

SCHEDULE A: Applications with Recommendation

17/0883

Item No: 05

Date of Committee: 05/01/2018

Appn Ref No:
17/0883

Applicant:
C & D Rural

Parish:
Cummersdale

Agent:
Mr John Sanderson

Ward:
Dalston

Location: Land at New House Farm, Newby West, Carlisle, CA2 6QZ

Proposal: Erection Of Dwellings (Outline)

Date of Receipt:
13/10/2017

Statutory Expiry Date
12/01/2018

26 Week Determination
13/04/2018

REPORT

Case Officer: Stephen Daniel

1. Recommendation

- 1.1 It is recommended that this application is approved with conditions and subject to a legal agreement.

If Members are minded to grant planning approval it is requested that "authority to issue" the approval is given subject to the completion of a S106 agreement to secure:

- a) the provision of 30% of the units as affordable;
- b) a financial contribution of £141,520 (£90,720 for provision and £50,800 for ten years maintenance) to support the off-site improvement of existing sports pitches;
- c) the maintenance of the informal open space within the site by the developer;
- d) a financial contribution of £1,254,972 to be to paid to Cumbria County Council towards the provision of secondary school places;
- e) a financial contribution of £247,000 to be to paid to Cumbria County Council towards secondary school transport;
- f) a financial contribution of £281,000 to be paid to Cumbria County Council for improvements to the Wigton Road/Orton Road junction;
- g) a financial contribution to improve bus service provision direct to the site;
- h) a financial contribution of £6,600 to monitor the Travel Plan.

2. Main Issues

- 2.1 Whether The Proposal Is Acceptable In Principle
- 2.2 Whether The Scale And Design Of The Proposal Would Be Acceptable
- 2.3 Impact Of The Proposal On The Living Conditions Of The Occupiers Of Any Neighbouring Properties
- 2.4 Impact Of The Proposal On Any Listed Buildings/ Undesignated Heritage Assets
- 2.5 Highway Matters
- 2.6 Drainage
- 2.7 Biodiversity
- 2.8 Impact On Trees
- 2.9 Open Space
- 2.10 Affordable Housing
- 2.11 Education
- 2.12 Archaeology

3. Application Details

The Site

- 3.1 The application site comprises 24 Ha of grazing land at Newhouse Farm, which is located to the south west of the urban area of Carlisle and which is accessed from Orton Road. The site, and some adjacent farm land, is allocated for residential development (under Ref U7) in the Carlisle District Local Plan 2015-2030.
- 3.2 The site consists of a series of fields, which are centred around the redundant Newhouse Farm. Newhouse Farm does not form part of the application site and will be the subject of a separate planning application in due course.
- 3.3 The site contains a number of hedgerows, which lie along field boundaries, and a number of trees, both groups and individual trees.
- 3.4 The land slopes gently down to Dow Beck which lies to the south and east of Newhouse Farm. Dow Beck, which is partially culverted, runs south-west to north-east through the site. Overhead power lines run through the western edge of the site.
- 3.5 Two residential properties lie directly to the west of the application site. These are accessed via a road that runs through the application site to Orton Road and which also provides access to Newhouse Farm.
- 3.6 Orton Road runs along the north west boundary of the site beyond which lie fields and residential properties, including the Grade II Listed Bunkershill. Fields, which also form part of housing allocation U7, adjoin part of the northern site boundary, beyond which lies residential development. Residential development (Brackenleigh) adjoins the site to the east. Fields adjoin the site to the south with the A689 Western Bypass running along part of the south western site boundary, beyond which lies open

countryside.

The Proposal

- 3.7 The application is in outline with all matters reserved for subsequent approval. Whilst being in outline, the indicative layout plan that has been submitted with the application, shows 480 dwellings on the site. These would be accessed via two roads which would link to Orton Road.
- 3.8 The indicative layout plans shows areas of open space running through the development to create a liner park. Key areas of open space would be focussed around Newhouse Farm and Dow Beck watercourse, with a large area of open space (informal recreation/ wildlife habitat) being created beneath the overhead power lines.
- 3.9 Two attenuation ponds are shown in the north east corner of the site and these would take the surface water from the development.
- 3.10 All boundary hedgerows, which currently contain the site, would be retained and reinforced, with sections only being removed along Orton Road to create the two accesses into the site. Existing hedgerows and groups of trees within the site would be retained and enhanced and new planting would be introduced throughout the site.
- 3.11 The indicative layout plan shows a number of potential vehicular and pedestrian linkages to adjacent land, some of which is already in residential use and some of which is likely to be developed for housing in the future.
- 3.12 A phasing plan has been submitted with the application and this shows the site being developed in five phases as follows:
- Phase 1 – 84 units
- Phase 2 – 115 units
- Phase 3 – 70 units
- Phase 4 -122 units
- Phase 5 -89 units
- 3.13 The application is supported by the following documents and plans: a Site Analysis Plan; an Indicative Layout Plan; a Phasing Plan; a Design & Access Statement; A Planning Statement; an Affordable Housing Statement; a Draft Heads of Terms; an Air Quality Assessment; an Archaeological Assessment; a Drainage Strategy; an Ecological Assessment; a Noise Assessment; a Preliminary Environmental Risk Assessment; a Transport Assessment; a Travel Plan; and a Tree Survey.

4. Summary of Representations

- 4.1 This application has been advertised by means of site and press notices as well as notification letters sent to 65 neighbouring properties. In response,

11 letters of objection have been received, which raise the following concerns:

Principle of development

- where is the requirement to build 480 properties and destroy what countryside is left at the west side of the City;
- question the need for more housing in this area considering the huge planned development from Wigton Rd (at the rear of garden village) to Dalston Rd - surely this would more meet any shortfall of housing in this area;
- the land is green belt and farmland - the land is used for the grazing of animals and has also been used for grain crops;
- the fields are not redundant - they are still being used for agricultural purposes (crops);
- refute the statement that the land in question is unproductive - have observed it being used for cereal/silage and hay crops as well as for livestock grazing during the previous three years whilst we have occupied a property overlooking this area;
- in this current climate it seems counter productive to destroy an asset which would help us to be more self sufficient;
- in most towns and cities there are more areas of open space and greenery;
- do not need more housing than is already planned for in this city - need to keep as much of the green areas we can;
- Carlisle is getting a bad reputation for all the houses plonked down everywhere - the Council needs to think about the city's long-term reputation when assessing the application;
- Orton Road, westwards from its junction with Sandsfield Lane, provides a vital, welcome and peaceful rural amenity to a large number of residents living on the western outskirts of the city - the proposed development would adversely impact this precious amenity;
- the area is a rare haven for walkers, cyclists etc;
- the proposed development appears to be in conflict with, or at-least surplus to, the proposal for up to 10,000 homes at St Cuthberts Garden Village. It would be more sensible to build there rather than to encroach upon the well-loved urban fringes of the city;
- the extra noise, pollution and loss of peaceful countryside environment would be extremely detrimental to the area and totally alter its ambience;

Highway Issues

- the proposed access from Orton Road will become a major hazard to current users of this road - this road is extremely busy at peak times due to the increasing numbers of vehicles using it to access the A689 Carlisle by-pass;
- dangerous access from Orton Road;
- Orton Road is already heavily used - the increased traffic volume could become dangerous and would be heavily congested at peak times;
- traffic, which frequently exceeds the speed limit on Orton Rd, will have a restricted view, when coming over the brow of the hill at Sandsfield Lane road end, of the traffic exiting or entering the planned new estate

which surely raises a major risk to road safety;

- the proposed accesses are onto Orton Road, where vehicles travel at speed which makes it a hazard - livestock have been killed on the road due to the speed of traffic;
- the extra volume of traffic from the proposed housing development would only add to an already busy and fast road especially at peak times;
- the amount of traffic feeding onto the affected short stretch of Orton Rd will have a huge impact on noise, pollution and pedestrian safety.
- the increased traffic including the proposed access to the nearby Brackenleigh estate would increase the risk for motor vehicle accidents in the area - in particular children;
- in reality, despite the suggestions in the Traffic Report by T.P.S. Consultants, most residents will not use cycles, buses, or walk - note from plans that the majority of planned dwellings have either garages or specified parking which suggests the expectation is that will be using cars as their main mode of transport and with the current trend for two car families the amount of extra traffic will be significant;
- the proposed entrance is next to an electric transformer - an application to make an entrance in this location was previously rejected for this reason;
- one of the proposed accesses is opposite The Retreat, Bunkers Hill, which is an agricultural property and this will make it dangerous for vehicles, machinery and livestock entering and leaving the drive;
- the lanes around here are already totally inadequate for the volume of traffic that uses them and are an accident waiting to happen;

Infrastructure Issues

- there is insufficient medical, educational, retail and other infrastructure to support a development of this scale in this area; This situation is exacerbated by the other existing and proposed developments on Dalston Road, Peter Lane and Wigton Road (Brackenleigh);
- the present infrastructure would be woefully inadequate for a further 480 households for example, schools, shops and public transport;
- in other developments to the south east of the city as well as the Crindledyke estate that no efforts have been made to have shops or new schools built to accommodate the houses.
- such a large development would require schools, shops, doctors etc;
- our presently, severely over stretched, Health Services will be hugely impacted by 1,000 plus extra residents putting even more strain on inadequate facilities at the Cumberland Infirmary and local medical practices - the infirmary is already severely over stretched;
- the number of proposed properties will obviously put extra strain on the aging and already stretched utility network in this area;

Impact on Wildlife

- the destruction of trees, hedgerow and the natural habitat of wildlife is a great concern;
- the new homes would affect wildlife - various raptors/ hawks use the fields, as do deer, foxes, barn owls and tawny owls and a large number of bats are nesting within the confines of the proposed development

- area;
- the site is a wonderful habitat for wildlife, something which is becoming more and more rare;
- proposal would lead to a loss of mature hedgerows and associated wildlife;

Other Matters

- given the recent problems with air pollution in the city which is above required level have concerns about more open areas of the city being destroyed to make way for more houses with the associated added pollution and reduction in air quality;
- extra pressure put on the refuse/recycling collections;
- loss of undeveloped land adjacent to the Northern Relief Road A689 would increase the risk of flooding on this carriageway, which has occurred in the past, due to drains being overwhelmed as rainfall would no longer be able to soak away into this proposed development land.
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5. Summary of Consultation Responses

Natural England : - no objections, subject to appropriate mitigation being secured;

Cummersdale Parish Council: - the allocated sites create a band around the south west of the city totaling over 1300 new homes, with two separate sites on Dalston Road and the North Side of Wigton Road currently under construction; Members request the County Council ensures that the developer provides a primary school and contribution to secondary education as part of this application. Cummersdale Primary School is at capacity and the focus should be on the educational needs of the children, who should be schooled in the local area rather than transported elsewhere in the City. Considering the developments piecemeal, could mean 1300 plus homes could all be built without the Primary School being in situ (Policy IP1); there is a need for a properly developed Infrastructure Masterplan and an Infrastructure Schedule covering all of larger developments with consideration to the cumulative effects of these developments added to the smaller ones on the access to the West of the City; Junction Street is at capacity and Peter Lane will be at capacity within 18 months. A traffic count comparison has been submitted to show the increased volume of traffic on Peter Lane. An increase of 5995 traffic movement in a 5-day period compared to 2013. This new data should be considered as part of this and other applications in this location. The road infrastructure is required now, not on the completion of the developments. (Policy IP2); the Council should ensure that the new infrastructure is provided now, connecting gas, electricity, sewerage, broadband fibre at a capacity for the whole of the allocated site at Carlisle south, to avoid future disruption when there is a requirement to extending the services. All applications in this location should be considered as part of the Morton South development as a whole and if different developers are involved, each should be apportioned responsibility for infrastructure according to the needs of their particular part (Policy IP1);

Northern Gas Networks: - no objections;

Cumbria County Council - (Highways & Lead Local Flood Authority): - no objections subject to conditions (construction details of roads/ footpaths/ cycleways; provision of visibility splays; details of the crossing of the highway verge; measures to prevent surface water discharging onto the highway; details of parking/ turning areas; parking during construction; details of surface water drainage scheme) and a S106 (junction improvement; improvements to bus service);

Local Environment, Waste Services: - no objections in principle - the road layout looks good in terms of access for waste collection vehicles with turning heads at each point, so no objections in principle at this outline stage;

Environment Agency: - no objections;

Cumbria County Council - (Archaeological Services): - no objections - the applicant has commissioned an archaeological geophysical survey of the site and this indicate that no significant archaeological assets will be disturbed by the construction of the proposed development;

Green Spaces: - welcome the efforts to create green corridors traversing the site and using the natural line of the beck but think the linkage would be much more valuable and usable if it were to be completed through to Orton Road; the design of the green corridors should be carefully considered in order to maximise their value for cyclists and pedestrians but also in making a contribution towards nature conservation and biodiversity. The retention of existing trees, as envisaged in the landscape plan, is to be welcomed; there should be clearer linkage, via green routes for cyclists and pedestrians from all parts of the development to Morton Academy; it is better to have green space overlooked by frontages of residential buildings; would disregard the area of land affected by the pylons when making our POS as it is not suitable for this purpose; a development of this scale (480 units) would be required to make a full range of contributions towards POS including play and sports pitch provision, on or off site;

Local Environment - Environmental Protection: - no comments received;

Cumbria Constabulary - North Area Community Safety Unit: - although the layout is only indicative there appear to be various public realm spaces and routes that are situated to the rear of dwellings and not directly addressed or overlooked. The key crime prevention objective must be that no communal space or designated route must be concealed from easy view and scrutiny. Advice given in Manual for Streets advocates keeping pedestrian, cycle and vehicular routes together, yet this layout suggests cycle ways and footpaths being separated from other traffic, which detracts from the concepts of reassurance and confidence in use;

United Utilities : - no comments received;

County Council - Education: - comments awaited.

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.
- 6.2 The relevant planning policies against which the application is required to be assessed are Policies SP1, SP2, SP6, HO1, HO4, IP1, IP2, IP3, IP4, IP5, IP6, IP8, CC5, CM2, CM4, HE3, HE6, GI3, GI4 and GI6 of the Carlisle District Local Plan 2015-2030 and the council's Supplementary Planning Document (SPD) "Achieving Well Designed Housing".
- 6.3 The requirements of the public sector equality duty under Section 149 of the Equality Act 2010; and the "Guidelines for Public Transport In Developments" (1999) and "Reducing Mobility Handicaps" (1991) both prepared by the Chartered Institution of Highways & Transport CIHT) are also material considerations. Section 149(1) of the Equality Act 2010 establishes a duty to have due regard to three identified needs in the delivery of public services and the exercise of public powers, namely:
- a) to eliminate discrimination, harassment, victimisation etc;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 6.4 The relevant protected characteristics include age, gender, disability and race.
- 6.5 At a national level, other material considerations include the National Planning Policy Framework, March 2012 (the Framework/NPPF), Planning Practice Guidance (April 2014 as updated), the Community Infrastructure Levy Regulations 2010 (as amended), and the Natural Environment and Rural Communities Act (2006).
- 6.6 The NPPF identifies 3 dimensions for the planning system to perform under sustainable development, namely, an economic role, a social role and an environmental role.
- 6.7 Paragraph 14 of the NPPF highlights the presumption in favour of sustainable development which is referred to as "a golden thread". For decision-taking this means approving development proposals that accord with the development plan; and where the development plan is absent, silent or out of date, grant permission unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or
 - specific policies in this Framework indicate development should be restricted.

- 6.8 Paragraph 17 of the NPPF identifies 12 core planning principles including taking account of the different roles and character of different areas; supporting the transition to a low carbon future; contribute to conserving and enhancing the natural environment and reduce pollution; and conserve heritage assets.
- 6.9 The authority should consider securing measures to enhance the biodiversity of a site from the applicant, if it is minded to grant permission for an application in accordance with paragraph 118 of the NPPF. This is reflected in Section 40 of the Natural Environment and Rural Communities Act (2006) which states that every public authority must have regard to the purpose of conserving biodiversity. Local planning authorities must also have regard to the requirements of the EC Habitats Directive (92/43/EEC) when determining a planning application as prescribed by regulation 3 (4) of the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), and Article 16 of the Habitats Directive before planning permission is granted.
- 6.10 The proposals raise the following planning issues:
1. Whether The Proposal Is Acceptable In Principle
- 6.11 The site forms the majority of housing allocation U7 in the Carlisle District Local Plan 2015-2030. The remaining parts of U7 are in separate ownership and are likely to be brought forward for residential development in due course. The proposal to develop the site for residential use would, therefore, be acceptable in principle.
2. Whether The Scale And Design Of The Proposal Would Be Acceptable
- 6.12 The application is in outline with all matters reserved for subsequent approval. Whilst being in outline, the indicative layout plan that has been submitted with the application shows 480 dwellings on the site. These would be accessed via two roads from Orton Road. The Local Highway Authority considers that approach to be acceptable.
- 6.13 The indicative layout plans shows areas of open space running through the development to create a liner park. Key areas of open space would be focussed around Newhouse Farm and Dow Beck watercourse, with a large area of open space (informal recreation/ wildlife habitat) being created beneath the overhead power lines.
- 6.14 Two attenuation ponds are shown in the north east corner of the site and these would take the surface water from the development.
- 6.15 All boundary hedgerows, which currently contain the site, would be retained and reinforced, with sections only being removed along Orton Road to create two suitable accesses into the site. Existing hedgerows and groups of trees within the site would be retained and enhanced and new planting would be introduced throughout the site.
- 6.16 The indicative layout plan shows a number of potential vehicular and pedestrian linkages to adjacent land, some of which is already in residential

use and some of which is likely to be developed for housing in the future.

- 6.17 A phasing plan has been submitted with the application and this shows the site being developed in five phases, with the number of units in each phase ranging from 70 dwellings to 122 dwellings.
- 6.18 The Green Spaces Manager welcomes the efforts to create green corridors traversing the site and using the natural line of the beck. However, he considers that the green corridor would be much more valuable and usable if it were to be completed through to Orton Road. He also considers that there should be clearer linkages, via green routes for cyclists and pedestrians, from all parts of the development to the Morton Academy.
- 6.19 The Green Spaces Manager also notes that it is better to have green space overlooked by frontages of residential buildings. The current design layout suggests that many of the houses would be sideways to the green space or turning their backs on it, which is not helpful in designing out crime. The design should make a better connection between the green infrastructure and the people occupying the houses. This view is shared by the Police Crime Prevention Design Advisor who states that there appear to be various public realm spaces and routes that are situated to the rear of dwellings and are not directly addressed or overlooked. The key crime prevention objective must be that no communal space or designated route must be concealed from easy view and scrutiny.
- 6.20 The Police Crime Prevention Design Advisor also notes that the current layout suggests cycle ways and footpaths being separated from other traffic, which is contrary to advice in Manual for Streets and which detracts from the concepts of reassurance and confidence in use.
- 6.21 The above matters can be addressed at the Reserved Matters stage when the layout of the development and landscaping proposal for the site are considered.

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

- 6.22 The existing residential development at Brackenleigh adjoins the site to the east. Suitable separation distances would need to be provided between the existing and proposed dwellings to ensure that there is no adverse impact on the living conditions of the occupiers of both the existing and proposed properties. This matter can be addressed through a future reserved matters application, when the detailed layout is agreed.
- 6.23 Two properties adjoin the site to the west and are accessed via a road that runs through the site from Orton Road. One of these properties also has a septic tank within the application site. The illustrative layout plan that has been submitted with the application shows an access being created to these dwellings and this would link into one of the estate roads. Conditions have been added to the permission to ensure that this access is put in place prior to the existing access being closed off and to ensure that alternative foul drainage is provided prior to the septic tank being disconnected.

4. Impact Of The Proposal On Any Listed Buildings/ Undesignated Heritage Assets

- 6.24 Bunkershill, which consists of three dwellings (West End, Centre House and East End) is Grade II Listed and lies on the opposite side of Orton Road to the application site.
- 6.25 Section 66 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 highlights the statutory duties of Local Planning Authorities whilst exercising of their powers in respect of listed buildings. The aforementioned section states that:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

- 6.26 Paragraph 133 of the NPPF states that Local Planning Authorities should refuse consent for any development which would lead to substantial harm to or total loss of significance of designated heritage assets. However, in paragraph 134, the NPPF goes on to say that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Policy HE3 (Listed Buildings) of the adopted Local Plan states Listed Buildings and their settings will be preserved and enhanced.
- 6.27 Bunkershill is located on the opposite side of Orton Road to the application site. The building is set back from the road and is largely screened by a high wall to the front. Developing the land on the southern side of Orton Road for residential development is unlikely to have an adverse impact on the setting of this Listed Building but this issue would need to be considered in any Reserved Matters application. The indicative layout plan that has been submitted shows a landscaped area being provided along the Orton Road frontage opposite Bunkers Hill.
- 6.28 Newhouse Farm was recently put forward for Listing but whilst Historic England did not consider the building to be worthy of Listing, it is still a non-designated heritage asset. This property is excluded from the current application site and would be the subject of separate planning application.
- 6.29 The indicative layout plan that has been submitted with the application shows an area of open space being created adjacent to Newhouse Farm, with the existing trees in this area being retained. The impact of the proposal on Newhouse Farm would need to be considered in a Reserved Matters application.

5. Highway Matters

- 6.30 A Transport Assessment (TA) and Travel Plan have been submitted with the application. The TA has been prepared as part of an extensive scoping consultation with the Highway Authority. The TA has undertaken a full

review of the local highway network in relation to the potential development of the site, which included detailed modelling exercises of nearby junctions and roads likely to be affected.

- 6.31 The assessments have demonstrated that whilst there would be changes in flows at a number of junctions within the scope of the TA, as a consequence of the development, the impact in terms of capacity (and thus junction operation) at any of the locations could not be considered significant. The TA concludes that the cumulative impact of the proposed development is not 'severe' and there are, therefore, no highways or transport related reason why the proposal should not be granted planning permission.
- 6.32 Cummersdale Parish Council has produced some traffic counts and these show a significant increase in traffic on Peter Lane (an increase of 5,995 traffic movement in a 5-day period compared to 2013). The Parish Council states that Junction Street is at capacity and Peter Lane will be at capacity within 18 months. The Parish Council wants this data to be considered as part of this, and other applications, in this location. The data has been forwarded to the Highways Authority for consideration.
- 6.33 The Highways Authority has been consulted on the application. The Design & Access Statement specifies that the proposed development would be served via two vehicular accesses provided from Orton Road, both of which would be priority T-junctions. Each access junction would be 6m wide with visibility splays of 2.4m x 120m which has been agreed with the Highways Authority as acceptable. It is also noted that the site accesses have been designed to cater for the swept paths of both a refuse vehicle and a single decker bus.
- 6.34 The Highways Authority supports the provision of: footways to both sides of the carriageway throughout the site that will tie in with existing provision on Orton Road; footway enhancements along the site frontage on Orton Road to provide a continuous 2m wide footway; dropped kerbs and tactile paving for an uncontrolled crossing point over Orton Road at the north-eastern edge of the site, together with an extension to the footway on the northern side of Orton Road to connect to existing provision on Orton Road to the east of Sandfields Road; connections through and into the adjacent Brackenleigh residential development to provide access to Wigton Road and the pedestrian / cycle routes along the A595 to Morton Academy and existing facilities within Carlisle and the wider area.
- 6.35 The Highway Authority note that the development is isolated from neighbouring facilities, without mitigation, as mentioned in the submitted documents. The TA refers to the route of the pedestrian /cycle link between Brackenleigh and Hebden Avenue, but the actual route is not clear. The applicant will, at Reserved Matters stage, have to clearly show how this development will link in to this route. The footway fronting the site will also have to link to the CNDR infrastructure in a safe and convenient manner.
- 6.36 The site is over 400 metres from the nearest bus stop, which is the preferred maximum for urban sites. There is mention of the need to improve service provision direct to the site, as stated in the improvements study, but there is no commitment to improvements beyond "to be discussed at Reserved

Matters". Bus service improvements should form a key part of the Travel Plan and not be left until Reserved Matters and this element will, therefore, need to be covered by the S106.

- 6.37 The application has undertaken detailed modelling of a number of junctions in the vicinity of the site. The Wigton Rd - Orton Rd - Dunmail Dr junction was highlighted in the Carlisle Infrastructure Deficit Plan (for the Local Plan allocations) as being under pressure and the modelling has shown that the development would have an impact on the Wigton Road/Orton Road junction. The development is forecast to increase traffic flow at the junction by around 70 vehicles, and the Wigton Road (N) arm is shown to be operating over capacity in 2025 with the development worsening the rate of flow to capacity (RFC) and average queue. There is an improvement identified here for widening on the Wigton Road (N) arm. This has been costed at £281,000 and it would be appropriate for the development to fund this improvement.
- 6.38 The Travel Plan (TP) is well written and is acceptable as a draft TP. The walking, cycling and bus strategy would need to include physical measures and should not merely be based on promotional measures. The target mentioned in the TP (10% reduction in single car occupancy from this site) is acceptable. This would need to be monitored on an annual basis and the Highways Authority would require a sum of £6,600 to assist in this monitoring.
- 6.39 The Highways Authority, therefore, finds the proposal acceptable in principle subject to the imposition of a number of conditions (construction details of roads/ footpaths/ cycleways; provision of visibility splays; details of the crossing of the highway verge; measures to prevent surface water discharging onto the highway; details of parking/ turning areas; parking during construction); a financial contribution of £281,000 to improve the Wigton Road/Orton Road junction; the submission of a robust TP (with an aim of reducing single car occupancy from this site by 10%); and a financial contribution of £6,600 to monitor the TP.

6. Drainage Matters

- 6.40 The application is accompanied by a Flood Risk Assessment (FRA). The proposed development is located within Flood Zone 1 and is, therefore, at low risk in terms of flooding. Provision of appropriate SUDS would fully protect downstream areas from any increased risk of flooding that could result from unfettered runoff discharge from the development.
- 6.41 The application is also accompanied by a Drainage Strategy. The site is underlain by impermeable material (this has been confirmed by means of trial pits and percolation tests) and it is not considered feasible to dispose of surface water by infiltration. It is, therefore, proposed to provide a conventional gravity drainage system to collect runoff from plots, roads and footways. Drainage would be by a piped system or by a combination of piped system and swales or channels. Attenuation can be provided by basins/ ponds distributed round the site but for the outline application calculations to demonstrate the feasibility of sustainable drainage for the site are based on all surface water runoff being taken to a SUDS basin/ pond in

the vicinity of the lowest part of the site, around the point where Dow Beck flows out of the site. The surface water would then discharge to Dow Beck, with the flow being restricted to greenfield runoff rates.

- 6.42 The Lead Local Flood Authority (LLFA) has been consulted on the drainage proposals. No details of the trial pits and percolation tests have been provided to testify that they are compliant with the BRE 365 percolation test standards. These are required to prove that the applicant has appropriately endeavoured to work through the drainage hierarchy to find an acceptable drainage discharge method. The surface water discharge from the site should be equal to the greenfield runoff rate for the development site with attenuation to accommodate a 1 in 100 year plus 35% for climate change storm event.
- 6.43 The culverted section of Dow Beck that flows through the site should have the culvert removed in order to reduce the risk of flooding. Dow Beck should also be easily accessible for maintenance purposes and not run through private gardens. It would be advisable to create open spaces on either side of Dow Beck to enable this and to re-profile the watercourse. These matters can be addressed through a subsequent Reserved Matters application.
- 6.44 Whilst the drainage strategy that has been submitted is unacceptable to the LLFA, due to insufficient information being provided on the percolation tests undertaken and because of the proposed discharge rate for the development, conditions (requiring the submission of a Surface Water Drainage Scheme and a Construction Surface Water Management Plan) can be added to the permission to deal with these issues. It should be noted that addressing these issues might impact on the number of dwellings that can be provided on this site.

7. Biodiversity

- 6.45 The application is accompanied by a Phase 1 Ecological Appraisal. The site was visited by Envirotech NW who undertook a full botanical survey and this was followed by surveys to establish the presence or absence of bats, amphibians, nesting birds, brown hares, red squirrels, badgers and water voles at the site or in proximity such that they may be affected by the proposed development.
- 6.46 Habitats on the site are largely of low value, comprising arable and species poor grassland. Domestic gardens and sympathetically landscaped open space are considered to offer habitat of equal or greater ecological value than the arable fields.
- 6.47 Hedgerows provide the majority of valuable habitat on site and these will, as far as possible, be retained. Three of the hedgerows around the site perimeter were considered important under the Hedgerow Regulations and these would be retained. New hedgerows and linear tree planting would also be undertaken throughout the development in order to improve biodiversity.
- 6.48 With the exception of bats being present around the farm buildings, there was no evidence of any specifically protected species regularly using the site

or the surrounding areas which would be negatively affected by the development.

- 6.49 A Bat, Barn Owl and Nesting Bird Survey was carried out and this found that four buildings at Newhouse Farm were being habitually used by low numbers of roosting bats. A barn owl was also found to habitually roost in one of the brick barns and low numbers of nesting birds utilise the buildings. The buildings at Newhouse Farm are excluded from the current application site and would be subject of a future planning application when these matters will need to be addressed.
- 6.50 The erection of dwellings in close proximity to Newhouse Farm does give the opportunity to provide some enhancements for bats. Ridge line bat access points should be provided in some dwellings and bats boxes should be erected in trees around the site, particularly in the trees which are being retained near to Newhouse Farm. A condition has been added to secure these bat enhancement measures.
- 6.51 Natural England has been consulted on the application. It has raised no objections to the proposals, subject to appropriate mitigation being secured.
- 6.52 Dow Beck runs through the middle of the site and discharges into the River Eden SAC. It will, therefore, be important to minimise pollution to this watercourse. An effective Construction Environmental Management Plan (CEMP) would help to ensure that construction activities are well managed and do not harm the watercourse. The CEMP should contain appropriate pollution prevention measures and should include materials and machinery storage, biosecurity and mitigation for the control of and management of noise, dust, surface water runoff and waste. During construction there should be a 10m exclusion zone along both sides of Dow Beck. A condition has been added to the permission to require the applicant to submit a CEMP for approval by the LPA.
- 6.53 Natural England has also requested the submission of a Surface Water Drainage Plan detailing appropriate SUDS that would be implemented to restrict runoff to pre-construction greenfield runoff rates in order to minimise pollution of the watercourse. A management plan should also be submitted to show how surface water runoff would be managed during periods of heavy rainfall to prevent pollution of Dow Beck and the River Eden SAC. Conditions have been added to the permission to require the applicant to submit a Surface Water Drainage Plan and Surface Water Management Plan for approval by the LPA.
- 6.54 In addition, Natural England has requested that the proposed development should incorporate green infrastructure. The indicative layout plan does show large areas of open space within the development but this issue will need to be addressed through a Reserved Matters application.

8. Impact On Trees

- 6.55 A Tree Survey has been submitted with the application. The survey confirms that there are a significant number of trees within the site, and whilst none are subject of a Tree Preservation Order, a number are deemed

worthy of retention as individual trees are as groups. The majority of significant trees are located around the edge of the site and in close proximity to Newhouse Farm.

6.56 The Indicative Layout Plan shows a number of the existing trees being retained within the development, which would enhance the visual character of the development and provide an important habitat for wildlife. The majority of trees and hedgerows on the periphery of the site would be retained and enhanced with additional woodland planting introduced for screening the site from the A689 Bypass, providing an acoustic barrier and creating a wildlife corridor.

6.57 The details of the trees to be retained and additional tree planting will be determined at the Reserved Matters stage. Conditions have been added to the permission to require the submission of a Tree Protection Plan (to protect the trees to be retained) and a detailed landscaping scheme for approval by the LPA.

9. Open Space

6.58 The indicative layout plans shows areas of open space running through the development to create a liner park. Key areas of open space would be focussed around Newhouse Farm and Dow Beck watercourse, with a large area of open space (informal recreation/ wildlife habitat) being created beneath the overhead power lines.

6.59 The Green Spaces Manager has been consulted on the application. He welcomes the efforts to create green corridors traversing the site and using the natural line of the beck. However, he considers that the linkage would be much more valuable and usable if it were to be completed through to Orton Road. The design of the green corridors should be carefully considered in order to maximise their value for cyclists and pedestrians but also in making a contribution towards nature conservation and biodiversity. The retention of existing trees, as envisaged in the landscape plan, is welcomed. There should be clearer linkage, via green routes for cyclists and pedestrians, from all parts of the development to Morton Academy. The pylons represent a major constraint on development and any open space shown below the pylons would be discounted from the POS calculations. These matters can be addressed in a subsequent Reserved Matters application.

6.60 A condition has been added to the permission which requires the submission of details of the proposed open spaces and informal play areas and this would need to include an equipped play area. The developer would also need to make a financial contribution to improve existing sports pitches in the vicinity of the development. Based on 480 units, a commuted sum of £141,520 (£90,720 for provision and £50,800 for future maintenance) would be required towards sports pitch improvements in the vicinity of the development, at either Chances/ Morton Park or at Richard Rose Morton. This contribution to improving existing sports pitches would be secured through the S106 Agreement.

10. Affordable Housing

- 6.61 The application site falls within Affordable Housing Zone C, which requires a 30% affordable housing contribution. Local Plan Policy HO 4 stipulates that the affordable housing provision should be 50% affordable/ social rent (usually through a Housing Association) and 50% intermediate housing (usually discounted sale at a 30% discount from market value through the Council's Low Cost Housing Register).
- 6.62 In the Housing team's experience 2-bed houses, 2-bed bungalows, as well as 3-bed houses are usually popular with Housing Associations; while smaller 3-bed houses, followed by 2-bed houses are generally the most popular unit types with people on the Council's Low Cost Home Ownership register. Bungalows for elderly people were identified as a priority in the SHMA due to the ageing population. POPPI (Projecting Older People Population Information Systems) data projects a 37% increase in the population aged 65 or over in Carlisle between 2017 and 2035 (including a 94% increase in people aged 85 and over). It is, therefore, recommended that the scheme includes an element of bungalows (or other property types suitable for older persons) for both open market and affordable housing, developed to adaptable and flexible design standards, enabling people to continue to live independently for longer.
- 6.63 The number and mix of the affordable units would be determined through a subsequent Reserved Matters application. Early dialogue is, however, recommended with local Housing Associations at an early stage in respect of prices; property types; space standards; and location of the units within the scheme.

11. Education

- 6.64 Cummersdale Parish Council has requested that the County Council should ensure that the developer provides a primary school and a contribution to secondary education as part of this application. Cummersdale Primary School is at capacity and the focus should be on the educational needs of the children, who should be schooled in the local area rather than transported elsewhere in the City. Considering the developments piecemeal, could mean 1300 plus homes could all be built without the Primary School being in situ.
- 6.65 The County Council has been consulted on the application in relation to possible education contributions to primary and secondary school places. Using a population-led model for the 480 houses the development is estimated to yield 166 children (97 primary [42 infant/55 junior] and 69 secondary pupils).
- 6.66 With the measurements to the schools taken from the approximate centre of the development site, the catchment schools for this development are Great Orton Primary 3.1 miles and Caldew Secondary Academy 3.03 miles. Within the 2 miles threshold there are 6 schools closer to the development than the catchment primary school: Yewdale 1.5 miles; Newlaithes Infant 1.69 and Newlaithes Junior 1.76 miles; St Bede's Roman Catholic Primary 1.83 miles; Belle Vue Primary 1.84 miles and Newtown Primary 1.87 miles.

There is only one other school within the 3 miles threshold for secondary schools for this site which is Morton Academy 1.24 miles.

- 6.67 The pupil yield model, used to calculate how many children a development is likely to produce, works on the average number of children in dwellings across Cumbria. This methodology provides a best estimation for determining pupil yields for the purpose of planning for school places, and has been agreed within the Cumbria County Council Planning Obligation Policy.
- 6.68 The methodology for calculating available spaces in schools first considers developments with planning approval, before assessing which schools the developments will impact and what spaces remain for the most recently proposed development. Currently there are three developments affecting the primary schools used for this assessment and thirty four developments affecting secondary schools.
- 6.69 In relation to primary schools, there are insufficient places available in the catchment school to accommodate all the junior pupil yield of 97 from this development. However, there are spaces in other schools within the 2 miles threshold. The next nearest school with places for all the yield is Yewdale Primary. Therefore, an education contribution will not be sought for primary.
- 6.70 In relation to secondary schools, there is no space in the catchment school of Caldew Academy for any new pupils and therefore cannot accommodate any of the secondary pupil yield of 69 from this development. There is an existing shortfall of 64 places when considering the other Carlisle secondary schools and the developments which affect them. An education contribution for all of the secondary places would, therefore, be required and this would equate to £1,254,972 (69 x £18,188).
- 6.71 It should be noted that this is a snapshot in time and there is a possibility that these numbers will change between now and the point at which a planning application may be approved. There may be other potential developments that may affect these schools, but as they haven't been approved at this stage, have not been included in the calculations.
- 6.72 In relation to primary school transport, there are a number of primary schools with capacity which have safe walking routes within the statutory distance no contribution will be sought.
- 6.73 In relation to secondary school transport, there is no safe walking route to the catchment school which is Caldew Secondary Academy and a secondary school transport contribution is, therefore, required. The cost of transport for the 69 secondary aged children has been calculated as follows: 1 x 9-20 seat vehicle at £60 per day plus 1 x 58 seat vehicle at £200 per day and for secondary school transport a five year contribution is required. Based on a 190 day school year, the calculation is, therefore, £247,000 (£260 x 190 x 5).

12. Archaeology

- 6.74 The applicant has commissioned an archaeological geophysical survey of

the site, the aim of which was to help establish the presence or absence, extent, character, relationships and date of archaeological features within the survey area. The results indicate that no significant archaeological assets would be disturbed by the construction of the proposed development. The County Archaeologist has, therefore, confirmed that he has no objections to the proposals and does not wish to make any comments or recommendations.

Conclusion

- 6.75 The proposal would be acceptable in principle. The scale, layout and design of the development and the impact of the proposal on the living conditions of the occupiers of neighbouring properties, Listed Buildings, biodiversity and trees would be determined at the Reserved Matters stage. Subject to the proposed conditions and a S106 agreement it is considered that the proposal would not raise any issues with regard to highway safety, foul and surface water drainage, biodiversity, existing trees, education, or open space. The level of affordable housing could be made acceptable. The proposal is, therefore, recommended for approval subject to the completion of a S106 Agreement.

If Members are minded to grant planning approval it is requested that "authority to issue" the approval is given subject to the completion of a S106 agreement to secure:

- a) the provision of 30% of the units as affordable;
- b) a financial contribution of £141,520 (£90,720 for provision and £50,800 for ten years maintenance) to support the off-site improvement of existing sports pitches;
- c) the maintenance of the informal open space within the site by the developer;
- d) a financial contribution of £1,254,972 to be paid to Cumbria County Council towards the provision of secondary school places;
- e) a financial contribution of £247,000 to be paid to Cumbria County Council towards secondary school transport;
- f) a financial contribution of £281,000 to be paid to Cumbria County Council for improvements to the Wigton Road/Orton Road junction;
- g) a financial contribution to improve bus service provision direct to the site;
- h) a financial contribution of £6,600 to monitor the Travel Plan.

7. Planning History

- 7.1 There is no relevant planning history relating to this site.

8. Recommendation: Grant Subject to S106 Agreement

1. In case of any "Reserved Matter" application for approval shall be made not later than the expiration of 2 years beginning with the date of this permission, and the development shall be begun not later than whichever is the later of the following dates:

- i) The expiration of 5 years from the date of the grant of this permission, or
- ii) The expiration of 3 years from the final approval of the reserved matters, or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: In accordance with the provisions of Section 92 of the Town and Country Planning Act 1990. (as amended by The Planning and Compulsory Purchase Act 2004).

- 2. Before any work is commenced, details of the layout, scale, appearance, access and landscaping of the site (hereinafter called "reserved matters") shall be submitted to and approved by the local planning authority.

Reason: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995.

- 3. The development shall be undertaken in strict accordance with the approved documents for this Outline Permission which comprise:

- 1. the submitted planning application form received 13th October 2017;
- 2. the Location Plan (drawing no. Plan A) received 13th October 2017;
- 3. the Site Analysis Sheet and Topographical Survey (drawing no. NE/620-20) received 13th October 2017
- 4. the Topographical Survey Sheet 1 of 6 (drawing no. 3246-P-01 Rev A) received 13th October 2017;
- 5. the Topographical Survey Sheet 2 of 6 (drawing no. 3246-P-02 Rev A) received 13th October 2017;
- 6. the Topographical Survey Sheet 3 of 6 (drawing no. 3246-P-03 Rev A) received 13th October 2017;
- 7. the Topographical Survey Sheet 4 of 6 (drawing no. 3246-P-04 Rev A) received 13th October 2017;
- 8. the Topographical Survey Sheet 5 of 6 (drawing no. 3246-P-05 Rev A) received 13th October 2017;
- 9. the Topographical Survey Sheet 6 of 6 (drawing no. 3246-P-06 Rev A) received 13th October 2017;
- 10. the Travel Plan (February 2017) received 13th October 2017;
- 11. the Ecological Appraisal received 13th October 2017;
- 12. the Design & Access Statement (June 2017) received 13th October 2017;
- 13. the Affordable Housing Statement (June 2017) received 13th October 2017;
- 14. the Tree Survey received 13th October 2017;
- 15. the Level II Building Survey (Report 216, 15th January 2017) received 13th October 2017;
- 16. the Planning Statement (June 2017) received 13th October 2017;
- 17. the Archaeological Geophysical Survey (April 2016) received 13th

- October 2017;
18. the Preliminary Environmental Risk Assessment (Part 1 of 3) received 13th October 2017;
 19. the Drainage Strategy (16032) received 13th October 2017;
 20. the Flood Risk Assessment (November 2016) received 13th October 2017;
 21. the Noise Constraints Assessment (REC reference: AC103341-1R0) received 13th October 2017;
 22. the Air Quality Assessment (REC reference: AQ103338R1) received 13th October 2017;
 23. the Transport Assessment (February 2017) received 13th October 2017;
 24. the Notice of Decision; and
 25. any such variation as may subsequently be approved in writing by the Local Planning Authority.

Reason: To define the permission.

4. 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, cyclist and vehicular connectivity;
1. the construction to base course standard of the roads and footways including those up to the common boundary with the adjoining land;
 2. the provision of foul and surface water drainage infrastructure;
 3. the provision of open spaces/informal play areas;
 4. the delivery of other services such as gas, electricity and telecommunications; and
 5. the provision of storage receptacles for waste and recyclable materials for each residential unit including suitable accessing arrangements for recyclable/waste collection vehicles.

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.

5. Samples or full details of all materials to be used on the exterior of each dwelling hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced within a phase. The development shall then be undertaken in strict accordance with these details.

Reason: To ensure the works harmonise as closely as possible with

dwelling in the vicinity and to ensure compliance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

6. No development shall take place within a phase until full details of hard and soft 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 a satisfactory landscaping scheme is prepared and to ensure compliance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

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

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

8. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

Reason: To safeguard against flooding to surrounding sites and to safeguard against pollution of receiving surface water systems or watercourses downstream of the site.

10. The carriageway, footways, footpaths, cycleways etc shall be designed, constructed, drained and lit to a standard suitable for adoption and in this respect further details, including longitudinal/cross sections, shall be submitted to the Local Planning Authority for approval before work commences on site. No work shall be commenced until a full specification has been approved. These details shall be in accordance with the standards laid down in the current Cumbria Design Guide. Any works so approved shall be constructed before the development is complete.

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

11. The development shall not commence until visibility splays providing clear visibility of 120 metres measured 2.4 metres down the centre of the access road and the nearside channel line of the major road have been provided at the junction of the access road with the county highway. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) relating to permitted development, no structure, vehicle or object of any kind shall be erected, parked or placed and no trees, bushes or other plants shall be planted or be permitted to grow within the visibility splay which obstruct the visibility splays. The visibility splays shall be constructed before general development of the site commences so that construction traffic is safeguarded.

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

12. Details of proposed crossings of the highway verge and/or footway shall be submitted to the Local Planning Authority for approval. The development shall not be commenced until the details have been approved and the crossings have been constructed.

Reason: To ensure a suitable standard of crossing for pedestrian safety and to support Local Transport Plan Policies LD5, LD7 & LD8.

13. The vehicular crossing over the footway, including the lowering of kerbs, shall be carried out to the specification of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure a suitable standard of crossing for pedestrian safety and to support Local Transport Plan Policies LD5, LD7 & LD8.

14. Any existing highway fence/wall boundary shall be reduced to a height not exceeding 1.0m above the carriageway level of the adjacent highway in accordance with details submitted to the Local Planning Authority and which have subsequently been approved before development commences and

shall not be raised to a height exceeding 1.0m thereafter.

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

15. Details of all measures to be taken by the applicant/developer to prevent surface water discharging onto or off the highway shall be submitted to the Local Planning Authority for approval prior to development being commenced. Any approved works shall be implemented prior to the development being completed and shall be maintained operational thereafter.

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

17. Details showing the provision within the site for the parking, turning and loading and unloading of vehicles and for vehicles to enter and leave the site in a forward direction shall be submitted to the Local Planning Authority for approval. The development shall not be brought into use until any such details have been approved and the parking, loading, unloading and manoeuvring facilities constructed. The approved parking, loading, unloading and manoeuvring areas shall be kept available for those purposes at all times and shall not be used for any other purpose.

Reason: To ensure that all vehicles can be properly and safely accommodated clear of the highway and to support Local Transport Plan Policies LD7 & LD8.

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

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

19. No development shall commence until full details of the wildlife enhancement measures to be undertaken at the site, together with the timing of these works, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall then be carried out in strict accordance with the agreed details.

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

20. No clearance of vegetation 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 GI3 of the Carlisle District Local Plan 2015-2030.

21. Prior to the commencement of development a scheme of tree and hedgerow protection shall to be submitted to, and agreed in writing, by the Local Planning Authority, and implemented prior to commencement on site.

Within the fenced off area;

6. No fires shall be lit within the fenced off area or within 10 metres of the nearest point of the canopy of any retained tree or hedge.
- 1 No equipment, machinery or structure shall be attached to or supported by a retained tree or by the tree protection barrier.
- 2 No mixing of cement or use of other contaminating materials or substances shall take place within, or close enough to, a root protection area that seepage or displacement could cause them to enter a root protection area.
- 3 No alterations or variations to the approved works or tree protection schemes shall be made without prior written consent of the local planning authority.
- 4 No materials or vehicles shall be stored or parked within the fenced off area
- 5 No alterations to the natural/existing ground level shall occur

Reason: To protect existing trees and hedges, in accordance with Policy GI6 of the Carlisle District Local Plan 2015-2030.

22. Prior to the commencement of development, the applicant shall submit a Construction Environmental Management Plan (CEMP) for approval in writing by the Local Planning Authority. The development shall then be undertaken in accordance with the details contained within the CEMP.

Reason: In order to protect Dow Beck and the River Eden SAC, in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

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

Reason: To prevent disturbance to nearby occupants.

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

remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Site investigations should follow the guidance in BS10175.

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

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

25. No development shall commence until details of the proposed open spaces and informal play areas have been submitted to and approved, in writing, by the Local Planning Authority. The open spaces and informal play areas shall be completed and available for use in accordance with a timetable to be agreed, in writing, with the Local Planning Authority.

Reason: In order to secure an acceptable standard of development and to make proper provision for the recreational needs of the area in accordance with Policy GI4 of the Carlisle District Local Plan 2015-2030.

26. Prior to the occupation of each dwelling hereby permitted suitable receptacles shall be provided for the collection of waste and recycling in line with the schemes available in the Carlisle District.

Reason: In accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

27. Prior to the occupation of the dwellings hereby approved, broadband shall be installed in accordance with the details to be agreed beforehand in writing by the Local Planning Authority.

Reason: To ensure that the dwellings have access to broadband, in accordance with Policy IP4 of the Carlisle District Local Plan 2015-2030.

28. Notwithstanding the indicative layout plans submitted, the Reserved Matters application shall illustrate how the adopted highway servicing the development shall be extended directly up to the north western boundary of Newhouse Cottages, Newby West, Carlisle. The existing vehicular access to Newhouse Cottages shall not be extinguished until the approved alternative means of vehicle access to Newhouse Cottages has been constructed in accordance with the approved plans and brought into use.

Reason: To ensure that a suitable means of vehicle access to

Newhouse Cottages, Newby West, is retained and to ensure that the access is available in perpetuity at no expense to the present and future occupiers of that property in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

29. No development shall commence until details illustrating how the existing effluent drain serving the properties known as Newhouse Cottages, Newby West, Carlisle, will be diverted into the mains foul drainage system that will serve the development, together with details of the timing of the proposed works, and these details have been approved, in writing, by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To ensure that adequate drainage facilities are available to Newhouse Cottages and to ensure compliance with Policy IP 6 of the Carlisle District Local Plan 2015-2030.

Telecommunications
Aerial

Castle Park

No Access Point

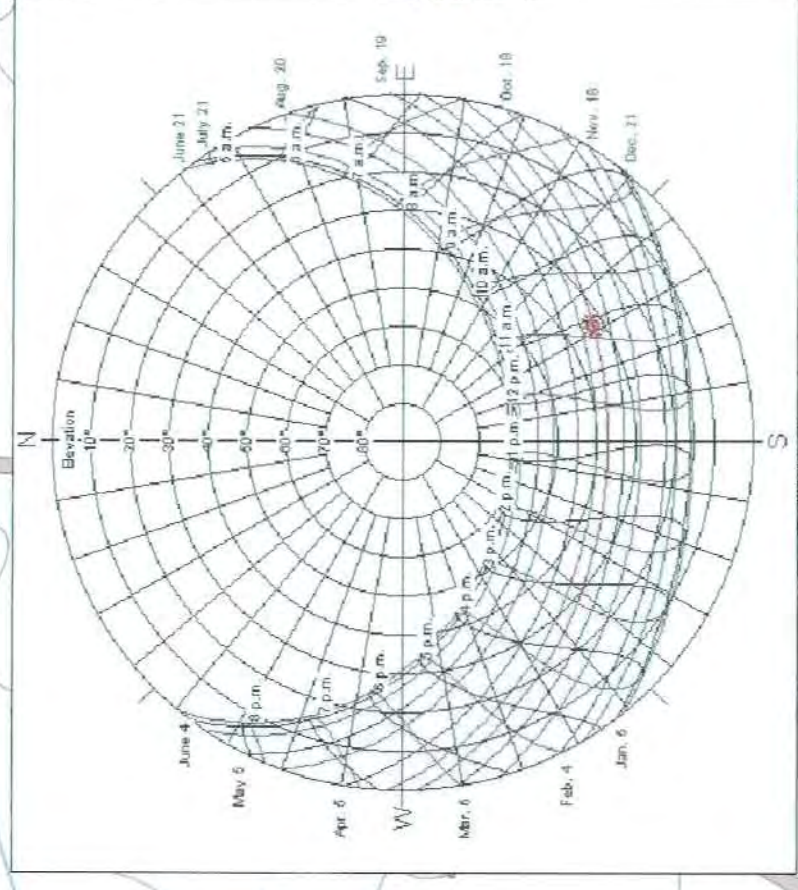
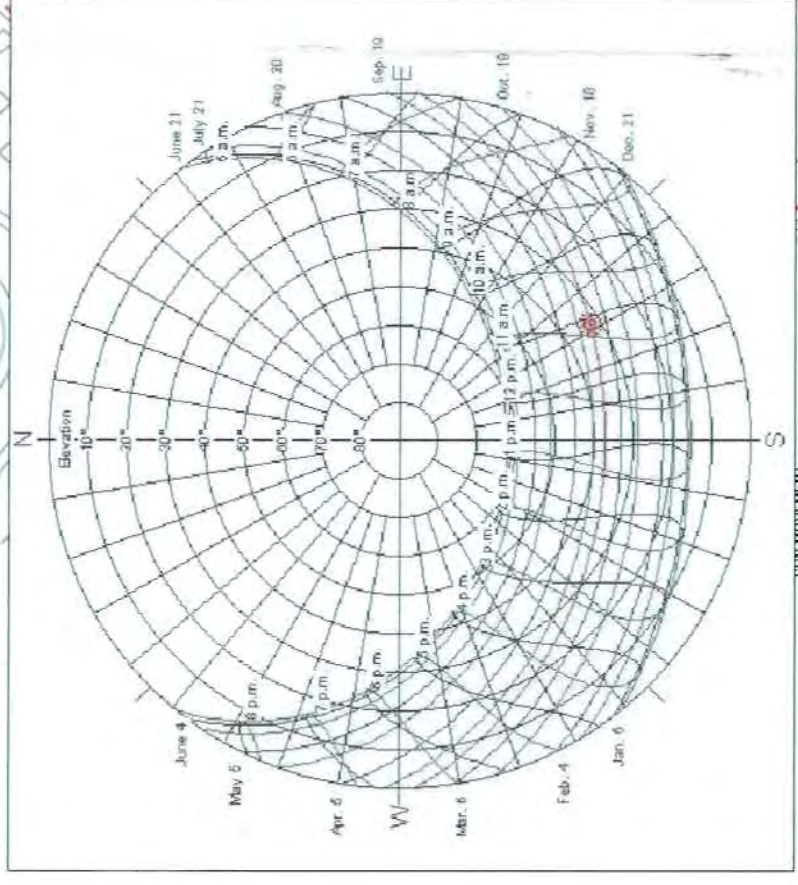
Pylons x 3

**Bypass Not
Shown On Plan**

NEWHOUSE FARM
Newby West, Carlisle
CA2 6QZ
Scale 1:2,500
PLAN A

This plan is based upon the Ordnance Survey maps and is for identification purposes only
O.S. Licence No. 100604415

EXISTING RESIDENTIAL



NOTE THAT THIS SITE IS POTENTIALLY PART OF A CLOVE
HOMES DEVELOPMENT AND IS TO BE DEALT WITH AS A
SEPARATE OUTLINE PLANNING APPLICATION (BY OTHERS)
BUT WILL REMAIN AS PART OF AN OVERALL MASTERPLAN

SOUTH FACING SLOPE
APPROX 8 DEG.

SOUTH FACING SLOPE
APPROX 4 DEG.

EXISTING FARM BUILDINGS RETAINED
AND SUBJECT TO A FUTURE PLANNING
APPLICATION



EXISTING RESIDENTIAL

NORTH FACING SLOPE

Abacus Building Design

Niven Family Estate
c/o C & D Rural,Lakeside Townfoot, Carlisle CA6 5LY

Project Newhouse Farm, Newby West

Drawing Carlisle

Site Analysis Sheet

and Topographical Survey

VISIONS:





NOTE THAT THIS SITE IS POTENTIALLY PART OF A STOREY HOMES DEVELOPMENT AND IS TO BE DEALT SEPARATELY TO THE PLANNING APPLICATION BUT WILL REMAIN AS PART OF THE OVERALL MASTERPLAN. NOTE THAT ACCESS TO THE SITE WILL BE FROM ORTON ROAD AND NOT THROUGH THIS PROPOSED DEVELOPMENT

POTENTIAL VEHICLE AND PEDESTRIAN ACCESS AT SITE EDGES WHERE POSSIBLE FUTURE SITE DEVELOPMENT MAY OCCUR

NATIVE INDIGENOUS MIXED HEDGEROW ALONG EXISTING FENCE/HEDGE LINE. HEDGEROW RETAINED AND REINFORCED/INFILLED WITH HOLLY, THICKEN BASE WHERE NECESSARY. ANY HEDGE LINE THAT HAS BEEN SEVERED TO BE MADE GOOD

NATIVE INDIGENOUS MIXED HEDGEROW ALONG EXISTING FENCE/HEDGE LINE. WOODLAND PLANTED TO REINFORCE THE NATURAL BOUNDARY TO THE SITE. LANDSCAPING TO PROVIDE ECOLOGICAL DIVERSITY TO THE SITE

NOTE: LANDSCAPING - HEDGEROWS REINFORCED WHERE NECESSARY AND ADDITIONAL PLANTING TO PROVIDE SCREENING TO ORTON ROAD SITE

NOTE: LANDSCAPING - HEDGEROWS REINFORCED WHERE NECESSARY AND ADDITIONAL PLANTING TO PROVIDE SCREENING TO ORTON ROAD SITE

SITE ACCESS

HEDGEROWS REALIGNED TO ALLOW FOR VISION SPLATS

NOTE: LANDSCAPING - HEDGEROWS REINFORCED WHERE NECESSARY AND ADDITIONAL PLANTING TO PROVIDE SCREENING TO ORTON ROAD SITE

BOUNDARY TO BE NEWLY PLANTED WITH A HEDGEROW OF MIXED 75% HAZEL - 15% AND HOLLY AT 10% ALL TO BE PLANTED ON NEWLY CREATED BERM. HEDGEROW TREES SUCH AS BIRCH, TO 4 METRE INTERVALS

NATIVE INDIGENOUS MIXED HEDGEROW ALONG EXISTING FENCE/HEDGE LINE. WOODLAND PLANTED TO REINFORCE THE NATURAL BOUNDARY TO THE SITE. LANDSCAPING TO PROVIDE ECOLOGICAL DIVERSITY TO THE AREA

LANDSCAPING WITH MOUNDING AND PLANTING TO PROVIDE NATURAL RECREATIONAL AREAS. HEDGEROWS REINFORCED WHERE NECESSARY TO HELP SCREEN GRASS

POTENTIAL VEHICLE AND PEDESTRIAN ACCESS AT SITE EDGES WHERE POSSIBLE FUTURE SITE DEVELOPMENT MAY OCCUR

NATIVE INDIGENOUS MIXED HEDGEROW ALONG EXISTING FENCE/HEDGE LINE. HEDGEROW RETAINED AND REINFORCED/INFILLED WITH HOLLY, THICKEN BASE WHERE NECESSARY. ANY HEDGE LINE THAT HAS BEEN SEVERED TO BE MADE GOOD

EXISTING HEDGEROWS RETAINED AND REINFORCED WHERE NECESSARY

Revisions: A: 25/10/17 ADDITION OF NOTES IN ACCORDANCE WITH PLANNING OFFICERS ADVICE B: 21/11/17 ADDITION OF NOTES IN ACCORDANCE WITH PLANNING OFFICERS ADVICE

Abacus Building Design

Niven Family Estate
c/o C & D Rural, Lakeside Townfoot, Carlisle CA6 5LY
Project Newhouse Farm, Newby West
Carlisle

Drawing Proposed Layout
General Arrangement
Scale: 1/1250 @ A1 Date: 12.05.17 Drawn

Number NE/620-11B

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Phasing diagram (numbers-approximate)
P1 – phase 1, 4.3ha – 84 units
P2 – phase 3, 4.4ha – 115 units
P3 – phase 2, 5.5ha – 70 units
P4 – phase 4, 4.6ha – 122 units
P5 – phase 5, 5.2ha – 89 units
24ha (approx)– 480 units approx
59 acres (approx)– 480 units approx

Abacus Building Design

Client Niven Family Estate
c/o C & D Rural
Project Newhouse Farm, Newby West
Drawing Proposed Phasing Layout
General Arrangement
Scadley/12508A1 Date: 12.05.17 Drawn
Number NE/620-12B
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Revisions:
A: 25.10.17 ADDITION OF NOTES IN ACCORDANCE WITH PLANNING OFFICERS ADVICE
B: 21.11.17 ADDITION OF NOTES IN ACCORDANCE WITH PLANNING OFFICERS ADVICE



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Abacus Building Design

Niven Family Estate
c/o C & D Rural, Lakeside Townfoot, Carlisle CA6 5LY
Project Newhouse Farm, Newby West

Carlisle
Drawing Block Plan
General Arrangement

Scale: 1/1250 @ A1 Date: 16.10.17 Drawn Number: NE/620-13B

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Revisions:

- A: 25.10.17 ADDITION OF NOTES IN ACCORDANCE WITH PLANNING OFFICERS ADVICE
- B: 21.11.17 ADDITION OF NOTES IN ACCORDANCE WITH PLANNING OFFICERS ADVICE