-PLP1 | TYPE21-PLE2/1 |
| 255 | Mullberry | Type 21 | Opposite | TYPE21-PLP2 | TYPE21-PLE2/1 |
| 256 | Mullberry | Type 21 | As | TYPE21-PLP2 | TYPE21-PLE2/1 |
| 257 | Mullberry | Type 21 | Opposite | TYPE21-PLP2 | TYPE21-PLE2/1 |
| 258 | Laurel | Type 20 | Opposite | TYPE20-PLP1 | TYPE20-PLE1/2 |
| 259 | Laurel | Type 20 | Opposite | TYPE20-PLP1 | TYPE20-PLE1/2 |
| 260 | Laurel | Type 20 | Opposite | TYPE20-PLP1 | TYPE20-PLE1/2 |
| 261 | Poplar | Type 11 | As | TYPE11-PLP1 | TYPE11-PLE1/1 |
| 262 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/1 |
| 263 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/1 |
| 264 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 265 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 266 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 267 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 268 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 269 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 270 | Yew | Type 13 | As | TYPE13-PLP1 | TYPE13-PLE1/1 |
| 271 | Yew | Type 13 | Opposite | TYPE13-PLP1 | TYPE13-PLE1/1 |
| 272 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 273 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 274 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 275 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------------|----------|--------------|----------------|--------------------|
| 276 | Elder (Detached) | Type 12 | As | TYPE12-PLP3 | TYPE12-PLE3/1 |
| 277 | Hazel | Type 14 | As | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 278 | Hazel | Type 14 | Opposite | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 279 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 280 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 281 | Alder | Type 2 | As | TYPE2-PLP1 | TYPE2-PLE1/3 |
| 282 | Alder | Type 2 | As | TYPE2-PLP1 | TYPE2-PLE1/3 |
| 283 | Alder | Type 2 | As | TYPE2-PLP1 | TYPE2-PLE1/3 |
| 284 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 285 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 286 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/11 |
| 287 | Alder | Type 2 | As | TYPE2-PLP3 | TYPE2-PLE3/3 |
| 288 | Alder | Type 2 | Opposite | TYPE2-PLP3 | TYPE2-PLE3/3 |
| 289 | Hazel | Type 14 | Opposite | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 290 | Hazel | Type 14 | As | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 291 | Hazel | Type 14 | Opposite | TYPE14-PLP1 | TYPE14-PLE1/3 |
| 292 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/6 |
| 293 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/6 |
| 294 | Osier | Type 10 | As | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 295 | Osier | Type 10 | Opposite | TYPE10-PLP1 | TYPE10-PLE1/6 |
| 296 | Alder | Type 2 | As | TYPE2-PLP3 | TYPE2-PLE3/3 |
| 297 | Alder | Type 2 | Opposite | TYPE2-PLP3 | TYPE2-PLE3/3 |
| 298 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 299 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 300 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |

DEVELOPMENT PLOT SCHEDULE: SL030 BLACKWELL M2

| PLOT | HOUSE NAME | TYPE | PLOT HANDING | PLANNING PLANS | PLANNING ELEVATION |
|------|------------|----------|--------------|----------------|--------------------|
| 301 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 302 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 303 | Cypress | Type 6-2 | Opposite | TYPE6-PLP1 | TYPE6-PLE1/4 |
| 304 | 4BI001 | Type 32 | Opposite | TYPE32-PLP1 | TYPE32-PLE1/4 |
| 305 | 4BI001 | Type 32 | Opposite | TYPE32-PLP1 | TYPE32-PLE1/4 |
| 306 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/4 |
| 307 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 308 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 309 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 310 | Juniper | Type 9 | As | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 311 | Juniper | Type 9 | Opposite | TYPE9-PLP1 | TYPE9-PLE1/2 |
| 312 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/3 |
| 313 | Aspen | Type 4-2 | As | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 314 | Aspen | Type 4-2 | Opposite | TYPE4-PLP1 | TYPE4-PLE1/1 |
| 315 | 4BI001 | Type 32 | Opposite | TYPE32-PLP1 | TYPE32-PLE1/5 |
| 316 | 4BI001 | Type 32 | Opposite | TYPE32-PLP1 | TYPE32-PLE1/5 |
| 317 | 4BI001 | Type 32 | Opposite | TYPE32-PLP1 | TYPE32-PLE1/5 |
| 318 | Cypress | Type 6-2 | As | TYPE6-PLP1 | TYPE6-PLE1/3 |

| Item | Scale | Notes |
|----------------------------|--------|-------|
| 1. Site Boundary | 1:1000 | |
| 2. Proposed Houses | 1:1000 | |
| 3. Front Entrance | 1:1000 | |
| 4. Rear Entrance | 1:1000 | |
| 5. Garage Entrance | 1:1000 | |
| 6. Proposed Trees | 1:1000 | |
| 7. Existing Trees / Hedges | 1:1000 | |
| 8. Existing green trail | 1:1000 | |
| 9. Visitor Parking | 1:1000 | |
| 10. Affordable Units | 1:1000 | |

KEY:

- Site Boundary
- Proposed Houses
- Front Entrance
- Rear Entrance
- Garage Entrance
- Proposed Trees
- Existing Trees / Hedges
- Existing green trail
- Visitor Parking
- Affordable Units

Project: Blackwell, Carlisle
 Drawing No: 1-30084L
 Date: 28/01/18
 Project No: 20068
 Drawing No: PL-01
 Check by: DM
 Drawn by: DM
 Scale: 1:3000
 Project No: 20068
 Drawing No: PL-01



Remove existing hedge as necessary to accommodate proposed junction and required visibility

EXISTING GREEN TRAIL INCORPORATING BOLLARDS, LOGS, TIMBER BALANCE BEAMS, BRANKE POSTS ETC. SOUTH INDICATELY

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Environmental & Sustainability Assessment • Graphic Design

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REFER TO I TRANSPORTS
DRAWINGS FOR DETAIL

| House Type Schedule | | | | | | |
|---------------------|------------|-----------|------------|-----------|------------|-----------|
| House No. | House Name | House No. | House Name | House No. | House Name | House No. |
| 292 | House 292 | 293 | House 293 | 294 | House 294 | 295 |
| 296 | House 296 | 297 | House 297 | 298 | House 298 | 299 |
| 300 | House 300 | 301 | House 301 | 302 | House 302 | 303 |
| 304 | House 304 | 305 | House 305 | 306 | House 306 | 307 |
| 308 | House 308 | 309 | House 309 | 310 | House 310 | 311 |
| 312 | House 312 | 313 | House 313 | 314 | House 314 | 315 |
| 316 | House 316 | 317 | House 317 | 318 | House 318 | 319 |
| 320 | House 320 | 321 | House 321 | 322 | House 322 | 323 |
| 324 | House 324 | 325 | House 325 | 326 | House 326 | 327 |
| 328 | House 328 | 329 | House 329 | 330 | House 330 | 331 |
| 332 | House 332 | 333 | House 333 | 334 | House 334 | 335 |
| 336 | House 336 | 337 | House 337 | 338 | House 338 | 339 |
| 340 | House 340 | 341 | House 341 | 342 | House 342 | 343 |
| 344 | House 344 | 345 | House 345 | 346 | House 346 | 347 |
| 348 | House 348 | 349 | House 349 | 350 | House 350 | 351 |
| 352 | House 352 | 353 | House 353 | 354 | House 354 | 355 |
| 356 | House 356 | 357 | House 357 | 358 | House 358 | 359 |
| 360 | House 360 | 361 | House 361 | 362 | House 362 | 363 |
| 364 | House 364 | 365 | House 365 | 366 | House 366 | 367 |
| 368 | House 368 | 369 | House 369 | 370 | House 370 | 371 |
| 372 | House 372 | 373 | House 373 | 374 | House 374 | 375 |
| 376 | House 376 | 377 | House 377 | 378 | House 378 | 379 |
| 380 | House 380 | 381 | House 381 | 382 | House 382 | 383 |
| 384 | House 384 | 385 | House 385 | 386 | House 386 | 387 |
| 388 | House 388 | 389 | House 389 | 390 | House 390 | 391 |
| 392 | House 392 | 393 | House 393 | 394 | House 394 | 395 |
| 396 | House 396 | 397 | House 397 | 398 | House 398 | 399 |
| 400 | House 400 | 401 | House 401 | 402 | House 402 | 403 |
| 404 | House 404 | 405 | House 405 | 406 | House 406 | 407 |
| 408 | House 408 | 409 | House 409 | 410 | House 410 | 411 |
| 412 | House 412 | 413 | House 413 | 414 | House 414 | 415 |
| 416 | House 416 | 417 | House 417 | 418 | House 418 | 419 |
| 420 | House 420 | 421 | House 421 | 422 | House 422 | 423 |
| 424 | House 424 | 425 | House 425 | 426 | House 426 | 427 |
| 428 | House 428 | 429 | House 429 | 430 | House 430 | 431 |
| 432 | House 432 | 433 | House 433 | 434 | House 434 | 435 |
| 436 | House 436 | 437 | House 437 | 438 | House 438 | 439 |
| 440 | House 440 | 441 | House 441 | 442 | House 442 | 443 |
| 444 | House 444 | 445 | House 445 | 446 | House 446 | 447 |
| 448 | House 448 | 449 | House 449 | 450 | House 450 | 451 |
| 452 | House 452 | 453 | House 453 | 454 | House 454 | 455 |
| 456 | House 456 | 457 | House 457 | 458 | House 458 | 459 |
| 460 | House 460 | 461 | House 461 | 462 | House 462 | 463 |
| 464 | House 464 | 465 | House 465 | 466 | House 466 | 467 |
| 468 | House 468 | 469 | House 469 | 470 | House 470 | 471 |
| 472 | House 472 | 473 | House 473 | 474 | House 474 | 475 |
| 476 | House 476 | 477 | House 477 | 478 | House 478 | 479 |
| 480 | House 480 | 481 | House 481 | 482 | House 482 | 483 |
| 484 | House 484 | 485 | House 485 | 486 | House 486 | 487 |
| 488 | House 488 | 489 | House 489 | 490 | House 490 | 491 |
| 492 | House 492 | 493 | House 493 | 494 | House 494 | 495 |
| 496 | House 496 | 497 | House 497 | 498 | House 498 | 499 |
| 500 | House 500 | 501 | House 501 | 502 | House 502 | 503 |
| 504 | House 504 | 505 | House 505 | 506 | House 506 | 507 |
| 508 | House 508 | 509 | House 509 | 510 | House 510 | 511 |
| 512 | House 512 | 513 | House 513 | 514 | House 514 | 515 |
| 516 | House 516 | 517 | House 517 | 518 | House 518 | 519 |
| 520 | House 520 | 521 | House 521 | 522 | House 522 | 523 |
| 524 | House 524 | 525 | House 525 | 526 | House 526 | 527 |
| 528 | House 528 | 529 | House 529 | 530 | House 530 | 531 |
| 532 | House 532 | 533 | House 533 | 534 | House 534 | 535 |
| 536 | House 536 | 537 | House 537 | 538 | House 538 | 539 |
| 540 | House 540 | 541 | House 541 | 542 | House 542 | 543 |
| 544 | House 544 | 545 | House 545 | 546 | House 546 | 547 |
| 548 | House 548 | 549 | House 549 | 550 | House 550 | 551 |
| 552 | House 552 | 553 | House 553 | 554 | House 554 | 555 |
| 556 | House 556 | 557 | House 557 | 558 | House 558 | 559 |
| 560 | House 560 | 561 | House 561 | 562 | House 562 | 563 |
| 564 | House 564 | 565 | House 565 | 566 | House 566 | 567 |
| 568 | House 568 | 569 | House 569 | 570 | House 570 | 571 |
| 572 | House 572 | 573 | House 573 | 574 | House 574 | 575 |
| 576 | House 576 | 577 | House 577 | 578 | House 578 | 579 |
| 580 | House 580 | 581 | House 581 | 582 | House 582 | 583 |
| 584 | House 584 | 585 | House 585 | 586 | House 586 | 587 |
| 588 | House 588 | 589 | House 589 | 590 | House 590 | 591 |
| 592 | House 592 | 593 | House 593 | 594 | House 594 | 595 |
| 596 | House 596 | 597 | House 597 | 598 | House 598 | 599 |
| 600 | House 600 | 601 | House 601 | 602 | House 602 | 603 |
| 604 | House 604 | 605 | House 605 | 606 | House 606 | 607 |
| 608 | House 608 | 609 | House 609 | 610 | House 610 | 611 |
| 612 | House 612 | 613 | House 613 | 614 | House 614 | 615 |
| 616 | House 616 | 617 | House 617 | 618 | House 618 | 619 |
| 620 | House 620 | 621 | House 621 | 622 | House 622 | 623 |
| 624 | House 624 | 625 | House 625 | 626 | House 626 | 627 |
| 628 | House 628 | 629 | House 629 | 630 | House 630 | 631 |
| 632 | House 632 | 633 | House 633 | 634 | House 634 | 635 |
| 636 | House 636 | 637 | House 637 | 638 | House 638 | 639 |
| 640 | House 640 | 641 | House 641 | 642 | House 642 | 643 |
| 644 | House 644 | 645 | House 645 | 646 | House 646 | 647 |
| 648 | House 648 | 649 | House 649 | 650 | House 650 | 651 |
| 652 | House 652 | 653 | House 653 | 654 | House 654 | 655 |
| 656 | House 656 | 657 | House 657 | 658 | House 658 | 659 |
| 660 | House 660 | 661 | House 661 | 662 | House 662 | 663 |
| 664 | House 664 | 665 | House 665 | 666 | House 666 | 667 |
| 668 | House 668 | 669 | House 669 | 670 | House 670 | 671 |
| 672 | House 672 | 673 | House 673 | 674 | House 674 | 675 |
| 676 | House 676 | 677 | House 677 | 678 | House 678 | 679 |
| 680 | House 680 | 681 | House 681 | 682 | House 682 | 683 |
| 684 | House 684 | 685 | House 685 | 686 | House 686 | 687 |
| 688 | House 688 | 689 | House 689 | 690 | House 690 | 691 |
| 692 | House 692 | 693 | House 693 | 694 | House 694 | 695 |
| 696 | House 696 | 697 | House 697 | 698 | House 698 | 699 |
| 700 | House 700 | 701 | House 701 | 702 | House 702 | 703 |
| 704 | House 704 | 705 | House 705 | 706 | House 706 | 707 |
| 708 | House 708 | 709 | House 709 | 710 | House 710 | 711 |
| 712 | House 712 | 713 | House 713 | 714 | House 714 | 715 |
| 716 | House 716 | 717 | House 717 | 718 | House 718 | 719 |
| 720 | House 720 | 721 | House 721 | 722 | House 722 | 723 |
| 724 | House 724 | 725 | House 725 | 726 | House 726 | 727 |
| 728 | House 728 | 729 | House 729 | 730 | House 730 | 731 |
| 732 | House 732 | 733 | House 733 | 734 | House 734 | 735 |
| 736 | House 736 | 737 | House 737 | 738 | House 738 | 739 |
| 740 | House 740 | 741 | House 741 | 742 | House 742 | 743 |
| 744 | House 744 | 745 | House 745 | 746 | House 746 | 747 |
| 748 | House 748 | 749 | House 749 | 750 | House 750 | 751 |
| 752 | House 752 | 753 | House 753 | 754 | House 754 | 755 |
| 756 | House 756 | 757 | House 757 | 758 | House 758 | 759 |
| 760 | House 760 | 761 | House 761 | 762 | House 762 | 763 |
| 764 | House 764 | 765 | House 765 | 766 | House 766 | 767 |
| 768 | House 768 | 769 | House 769 | 770 | House 770 | 771 |
| 772 | House 772 | 773 | House 773 | 774 | House 774 | 775 |
| 776 | House 776 | 777 | House 777 | 778 | House 778 | 779 |
| 780 | House 780 | 781 | House 781 | 782 | House 782 | 783 |
| 784 | House 784 | 785 | House 785 | 786 | House 786 | 787 |
| 788 | House 788 | 789 | House 789 | 790 | House 790 | 791 |
| 792 | House 792 | 793 | House 793 | 794 | House 794 | 795 |
| 796 | House 796 | 797 | House 797 | 798 | House 798 | 799 |
| 800 | House 800 | 801 | House 801 | 802 | House 802 | 803 |
| 804 | House 804 | 805 | House 805 | 806 | House 806 | 807 |
| 808 | House 808 | 809 | House 809 | 810 | House 810 | 811 |
| 812 | House 812 | 813 | House 813 | 814 | House 814 | 815 |
| 816 | House 816 | 817 | House 817 | 818 | House 818 | 819 |
| 820 | House 820 | 821 | House 821 | 822 | House 822 | 823 |
| 824 | House 824 | 825 | House 825 | 826 | House 826 | 827 |
| 828 | House 828 | 829 | House 829 | 830 | House 830 | 831 |
| 832 | House 832 | 833 | House 833 | 834 | House 834 | 835 |
| 836 | House 836 | 837 | House 837 | 838 | House 838 | 839 |
| 840 | House 840 | 841 | House 841 | 842 | House 842 | 843 |
| 844 | House 844 | 845 | House 845 | 846 | House 846 | 847 |
| 848 | House 848 | 849 | House 849 | 850 | House 850 | 851 |
| 852 | House 852 | 853 | House 853 | 854 | House 854 | 855 |
| 856 | House 856 | 857 | House 857 | 858 | House 858 | 859 |
| 860 | House 860 | 861 | House 861 | 862 | House 862 | 863 |
| 864 | House 864 | 865 | House 865 | 866 | House 866 | 867 |
| 868 | House 868 | 869 | House 869 | 870 | House 870 | 871 |
| 872 | House 872 | 873 | House 873 | 874 | House 874 | 875 |
| 876 | House 876 | 877 | House 877 | 878 | House 878 | 879 |
| 880 | House 880 | 881 | House 881 | 882 | House 882 | 883 |
| 884 | House 884 | 885 | House 885 | 886 | House 886 | 887 |
| 888 | House 888 | 889 | House 889 | 890 | House 890 | 891 |
| 892 | House 892 | 893 | House 893 | 894 | House 894 | 895 |
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| 912 | House 912 | 913 | House 913 | 914 | House 914 | 915 |
| 916 | House 916 | 917 | House 917 | 918 | House 918 | 919 |
| 920 | House 920 | 921 | House 921 | 922 | House 922 | 923 |
| 924 | House 924 | 925 | House 925 | 926 | House 926 | 927 |
| 928 | House 928 | 929 | House 929 | 930 | House 930 | 931 |
| 932 | House 932 | 933 | House 933 | 934 | House 934 | 935 |
| 936 | House 936 | 937 | House 937 | 938 | House 938 | 939 |
| 940 | House 940 | 941 | House 941 | 942 | House 942 | 943 |
| 944 | House 944 | 945 | House 945 | 946 | House 946 | 947 |
| 948 | House 948 | 949 | House 949 | 950 | House 950 | 951 |
| 952 | House 952 | 953 | House 953 | 954 | House 954 | 955 |
| 956 | House 956 | 957 | House 957 | 958 | House 958 | 959 |
| 960 | House 960 | 961 | House 961 | 962 | House 962 | 963 |
| 964 | House 964 | 965 | House 965 | 966 | House 966 | 967 |
| 968 | House 968 | 969 | House 969 | 970 | House 970 | 971 |
| 972 | House 972 | 973 | House 973 | 974 | House 974 | 975 |
| 976 | House 976 | 977 | House 977 | 978 | House 978 | 979 |
| 980 | House 980 | 981 | House 981 | 982 | House 982 | 983 |
| 984 | House 984 | 985 | House 985 | 986 | House 986 | 987 |
| 988 | House 988 | 989 | House 989 | 990 | House 990 | 991 |
| 992 | House 992 | 993 | House 993 | 994 | House 994 | 995 |
| 996 | House 996 | 997 | House 997 | 998 | House 998 | 999 |
| 1000 | House 1000 | 1001 | House 1001 | 1002 | House 1002 | 1003 |
| 1004 | House 1004 | 1005 | House 1005 | 1006 | House 1006 | 1007 |
| 1008 | House 1008 | 1009 | House 1009 | 1010 | House 1010 | 1011 |
| 1012 | House 1012 | 1013 | House 1013 | 1014 | House 1014 | 1015 |
| 1016 | House 1016 | 1017 | House 1017 | 1018 | House 1018 | 1019 |
| 1020 | House 1020 | 1021 | House 1021 | 1022 | House 1022 | 1023 |
| 1024 | House 1024 | 1025 | House 1025 | 1026 | House 1026 | 1027 |
| 1028 | House 1028 | 1029 | House 1029 | 1030 | House 1030 | 1031 |
| 1032 | House 1032 | 1033 | House 1033 | 1034 | | |

| KEY: | |
|------|------------------------|
| | Site Boundary |
| | Proposed Houses |
| | Front Entrance |
| | Rear Entrance |
| | Garage Entrance |
| | Proposed Trees |
| | Existing Trees / Hedge |
| | Equipped green trail |

| | |
|--|----------------------|
| | Equipped green trail |
| | Visitor Parking |
| | Affordable Units |

- NOTES:
- Landscaping details are indicative only, refer to landscape drawings.
 - For details of boundary treatments and external works, please refer to landscape drawings and Boundary Treatment Plan.
 - Eaves overhang to be approx 250 mm (please refer to proposed house type elevations for details).



Project
Blackwell,
Carlisle

Drawing Title
Plan 3 of 3
(for planning purposes only)

Date
FEB '13

Scale
1:500@A1

Project No
20868

Drawing No
PL-03

Drawn By
DR

Check By
C

Revision
C

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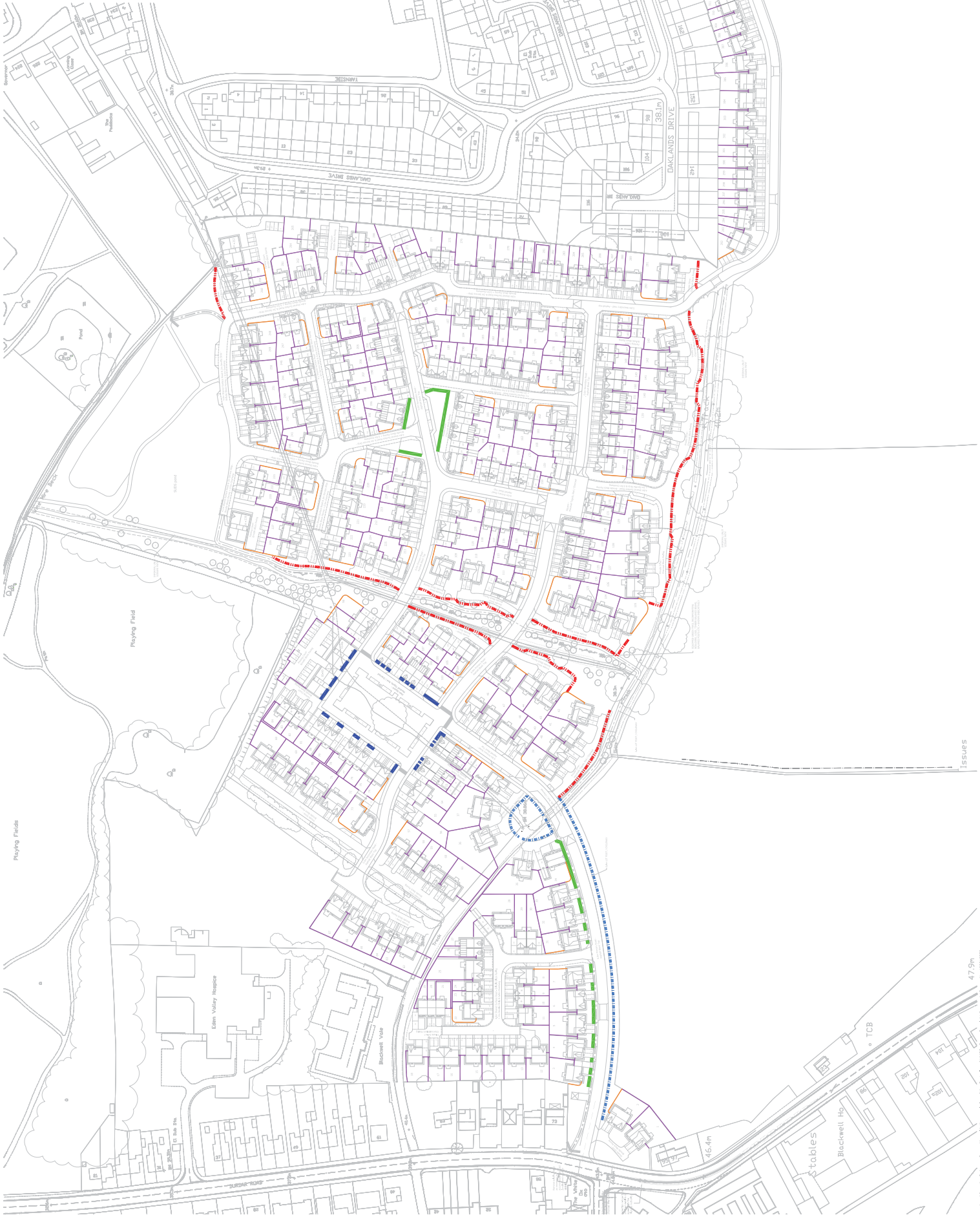


- WALLS**
- Red Brick
 - Render
 - Half Render/ Half Brickwork
 - Render Panels
 - Stone Feature Panel
 - Render to Roof Peak
 - Key Vista Lines
 - Indicates Enhanced Treatment (Stone / Render or Brick Detailing / Half Surrounds etc.)
 - Indicates Enhanced Treatment in Render or Brick Detailing / Half Surrounds etc.
 - Cable feature Windows

Project
**Blackwell,
Carlisle**
Elevation Treatment Plan

| | | | |
|------------|------------|----------|----------|
| Date | Scale | Drawn by | Check by |
| SEPT 12 | 1:1000000 | DR | ST |
| Project No | Drawing No | Revision | |
| 20868 | ML-01 | E | |



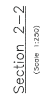
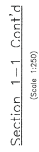


Project
Blackwell,
Carlisle
Boundary Treatments

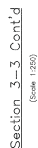
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Project No: 20868
Scale: 1:1000000
Drawing No: BT-01
Drawn by: EGA/ADR
Check by: ST
Revision: E

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1 All dimensions are in millimetres unless noted otherwise.
2 All levels are in metres unless noted otherwise.
3 This drawing is to be read in conjunction with all relevant Architects and Service Engineers drawings.

[illegible]

All dimensions are in millimetres unless noted otherwise.
All levels are in metres unless noted otherwise.

[illegible]

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consulting
Civil & Structural Engineers

Second Floor
Fountain House
83 Fountain Street
MANCHESTER
M2 2EE

Tel : 0161 237 3400
Fax : 0161 237 3635
Email : monchester@integroconsulting.co.uk
Web : www.integroconsulting.co.uk

| | | | |
|-------------|------------|------------|---------|
| ates | 1:250 @ A0 | Date | Sep '12 |
| own CS | | Checked | MAR |
| Contract No | | Drawing No | Rev |

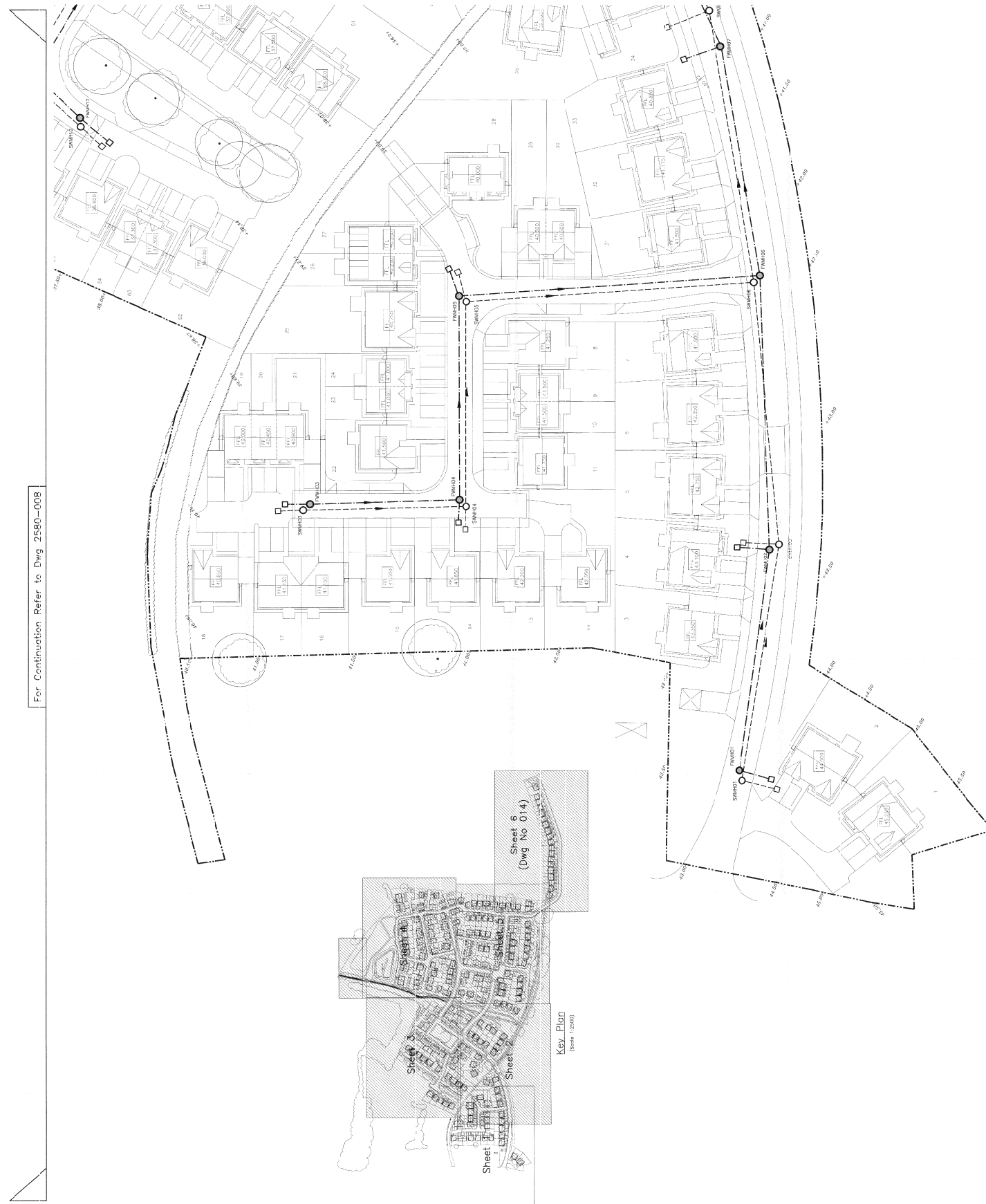
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|------|-----|----|
| 2580 | 012 | P2 |
|------|-----|----|

Notes

1. All dimensions are in millimetres unless noted otherwise.
2. All levels are in metres unless noted otherwise.
3. This drawing is to be read in conjunction with the following documents and drawings:
 - a. Planning Permission: 12/00000/01
 - b. Building Regulations: Part D
 - c. Drainage: 12/00000/02
 - d. 1:1000 Scale Plan: 12/00000/03
4. All road works to be completed prior to the start of the drainage works.
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| Ref | Drawn | Date | Description |
|---|-------|------------|-------------|
| 1 | JD | 12/11/2012 | Updated |
| PLANNING | | | |
| Contract: BLACKWELL STORY HOMES | | | |
| Drawing Title: DRAINAGE LAYOUT SHEET 1 OF 6 | | | |
| Legend 100 Boundary (Excl. 100 by 100m) New Surface Water Sewer New Foul Water Sewer Existing Land Drainage Existing Land Drainage to be Proposed Land Drainage New Surface Water Manhole New Foul Water Manhole New Foul Water Dropout Road Only Flow Arrows New Sewer Comment Existing Drain Alignment Proposed Drain Alignment | | | |

For Continuation Refer to Dwg 2580-007



For Continuation Refer to Dwg 2580-008

Second Floor
151 Portland Street
Bristol, BS2 8BS
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| Drawn | CS | Checked | MS | Scale | 1:250 @ A3 | Sheet | 12 |
| Contract No | 2580 | Drawing No | 006 | Rev | P2 | | |

- All dimensions are in millimetres unless noted otherwise.
- All barbed wire in brackets indicates related alternative.
- This drawing is to be read in conjunction with the drawings of the other trades and Structural Engineers drawings.
- All drainage pipes to be D/C or Concrete & DN150 UNO.
- All need gullies to have Grade 2400 gratings.
- Pre-Cast concrete pads.
- Monobloc 0/9 precast concrete slabs to BS 5911 min 1200 dia u.n.c.
- All Monobloc covers to be Grade B125 in footpaths/sidewalks or 0400 in trafficked areas or B.S.E.N. 124 and be impact resistant as per table below.

For Continuation Refer to Dwg 2580-010

[illegible]

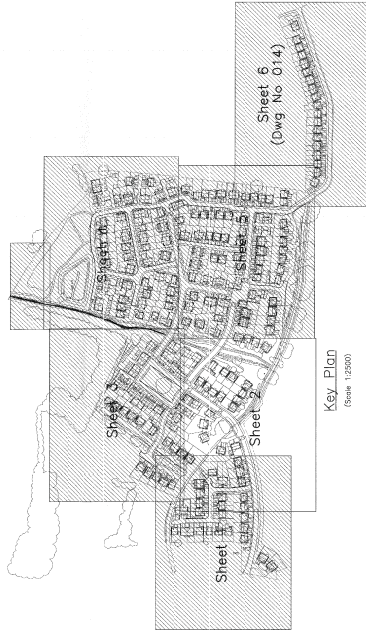
| P2 | JG | 02.13 | Layout Updated |
|----------------------------------|-------|-------|----------------|
| Rev | Dwain | Date | Description |
| PINNING | | | |
| Contract | | | |
| BLACKWELL STORY HOMES | | | |

Drawing Title
DRAINAGE LAYOUT
SHEET 2 OF 6

integra
consulting
Civil & Structural Engineers

Second Floor
Foundation House
03 Courtyard Drive
M20 2EJ, BARNET
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Fax: 0161 237 3633
Email: manchestra@integraconsulting.co.uk
Web: www.integraconsulting.co.uk

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12/0793



Key Plan
(Scale 1:2500)

[illegible]

- [illegible]

| Legend | Site Boundary (Existed DBC by New Surface Water Sewer) | New Surface Water Sewer | New Foul Water Sewer | Existing Foul Sewer | Existing Land Drainage | Proposed Land Drainage | Proposed Land Drainage to be abandoned | Proposed Land Drainage new current water mains | New Foul Water Mainline | New Surface Water Outpost | New Foul Water Outpost | Road Gully | Fire Arrears | New Sewer Lateralnet | Existing Drain Alignment | Proposed Drain Alignment |
|--------|---|-------------------------|----------------------|---------------------|------------------------|------------------------|---|---|-------------------------|---------------------------|------------------------|------------|--------------|----------------------|--------------------------|--------------------------|
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| P2 | JG | 02.13 | Layout Updated |
| Rev | Drawn | Date | Description |

Contract
BLACKWELL
STORY HOMES

Drawing Title
DRAINAGE LAYOUT
SHEET 3 OF 6

integra
consulting

RECEIVED
21 FEB 2013
12/0793

Tel : 0161 237 3400
Fax : 0161 237 3635
Email : manchester@integroconsulting.co.uk

| | |
|----------------------|-------------------|
| Scales 1:250 @ A0 | Date Sep '12 |
| Brown CS | Checked MMR |
| Contract No 2580 | Drawing No 008 |
| | Rev P2 |

For Continuation Refer to Dwg 2580-007



[illegible][illegible][illegible]

Legend

- Site Boundary (Extent TBC by architect)
- New Surface Water Saver
- New Surface Water Drainage
- Existing Foul Sewer
- Existing Land Drainage
- Existing Land Drainage to be abandoned
- New Surface Water Drainage
- New Surface Water Mound
- New Foul Water Mound
- New Surface Water Draggul
- New Foul Water Draggul
- Bound Gully
- Flow Arrow
- New Sewer Easement
- Existing Data Alignment
- Proposed Data Alignment

PLAN

Blackwell STORY HOMES

| Rev | Description | Date | Drawn | Checked | Discipline |
|-----|--------------|---------|-------|---------|------------|
| P2 | 001.3 Layout | Updated | | | |

Contract

integra
consulting
Civil & Structural Engineers

Second Floor
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MANCHESTER
M2 2EE

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Fax : 0161 237 3630
Email : manchester@integrapconsulting.co.uk
Web : www.integraconsulting.co.uk

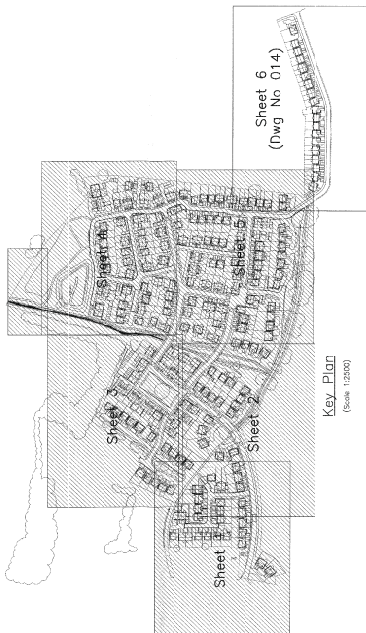
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| 2580 | 009 | P2 |
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Notes

1. All dimensions are in millimetres unless stated otherwise.
2. All levels are in metres unless stated otherwise.
3. This drawing is to be used in conjunction with the following documents:
 - a. DWG 2580-007
 - b. DWG 2580-008
 - c. DWG 2580-009
 - d. DWG 2580-010
 - e. DWG 2580-011
 - f. DWG 2580-012
 - g. DWG 2580-013
 - h. DWG 2580-014
 - i. DWG 2580-015
 - j. DWG 2580-016
 - k. DWG 2580-017
 - l. DWG 2580-018
 - m. DWG 2580-019
 - n. DWG 2580-020
 - o. DWG 2580-021
 - p. DWG 2580-022
 - q. DWG 2580-023
 - r. DWG 2580-024
 - s. DWG 2580-025
 - t. DWG 2580-026
 - u. DWG 2580-027
 - v. DWG 2580-028
 - w. DWG 2580-029
 - x. DWG 2580-030
 - y. DWG 2580-031
 - z. DWG 2580-032
 - aa. DWG 2580-033
 - ab. DWG 2580-034
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 - ad. DWG 2580-036
 - ae. DWG 2580-037
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 - ak. DWG 2580-043
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 - an. DWG 2580-046
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 - yx. DWG 2580-650
 - yz. DWG 2580-651
 - za. DW

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For Continuation Refer to below



Sheet 6
Fig. No. 014)

Key Plan
(Scale: 1:2500)

| Item | Quantity | Description |
|------|----------|-------------|
| | | |
| | | |
| | | |

Contract
BACKWELL
STORY HOMES

Drawing Title
DRAINAGE LAYOUT
SHEET 6 OF 6

The map shows a large rectangular site boundary. Inside the boundary, there are several smaller rectangular areas representing proposed developments. These areas are labeled with their respective names and are color-coded according to the legend. The developments include:

- Existing Full Sewer** (indicated by a solid black line)
- Existing Full Drainage** (indicated by a dashed line)
- Proposed Land Drainage** (indicated by a line with cross-hatches)
- New Surface Water Drainage** (indicated by a line with diagonal hatches)
- New Full Water Mainline** (indicated by a solid black line)
- New Surface Water Propagand** (indicated by a dashed line)
- New Full Water Propagand** (indicated by a solid black line)
- Road Only** (indicated by a solid black line)
- Flow Arrow** (indicated by a solid black arrow)
- New Sewer Standstill** (indicated by a solid black line)
- Existing Dash Alignment** (indicated by a dashed line)
- Proposed Dash Alignment** (indicated by a dashed line)

The map also shows the site boundary and the surrounding area. The site boundary is marked by a solid black line. The surrounding area is marked by a dashed line. The map is oriented with North at the top.

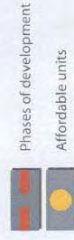
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 Email : manchester@integroconsulting.co.uk
 Web : www.integroconsulting.co.uk

| | | | |
|-------------|------------|------------|---------|
| Prices | 1:250 @ AQ | Date | Sep '12 |
| Drawn | 30 | Checked | MAR |
| Contract No | | Drawing No | Rev |
| 2580 | | 014 | P1 |



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21 OCT 2012
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Project
Blackwell
Carlisle
Drawing Title
Development Phasing Plan

| | | | |
|------------|------------|----------|----------|
| Date | Scale | Drawn by | Check by |
| 17.09.12 | NTS | NW | |
| Project No | Drawing No | Revision | |
| 20868 | Indd01 | -- | |

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