

SCHEDULE A: Applications with Recommendation

17/0093

Item No: 01

Date of Committee: 02/06/2017

Appn Ref No:
17/0093

Applicant:
Reiver Homes

Parish:
Stanwix Rural

Agent:
PFK Planning

Ward:
Stanwix Urban

Location: Land at Lansdowne Close, Carlisle, CA3 9HN

Proposal: Erection Of 19No. Dwellings (Revised Application)

Date of Receipt:
03/02/2017 11:02:55

Statutory Expiry Date
05/05/2017 11:02:55

26 Week Determination
04/08/2017 11:02:55

REPORT

Case Officer: Stephen Daniel

1. Recommendation

1.1 It is recommended to grant planning approval it is requested that "authority to issue" the approval is given subject to the completion of a S106 Legal Agreement to secure:

- a) two dwellings being made available to MENCAP at a discounted rate and two dwellings being made available at a 30% discount;
- b) a financial contribution of £29,953 to improve existing open space in the locality;
- c) the maintenance of the informal open space within the site by the developer.

2. Main Issues

- 2.1 Whether The Proposal Is Acceptable In Principle
- 2.2 Whether The Scale And Design Would Be Acceptable
- 2.3 Impact On The Living Conditions Of The Occupiers Of Neighbouring Properties
- 2.4 Highway Matters
- 2.5 Foul And Surface Water Drainage
- 2.6 Impact On Trees And Hedgerows
- 2.7 Biodiversity
- 2.8 Affordable Housing

- 2.9 Education
- 2.10 Open Space
- 2.11 Other Matters
- 2.12 Human Rights

3. Application Details

The Site

- 3.1 The application site is an undeveloped field which has a site area of 0.73 hectares. The site is former agricultural land but has not been in use for a number of years. The field currently comprises poor semi-improved grassland which has become overgrown with ruderal vegetation and in places turned into scattered scrub. The site rises from the south-west to north-east and from the north-west to the south-east, with the eastern corner of the site sitting approximately 4m higher than the western corner. As a consequence, the dwellings on Lansdowne Close and Pennington Drive sit at a lower level than the site.
- 3.2 The application site would be accessed from a cul-de-sac that contains three two-storey dwellings and four bungalows. There is an existing field access at the end of the cul-de-sac, which runs between 42 and 55 Lansdowne Close and this would be used to provide access to the proposed development.
- 3.3 A number of trees are located within hedgerows that lie along the north-west, north-east and south-east boundaries of the site. The south-east site boundary contains a veteran oak tree and two veteran ash trees and all three of these trees are the subject of a TPO. An ash tree that lies along the north-west site boundary is also the subject of a Tree Preservation Order (TPO).
- 3.4 Two-storey dwellings on Lansdowne Close adjoin the south west boundary of the site, with dwellings on Pennington Drive adjoining the north-west site boundary. The land to the north-east, which is currently undeveloped, forms part of the Persimmon development which has been granted planning permission (subject to the completion of a S106) for 276 dwellings (application ref 14/0778). This site would be accessed via Windsor Way and there is no connectivity between the Persimmon site and the application site. The land to the south-east of the application site is allocated for housing in the recently adopted Local Plan. The Persimmon development shows connections through to this site.

The Proposal

- 3.5 The proposal is seeking planning permission for the erection of 19 dwellings on the site. These would comprise 7 detached dwellings and 12 semi-detached dwellings. The dwellings (with the exception of Plot 1) have been orientated so that they have their rear elevations facing the site boundaries. Five different house types are proposed the details of which

are provided below.

- 3.6 House Type E would be a four-bedroom detached property. It would predominantly be constructed of brick with some render or contrasting brick at first floor level on the front elevation. The front elevation would contain a two-storey gable with a bay window and a pitched roof dormer window at eaves level. The dwelling would also have an integral garage and a large driveway. Three of these house types are proposed.
- 3.7 House Type F would be a four-bedroom detached property. It would largely be constructed of brick but would have a two-storey gable which would be finished in render. A two-storey bay window would be attached to the gable. A single-storey projection would also be added to the front elevation and this would be adjoined by an open porch. The dwelling would have a detached single garage constructed of brick and a driveway that would accommodate two cars. Only one of this house type would be constructed.
- 3.8 House Type G would be a four-bedroom detached property that would mainly be constructed of brick. The front elevation of the dwelling would have a two-storey gable, which would either be brick or render, with a two-storey bay window. The dwelling would have a single integral garage which would be adjoined by an open porch and a large driveway. The development would contain three of these house types.
- 3.9 House Type I would be a three-bedroom semi-detached property. A two-storey section would project to the front of the dwelling and the roof of this would cover an open porch. The dwelling would be predominantly constructed of brick, with render or a contrasting brick used at first floor level on the projecting section. The dwellings would have driveways to the front which would accommodate a minimum of two cars. Eight of these house types are proposed.
- 3.10 House Type J would be a three-bedroom semi-detached property. These dwellings would be mainly constructed of brick. The front elevation would contain a single-storey projection which would be either brick or render. Each of these dwellings would have a driveway that could accommodate a minimum of two cars. Four of these house types would be provided within the development.
- 3.11 Two dedicated visitor parking spaces are also included with the development, although there are a number of other opportunities for visitors to park within the development.
- 3.12 Two of the four-bed houses would to be made available to MENCAP at a discounted rate and two additional houses would be affordable dwellings made available at a 30% discount.
- 3.13 The proposed access road would connect onto Lansdowne Close at the existing turning head between numbers 42 and 55 Lansdowne Close. A new cul-de-sac, with a road width of 4.8m, would be created within the development and this would provide access to three private shared driveways. A new section of footway would be created adjacent to 42 Lansdowne Close and this would link the existing footway on Lansdowne

Close with the new shared surface carriageway.

- 3.14 There are limited options for soakaways to be employed within the site due to the ground conditions which are clay in nature. Due to soakaways being unavailable, it is proposed that the surface water would be disposed of into the surface water sewer in Lansdowne Close. Foul water would connect to the existing foul drains.
- 3.15 The proposal is seeking to undertake some works to two of the trees on the south-east boundary of the site, which are the subject of a Tree Preservation Order. One of the ash trees, which is leaning, would be pollarded, whilst the other ash tree would have its crown reduced by a third.

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 sixty-seven neighbouring properties. In response 82 letters of objection have been received from 52 households.
- 4.2 A large number of representations have been received which are summarised below and these raise a number of issues which have been grouped under the following headings: Principle of Development; Scale & Design (Scale & Character, Density, Design, House Types; Impact on Residential Amenity; Highway Matters (Lansdowne Close, Proposed Development, Swept Path Analysis, Levels of Parking, Independent Highway Review, Road Safety Audit, Wider Highway Network), Drainage (Surface Water, Foul Drainage, General), Ecology, Trees, Education, Open Space and Other.
- 4.3 The letters of objection make the following points:

The letters of objection make the following points:

Principle of the Development

In the SHLAA it stated that this site should be developed as part of the adjacent Persimmon site and that in isolation it might be difficult to overcome the wider traffic and highway constraints facing development in this area. The site is being developed in isolation and the Council cannot disregard statements in the SHLAA which were made only 2 to 3 years ago; If the SHLAA no longer applies the Council should provide a full explanation; A December 2014 update of developable sites stated that this site should only be considered as part of site CA24 (the adjacent site); The adjacent site (CA24) is being developed under separate ownership with no connection to this site so how can permission be approved?; How can the Council amend/ discard the SHLAA to suit the developer and be detrimental to residents?; The SHLAA states that this site (identified as CA92) should only be developed as part of the adjoining site to the rear (CA24) – why was this stated if it was not due to the poor access through Lansdowne Close?;

The proposal is contrary to a number of principles set out in the NPPF;

Scale & Design

Scale & Character

The proposed development is an extension of Lansdowne Close where access and egress will be sourced. The proposed dwellings must reflect the scale and character of the existing dwellings and complement or enhance the existing dwellings and the existing character of the area;

The scale and design of the proposed development is not appropriate in scale, form, function or character to the existing estate;

The proposed development is for 19 dwellings - within the same space in Lansdowne Close, immediately adjacent to the access road, there are 7 dwellings;

Lansdowne Close cul-de-sac has 3 large detached dwellings and 4 bungalows on spacious plots – the proposed development is a grossly over populated area with semi-detached and detached dwellings;

The proposed development does not consider the existing dwellings and the character of the locality;

Properties in Lansdowne Close consist of 38 detached dwellings, 10 detached bungalows, and a pair of semi-detached properties all with their own driveways, whilst those of Pennington Drive are all detached dwellings with their own driveways – the proposed development is for 7 small detached dwellings and 12 semi-detached properties some with driveways but some with designated car parking spaces;

19 dwellings would not reflect the scale and character of the existing dwellings or complement or enhance the adjacent residential areas as defined in the Local Plan (constraints LE1 and H2);

The SHLAA stated that development on this site should fit in terms of design within any wider developments that may occur in the locality;

Density

The site is too small for 19 dwellings – the dwellings would be cramped with no sense of seclusion;

The development is too dense – a recent appeal at Denton Holme was dismissed on appeal because the development was too dense;

Density of the development will far exceed the density of the existing locality;

Proposal should be for 7 or 8 dwellings to be in keeping with the local area;

The applicant said 13 dwellings would have been appropriate for the site but market research dictated 19 dwellings;

Originally told by the architect that there would only be 9 dwellings on the site;

19 dwellings will not make any substantial contribution to Policy SP2 (which seeks to provide 9,606 net new homes between 2013 and 2030);

19 dwellings would not significantly boost the supply of housing, as required by Para 47 of the NPPF;

Design

The Design & Access Statement is incorrect when it states that there is no overall coherent design within the surrounding area which displays dwellings from the 1960s, 70s and 80s. 49 dwellings in Lansdowne Close adjacent to the site were built in the 1980s with many dwellings in Lansdowne Close and Lansdowne Crescent built in the early 1980s. All were built to a similar design by the same company;

The scheme is unimaginative and uninteresting due to the proposed density – it is a straight road with a lot of houses on both sides;

The proposed design is poor (unimaginative, uninteresting, too dense, lack of open space, poor access, lack of parking, causes safety issues and an invitation to crime), which conflicts with Paras 56 and 64 of the NPPF;

Question if the 21m separation distances between the rear windows of 34 Lansdowne Close and the rear windows of Plot 14 have been met;

Concerned about the height of the dwellings and the proximity to dwellings on Lansdowne Close;

The site is elevated - need a drawing to show the current and proposed dwelling heights;

A number of neighbouring properties have extensions that are not shown on the plans - the layouts must be based on the current physical dimensions of the existing dwellings;

Two of the semi-detached dwellings would be utilised for affordable housing which is out of character with the area;

The proposed development is over 63% semi-detached properties which is not in keeping with the area;

The proposed dwellings are built in a very different style to the existing properties;

Due to the long access road and no landscaping the proposal will not integrate with the existing surroundings;

Layout displays an unattractive and distinctly compact appearance;

Space around the sides of 15 dwellings is no more than 1m which would make future maintenance problematic;

The proposal would not provide a good standard of amenity, as required by Para 17 of the NPPF;

Proposal is contrary to Criteria 1 to 6 of Policy SP6 (Securing Good Design) of the Local Plan;

The approach to the development site, via the very narrow access road, will create an almost prison style environment landlocked on 3 sides with just one way out;

Open space is non-existent due to the desire to build as many dwellings as possible;

Landscaping is required to assist integration of the new development.

Landscaping is non-existent and the application should, therefore, be refused;

Proposal is contrary to PPS3 and Policy HO1 as it does not enhance existing housing or the locality and it fails to meet local housing need which is for detached dwellings and bungalows (of which there is an acute shortage);

House Types

Projecting Older People Population Information System (POPPI) data

projects a 36% increase in the population aged 65 or over in Carlisle between 2014 and 2030 – the development doesn't comply with the need for dwellings for the elderly;

Proposal is contrary to Policy HO10 (Housing to meet specific needs) as there are no bungalows;

Bungalows, for which there is a need, should be included in the development- these could be open market or affordable. This would meet the requirements of Policy HO10 (Housing to meet specific needs);

Application 15/0812 (Harker) required an element of bungalows for the elderly for both open market and affordable housing due to the changing demographics – there must be a consistent approach to all applications;

The site would be ideal for bungalows – it is a level site; has good access to local shops, recreational facilities and public transport; they would generate less traffic and would not put pressure on local schools; and they would complement the existing housing;

The provision of bungalows would reduce the number of dwellings, which would reduce traffic and health and safety concerns;

Non-provision of bungalows is a financially driven decision by the developer;

The proposed dwellings would not reflect local demand, as required by Para 50 of the NPPF;

The Planning Statement states that 2-storey development generally reflects that around it which creates a false impression – 20% of dwellings (10 in total) in Lansdowne Close are bungalows, with 4 bungalows being located in the cul-de-sac that provides access to the site;

The proposal does not comply with Achieving Well Designed Housing SPD (2011) as it would not improve the quality of the area or make a positive contribution to it;

Impact on Residential Amenity

Proposal would cause a loss of privacy to dwellings that adjoin the site (on Pennington Drive and Lansdowne Close);

Proposal will cause a loss of natural light (especially in winter) to dwellings that adjoin the site;

The occupiers of Plots 16 to 19 will be elevated between 2.085m and 2.385m above the level of 42 Lansdowne Close – this will impact on both privacy inside the property and in the garden;

The garden of Plot 17 will be 23.2cm above the current ground level – the fence line which identifies the boundary will be damaged due to the finished ground levels being incorrect;

The proposed dwellings will block the view and the sunlight from the dwellings on Pennington Drive;

The sun helps to dry out the gardens of the dwellings on Pennington Drive which have poor draining soil;

The plans don't show an existing extension on 55 Lansdowne Close and the dwelling to the rear is closer than the 21m claimed;

The dwelling to the rear of 55 Lansdowne Close will have several windows overlooking this property which will adversely affect the privacy of the occupiers;

The site is considerably higher than 55 Lansdowne Close – this will add to

the feeling of being overlooked – the developer is not proposing to bring the new dwellings to a similar level to the existing adjacent dwellings;
The proposal will destroy the pleasant community feel of the area;
The proposal will downgrade a nice area of Carlisle to the level of a Council estate due to the proposal to provide a communal waste area;
The occupier of 49 Lansdowne Close is concerned that the headlights of cars leaving the proposed development will cause significant light pollution directly into the bedrooms and other rooms that face the access;
The details of the proposed street lighting must be addressed now – lighting on the new access road could cause light pollution into the bedrooms of 42 and 55 Lansdowne Close;

Highway Matters

Lansdowne Close

The cul-de-sac that would provide access to the development is 5m wide and this was deemed necessary to serve 7 dwellings and not 26 if the application is approved;
The proposals will have an adverse effect on the existing locality in relation to parking provision; congestion; an increase in vehicular activity; safety concerns; highway damage; and noise and light pollution;
The cul-de-sac was built in 1986 and wouldn't have envisaged this increase in traffic – the road is narrow and only has a pavement on one side;
An increase in vehicle movements and on-street parking will have a detrimental impact on pedestrian visibility and may lead to road traffic accidents;
The junction between the top 2 cul-de-sacs is already difficult with poor visibility and no road markings – the extra traffic from the development will make this junction more dangerous;
There can often be 5 or 6 cars parked in the existing cul-de-sac and these make it difficult to access the properties;
The applicant has been unable to exit Lansdowne Close due to two parked vehicles;
The refuse trucks reverse down Lansdowne Close cul-de-sac as they are not able to turn;
Proposal could lead to an extra 82 vehicle movements per day ($19 \text{ residents} \times 2 \text{ cars} = 38 \times 2 \text{ trips} = 76 + 3 \text{ visitors} \times 2 \text{ trips} = 6 - 76 + 6 = 82$) plus bin lorry and minibus visits to MENCAP houses;
The narrowness of the road and the necessary regular parking on the road will not allow vehicles approaching the development to make a right hand turn into it;
The proposed access does not meet the criteria in Policy H2 of the Local Plan;
The occupier of 49 Lansdowne Close parks on the road in front of their bungalow opposite the proposed access road – the driveway is only single width and not long even for 2 cars and the garage is too small for a car so one car has to park on the road;
Residents of Lansdowne Close have to swap their cars and inevitably leave them on the road;
Numbers 51, 53 & 55 Lansdowne Close will have a restricted view of the

new access road and will have to reverse blindly in front of the new access road to access their driveways;
There will be a conflict of movement between cars using the new road and those reversing off their driveways;
The access road will reduce visibility to for 55 and 53 Lansdowne Close which will increase safety risk;
How are the developers planning to ensure adequate inter-visibility between 53 and 55 Lansdowne Close and the new access road as recommended in the RSA;
There will be limited views for pedestrians leaving 55 Lansdowne Close due to the existing fence;
There are no traffic calming measures proposed so vehicles could be travelling at up to 30mph down the access road with a restricted view into the existing cul-de-sac;
Question why the developer has not chosen to put in traffic calming measures such as speed bumps or to double yellow line the existing cul-de-sac;
Emergency vehicles would potentially be unable to access the area;
In the feeder cul-de-sac pedestrians would have to cross the road twice to gain access and egress due to the pavement only be constructed on one side of the road and this will increase the risk of accidents;
Where are the dedicated crossing places going to be to enable safe access to and from the development?;
The applicant states that only 11 extra vehicle movements will be generated by 19 dwellings during 8-9am and 5-6pm peak periods according to TRICS data. Consider this is more likely to be 30 morning movements;
The developer has only reviewed vehicle movements outside peak times;
Historic records state that there have been minimal accidents but the roads are currently not congested but this will change;
Design Bulletin 32 states that a carriageway width of 5.5m will normally be sufficient to allow cars to manoeuvre around parked cars;

Proposed development

The proposals will have an adverse impact on future occupiers of the development due to problems: accessing and exiting the site; road safety issues; a lack of visitor parking; no provision for disabled car users; a lack of open space; and an unattractive design;
Vehicles parked on driveways within the new development reversing out into the access road will not have full visibility of vehicles driving up the access road which could lead to collisions;
The road layouts both inside and outside the development cannot cope with the projected increase in both light and heavy vehicular movement;
Manual for Streets recommends a minimum street width of 5m – smaller widths may be acceptable where on-street parking is discouraged;
Within Manual for Streets Guidelines it states that road widths shown are not recommendations;

Swept Path Analysis

The Swept Path Analysis (SPA) shows that a 3 axle refuse truck would be unable to access the development without considerable difficulty and without

trespassing over existing resident's driveways (53 & 55 Lansdowne Close) and causing significant damage to a boundary fence;

The SPA shows the trajectory of a refuse truck towards the access road would demolish an existing wooden fence;

The SPA shows HGVs overhanging the driveway off 55 Lansdowne Close – whilst on the driveway children should be safe from being hit by refuse lorries or HGVs;

The SPA shows the bin lorry would encroach onto properties within the new development;

The SPA shows the refuse truck crossing over private land – trespass over private land is a crime;

The SPA shows vehicles almost on top of the footpath which would not be safe for pedestrians and could damage the footpath;

HGVs won't be able to access the site without disruption, damage and trespass;

The proposal would create a massive risk of causing damage or injury to property and personnel;

No SPA has been provided for the manoeuvring of refuse trucks in the 2 turning heads of the estate road or to exit the access road onto Lansdowne Close;

Need a SPA to show HGVs can enter the site, turn within it and leave the site;

The SPA should show more parked cars on Lansdowne Close to reflect the real situation;

It would be impossible for refuse trucks to access the site due to the sharp right hand bend into the site, lack of turning areas within the site and the need to negotiate a tight sharp left bend when leaving the site;

Proof that a refuse collection vehicle can turnaround within the site was requested in the RSA;

Question if large construction vehicles and removal lorries would be able access the site;

If a refuse vehicle has to reverse along the new estate road this would be unsafe and contrary to the guidance in Manual for Streets;

It is the responsibility of the Council to ensure there is no potential damage or injury to both property and personnel;

Even if a refuse truck could enter the site there are considerable safety and other issues which would need to be overcome;

The applicant has failed to show how kerbside placement of waste is achievable;

Waste Services should be consulted on the Swept Path Analysis to see if the refuse lorry can access the development;

The refuse vehicle enters Lansdowne Close in a reverse direction due to issues with congestion;

The new SPA is not a professional submission and does not reflect any form of actual SPA;

The lines associated with the wheel and cab movements on the latest SPA do not correlate to the actual wheel and cab movements;

The SPA does not state the software used to produce this inaccurate submission;

Levels of Parking

The level of parking provision is contrary to the Council's own policy (IP3 of the Local Plan) and government policy;

The minimal provision of off-street and visitor parking places will create a parking bottle neck within the development and Lansdowne Close;

The proposal only provides 3 visitor car parking spaces which is insufficient for 19 dwellings;

Visitor parking is limited to 3 spaces and is geographically positioned to the left of the proposed development which makes it unusable for a number of dwellings;

The lack of visitor parking spaces will have a significant adverse impact on the character of the area and should be refused for this reason alone;

There is a shortfall of 6 car parking spaces for the dwellings and a shortfall of 0.8 visitor parking spaces giving an overall shortfall of 6.8 spaces (assessed against the Cumbria Design Guide);

When building houses there should be provision for at-least two cars;

The applicant has not provided any disabled parking spaces;

There is no provision for parking on the estate roads due to the narrowness of the road – once the 3 visitor parking spaces are full cars will be forced to park on the surrounding roads, causing congestion and health and safety issues and preventing existing residents and their visitors from parking outside their own homes;

The lack of parking in the development would result in complete chaos on Lansdowne Close and will result in the approaches to the site becoming virtually impassable due to parked cars;

Residents in Lansdowne Close will lose parking currently provided in the area which will become part of the access road to the development;

The overflow parking on the existing roads will cause road safety issues as highlighted in the Road Safety Audit;

Two existing cul-de-sacs in Lansdowne Close and the main section of Lansdowne Close will become overflow parking areas;

The proposed on road parking will create issues with vehicular movements, especially for heavy vehicles;

The applicant must demonstrate how its proposals meet the parking standards in relation to residential development;

The 2 MENCAP properties would need parking associated with disabled residents and this has not been provided;

Need to ensure MENCAP dwellings have enough parking – need wider parking spaces due to disabilities of occupiers;

There is potential for regular minibus usage to the MENCAP properties and this has not been addressed;

Proposal is contrary to Policy IP3 (Parking Provision) and should be refused;

Compliance with Policy IP3 (Parking Provision) would reduce the number of dwellings and impact on their profitability;

The applicant has not provided any details of any disabled parking as required under Building Regs (Access and Use of Buildings Part M);

Manual for Streets recommends that 5% of residential car parking spaces should be designated for use by disabled people – applicant has not set out how if proposed to meet the parking needs of disabled people;

Independent Highway Review

A highway consultant undertook an independent review of the previous application (16/0778) and raised a number of significant technical and layout deficiencies when considered against the relevant guidance in Manual for Streets and these remain valid;

The independent highway report (November 2016) raised 'possible access and obstruction problems along Lansdowne Close for large vehicles travelling to and from the site because of on-street parking along this road;

The independent highway report (November 2016) referred to 'potential road safety problems where the proposed access road joins Lansdowne Close because of the proposed sharp bend with restricted forward visibility and the close proximity and layout of existing private driveways;

The detailed design of the road layout (including horizontal and vertical layouts) should be submitted with the application as requested by the independent highway consultant;

Did the Council accept the recommendations of the external highway consultant if not why not?;

The applicant has failed to address, mitigate and find solutions to many of the independent highway experts recommendations and the application should be refused;

The independent highway consultant should comment on safety issues and not County Highways;

Why has the Council not gone back to the independent highway consultant;

Road Safety Audit

The Road Safety Audit (RSA) found: on street parking could cause conflicts; access to the proposed development by HGVs and refuse vehicles could be a problem; reduced inter visibility for 55 and 53 Lansdowne Close with the proposed access road;

The Stage 1 RSA indicates that the development would be detrimental to the current residents, which is contrary to Policy SP6 of the Local Plan;

A number of recommendations in the RSA that relate to Lansdowne Close have not been accepted by the applicant. These relate to: on street parking causing conflict; vehicles parking near the new junction; visibility from the driveways of 53 and 55 of the new road; obstruction of footways leading to pedestrian/ vehicular conflict;

The Stage 1 RSA identifies a number of significant technical and layout deficiencies which have been dispelled by the applicant with a cavalier attitude;

The applicant needs to provide more information on the proposed access due to concerns raised by the independent highway consultant and the RSA;

The RSA is based on an old layout and needs to be re-done to reflect the current layout;

A new Road Safety Audit needs to be undertaken to take account of the new layout;

The Road Safety Audit was commissioned by the applicant contrary to the independent highway consultant's advice;

A RSA commissioned by the applicant cannot be independent;

The RSA recommended parking surveys are undertaken so presume that

these will be completed?

The RSA stated that plans should be put forward for restriction of parking within the kerb radii – awaiting plans to show this;

Assume give way markings will be placed on the junction with between the top 2 cul-de-sacs as recommended in the RSA;

A Stage 2 RSA as recommended by the independent highway consultant should be undertaken. Without this, certain issues have not been covered e.g. the risk of skidding in the access road;

Wider Highway Network

North of the river has enough properties – there is already considerable traffic on Scotland Road;

Allowing further development north of the river will increase traffic on Scotland Road back to pre-bypass days;

There will be at-least 38 extra vehicle entering and existing the site and these will pass through residential areas to get to Scotland Road which is unsuitable;

Traffic would increase considerably on Lansdowne Crescent which is already narrowed by parked cars and hazardous to drive along;

The access point is not suitable for the volume of traffic due to its width and location between two existing dwellings – it could not accommodate HGVs which will need to access the site;

Not to have a two-way entrance and not to provide a safe pedestrian footpath is a potential danger and impractical;

Potential risk of injury or to life will increase due to heavy construction traffic – many elderly and disabled residents live in the area;

Extra traffic will produce pollution, noise and a hazard to pedestrians;

The increase of traffic turning onto Scotland Road would increase the chances of an accident;

Many young children play around this area and walk to and from school and they would be out at risk due to the development;

New swept path analysis is required and this needs to take account of cars parked randomly;

Any excessive heavy traffic on Lansdowne Crescent may cause damage to utility pipes, cables etc under the road;

In 1990/1991 the Planning Department stated that no further housing development would be permitted where access was required through Lansdowne Crescent as the additional traffic would be unacceptable on safety grounds;

Extra traffic will increase risks to pedestrians gaining access to the path to Morrisons;

Proposal will lead to disruption to residents due to delivery lorries, parking issues, increase in dust;

Route to the site from Scotland Road presents a challenge to vehicles, particularly heavy construction vehicles;

Large construction vehicles will be using Lansdowne Crescent for approximately a year – the street is busy with parked vehicles which are often difficult to pass;

The increase in traffic and heavy construction traffic using Lansdowne Crescent will cause extensive damage to this road which has been in a

deplorable state of repair for 30 years;
40mt wagons will have a detrimental impact on residential roads in the area which are already in bad condition and which will deteriorate further due to the weight of lorries during construction;
Applicant should agree to reinstate part of Lansdowne Close, which is currently patched, with a new road to current highways standards;
Understand that plans to build on the site have been previously turned down due to insufficient access;
Extra traffic would cause a hazard at the junction of the top two cul-de-sacs on Lansdowne Close;
Lansdowne Crescent was seriously damaged and patched up badly when Lansdowne Close was originally built due to 40 tonne lorries using the road which wasn't designed or constructed to take that type of traffic;
Approved Persimmon development for 277 dwellings (14/0778) will generate additional traffic on Scotland Road;
Proposal will increase risk of both road accidents and personal injury to pedestrians;
The access onto Scotland Road is difficult and dangerous;
If the proposal is approved the Council should put in place an agreement with the developer for the complete reinstatement of Lansdowne Crescent and Lansdowne Close – complete reinstatement means a fully stripped and a new metalled road surface;

Drainage

Surface Water

Inaccurate information has been used to calculate surface water run-off and the calculations are, therefore, inaccurate;
The system has been under designed for the current water mass;
The surface water run-off calculations only take into account the water associated with the roads and the roofs of the proposed development and not the full landmass;
The calculations used for SUDS are out by 50% - the SUDS storage capacity will need to be approximately 264m³ and not the 176m³ proposed;
Due to the inaccurate figures there is a strong possibility that the 5 litres per second cannot be maintained as a site wide scenario;
No calculations have been provided for additional surface water rainfall into the lower Lansdowne Close/ Crescent areas and the high probability of flooding in these areas;
If approval is granted the developer must be made to provide a bank guarantee for the subsequent repairs that their bad engineering and design practices have created;
The system and water storage facilities being proposed are based on inaccurate information and must be challenged by the planning department and the LLFA;
Need to clarify how the developer will increase the size of the attenuation – the only option is to increase the size of the culvert which will then occupy most of the road area;

Surface water run-off from gardens, which have limited soakaway potential, is not taken into account. This will eventually run onto roads and overload the drainage system and also run into the garden of neighbouring properties; A high percentage of the water from the gardens will drain into the drainage system which will increase the maximum flow rate to a level which exceeds the calculated volumes;

The site provides much needed drainage to the immediate area which has been classified as a flood risk area. To take away this drainage will have knock on effects to the houses in the area;

The lower Lansdowne Close drainage network will be overloaded and flooding may occur;

If the surface water drainage is insufficient this could create a downstream issue for houses within the lower Lansdowne Close area;

Concerned that after heavy rain surface water from the site could cause flooding to properties in Lansdowne Close;

The natural water drainage would be hindered leading to more risk of flood events;

Surface water run-off which is not collected as part of the surface water drainage system will run into the garden of 42 Lansdowne Close creating a massive flooding issue;

Flooding in the back garden of 42 Lansdowne Close has been a real issue since foliage was removed from the site which resulted in more surface water run-off;

The additional water that will flood the garden of 42 Lansdowne Close will flow into the currently installed drainage network but has not been taken into account by the drainage consultant;

The drainage report states that in the unlikely event of exceedance/ blockage of pipes or exceedance of surface water storage the overland flow route would be towards Lansdowne Close, where raised kerb lines would channel surface water back in to the drainage system – the existing properties within Lansdowne Close have dropped kerbs for vehicular access and any surface water that doesn't go into the drainage system could potentially flood sections of dwellings 47, 49 and 51;

The drainage report states that rainfall depth is 10.8mm but the Met Office website states that the highest rainfall is actually 15mm;

Foul Drainage

The calculation for foul water is based on a 24 hour average but this is unrealistic as the peak flow will be at certain periods during 24 hours – the report needs to be amended to take account of the peak flow;

The figures used to calculate the peak flow are inaccurate;

The 0.88 litres per second is an average loading across 24 hours and not a peak flow as is being stated by the applicant;

There is potential to create an undersized design which will create a back pressure scenario due to maximum volumes not being able to flow correctly – this could ultimately create a backwash of foul sewers which has hygiene and environmental issues;

General

Document needs to be reviewed to ensure that all calculations are based on sound engineering fact and that all reports are accurate;
Document refers to UU adopting the drainage system and also refers to a maintenance plan which is a contradiction;
Work on the drains on Lansdowne Crescent is planned – will this happen before the development?;
The County Council has said that sections of Lansdowne Crescent will possibly have to be replaced and more drains installed;
Need a plan showing the route of the main water pipe – residents need to assess where work may take place to connect to the water main to see if this will affect water pressure;

Ecology

An EIA has been omitted so as not to highlight the potential environmental impact on wildlife;
There are bats roosting in the trees surrounding the site – some of the trees will have both limbs and deadwood removed which would be detrimental to the bats – a TPO must be in place to protect the natural habitat of the bats;
Convinced that there are bats associated with the development site and bat roosts are protected by law;
Bats have been observed coming from the direction of the proposed site;
The timing of the ecological survey is at odds with the recommendations of other organisations such as the Bat Conservation Trust;
The ecological report contradicts itself as it states that the site offers low level roosting opportunities for bats and roosting for bats is considered unlikely to occur but states that trees will need to be re-checked for bats prior to any pruning taking place;
It appears a full investigation has not taken place to categorically recommend that no bats roost within the trees bordering the site;
If the bat survey cannot categorically define that no bats roost within the trees then by default they must roost there and the application must be refused;
The dingy skipper butterfly has been sited within the garden of a property on Lansdowne Close and hence on the proposed site – this type of butterfly is deemed to be of principle importance. Surveys need to be undertaken between July and August and no permission can be granted without the study;
Land should be left for wildlife as we have little left;
The land is a valuable resource to local residents;
The site is home to numerous birds and frogs and bats;

Trees

Object to trees identified as T6, T7 & T8 being removed – these trees are healthy and have a good life span - these trees should have a Tree Preservation Order Placed on them;
Trees T6, T7 & T8 are between 15m and 17m tall and make a significant contribution to the landscape as they form a substantial barrier;
Removal of trees T6, T7 & T8, which are visible from the adjoining field and surrounding dwellings would have a significant impact on the local

environment and enjoyment of the public;

Trees T6, T7 & T8, which have been there for 30+ years and are long standing features are worthy of preservation for their intrinsic beauty and their contribution to the landscape;

The trees will help to screen any future development of the site and the adjoining site being developed by Persimmon;

The trees around the site are important wildlife habitats and should be retained;

It would take a long time for the replacement trees to achieve the same density and height as the existing trees;

The sole reason to remove the trees would be to facilitate the proposed revised layout – it would be a win for the developer and a loss for the residents;

It is not clear if the trees are situated on the development site or on the adjoin field – the owners of the adjoining field should be consulted about the removal of the 3 trees;

Proposal to remove the trees would be contrary to Policy GI3 (biodiversity and geodiversity) which seeks to prevent the loss of veteran trees and Policy GI6 (trees and hedgerows) which seeks to protect existing trees and integrate them into new development;

The re-submitted Tree Survey Report does not make reference to trees on the site being subject to a TPO.

The Tree Survey Report still makes reference to works to two trees that are the subject to a TPO.

The Tree Survey Report must be in compliance with the rules and requirements of the TPO.

Education

Primary school places to the north of the river are overcrowded – the development would generate demand for school places – one child per dwelling would be a conservative estimate;

Children north of the river cannot be guaranteed a place in the local schools – a new school should be built before giving planning permission for more development;

There is currently pressure on both doctors and schools in the area and combined with the new development behind Pennington Drive this development will greatly increase the pressure;

All schools north of the river are over-subscribed with parents not securing their first choice school despite living in the catchment area;

Stanwix School and Kingmoor School are already full to capacity with children living in the catchment area not being guaranteed a place;

There is currently not the capacity to accommodate additional children in the existing schools if housing developments north of the river go ahead without a new school being built first;

Not sure if Stanwix School could accommodate a new portacabin in the playground even if the County Council agreed to pay for it;

The Crindledyke and Houghton housing developments will already be increasing pressure on existing schools;

Trinity School is oversubscribed;

What financial contribution is being sought from the applicant towards

providing for educational needs?;

The application should not be approved until schools are available for potential future residents;

Before a new school is built interim measures are required for the provision of education – no plans for a new school have yet materialised – any further pressure on existing primary schools would be untimely and create even more chaos with demand far outstripping supply;

With the prospect of an additional 277 dwellings proposed by the Persimmon development at the rear of the site the construction of a new school has to be well under way before these new houses are even started;

There must be a single strategic approach to planning approvals and educational requirements for given areas;

The application fails to comply with Policy CM2 (Education Needs) of the Local Plan;

Open Space

There is no open space on the development site contrary to Policy GI4 (Open Spaces) of the Local Plan and the Achieving Well Designed Housing SPD;

No play areas are shown for the possible 45 plus children that the scheme will support;

Need to provide open space on the site – to say there is space further down Lansdowne Close is not the answer as it will mean children crossing roads to reach it;

The applicant has failed to provide any information about access to other open spaces;

There is open space adjacent to Lansdowne Close but access to it would require crossing 2 roads;

The applicant should make a contribution to the upgrading and maintenance of the existing open space;

Green space is a precious resource which we cannot afford to lose;

What financial contribution has the developer promised to upkeep the open space in Lansdowne Close?;

Other

Proposal is contrary to Policy IP5 (Recycling of Waste) of the Local Plan and should be refused;

The issues raised by the Crime Prevention Officer have not been addressed by the applicant;

There are many crime prevention concerns that need to be addressed – residents of the new dwellings need to be able to see their parked cars from their properties; where will street lights be placed; need to define the new dwellings 'defensible space'.

Need lighting scheme design to understand the potential for light pollution;

Brownfield land should be considered first;

As 2 of the dwellings will be occupied by people with disabilities will the applicant be making a contribution to adult social care;

No proper Design & Access Statement is provided as required by the Town & Country Planning (Development Management Procedure)(England) Order

2015;

Without a complete Design & Access Statement, the application should be refused;

Section 5 of the planning form on pre-application advice has not been filled in correctly;

The Planning Statement has been amended but the date on the cover has not been changed which is misleading;

The constraints on the Council's website only refer to the old Local Plan and make no reference to the new Local Plan that was adopted in November 2016;

The Council cannot create documentation such as the SHMA and then ignore it;

The Council appear to be putting the needs of the developer before the needs of Carlisle's residents;

The applicant has not met with people directly affected by the proposal or take into account the views of the community, as required by Para 66 of the NPPF;

Paras 188-190 of the NPPF encourage pre-application discussions but these have not taken place;

Articles 1, 6 & 8 of the Human Rights Act are relevant to this application and need to be considered;

Some of the drawings do not tally with each other and accurate drawings should be re-submitted;

The layouts provided don't present any dimensional distances and the scale identified is not accurate;

Would like layouts to present the actual distances from the current to the proposed dwellings;

- 4.4 Two letters of objection have also been received from Councillor Mrs Mallinson. The first letter of objection raises the following issues:

The narrow access to the site, particularly if vehicles are parked on the street;

The issues raised in the Road Safety Audit;

Requested advice on when further stages of the Road Safety Audit would be completed;

- 4.5 The second letter of objection raised the following concerns:

Has been to see the site and has been in contact with the residents of this cul-de-sac who have raised various concerns about the access;

The biggest problem is the access as some residents have driveways that would not allow any other cars to park outside their homes without blocking the resident's access (it's the same for the whole estate). That leaves just a very small area to park and when there is double parking at evenings and weekends it is difficult to pass between the cars that are parked at each side of the road;

The access to the new development would mean a right hand turn between these parked cars and could be very difficult at times;

Worry about access for emergency services and the waste removal lorry;

A Road Safety Audit (RSA) has been done and the outcome of this report is that there are grave concerns about the access to the site. Further clarification of this Audit needs to be undertaken and the results are awaited; Have raised the issue of the RSA and the implications with Highways.

5. Summary of Consultation Responses

Cumbria County Council - (Highways & Lead Local Flood Authority): - no objections, subject to conditions (surface water drainage; construction details; provision of ramps; timing of works; use of approved access only; highways drainage; construction traffic; new crossing on Lansdowne Close; construction parking; Construction Method Statement; Construction Traffic Management Plan);

Stanwix Rural Parish Council: - retains the view, expressed in its response to consultation in respect of previous application 16/0778, that the site may be considered suitable for some level of housing development. Since submitting that response (prior to its given consultation deadline of 21st September 2016) the Parish Council has noted the large number of objections to the proposal, lodged by local residents and which, to a large degree, voice considerable concerns regarding issues of access and traffic generation. The Parish Council finds these concerns to be greatly reinforced by the findings of the Independent Review of the Highway Proposals for the Planning Application on Behalf of Carlisle City Council, prepared by Mr J C Carruthers BSc, MSc, CEng, MICE, MCiHT. This report states at paragraph 5.4:

“5.4 Based on the findings in this report it is recommended that the planning application should not be approved until the further information and mitigation proposals are provided by the applicants in relation to the above deficiencies. In the event that the additional information and mitigation measures are not submitted, the residual impacts of the proposed development could be severe and this would be in conflict with the National Planning Policy Framework (NPPF).”

Although the housing mix is amended the revised proposal retains the same number of dwellings, and bedrooms, as proposed by Appn No 16/0078. It may be, therefore, that the current proposal would generate a similar number of daily vehicle movements to those of its predecessor.

The current, revised, application 17/0093 attempts to address the issues raised by residents and by the Independent Review of Mr Carruthers. The Parish Council holds the view that the merits, or otherwise, of the proposed revisions should again be independently assessed and the findings discussed both with residents and the applicant. It is possible that a reduction in the number of dwellings, and the proportional reduction in vehicle movements, would be sufficient, to make acceptable the proposed highway revisions.

The Parish Council recommends that the application should not be approved until the results of further independent review are known.

Northern Gas Networks: - no objections;

Local Environment, Waste Services: - no objections. The road width and turning heads are all within the recommended guidelines set out in the Cumbria Design Guide. There have be no issues of missed bins in this area due to parked cars. New vehicles have been purchased which are smaller than those previously used and are rear steer which gives them more flexibility;

Local Environment - Environmental Protection: - no objections, subject to conditions (contaminated land; Construction Method Statement);

Cumbria Constabulary - Community Safety Unit Liaison: - the amendment to the layout enhances natural surveillance opportunities into the communal spaces, as dwellings are directly facing other;

United Utilities: - no objections, subject to conditions (foul drainage; surface water drainage);

Natural England: - has no comments to make on this application.

6. Officer's Report

Assessment

- 6.1 The relevant planning policies against which the application is required to be assessed are Policies HO2, HO4, SP6, GI3, GI4, GI6, IP3, IP4, IP6, CC5, CM2 and CM4 of the Carlisle District Local Plan 2015-2030.
- 6.2 The proposal raises the following planning issues:
 1. Whether The Proposal Is Acceptable In Principle
- 6.3 The site lies within the urban area of Carlisle and is allocated for housing in the recently adopted Local Plan. The site forms part of Housing Allocation U10 (land off Windsor Way) which covers an area of 10.60 Ha and which has an indicative yield of 300 dwellings.
- 6.4 An adjacent site (U11 – land east of Lansdowne Close/ Lansdowne Court) is also allocated for housing in the adopted Local Plan. This covers a site area of 2.5 hectares and has an indicative yield of 75 dwellings.
- 6.5 The site profiles for U10 and U11 state that careful consideration needs to be given to the relationship/ boundary between the two sites, as U11 is landlocked. Therefore the development of U10 must maintain access to U11.
- 6.6 Planning permission has been granted (subject to the completion of a S106 Agreement) for the erection of 276 dwellings by Persimmon on the majority of site U10 (planning reference 14/0778). This site provides access to site U11 as required by the Local Plan.
- 6.7 Given that the site is allocated for housing in the recently adopted Local

Plan and given that access has been provided from site U10 to site U11, the proposal to develop the site for housing would be acceptable in principle.

- 6.8 A number of objectors have made reference to the Strategic Housing Land Availability Assessment (SHLAA) which was produced in December 2014. The SHLAA informs the allocation of sites in the Local Plan and is not a material consideration in the determination of this application.
- 6.9 The SHLAA states that the application site should only be considered as part of the adjacent Persimmon site. The application site has been allocated as part of the Persimmon site as recommended by the SHLAA. The application site is, however, in separate ownership to the Persimmon site and there is no access between the two sites. The application site can, therefore, only be accessed via Lansdowne Close. The suitability of the accessing the site via Lansdowne Close is discussed later in the report.

2. Whether The Scale And Design Would Be Acceptable

- 6.10 The proposal is seeking planning permission for the erection of 19 dwellings on a site of 0.73 hectares. This equates to a density of 26 dwellings per hectare. Using a typical density of 30 dwellings per hectare (which used to be the minimum density for residential development) the site could accommodate 22 dwellings. The SHLAA stated that the site had an indicative yield of 21 dwellings. Whilst there is no longer a minimum site density there remains a requirement for land, particularly in the urban area with good access to services, to be developed in an efficient manner. In light of the above, the density of the proposed development would be acceptable.
- 6.11 The proposed development would comprise 12 semi-detached three-bed properties and 7 detached four-bed dwellings. It is acknowledged that the adjacent cul-de-sac, through which the site would be accessed, contains 3 detached dwellings and 4 bungalows. However, the site is also adjoined by detached dwellings on Pennington Drive and the Persimmon site, which contains a range of house types. There are semi-detached properties and even a short terrace of three dwellings in Lansdowne Crescent. The proposed mix of dwellings on the site would, therefore, be acceptable.
- 6.12 Five different house types are proposed on the site, the details of which are contained within the Proposal Section of this report. The dwellings would predominantly be constructed of brick with some sections of render or contrasting brick. The front elevations would contain a range of features to add visual interest, including two-storey gables with single-storey or two-storey bay windows, pitched roof dormer windows at eaves level, single-storey projections and open porches.
- 6.13 Six of the dwellings would have integral garages and a minimum of three in-curtilage parking spaces. One of the dwellings would have a detached garage and two car parking spaces, with all of the other dwellings having a minimum of two in-curtilage parking spaces.
- 6.14 It is acknowledged that the proposed development would not contain any bungalows, but there is no policy requirement to do so. The proposed

development would contain a range of house types. Three-bed semi-detached and four-bed detached properties would be provided, with two of the dwellings being for affordable housing and two of the dwellings being made available to MENCAP for assisted living.

- 6.15 In light of the above, the scale and design of the proposed development would be acceptable.

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

- 6.16 The application site is adjoined by residential properties on Lansdowne Close to the south-west and Pennington Drive to the north-west. The application site sits at a higher level than the adjoining dwellings and the finished floor levels of the proposed dwellings would be higher than those of the neighbouring properties.
- 6.17 Plot 1, which would have an eaves height of 5m and a ridge height of 8.6m, would have a finished floor level approximately 1m higher than 55 Lansdowne Close which would lie to the west. Plot 1 would have two bedroom windows in the side elevation which would face the rear elevation of 55 Lansdowne Close. One of these would be a primary window, with the other being a secondary window. There would be a minimum of 25m between the rear elevation of Plot 1 and the two-storey rear elevation of 55 Lansdowne Close. It is noted that 55 Lansdowne Close has a single-storey extension to the rear, part of which is not shown on the submitted plans, but this would still be approximately 21m away from the side elevation of Plot 1. Plot 1 would have a single garage near to the boundary with 55 Lansdowne Close and this, together with the landscaping within the garden of the property, would help to limit overlooking of the ground floor and garden. Part of the rear elevation of Plot 2 would also lie to the rear of 55 Lansdowne Close and would sit at a higher level but would be 21.8m away
- 6.18 Plot 5 would have a blank gable over 24m away from the rear elevations of 31 and 33 Pennington Drive but these dwellings would not directly face the gable. Plots 6 and 7 would have rear elevations a minimum of 21.8m away from the rear elevations of 29 Pennington Drive, with Plots 8 and 9 having rear elevations a minimum of 21.2m away from the rear elevation of 27 Pennington Drive. Existing landscaping to the rear of 27 and 29 Pennington Drive would help to reduce overlooking between these dwellings and Plots 6 to 9.
- 6.19 The rear elevations of Plots 10 and 11 would face 25 Pennington Drive, but this dwelling is orientated so that it would not directly face the rear elevations of these dwellings, which would be a minimum of 23m away. Existing landscaping to the rear of 25 Pennington Drive would help to reduce overlooking between this dwelling and Plots 10 and 11.
- 6.20 42 Lansdowne Close has a two-storey extension and a conservatory that are not shown on the plans submitted with the application. The two-storey extension projects out approximately 4m beyond the line of the rear extension shown on the submitted plans. Plot 19 would have a blank side elevation a minimum of 18m away from the rear elevation (as extended) of

42 Lansdowne Close. The section of Plot 19 that would lie nearest to the boundary would have a ridge height of 7.8m. The highest part of this dwelling, which would have a ridge height of 8.3m, would be set back a further 8m from the rear elevation of 42 Lansdowne Close. Whilst it is acknowledged that the finished floor level of Plot 19 would be higher than the finished floor level of 42 Lansdowne Close, given the height of the proposed dwelling and the separation distances this would be acceptable. The rear elevation of 40 Lansdowne Close would approximately 22m away from the side elevation of Plot 19.

- 6.21 Whilst the finished floor levels of the proposed dwellings would be higher than those of the adjoining dwellings, the separation distances between the existing and proposed dwellings, identified above, which would meet the minimum distances set out in the Council's SPD Achieving Well Designed Housing, would be acceptable.
- 6.22 A number of the trees and the hedging around the boundary of the site would be retained and this, together with suitable boundary treatment, would help to reduce overlooking between the existing and proposed dwellings.
- 6.23 Whilst there would be some overshadowing of the gardens of neighbouring properties from the proposed dwellings at certain times of the day, this would not be significant enough to warrant refusal of the application, given the separation distances outlined above.
- 6.24 The occupier of 49 Lansdowne Close has raised concerns about the impact of headlights on this dwelling from cars exiting the site. Whilst there might be some impact at certain times of the day at certain times of the year, this would be limited given the size of the development and would not be sufficient enough to warrant refusal of the application.
- 6.25 In light of the above, the proposal would not have an adverse impact on the occupiers of any neighbouring properties that would be significant enough to warrant refusal of the application.

4. Highway Matters

- 6.26 The site would be accessed from Lansdowne Close, via the existing access that runs between numbers 42 and 55. A new 4.8m wide shared surface road would be provided within the site and this would provide access to three private shared driveways. A new section of footway would be provided adjacent to 42 Lansdowne Close and this would link from the existing footway on Lansdowne Close into the development.
- 6.27 Six of the dwellings would have integral garages and a minimum of three additional in-curtilage parking spaces. Plot 1 would have detached single garage and two in-curtilage parking spaces. The semi-detached dwellings would have two in-curtilage parking spaces. Two dedicated visitor parking spaces would also be provided within the development but there would be a number of other opportunities for visitors to park within the development given the size of the majority of the driveways.

- 6.28 It is estimated that the proposed development would be expected to generate approximately 11 extra vehicle movements along Lansdowne Close during the busiest hours of the day (during the peak periods on a weekday - normally 8am–9am and 5pm–6pm).
- 6.29 The application is accompanied by a Stage 1 Road Safety Audit (RSA) and a Swept Path Analysis (SPA). This identifies some problems that require action in order to improve the safety of the scheme and minimise accident occurrence. The main issues and recommendations identified within the RSA are summarised below.
- 6.30 Problem 1 - On-street parking could cause conflicts and prevent HGVs and the refuse collection vehicles from accessing the proposed development. Recommendation – undertake parking surveys to assess the current situation and provide measures such as dedicated off-street parking for existing residents to mitigate this problem if necessary.
- 6.31 Problem 2 – vehicles parking within the junction kerb radii of the section of Lansdowne Close which is to serve the development. Recommendation – suitable measures should be provided to prevent vehicles from parking within the kerb radii.
- 6.32 Problem 3 - access to the proposed development by HGVs and refuse vehicles. Recommendation – that a Swept Path Analysis is undertaken to establish that HGVs and refuse vehicles can safely access the proposed development and turn within adopted highway. Should consider showing parked cars as part of the SPA.
- 6.33 Problem 4 – reduced inter-visibility for 53 and 55 Lansdowne Close with the proposed access road. Recommendation – ensure adequate inter-visibility is provided between driveways for both 53 and 55 Lansdowne Close and the proposed access road.
- 6.34 Problem 5 – risk of conflict at the junction between Lansdowne Close cul-de-sac serving the development and the rest of Lansdowne Close. Recommendation – provide give way road markings to make it clear to all road users which is the ‘main’ road and which is the ‘side road’.
- 6.35 Problem 6 – obstruction of footways by parked cars/ cars driving over them. Recommendation – establish the reason for footway parking or vehicles mounting the pavement and undertake measures to prevent its occurrence.
- 6.36 Problem 7 – insufficient pedestrian crossing measures in Lansdowne Close. Recommendation – ensure that dedicated crossing places are provided in a suitable location to enable safe access to and from the proposed development.
- 6.37 Problem 8 – unclear about surface finishes within the proposed

development.

Recommendation – provide details of surface finishes throughout the adopted section of the carriageway and footways.

- 6.38 Problem 9 – planning within visibility splays.
Recommendation – ensure that all visibility splays are protected from planting which may obstruct them in the future.
- 6.39 Problem 10 – obstruction of footways by overgrown hedges.
Recommendation – that existing and proposed hedges are kept to back of footway.
- 6.40 The applicants have accepted the recommendations in relation to problems 3, 5, 7, 8, 9 and 10. The other recommendations have been rejected by the applicant for the following reasons.
- 6.41 Problem 1 – the issue of on street parking is the same in all areas of this existing estate and on any other housing estate. The only frequent HGVs will be refuse vehicles on a weekly basis. The provision of parking within the proposed development should encourage responsible parking by new residents. The only way to control parking would be to introduce waiting restrictions which is not necessary and which would probably be resisted by the existing residents.
- 6.42 Problem 2 - double yellow lines could be introduced to prevent parking in the kerb radii (would require public consultation prior to installation) but this is a driver behaviour issue. Lack of visibility at junctions tends to instil a creep and peep approach when exiting junctions. This is an existing priority junction and although it will see a few more peak hours trips there have been no recorded accidents in the last 5 years.
- 6.43 Problem 4 – the inter-visibility between the existing drives within the turning heads is an existing problem mainly arising from tall shrub planting close to the boundaries of these properties. It is not a result of the development and the developer and Cumbria County Council have no control over it. It is not considered a road safety issue.
- 6.44 Problem 6 – this is a problem on any housing estate and it is no different here. Parked vehicles, reduced carriageway widths and visibility lead to slower speeds for approaching vehicles.
- 6.45 The City Council commissioned an independent highway assessment of the previously withdrawn application on this site. The Council was intending to ask the consultant that undertook this assessment to undertake a further assessment of the revised scheme, which would have included the RSA and the SPA. However, the highway consultant that the City Council used previously has now been commissioned by two objectors and he has submitted an independent highway review of the proposal on their behalf. This independent highway review concludes that:

- the highway proposals that have been submitted with planning application 17/0093 have a number of significant technical and layout deficiencies and these would result in the following highway safety and operational problems:

- highway access and obstruction problems would occur along the existing section of Lansdowne Close for large vehicles (including emergency vehicles), that are travelling to, and from, the proposed development because of the on-street parking along this road. This could not easily be addressed with waiting restrictions (yellow lines), because the on-street parking would be displaced to other, potentially, hazardous locations.

- the submissions are deficient in terms of the requirements that should be provided for a full planning application under the Development Management Procedure Order (DMPO), 2015.

- road safety problems would be created where the proposed access road would join Lansdowne Close because of the proposed sharp bend, with restricted forward visibility, and the close proximity and layout of existing private driveways.

- parking and road safety problems would occur within the proposed development because of a lack of visitor parking and a constrained highway layout, including restricted carriageway space for the turning and movement of large vehicles such as a large home delivery vehicle or a refuse or recycling vehicle.

- the detailed design of the proposed highway layout (including the horizontal and vertical layouts), has not been submitted with the planning application, despite the planning application being for detailed approval. This means that it has not been possible to fully examine the proposed internal highway layout and other issues could be identified once this has been submitted e.g. the longitudinal carriageway or footway gradients may not be in accordance with the national design guidance. Detailed planning permission should not be granted by Carlisle City Council despite the indications by Cumbria County Council that any outstanding items could be addressed as part of a Section 38 Highway Scheme. The planning authority would not be able to influence any significant highway problems if detailed planning permission is granted and would not have complied with the relevant legislation in the Development Management Procedure Order, 2015.

- the main recommendations of an independent RSA on the existing section of Lansdowne Close have not been accepted by the applicants and this will increase the risk of accidents on the existing section of Lansdowne Close that would serve the proposed development. The main problems that have been identified in the RSA for the existing section of Lansdowne Close were also identified in the independent highway report that was commissioned by Carlisle City Council in November, 2016. An independent RSA has not been carried out for the proposed internal highway layout of the development and this will increase the risk and severity of collisions within the proposed development, including those involving vulnerable road users.

- the swept path plots for large vehicles moving, and turning, on Lansdowne Close and within the proposed development are not considered to be reliable because they do not use proprietary software and show unorthodox and unreliable plots. A request has been made through Carlisle City Council for the proposed development layout to be made available to residents to allow independent checks to be carried out but this was declined by the applicant.

- based on the findings in this report, it is, respectfully, recommended that the planning application should not be approved. The residual highway impacts of the proposed development would be severe and this would be in conflict with the National Planning Policy Framework (NPPF).

- 6.46 The Local Highway Authority (LHA) has been consulted on the application and has raised no objections to the proposal subject to the imposition of conditions. The amended plans demonstrate a design very similar to that which was submitted as part of application 16/0778 which the LHA raised no objection to subject to various conditions.
- 6.47 The applicant has provided a design which has three private cul-de-sacs leading from a proposed public carriageway. The layout of the carriageway is acceptable to the LHA and the applicant has provided adequate information to demonstrate that refuse vehicles can adequately turn within the development by the production of a Swept Path Analysis.
- 6.48 The RSA also indicated possible safety risks within the proposed site and the LHA has considered these –
Problem 3 – LHA considers sufficient information has been provided to demonstrate vehicles can turn within the site.
Problem 8 – LHA considers the developer has provided sufficient information to demonstrate that an adequate detailed design can be achieved for the sections of carriageway that the applicant is proposing for public highway and further information is not required at the planning stage for this.
- 6.49 The LHA considers parking requirements against its 'Parking Guidelines in Cumbria' dated September 1997 shortly to be updated within the 'Cumbria Design Guide' to be issued Summer 2017. However, these documents offer a guideline and each site is assessed on its own merits. Generally, a percentage of parking is required within the owners control, generally within their own curtilage and the remaining within the development itself. In many circumstances, this can be accepted to be within the carriageway subject to appropriate design of the carriageway which would provide adequate width to allow vehicles to pass a parked car, i.e. a 4.8m wide carriageway would allow for an HGV to pass a parked car. In the case of the design of this development, many of the properties have driveways/parking areas that accommodate greater than the minimum guide for parking spaces within the control of the owner which will also be able to accommodate visitors to their property. Therefore, the LHA has no objections to the proposal on the grounds of parking.

- 6.50 The site is accessed via Lansdowne Close via a carriageway leading from Lansdowne Crescent. The cul-de-sac of Lansdowne Close serving the development has a minimum carriageway width of 4.8m and the LHA considers that a carriageway of this width is adequate to support up to 50 dwellings, with the existing dwellings (7) and the proposed development (19) the maximum dwellings served would be 26 dwellings. This is well within the guidelines.
- 6.51 The RSA has identified 7 possible safety risks within the existing cul-de-sac and the LHA has considered these:
Problem 1 - LHA observations of the site consider that a parking survey at the site is not required and no further actions are required.
Problem 2 - LHA observations of the site consider that the developers assessment is adequate.
Problem 4 - LHA note this observation but do not consider this to be a severe issue and do not consider it to be an issue for refusal of the application.
Problem 5 – LHA considers that the proposal suggested by the applicant can be considered as suitable mitigation for this issue.
Problem 6 – site observations by the LHA do not consider this to be an issue and no further information regarding this issue is required from the developer.
Problem 7 - LHA considers that the proposal suggested by the applicant can be considered as suitable mitigation for this issue.
Problem 9 - Information noted.
Problem 10 – Information noted.
- 6.52 In summary, the LHA considers that sufficient information, including site layout, road safety survey and a topographic survey has been provided to demonstrate that in terms of the LHA the development is acceptable subject to the imposition of a number of conditions.
- 6.53 The City Council's Waste Services Section has also been consulted on the SPA and has raised no objections. Having studied the layout, the road width and turning heads are all within the recommended guidelines set out in the Cumbria Design Guide and should pose no issues. The road specification is no different to roads in any estate in Carlisle.
- 6.54 Obviously the City Council cannot account for, or mitigate for, any vehicles that are parked inappropriately on waste collection days. This sometimes occurs on estates, but the Council always tries to return to empty bins where possible and repeat offenders are contacted. No complaints have been received about this estate from the Council's waste collectors, nor have there been many 'missed bins' from here in the past due to the issue of parked vehicles, so there is no reason to expect there will be in the future.
- 6.55 The City Council has purchased new vehicles which are significantly smaller than those previously used and are 'rear steer' giving them more flexibility. These may be used in this estate - the Council is still reconfiguring the rounds. The new vehicles turning circle is: short wheelbase trucks is 14.8m wall to wall and 16.1m for the standard wheelbase - significantly smaller than

the older vehicles. The refuse vehicles shown in some of the photographs submitted by objectors are significantly wider and longer than the new vehicles and are no longer in use as they were operated by a contractor, FCC Environment. The Council has brought this service back 'in-house' and use smaller vehicles. From June, the Council will also be collecting green boxes and green bags in one 'pass', meaning fewer vehicle movements in the estate.

- 6.56 Refuse vehicles and emergency vehicles currently need to be able to access the existing dwellings at the end of the Lansdowne Close cul-de-sac. If cars are parked in such a way that they prevent access to the end of the cul-de-sac, they would be causing an obstruction and this is a police matter. This would also be the case if parked cars prevent access to the proposed development.
- 6.57 A turning head would be provided within the proposed development and this would allow large vehicles to turn within the site. This would be an improvement on the current situation, which objectors state involves the refuse lorry reversing down Lansdowne Close because it is unable to turn within the existing road.
- 6.58 In relation to the impact of the proposal on the wider highway network, the proposed development for 19 dwellings would not generate significant levels of traffic. A Transport Statement is only required for applications of between 50 and 80 dwellings, with a Transport Assessment only being required for developments over 80 dwellings. To put this application into perspective, the permission on the adjacent Persimmon site is for 276 dwellings.
- 6.59 It is acknowledged that Lansdowne Crescent, which would provide access to the site is in a poor state of repair. A condition survey of the roads that would provide access to the site would need to be undertaken prior to the commencement of any development and any damage that is caused to the existing roads by the applicant during construction would have to be repaired at the applicant's expense. The applicant would not be required to improve the current condition of the roads as this would be unreasonable.
- 6.60 A Stage 2 Road Safety Audit would be undertaken if the application is approved (as part of the process of adopting the new road). Road Safety Audits are always commissioned by the applicant but they are independent assessments.
- 6.61 The detailed design of the road layout (including horizontal and vertical layouts) and details of proposed street lighting would be submitted to the Highway Authority (as part of the process of adopting the new road) if the application is approved.

5. Foul And Surface Water Drainage

- 6.62 The application is accompanied by a Flood Risk Assessment and a Drainage Strategy Report. This identifies that there is an existing 225mm diameter surface water sewer within Lansdowne Close, which discharges to

a further 225mm surface water sewer 58m from the proposed site entrance which flows in a south-westerly direction towards Lansdowne Crescent.

- 6.63 A 150mm foul sewer is also present in Lansdowne Close and this discharges into a 225mm diameter foul sewer approximately 170m to the south-west of the proposed site entrance. Upon reaching Lansdowne Crescent foul flows are discharged into a 450mm diameter foul sewer.
- 6.64 Permeability tests carried out at the site indicate that there are limited options for soakaways to be employed as a drainage strategy due to the ground conditions which are clay in nature. Due to ground conditions and the lack of a nearby watercourse, in line with the recommended SUDS hierarchy for the disposal of surface water outlined in the SUDS Manual, disposal of surface water should be to the surface water sewer in Lansdowne Close and this has been agreed with United Utilities.
- 6.65 It is proposed a single drainage network of gullies and pipes would convey the surface water from both the highway and the residential roofs into a precast concrete box culvert or oversized pipes below the carriageway to provide the attenuation volume. The volume of storage required has been estimated at 170m³.
- 6.66 Due to the impermeability of the soils, all parking areas and driveways would be constructed using impermeable surfaces or block paving with drainage connections to the proposed surface water sewer.
- 6.67 A hydrobrake would limit discharge into the 225mm diameter surface water sewer to a rate of 5 litres/sec and this has been agreed in principle with United Utilities. The drainage network has been designed with sufficient capacity to accommodate flow resulting from a 1 in 100 year storm including a 30% allowance for climate change.
- 6.68 Foul water would connect to the existing United Utilities drainage which has been agreed in principle.
- 6.69 The drainage system would be carried out to adoptable standards with both foul and surface water drainage systems being adopted under a S104 with United Utilities.
- 6.70 The Lead Local Flood Authority (LLFA) has been consulted on the application and has raised no objections to the proposal subject to the imposition of conditions. The applicant has provided a flood risk assessment and drainage strategy for the site which demonstrate that the site is at low risk of flooding. The LLFA would agree with this assessment.
- 6.71 The applicant has provided sufficient information in the application to demonstrate that a suitable surface water solution can be achieved with attenuation (storage tank) and treatment (downstream defender) with a discharge to the existing United Utilities (UU) surface water system located within Lansdowne Close. The UU surface water system discharges to part of the Gosling Syke culvert in Lansdowne Crescent. It is acknowledged that

there are flooding issues in the area of the discharge point from the 'old' section of Gosling Syke as it enters the River Eden near to Etterby Terrace, however, the UU surface water system discharges to the 'new' route of Gosling Syke which discharges to the River Eden close to Eden Street. As the drainage design will be required to meet the Non-statutory technical standards for sustainable drainage systems (March 2015) and does not discharge to the old section of Gosling Syke the LLFA considers that this would not increase flood risk downstream of the development.

- 6.72 Information has been provided which suggests that flood risk to one of the properties (42 Lansdowne Close) has increased since the removal of some of the vegetation on the site and from the topographic survey it can be seen that this property is located at a lower level than the development site. This dwelling would be located at the edge of a paved parking area and the edge of one of the dwellings and the provision of adequate drainage along the boundary (to be secured by condition) would ensure that surface water from the site does not discharge onto this existing property.
- 6.73 In summary, the details submitted provide sufficient evidence to demonstrate that a suitable surface water system can be achieved. However, to ensure that the detailed design conforms with the Non-statutory technical standards for sustainable drainage systems it is recommended that the detailed design information, including contributing areas plan, drainage details plans, calculations, treatment details and details of preventing surface water flowing to sites below the proposed development should be submitted. A condition has been added to the permission which requires the submission of this information prior to the commencement of any development. It is also recommended that a condition requesting a construction surface water management plan should also be included in any permission granted to ensure that surface water is adequately dealt with during the construction phase.
- 6.74 An objector has raised a number of concerns about the drainage report and considers that it contains a number of errors and that a number of the calculations used in relation to both foul and surface water drainage are incorrect. The drainage report has been produced by R.G.Parkins & Partners Ltd, who are well respected civil and structural engineers. Both United Utilities and the Lead Local Flood Authority have been consulted on the application and have raised no objections subject to the imposition of conditions. The conditions would require further details of the surface water drainage to be submitted for approval by the LPA prior to the commencement of development and any calculations would be checked as part of this process. Furthermore, the foul and surface water drainage would have to be agreed with United Utilities/ Building Control and this would add a further level of scrutiny.

6. Impact On Trees And Hedgerows

- 6.75 There are hedgerows along three of the site boundaries and these contain a number of trees. As a consequence, the applicant has commissioned a

Tree Survey which has been submitted with the application.

- 6.76 The original layout that was submitted with this application required the removal of three trees (two ash and one oak) that lie on the south-east boundary of the site. Following a request from local residents and a local councillor, the City Council appointed an arboriculturalist to provide an assessment of the trees on the application site to ascertain their suitability for statutory protection by means of a Tree Preservation Order (TPO).
- 6.77 The trees were assessed in accordance with TEMPO guidelines. The oak tree was deemed to be of sufficient quality to merit a TPO, whilst the two ash trees were deemed to be worthy of protection due to their veteran status. These three trees have, therefore, been protected by a group TPO. An ash tree on the north-west site boundary was also deemed worthy of a TPO.
- 6.78 As a consequence of the three trees on the south-east site boundary being protected by a TPO, the applicant has amended the layout in order to retain these trees. A revised Tree Report has been submitted and this identifies that one of the ash trees on the south-west site boundary, which is currently leaning, should be pollarded and that the other ash tree on this boundary should have its crown reduced by a third. By approving this application, works to these trees would be approved.
- 6.79 Given that these two trees were only included within the TPO because of their veteran status (and not because of their quality) undertaking works to these trees would be acceptable. A condition has been added to the permission to ensure that details of the works to these trees are agreed in writing with the Local Planning Authority prior to any works being undertaken.
- 6.80 Prior to undertaking any works to trees on the site, the applicant would need to ensure that no bats or breeding birds are present, as required by legislation.
- 6.81 The retained trees would need to be protected, from compaction/ ground disturbance, during construction works and a condition has been added to the permission to ensure that suitable tree/ hedgerow protection barriers are put in place prior to the commencement of development on the site.
- 6.82 Hedgerows around the site would be retained and enhanced by the addition of extra native species to plug gaps in the existing hedgerows.

7. Biodiversity

- 6.83 A data search and desk study of the site and an area within 2 km of the site were undertaken to establish the presence of protected species and notable habitats. The site was then visited by a licensed ecologist in January 2017. A full botanical survey of the site was initially undertaken and this was followed by surveys to establish the presence or absence of bats, amphibians, nesting birds, brown hares and badgers on the site or in proximity, such that they might be affected by the proposed development. This information is included within an Ecological Appraisal that has been submitted with the application. There is no requirement to produce an

Environmental Impact Assessment for a residential development of this size.

- 6.84 The plant species recorded at the site are all common in the local area and considered to be of low ecological value. Domestic gardens are considered to offer habitat of equal or greater ecological value than the current site.
- 6.85 The trees and hedgerows around the periphery of the site make a positive contribution to biodiversity and these would all be retained. The hedgerows would be improved as part of the proposal and this would improve the biodiversity of the site.
- 6.86 No protected species were recorded on the site and there is no conclusive evidence of any specifically protected species regularly occurring on the site.
- 6.87 Objectors consider that bats are present on the site but this is not borne out by the findings of the Ecological Appraisal. Whilst it is acknowledged that the Ecological Appraisal was not undertaken at the optimum time, it was still able to identify if the site was suitable for bats.
- 6.88 The Ecological Appraisal found that the foraging habitat at the site is of poor to moderate quality for bats and that the site is not close to or connected to any habitats that offer high quality foraging. There are no man-made structures on site in which bats could roost. All trees around the site perimeter have been assessed for bats. No indications of roosting or highly suitable roost sites were located within the trees.
- 6.89 Bat species are highly unlikely to rely on the site for feeding and roosting by bats is considered unlikely to occur on the site due to a lack of suitable opportunities. Any mature trees on the site boundary would, however, need to be checked for the presence of bats prior to any works to the trees being undertaken.
- 6.90 If any protected species are found to be present on the site once development commences, the developer would need to cease work and seek further ecological advice.
- 6.91 Birds are likely to utilise scrub or hedgerows on site for nesting from March to September. Any vegetation clearance should, therefore, be undertaken outside of this period or a check for nesting birds should be undertaken if clearance is to take place inside this period. An informative has been added to cover this issue.
- 6.92 A resident of Lansdowne Close has seen a dingy skipper butterfly within his garden, which adjoins the application site. Whilst this butterfly is included within the UK Biodiversity Action Plan list of priority species due to a marked decline in numbers in the UK, it is not identified in the Council's Cumbria Biodiversity Data Centre Records. Furthermore, this butterfly is not included in the list of fully or partially protected butterflies identified in the Wildlife and Countryside Act 1981. Whilst it is given protection in the Wildlife (Northern Ireland) Order 1985, this legislation does not apply to England.

8. Affordable Housing

- 6.93 Policy HO4 of the adopted Local Plan requires 20% of the units to be

provided as affordable housing. The applicant is proposing to make two four-bed units available to MENCAP at a discounted rate and two additional three-bed houses available at a 30% discount.

- 6.94 The Council's Affordable Housing Officer has been consulted on the application and has raised no objections to the proposals. The two three-bed discounted sale properties provide an element of the affordable housing need identified in the most recent SHMA (Strategic Housing Market Assessment) from September 2014, and meet the requirements of Local Plan policy HO4 Affordable Housing. The two supported four-bed houses for MENCAP would meet the objectives of policy HO10 Housing to Meet Specific Needs.

9. Education

- 6.95 The County Council only seeks education contributions on sites of 30 or more dwellings in the urban area of Carlisle. As this application is only for 19 dwellings, the County Council is not seeking any contributions to education provision.
- 6.96 Under current legislation, financial contributions to fund a new school can only be pooled from five new developments. It would not, therefore, be advisable to seek an education contribution on this site, given the size of other developments coming forward in the area (e.g Windsor Way 276 dwellings, Greymoorhill 190 dwellings), which would generate much larger contributions to fund the building of a new primary school to the north of river.

10. Open Space

- 6.97 The Council's Green Spaces Manager has been consulted on the application. Given that no open space is being provided on the site (which is reasonable given that the development is only for 19 dwellings) he has requested that the developer should make a financial contribution of £29,953 towards improving existing areas of open space in the locality. This would be secured through a S106 Agreement.

11. Other Matters

- 6.98 Conditions have been added to the permission to control the hours of work on the site and to require the submission of a Construction Method Statement and Construction Traffic Management Plan to reduce the adverse impact of the proposal on the occupiers of neighbouring properties during the construction phase.
- 6.99 The Crime Prevention Officer has been consulted on the application and has raised no objections to the proposals. He considers that the revised layout enhances natural surveillance opportunities into the communal spaces, as dwellings are directly facing other.
- 6.100 The County Council has not requested a contribution for adult social care.

Such a request would not comply with current planning policy.

- 6.101 The City Council considers that the application includes all of the information necessary for it to be determined. The Design & Access Statement that has been submitted with the application is deemed to be acceptable. Whilst there were some errors in some of the plans and documents originally submitted, revised plans and documents have been submitted.
- 6.102 Whilst pre-application discussions are encouraged by the NPPG and the City Council's Statement of Community Involvement, there is no requirement to undertake them.
- 6.103 No other material considerations have been raised which would warrant the refusal of the application.

12. Human Rights Act 1998

- 6.104 Several provisions of the above Act can have implications in relation to the consideration of planning proposals, the most notable being:

Article 6 bestowing the "Right to a Fair Trial" is applicable to both applicants seeking to develop or use land or property and those whose interests may be affected by such proposals;

Article 7 provides that there shall be "No Punishment Without Law" and may be applicable in respect of enforcement proceedings taken by the Authority to regularise any breach of planning control;

Article 8 recognises the "Right To Respect for Private and Family Life";

Article 1 of Protocol 1 relates to the "Protection of Property" and bestows the right for the peaceful enjoyment of possessions. This right, however, does not impair the right to enforce the law if this is necessary, proportionate and there is social need;

- 6.105 The proposal has been considered against the above but in this instance it is not considered that there is any conflict. 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

- 6.106 The application site is allocated for housing in the Carlisle District Local Plan 2015-2030 which was adopted in November 2016. The principle of residential development is, therefore, acceptable. The scale, density and design of the proposed dwellings would be acceptable and the proposal would not have an adverse impact on the living conditions of the occupiers of any neighbouring properties that would be significant enough to warrant refusal of the application. The proposal would not have an unacceptable impact on Lansdowne Close or the surrounding highway network, subject to the imposition of a number of conditions. The proposed access to the

development, the new road layout and the levels of parking proposed would be acceptable. The proposed foul and surface water drainage would be acceptable, subject to the imposition of a number of conditions. The proposal would not have an adverse impact on trees, hedgerows or biodiversity. Affordable and special needs housing would be provided within the proposed development, with two dwellings being made available to MENCAP at a discounted rate and two dwellings being made available 30% discount. A contribution to improve existing open space in the locality would also be secured. The proposal is, therefore, recommended for approval subject to the completion of a S106 Agreement.

- 6.107 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) two dwellings being made available to MENCAP at a discounted rate and two dwellings being made available at a 30% discount;
 - b) a financial contribution of £29,953 to improve existing open space in the locality;
 - c) the maintenance of the informal open space within the site by the developer.

7. Planning History

- 7.1 In February 2017, an application for the erection of 19no. dwellings on this site was withdrawn prior to determination (16/0778).

8. Recommendation: Grant Subject to S106 Agreement

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

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

2. The development shall be undertaken in strict accordance with the approved documents for this Planning Permission which comprise:
 1. the submitted planning application form received 3rd February 2017;
 2. the Location Plan (drawing ref LC.LP) received 3rd February 2017;
 3. the Block Plan (drawing ref LC.BP) received 3rd February 2017;
 4. the Masterplan as Proposed (drawing ref SD-20.01 Rev C) received 26th April 2017;
 5. the Type E Floor Plans (drawing ref SD-10.09) received 26th April 2017;
 6. the Type E Elevations (drawing ref SD-10.10a) received 28th April 2017;
 7. the Type E Elevations (drawing ref SD-10.10b) received 28th April 2017;

8. the Type F Floor Plans (drawing ref SD-10.11) received 28th April 2017;
9. the Type F Elevations (drawing ref SD-10.12) received 28th April 2017;
10. the Type G Floor Plans (drawing ref SD-10.13) received 28th April 2017;
11. the Type G Elevations (drawing ref SD-10.14a) received 28th April 2017;
12. the Type G Elevations (drawing ref SD-10.14b) received 28th April 2017;
13. the Type I Floor Plans (drawing ref SD-10.17) received 28th April 2017;
14. the Type I Elevations (drawing ref SD-10.18a) received 28th April 2017;
15. the Type I Elevations (drawing ref SD-10.18b) received 28th April 2017;
16. the Type J Floor Plans (drawing ref SD-10.19) received 28th April 2017;
17. the Type J Elevations (drawing ref SD-10.20a) received 28th April 2017;
18. the Type J Elevations (drawing ref SD-10.20b) received 28th April 2017;
19. the Housetype Elevations (drawing ref SD-30.01 Rev A) received 25th April 2017);
20. the Lansdowne, Single Garage Plans, Elevations & Section (drawing ref SD-10.21) received 25th April 2017;
21. the Finished Floor Levels (drawing ref SD-20.05) received 26th April 2017;
22. the Swept Path Analysis (drawing ref K33362/A1/SK02 H) received 9th May 2017;
23. the Tree Survey (drawing ref Lansdowne_Rev1.0) received 25th April 2017;
24. the Tree Survey (drawing ref Lansdowne_Rev2.0) received 25th April 2017;
25. the Tree Mitigation Plan (drawing ref L03) received 26th April 2017;
26. the Tree Survey Report received 3rd February 2017;
27. the Tree Schedule (Appendix 1) received 26th April 2017;
28. the Ecological Appraisal received 3rd February 2017;
29. the Flood Risk Assessment & Drainage Strategy Report received 25th April 2017;
30. the Planning Statement, incorporating Design and Access Statement received 22nd March 2017;
31. the Stage 1 Road Safety Audit received 3rd February 2017;
32. the Road Safety Audit Form received 3rd February 2017;
33. Existing Site Plan (drawing ref RH-LDS:01) received 11 May 2017;
34. the Notice of Decision; and
35. any such variation as may subsequently be approved in writing by the Local Planning Authority.

Reason: To define the permission.

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

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

4. No development shall take place 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.

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

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

6. For the duration of the development works, existing trees and hedgerows shall be protected by a suitable barrier, the position of which shall be indicated on a plan and agreed in writing by the Local Planning Authority before development works commence. Within this protected area there shall be no excavation, tipping or stacking, nor compaction of the ground by any other means.

Reason: To protect trees and hedges during development works in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

7. Notwithstanding the details contained within the Tree Survey Report, the applicant shall agree the extent of any works to be undertaken to the trees on the site which are the subject of a Tree Preservation Order. The proposed works shall then be undertaken in strict accordance with these agreed details.

Reason: To ensure that the level of proposed works to protected trees on the site are acceptable, in accordance with Policy GI6 of the Carlisle District Local Plan 2015-2030.

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

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

9. 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 drainage scheme submitted for approval shall also be in accordance with the principles set out in the Flood Risk Assessment & Drainage Strategy Report dated 2nd August 2016 proposing surface water discharging to United Utilities surface water sewer.

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.

10. 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.

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

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

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

Reason: To ensure that the character and attractive appearance of the building is not harmed by inappropriate alterations and/or

extensions and that any additions which may subsequently be proposed satisfy the objectives of Policies HE7 and SP6 of the Carlisle District Local Plan 2015-2030.

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

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

14. The finished floor levels of the dwellings hereby approved shall be in strict accordance with the finished floor levels identified on the Finished Floor Levels Plan, (Dwg No. SD-20.05), received on 26 April 2017.

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

15. 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.

16. 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 and LD8.

17. A ramp shall be provided at the end of the footpath joining the shared access road to enable wheelchairs, pushchairs etc. to be safely manoeuvred. Details of all such ramps shall be submitted to the Local Planning Authority for approval before development commences. Any details so approved shall be constructed as part of the development.

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

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

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

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

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

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

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

21. 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 and LD8.

22. No vehicles over 40t Gross Vehicle Weight shall be used on Lansdowne Close, Lansdowne Crescent, Beechwood Avenue & Knoxfield Avenue in

connection with the transportation of minerals or plant or machinery from the site as a result of the operations hereby permitted.

Reason: In the interests of highway safety as the local road network is not suitable for large or articulated vehicles, and to support Local Transport Plan Policy LD8.

23. The total number of laden heavy goods vehicles leaving the site shall not exceed 10 on any weekday and Saturday with none permitted on Sundays or bank holidays. A record of all laden heavy goods vehicles leaving the site each day shall be maintained by the operator at all times and access to this record shall be afforded to the Local Planning Authority on request.

Reason: To keep to acceptable levels the impact of lorry traffic on the amenity of local residents and other road users, and to support Local Transport Plan Policy LD8.

24. No dwellings shall not be occupied until the vehicular access and turning requirements have been constructed in accordance with the approved plan and have been brought into use. The vehicular access turning provisions shall be retained and capable of use at all times thereafter and shall not be removed or altered without the prior consent of the Local Planning Authority.

Reason: To ensure a minimum standard of access provision when the development is brought into use, and to support Local Transport Plan Policies LD5, LD7 and LD8.

25. Prior to occupation of the first dwelling, the developer shall carry out the installation of dropped kerbs for the new crossing point southeast of 40 Lansdowne Close and road markings as identified within the road safety audit submitted with the planning application. These 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 identify clear definition of the road junction, and to support Local Transport Plan Policies LD5, LD7 and LD8.

26. Details showing the provision within the site for the parking, turning and loading and unloading of vehicles visiting the site, including the provision of parking spaces for staff and visitors, 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 vehicles can be properly and safely accommodated clear of the highway, and to support Local Transport Plan Policies LD7 and LD8.

27. 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.

28. Development shall not be begun until a Construction Method Statement including details of all on-site construction works, post-construction reinstatement, drainage, mitigation, and other restoration, together with details of their timetabling has been submitted to and approved by the Local Planning Authority and shall include measures to secure:

- formation of the construction compound and access tracks and any areas of hard standing;
- cleaning of site entrances and the adjacent public highway;
- the sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
- post-construction restoration/reinstatement of the working areas

The Construction Method Statement shall be carried out as approved.

Reason: To ensure that the proposal does not have an adverse impact on the occupiers of neighbouring properties, in accordance with Policy SP6 of the Carlisle District Local Plan 2105-2030 and to support Local Transport Plan Policies LD6, LD7 and LD8.

29. Development shall not be begun until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include details of:

- the construction of the site access;
- access gates will be hung to open away from the public highway no less than 10m from the carriageway edge and shall incorporate appropriate visibility displays;
- a pre-construction road condition established by a detailed survey for accommodation works along Lansdowne Close, Lansdowne Crescent, Beechwood Avenue & Knoxfield Avenue conducted with a Highway Authority representative with post survey also undertaken with new defects duly reinstated to the satisfaction of the Highway Authority at the applicants expense;
- details of proposed crossings of the highway verge;
- retained areas for vehicle parking, maneuvering, loading and unloading for their specific purpose during the development;
- construction vehicle routing;

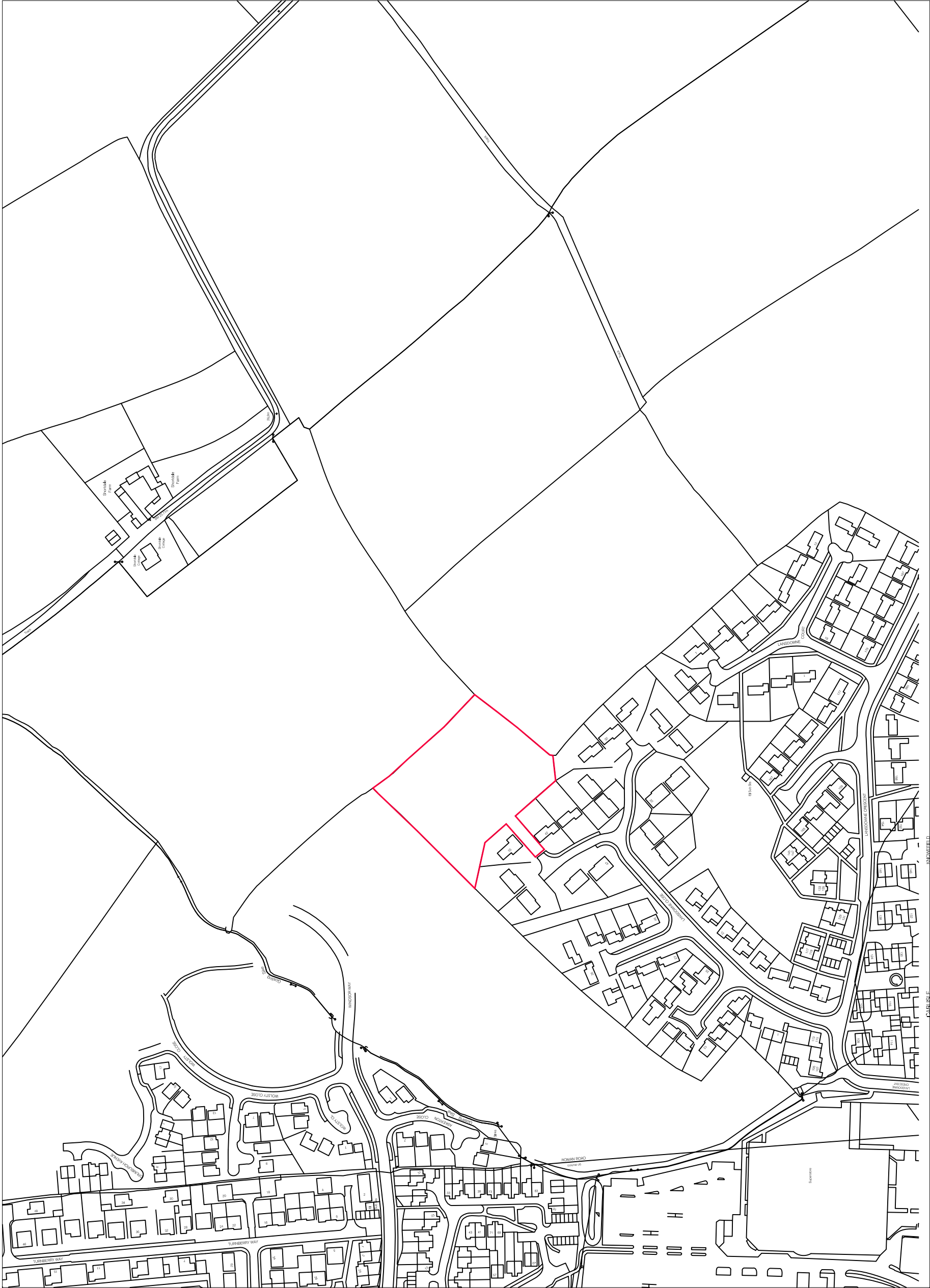
- the scheduling and timing of movements, details of escorts for abnormal loads, temporary warning signs and banksman/escort details.

Development shall be carried out in accordance with the approved Construction Traffic Management Plan.

Reason: To ensure that the proposal does not have an adverse impact on the occupiers of neighbouring properties, in accordance with Policy SP6 of the Carlisle District Local Plan 2105-2030 and to support Local Transport Plan Policies LD6, LD7 and LD8.

30. No development shall take place until the applicant has provided details of the proposed broadband connectivity within the development, for agreement in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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



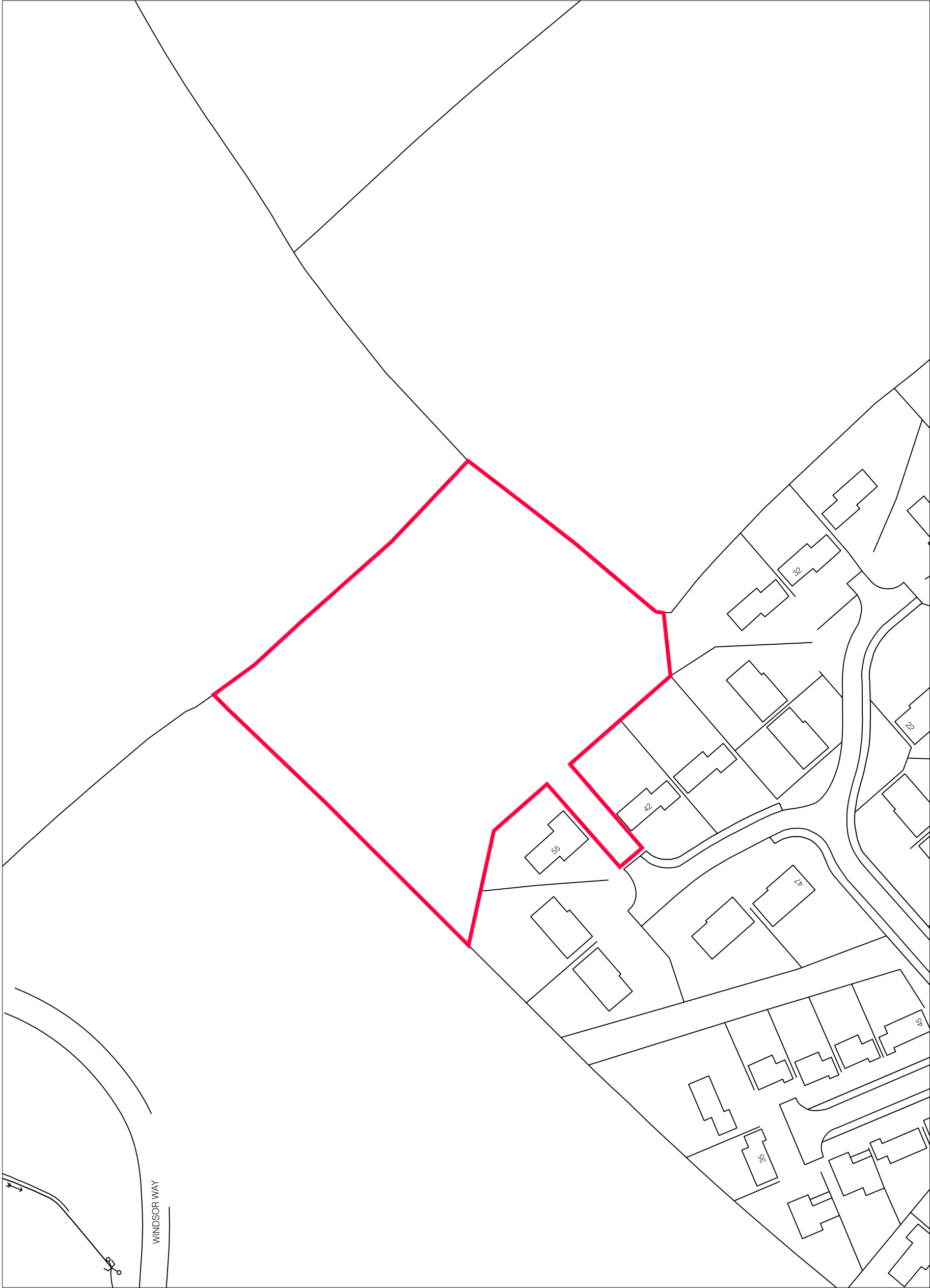
LOCATION PLAN 1:1250 / A3



Proposed
Housing Development
Lansdowne Close
Carlisle.

Location Plan

DRAWN BY	SJM	DATE	25-02-2016
CHECKED BY		SCALE	1:1250 @ A3
DRAWING NUMBER		REVISION	
		LC.LP	
Revisions			
X			



BLOCK PLAN 1:500 / A3



Proposed
Housing Development
Lansdowne Close
Carlisle.

Block Plan

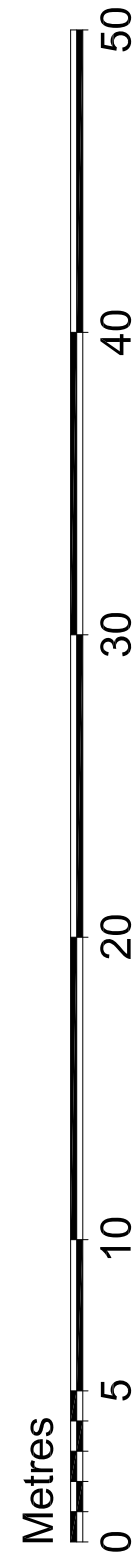
DRAWN BY	edm	DATE	25-02-2016
CHECKED BY		SCALE	1:500/A3
DRAWING NUMBER	LC-BP	REVISION	
Revisions			
X			

REV	BY	DATE	NOTE
A	sdm	18/10/16	LAYOUT AMENDED FOLLOWING COMMENTS FROM PLANNERS
B	sdm	24/11/16	3 X VISITOR PARKING ADDED
C	sdm	24/04/17	LAYOUT AMENDED FOLLOWING COMMENTS FROM PLANNERS



DRAWING TITLE:
MASTERPLAN AS PROPOSED

CLIENT:	REIVER HOMES		STATUS:	PLANNING	
SCALE:	1:250	SHEET SIZE:	A1	DATE:	08:16
				DWN BY:	MEC
				CHECKED BY:	MEC
PROJECT NO:	742-REI		DRAWING NO:	SD-20.01	
			REVISION:	C	



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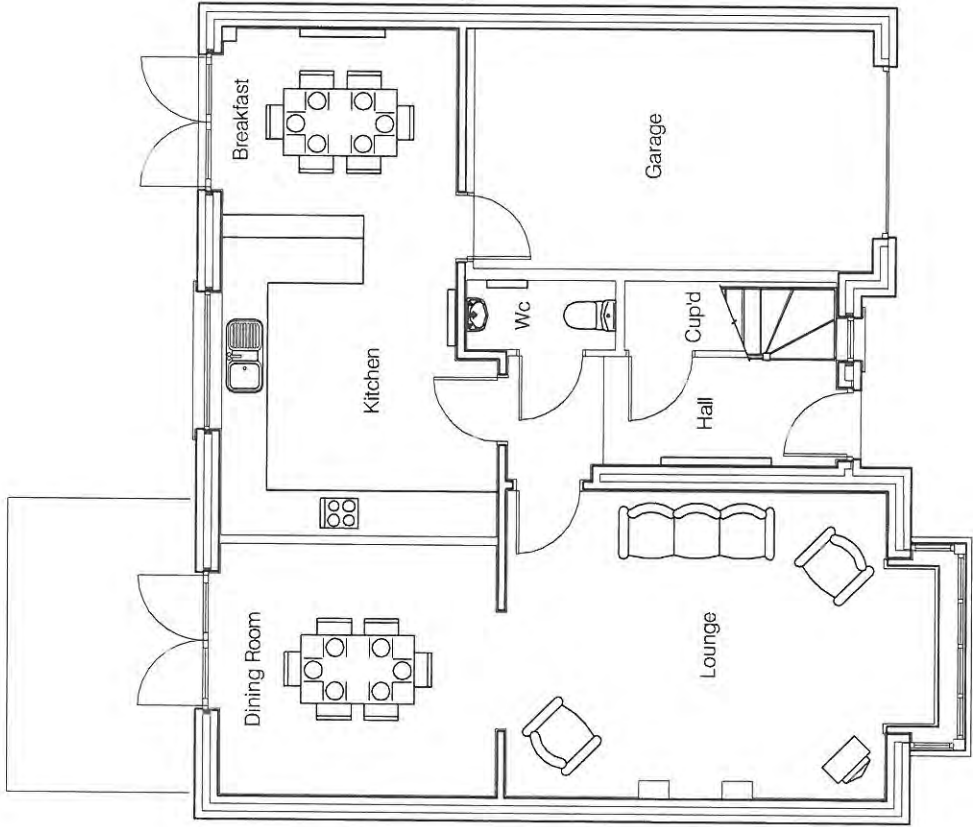
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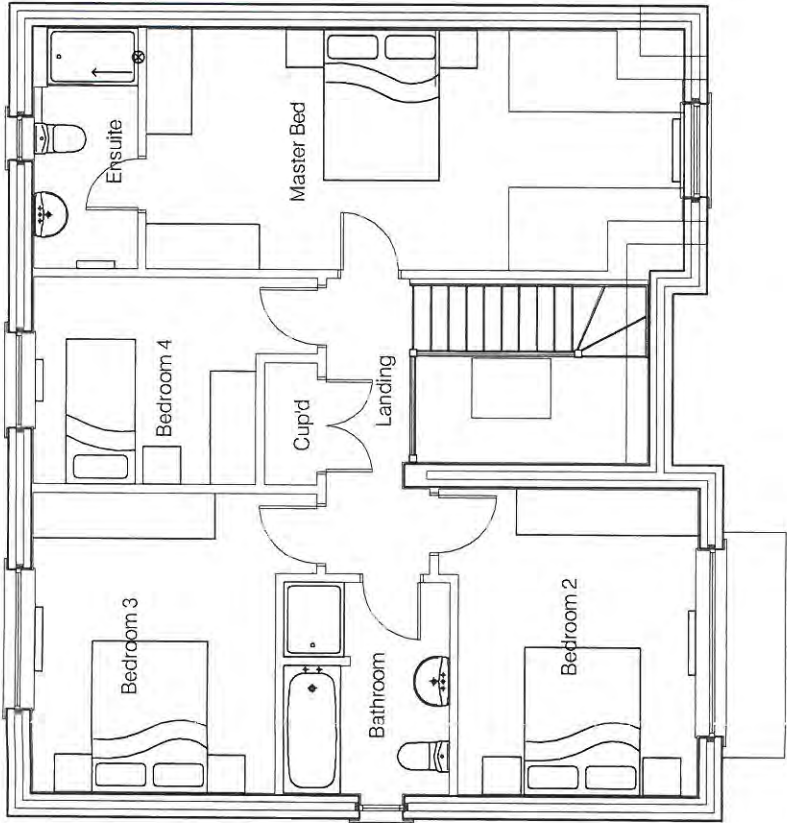
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Ground Floor, 758.76sqft



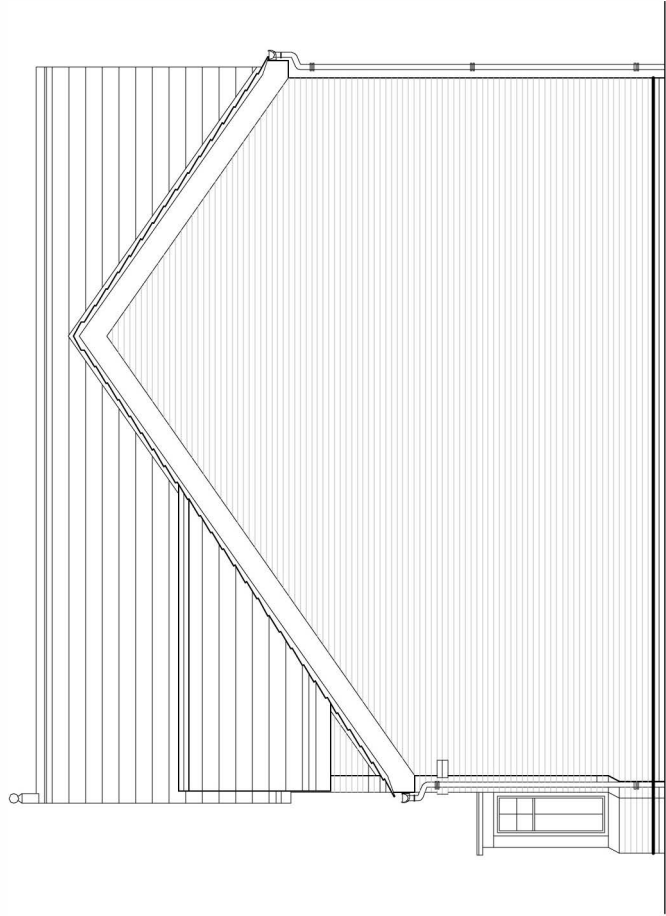
First Floor, 784.40sqft



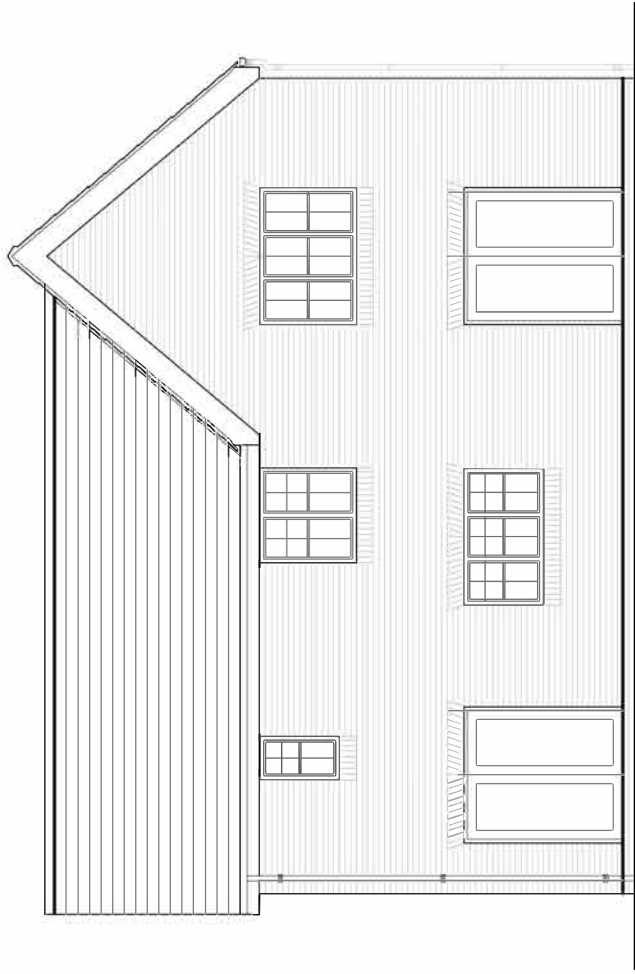
<div>pod</div> <div>torfee factory</div> <div>lower steenbergs yard</div> <div>newcastle-upon-tyne</div> <div>NE1 2DF</div> <div>tel: 0845 872 7288</div> <div>e: info@podnewcastle.co.uk</div> <div>also at: 99 Galgate, Barnard Castle, DL12 8ES</div>				<div>PROJECT:</div> <div>Reiver Homes,</div> <div>Housetypes</div>	
<div>DRAWING TITLE:</div> <div>Type E - Floor Plans</div>					
<div>CLIENT:</div> <div>Reiver Homes</div>		<div>DATE:</div> <div>08:16</div>			
<div>STATUS:</div> <div>Planning</div>		<div>DWN BY:</div> <div>MEC</div>		<div>CHECKED BY:</div> <div>MEC</div>	
<div>SCALE:</div> <div>1:100</div>		<div>SHEET SIZE:</div> <div>A3</div>		<div>REVISION:</div> <div>-</div>	
<div>PROJECT NO:</div> <div>742 - REI</div>		<div>DRAWING NO:</div> <div>SD-10.09</div>			



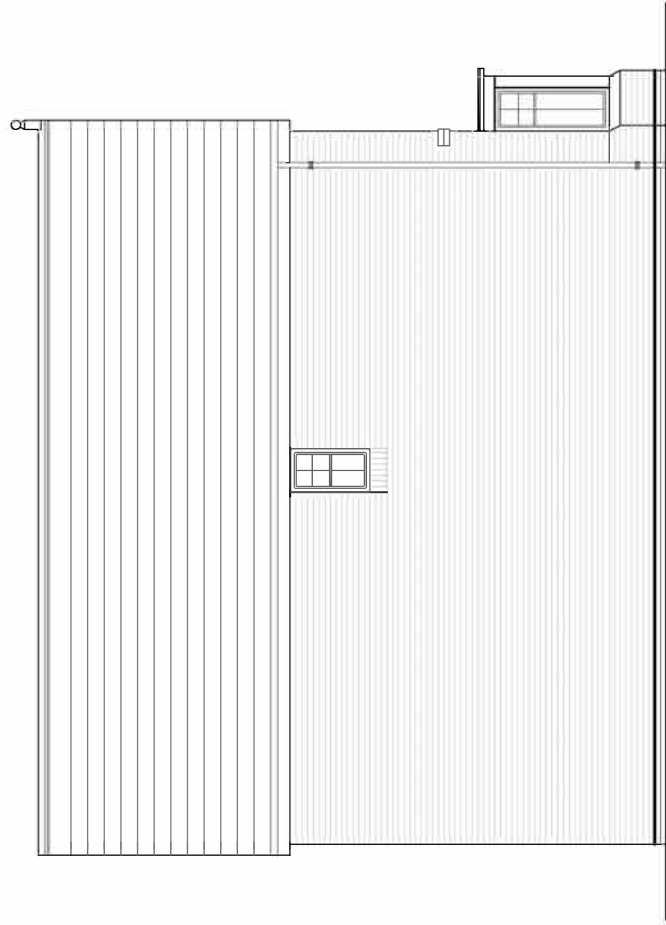
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

NOTES

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DRAWING TITLE:				Landsdowne Type E-Elevations			
CLIENT:	Reiver Homes		DATE:	08:16			
STATUS:	Planning		DRAWN BY:	MEC		CHECKED BY:	MEC
SCALE:	1:100		SHEET SIZE:	A3		REVISION:	-
PROJECT NO:	742 - REI		DRAWING NO:	SD-10.10a			

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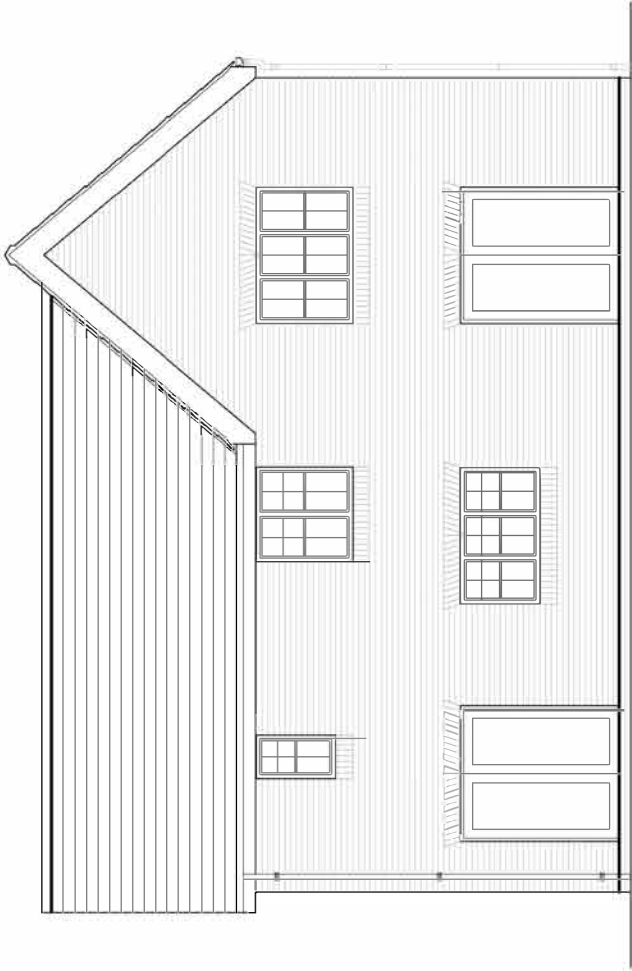
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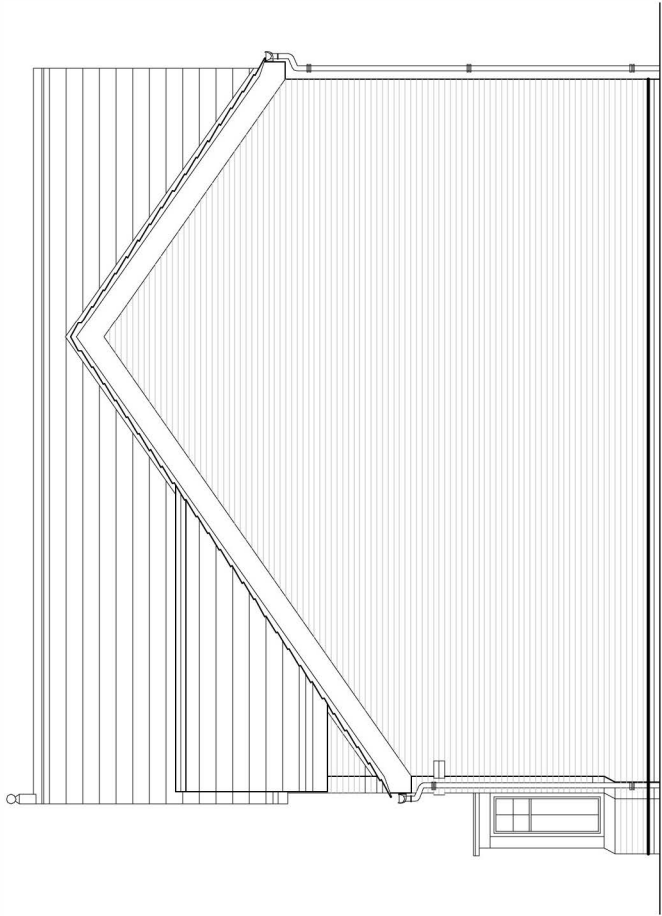
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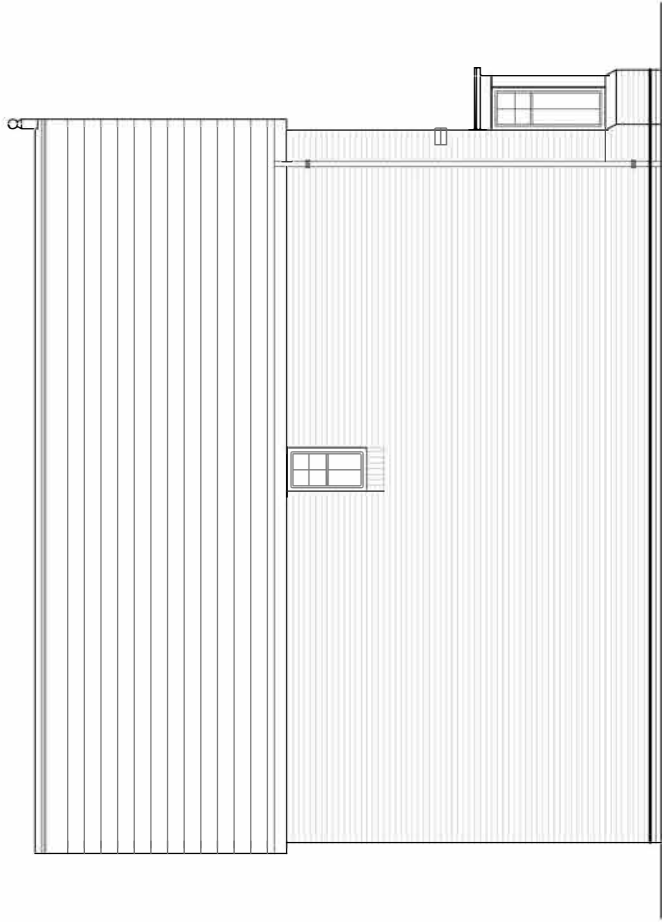
Front Elevation



Rear Elevation



Side Elevation



Side Elevation

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DRAWING TITLE:				LANDSDOWNE Type E-Elevations	
CLIENT:		Reiver Homes		DATE:	08:16
STATUS:		Planning		DOWN BY:	MEC
SCALE:		1:100		SHEET SIZE:	A3
PROJECT NO:		742 - REI		DRAWING NO:	SD-10.10b

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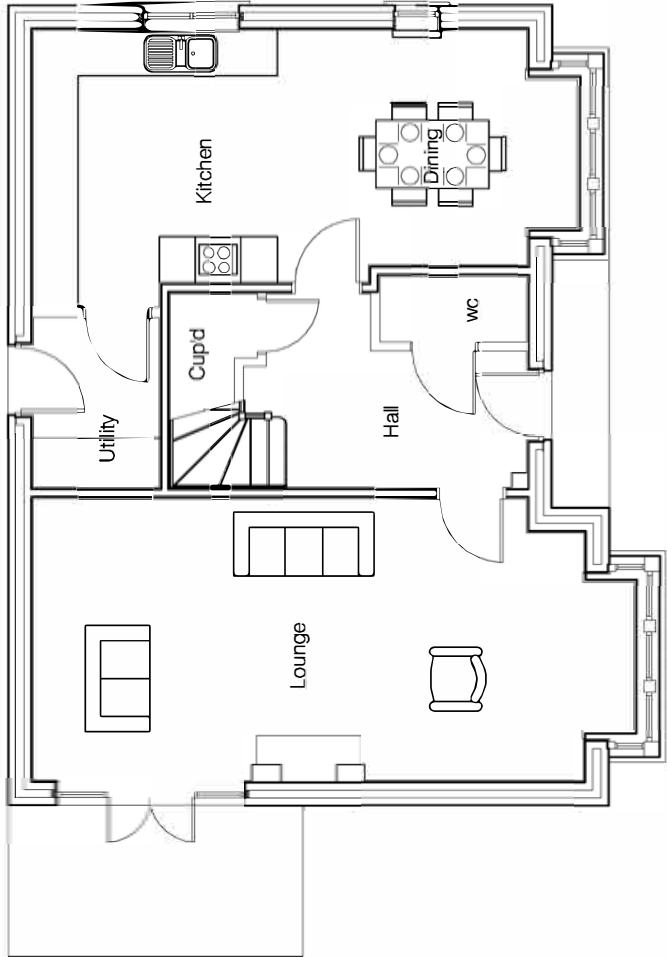
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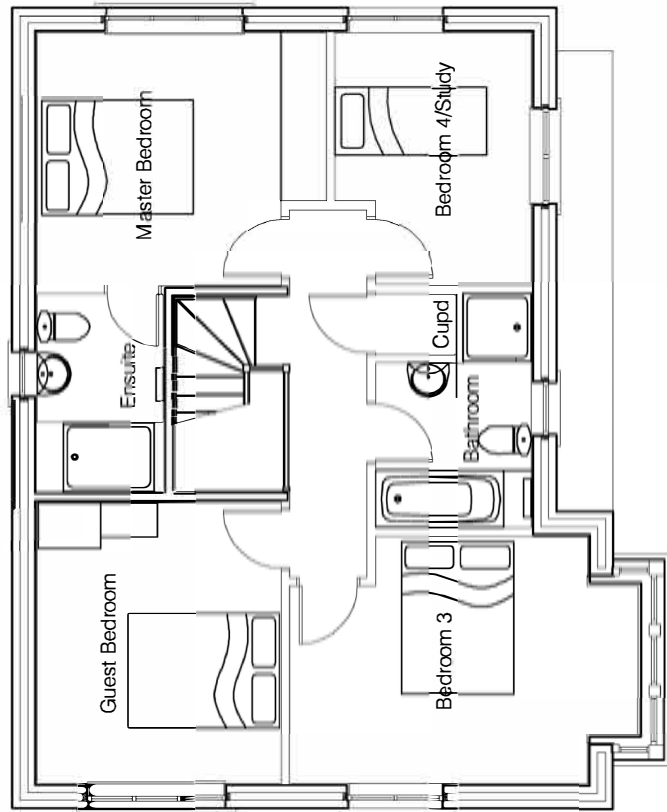
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Ground Floor, 761.44sqft



First Floor, 736.51sqft

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PROJECT: Reiver Homes, Housetypes							
DRAWING TITLE: Lansdowne Type F - Floor Plans							
CLIENT: Reiver Homes		DATE: 08.16					
STATUS: Planning		DRAWN BY: JN		CHECKED BY: MEC		REVISION: -	
SCALE 1:100		SHEET SIZE: A3					
PROJECT NO: 742 - REI		DRAWING NO: SD-10.11					

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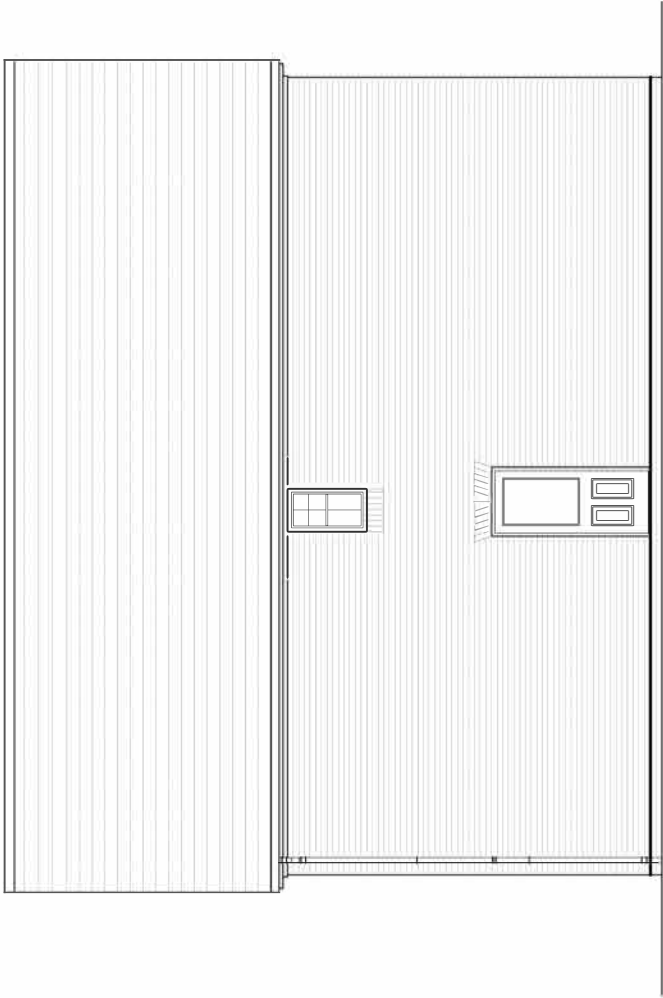
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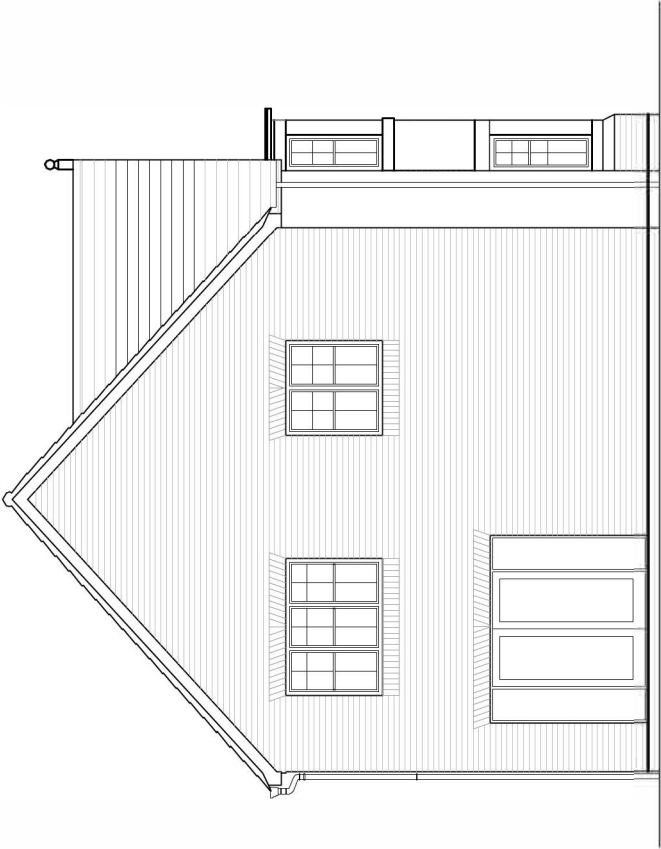
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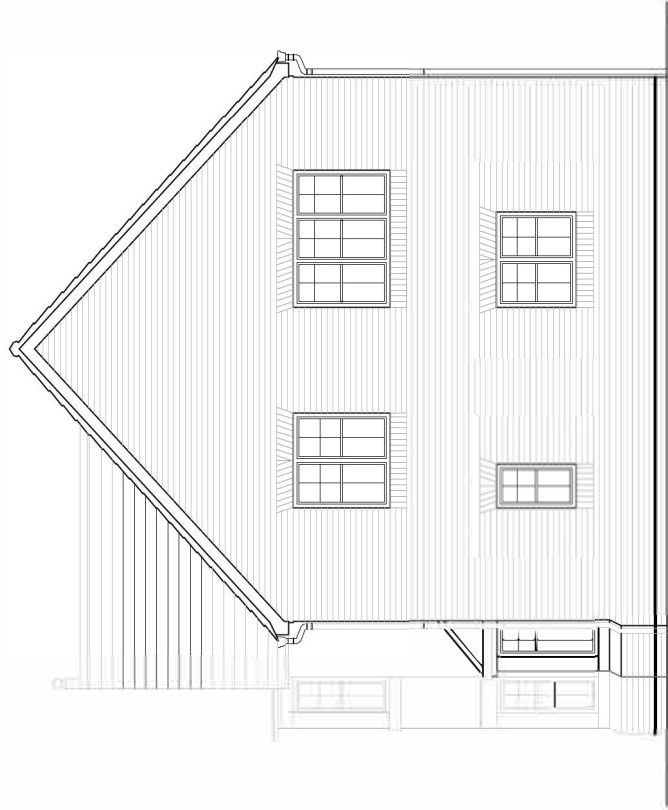
Front Elevation




Side Elevation



Rear Elevation



Front/Side Elevation

pod toffee factory lower steenbergs yard newcastle-upon-tyne NE1 2DF tel: 0845 872 7288 e: info@podnewcastle.co.uk also at: 99 Galgate, Barnard Castle, DL12 8ES			
PROJECT: Reiver Homes, Housetypes			
DRAWING TITLE: Lansdowne Type F - Elevations			
CLIENT: Reiver Homes	DATE: 08:16		
STATUS: Planning	DWN BY: JN	CHECKED BY: MEC	
		REVISION: -	
SCALE: 1:100	SHEET SIZE: A3		
PROJECT NO: 742 - REI	DRAWING NO: SD-10.12		

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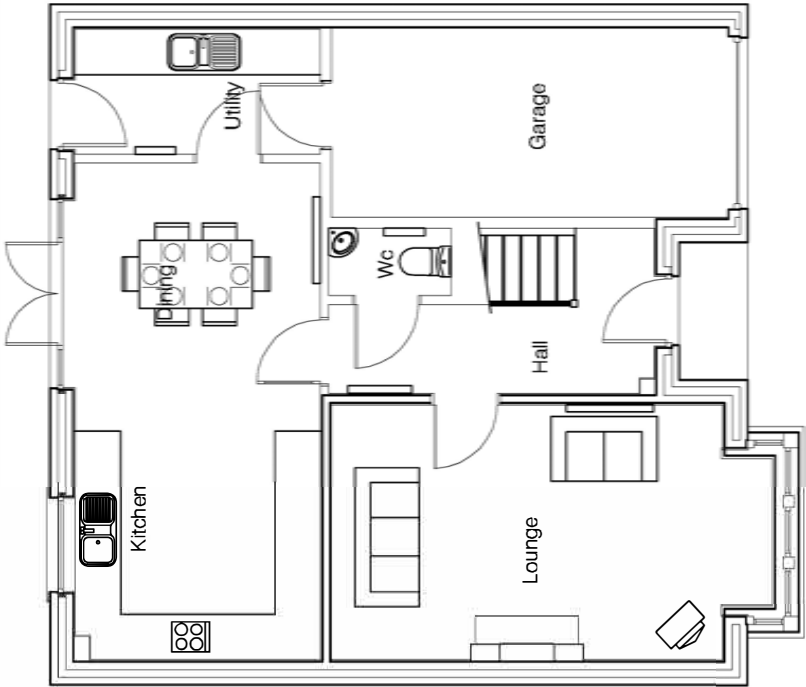
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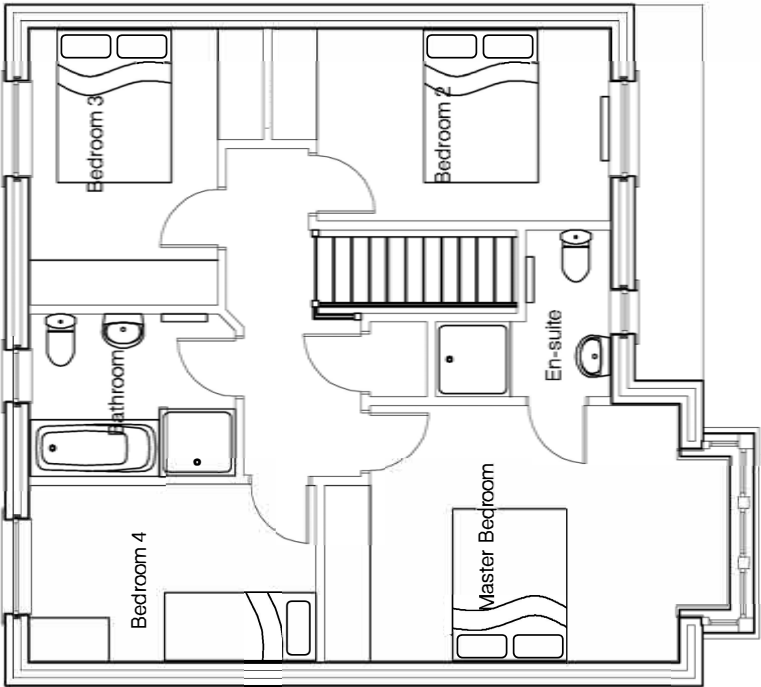
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Ground Floor, 615.95sqft

Garage, 141.30sqft



First Floor, 743.05sqft

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PROJECT: Reiver Homes, Housetypes							
DRAWING TITLE: Landsdowne Type G - Plans							
CLIENT: Reiver Homes		DATE: 08.16					
STATUS: Planning		DRAWN BY: JN		CHECKED BY: MEC		REVISION: -	
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PROJECT NO: 742 - REI				DRAWING NO: SD-10.13			

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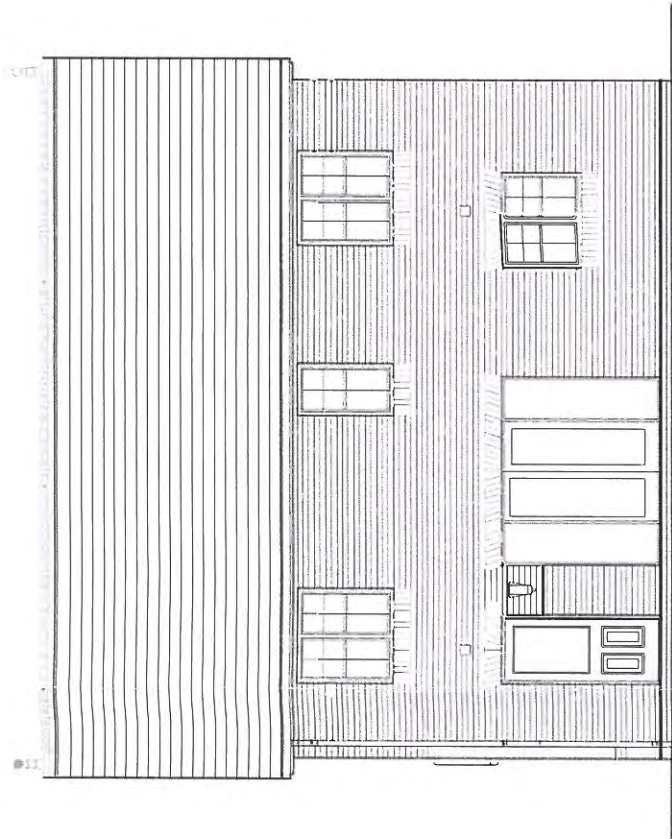
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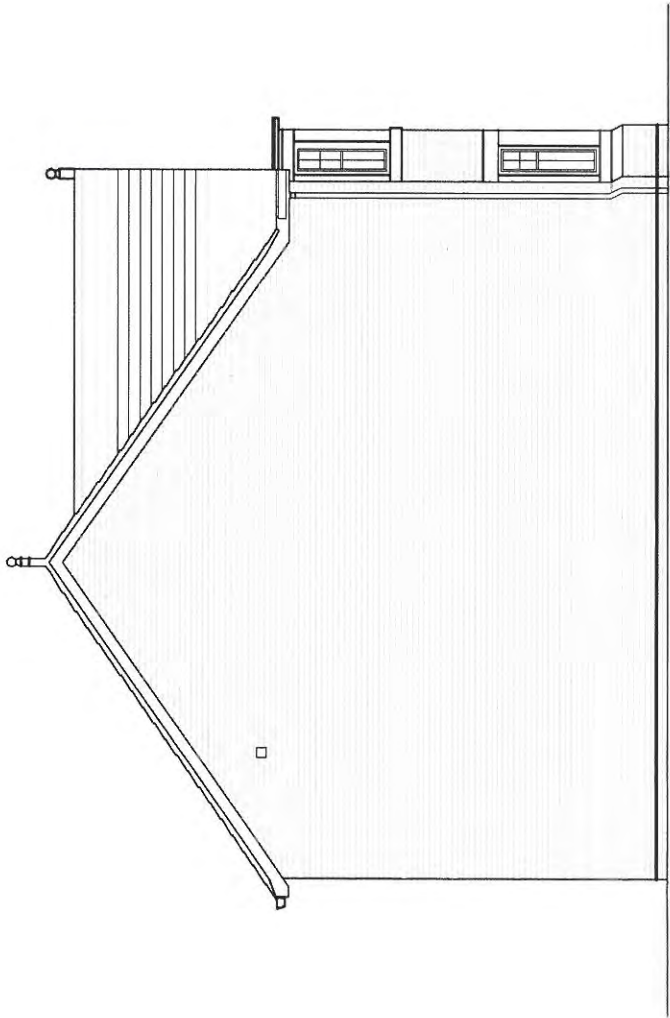
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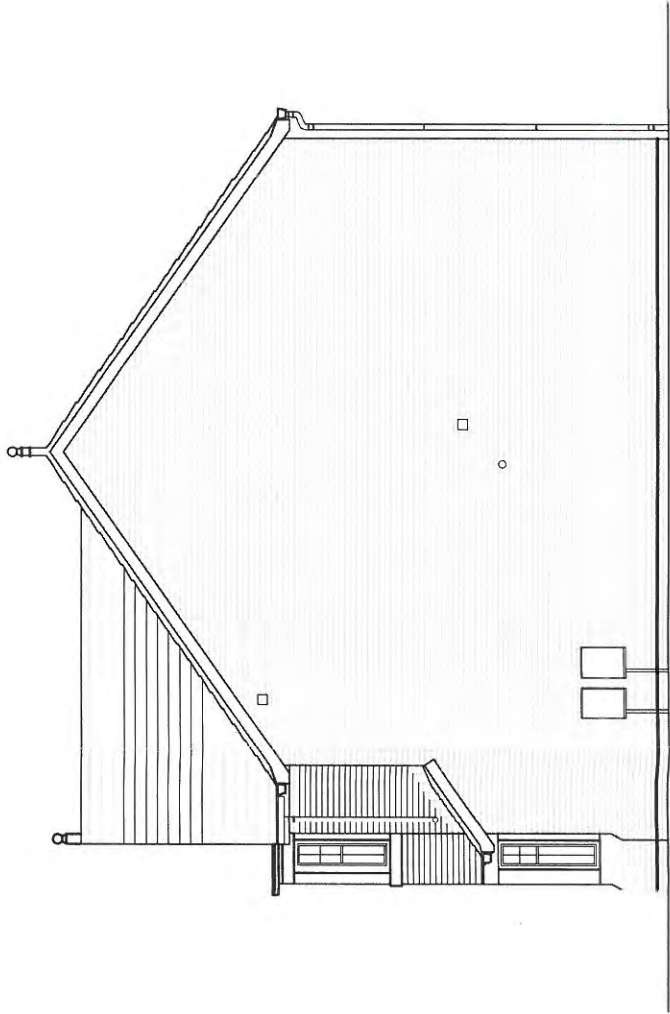
Front Elevation



Rear Elevation



Side Elevation



Side Elevation



pod

toffee factory

lower steenbergs yard

newcastle-upon-tyne

NE1 2DF

tel: 0845 872 7288

e: info@podnewcastle.co.uk

also at: 99 Galsgate, Barnard Castle, DL12 8ES

PROJECT:
**Reiver Homes,
Housetypes**

DRAWING TITLE:
Landstowne Type G-Elevations

CLIENT: Reiver Homes	DATE: 08:16		
STATUS: Planning	DWN BY: JN	CHECKED BY: MEC	
		SHEET SIZE: A3	REVISION: -
SCALE: 1:100			
PROJECT NO: 742 - REI	DRAWING NO: SD-10.14a		

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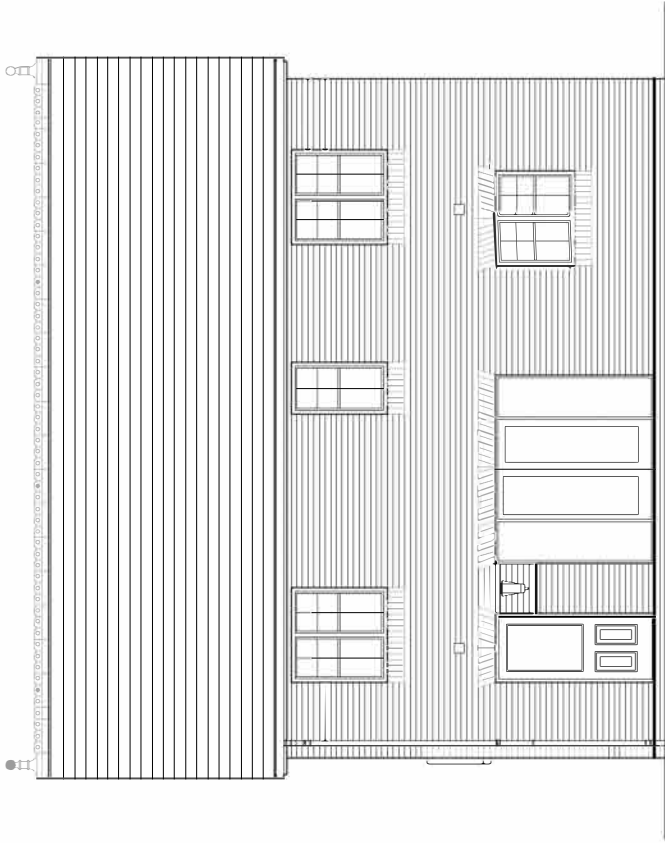
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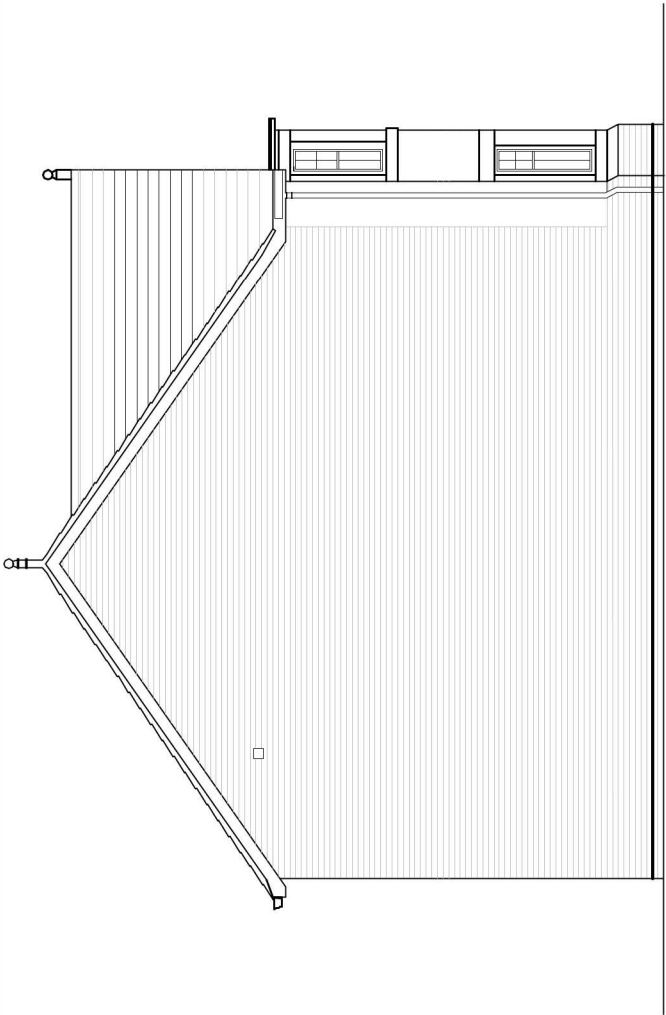
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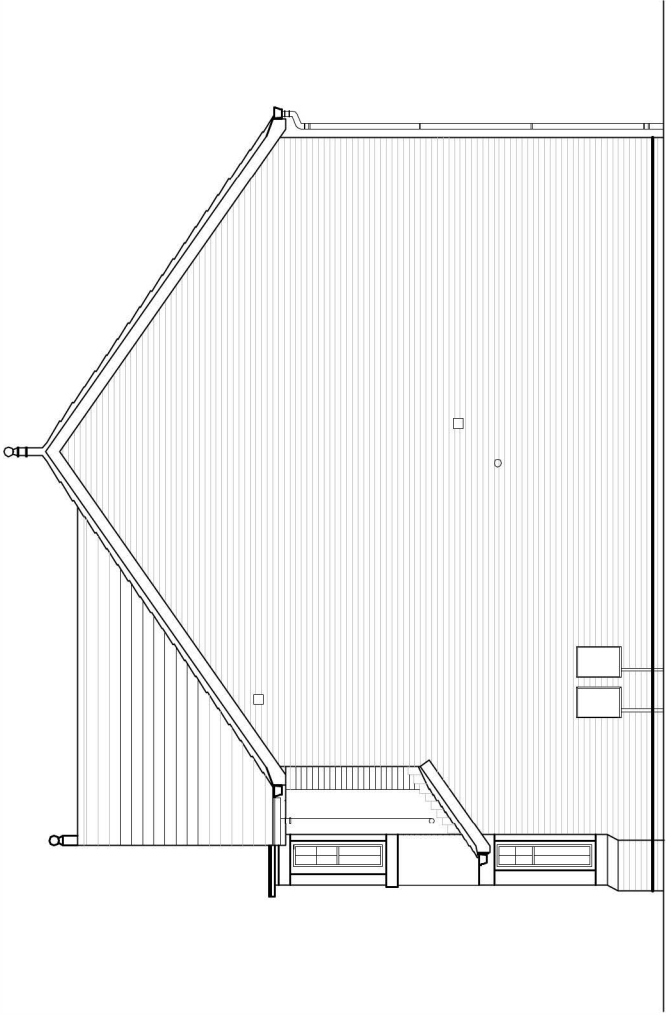
Front Elevation



Rear Elevation



Side Elevation



Side Elevation

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PROJECT: Reiver Homes, Housetypes		DRAWING TITLE: Landsdowne Type G-Elevations	
CUBIT: Reiver Homes	DATE: 08:16		
STATUS: Planning	DWN BY: JN	CHECKED BY: MEC	
SCALE: 1:100	SHEET SIZE: A3	REVISION:	-
PROJECT NO: 742 - REI	DRAWING NO: SD-10.14b		

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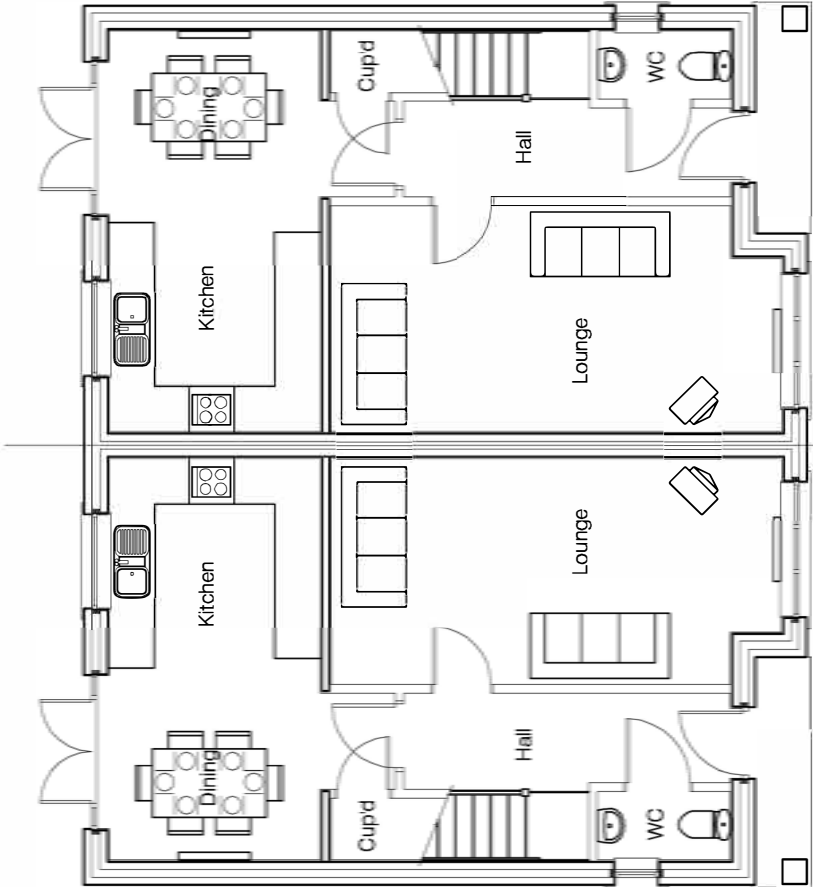
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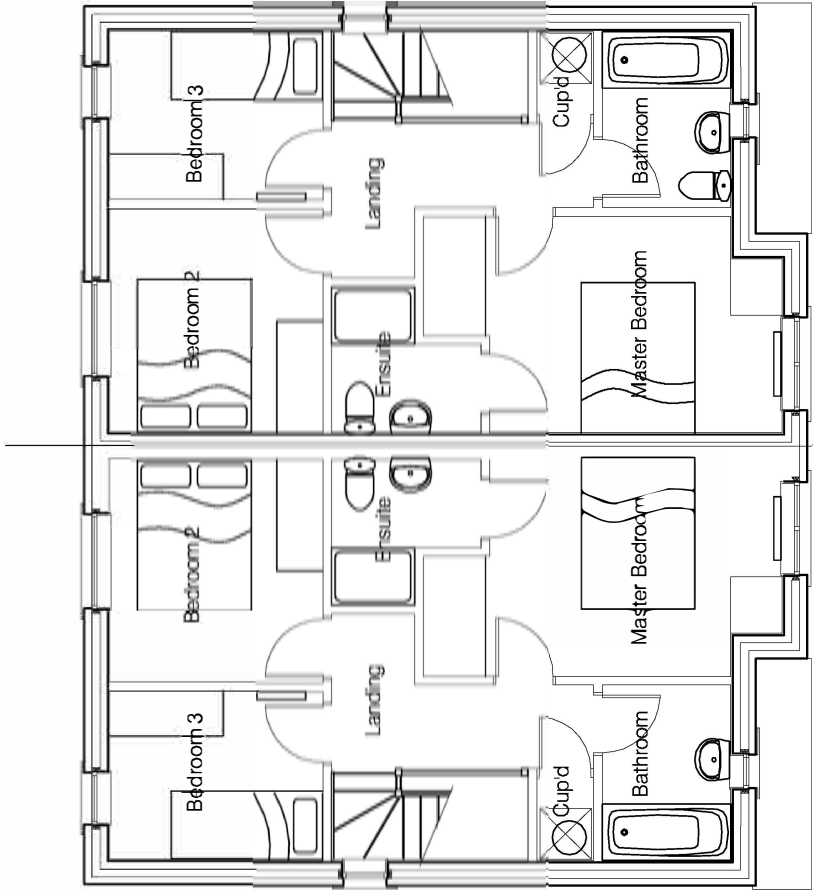
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Ground Floor, 491.91sqft



First Floor, 461.98sqft

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DRAWING TITLE: Lansdowne Type 1 - Floor Plans							
CLIENT: Reiver Homes		DATE: 08.16					
STATUS: Planning		DRAWN BY: JN		CHECKED BY: MEC		REVISION: -	
SCALE: 1:100		SHEET SIZE: A3					
PROJECT NO: 742 - REI				DRAWING NO: SD-10.17			

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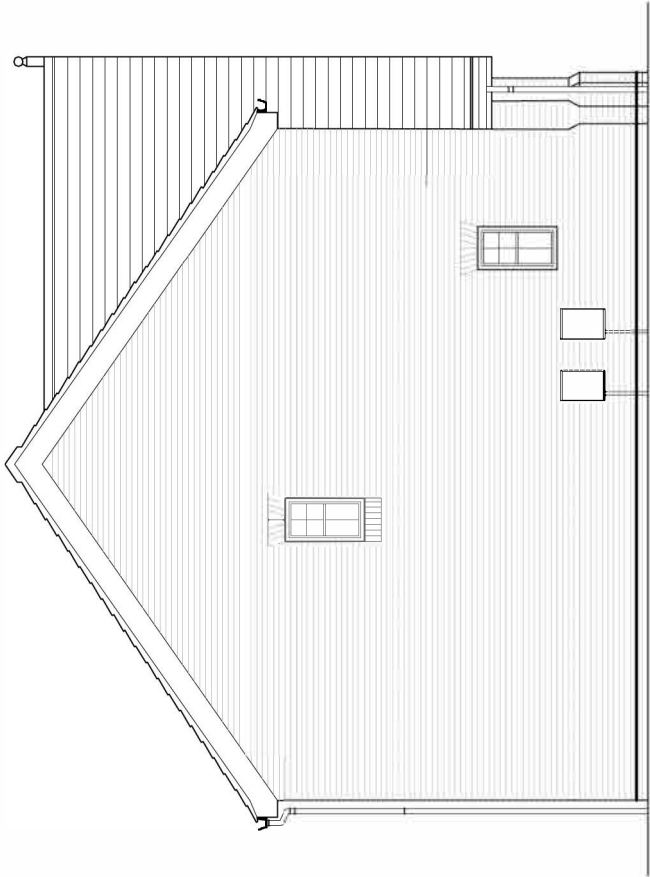
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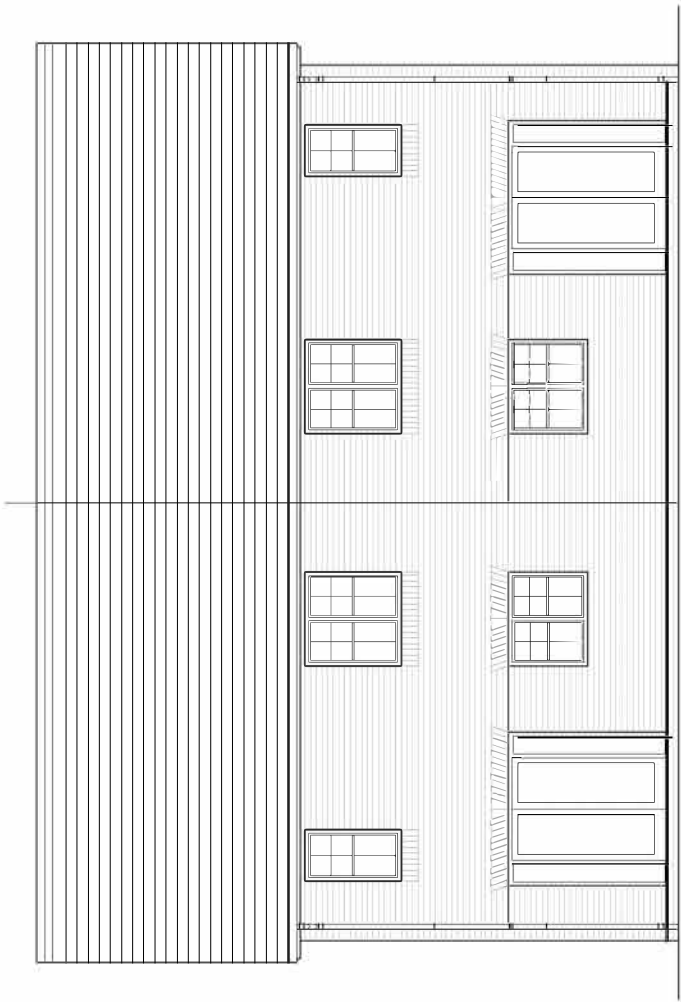
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Front Elevation



Side Elevation



Rear Elevation

<div>pod</div> <div>toffee factory</div> <div>lower steenberg's yard</div> <div>newcastle-upon-tyne</div> <div>NE1 2DF</div> <div>tel: 0845 872 7288</div> <div>e: info@podnewcastle.co.uk</div> <div>also at: 99 Galgate, Barnard Castle, DL12 8ES</div>		<div>pod</div>	
PROJECT: <div>Reiver Homes,</div> <div>Housetypes</div>			
DRAWING TITLE: <div>Landsdowne Type 1 - Elevations</div>			
CLIENT: <div>Reiver Homes</div>		DATE: <div>08.16</div>	
STATUS: <div>Planning</div>		DWN BY: <div>JN</div>	CHECKED BY: <div>MEC</div>
SCALE: <div>1:100</div>		SHEET SIZE: <div>A3</div>	REVISION: <div>-</div>
PROJECT NO: <div>742 - REI</div>		DRAWING NO: <div>SD-10.18a</div>	

NOTES

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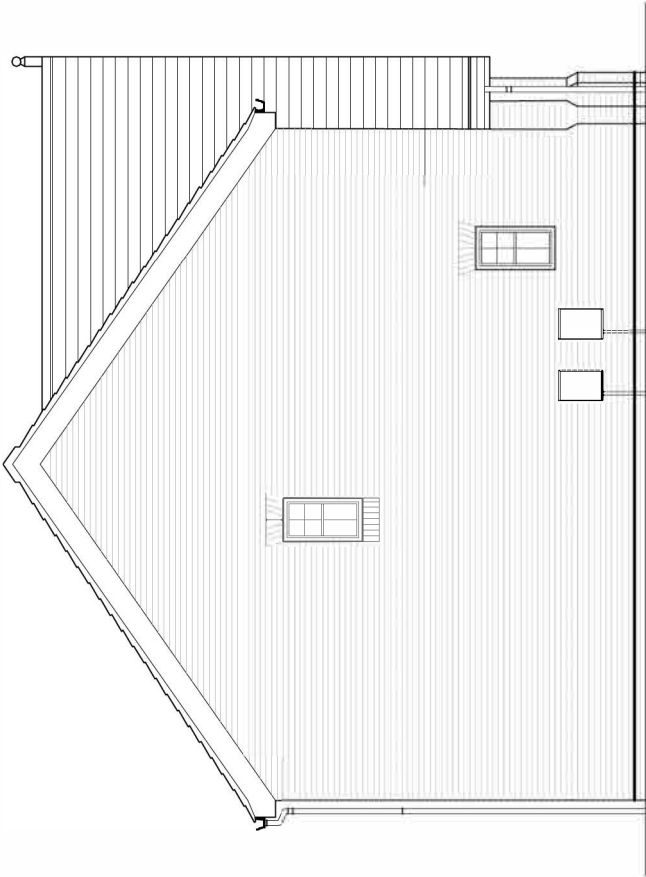
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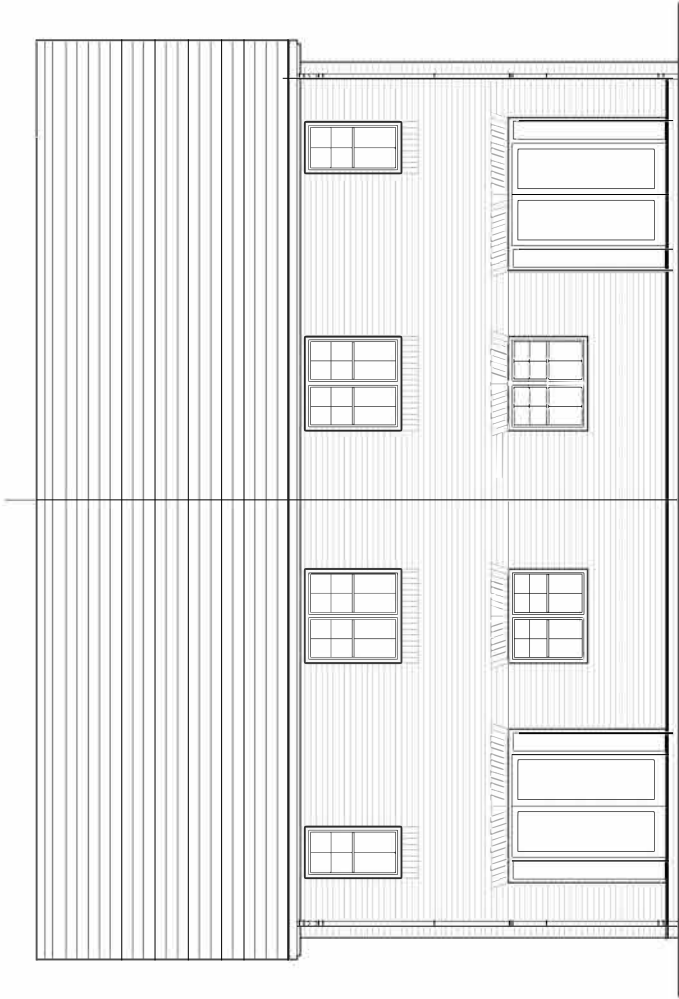
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Front Elevation



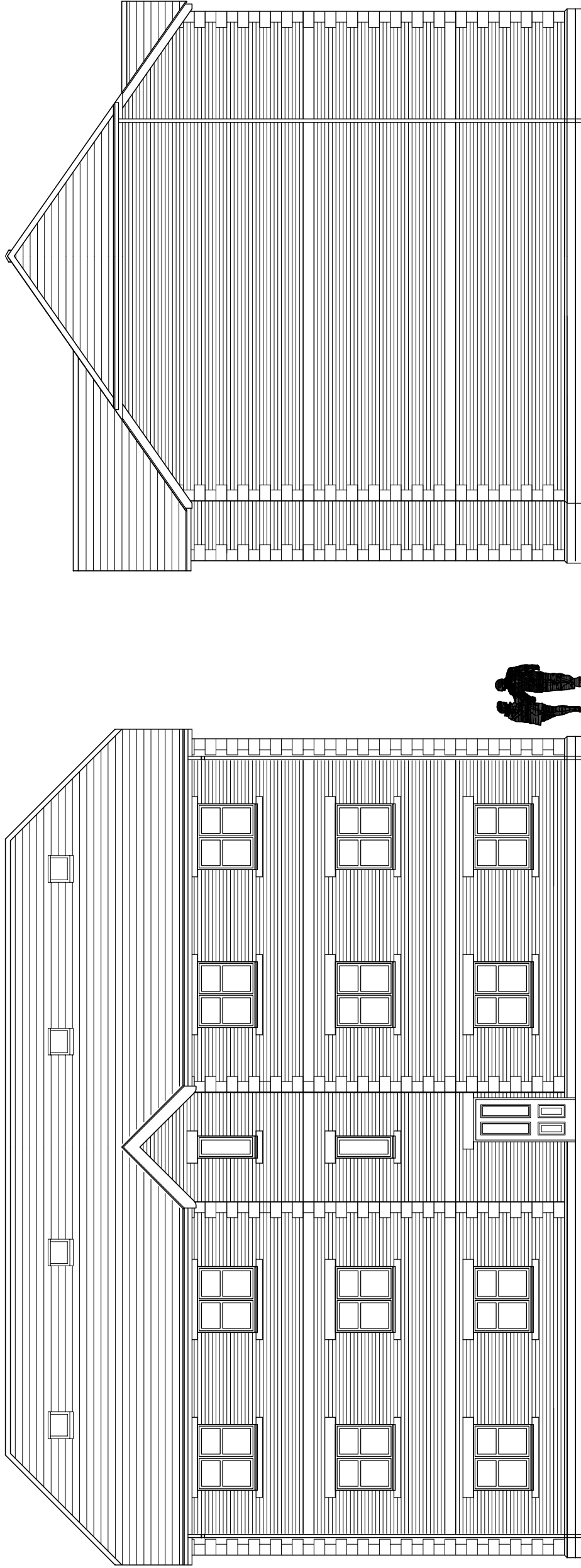
Side Elevation



Rear Elevation

<div>pod</div> <div>coffee factory</div> <div>lower steenberg's yard</div> <div>newcastle-upon-tyne</div> <div>NE1 2DF</div> <div>tel: 0845 872 7288</div> <div>e: info@podnewcastle.co.uk</div> <div>also at: 99 Galgate, Barnard Castle, DL12 8ES</div>				<div>PROJECT:</div> <div>Reiver Homes,</div> <div>Housetypes</div>	
DRAWING TITLE:				Landsdowne Type 1 - Elevations	
CLIENT:		Reiver Homes		DATE:	08.16
STATUS:		Planning		DWN BY:	JN
SCALE:		1:100		CHECKED BY:	MEC
				SHEET SIZE:	A3
				REV/SOH:	-
PROJECT NO:		742 - REI		DRAWING NO:	SD-10.18b

ROOF
Sandtoft Rivius Tile
Colour (Grey)
FRONT ELEVATION
Buff Coursed Stone
WALLS
Brickwork (Hailsham Mixture)
Stone Detailing
Cast Stone
Quoins Plinths Heads & Cills
Mullions
to be Buff Real or Cast Stone
DOORS & WINDOWS
Upvc Double Glazed (Grey)
RAINWATER GOODS
Upvc (Grey)



Proposed Side Elevation

Proposed Rear Elevation

		Plots 23 to 28 - 2 Bedroom Apartments		Drawn By	G.Tyler
		Proposed Residential Development on land		Scale	1:100
A	31 / 01 / 17	to the rear of No55 to No65 Scotby Road CA4 8BD		Date	31st January 2017
Rev.	Date	Drawing No		RD / PLOTS 23 to 28 / ELEV2 Rev A	

NOTES

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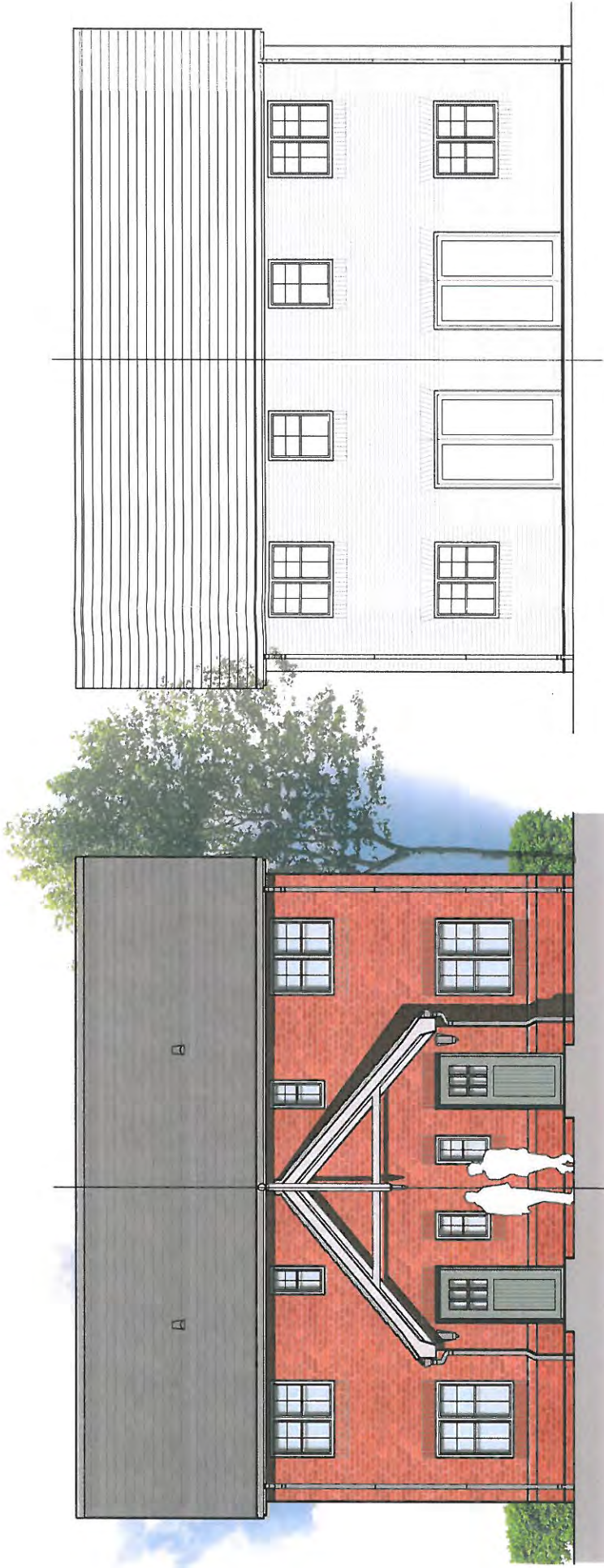
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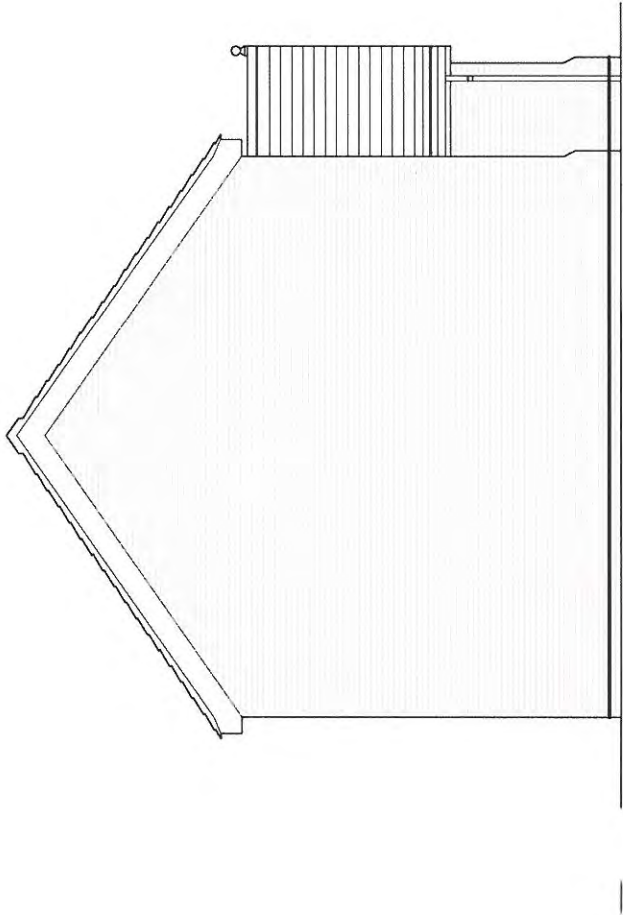
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Front Elevation

Rear Elevation



Side Elevation



pod toffee factory lower steenbergs yard newcastle-upon-tyne NE1 2DF tel: 0645 872 7288 e: info@podnewcastle.co.uk also at: 99 Galsgate, Barnard Castle, DL12 8ES		pod	
PROJECT: Reiver Homes, Housetypes			
DRAWING TITLE: Landsdowne Type J - Elevations			
CLIENT: Reiver Homes	DATE: 08:16		
STATUS: Planning	DWN BY: JN	CHECKED BY: MEC	
SCALE: 1:100	SHEET SIZE: A3		REVISION: -
PROJECT NO: 742 - REI		DRAWING NO: SD-10.20a	

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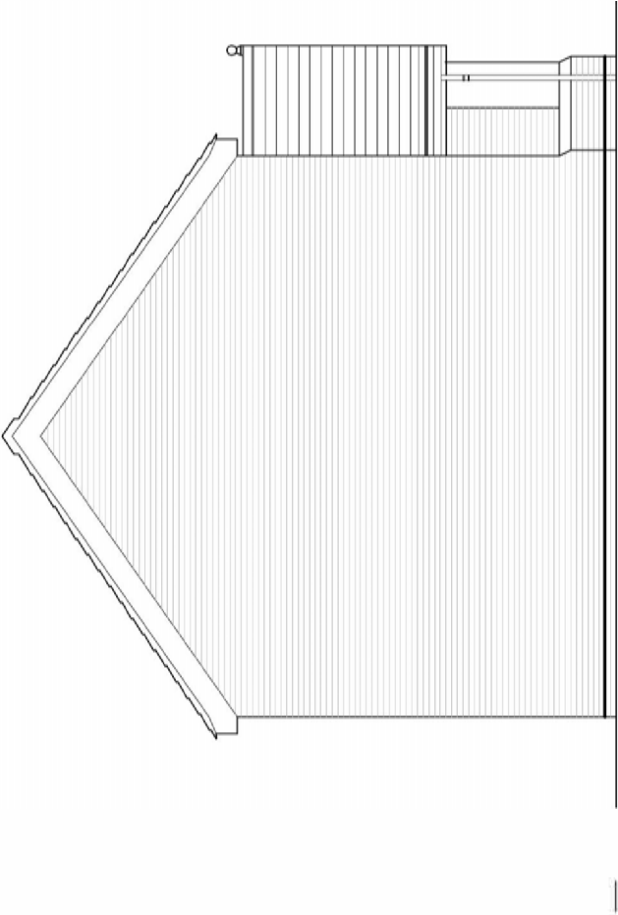
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Front Elevation

Rear Elevation



Side Elevation

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<div>DRAWING TITLE</div> <div>Landsdowne Type J - Elevations</div>					
CLIENT:	Reiver Homes		DATE:	08:16	
STATUS:	Planning		DWN BY:	JN	CHECKED BY: MEC
SCALE:	1:100		SHEET SIZE:	A3	REVISION:
PROJECT NO:		DRAWING NO:			
742 - REI		SD-10.20b			

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PROJECT:
**Reiver Homes,
Housetypes**

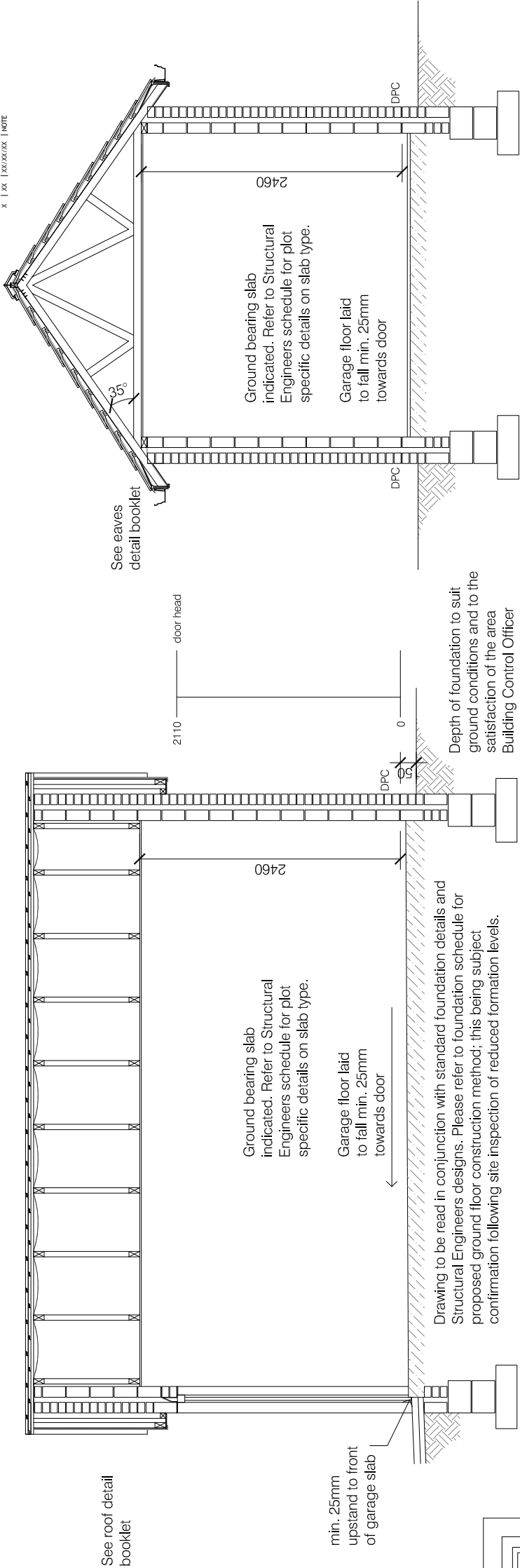
DRAWING TITLE:

Housetype Elevations

CURSET:	Reiver Homes	STATUS:	Planning
SCALE:	1:200	SHEET SIZE:	A1
DATE:	08:16	DRAWN BY:	CVB
PROJECT NO:	742-REI	DRAWING NO:	SD-30.01
		REVISION:	A

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REV	BY	DATE	NOTE
X	XX	XX/XX/XX	NOTE



Section A-A

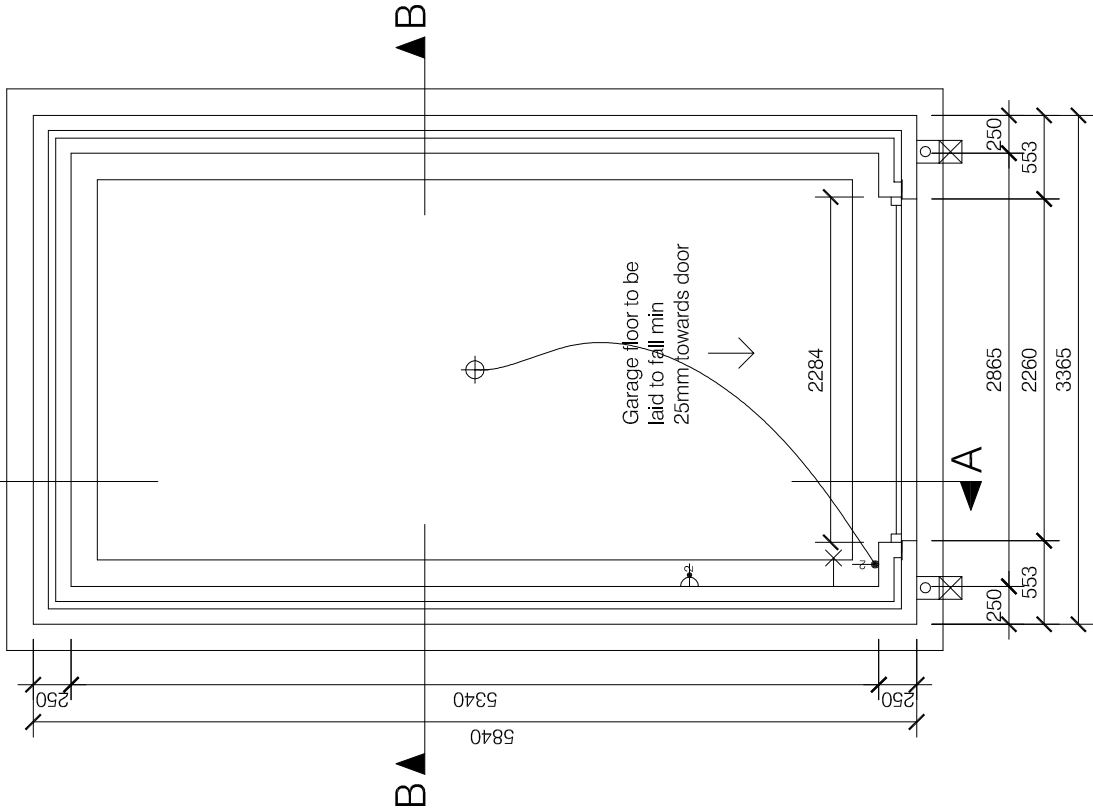
Construction Notes

Foundations - 600x200mm concrete footing.
External Walls - **100mm Brickwork or Stone or Rendered Blockwork outer leaf** - refer to elevations.
50mm clear cavity.
100mm fair faced blockwork internal leaf.

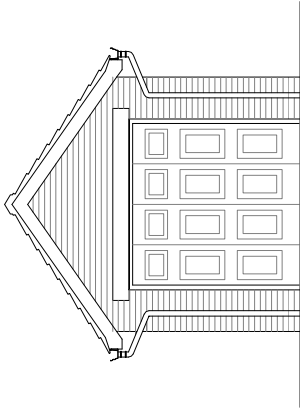
Lintel - Keystone lintel Ref HD/K-50, length x 2850, with arrystone feature lintel 215 x 100 x 2848
Roof - 100x50mm softwood wallplate.
100x38mm gable ladders.
100x25mm softwood bracing.

175 deep foil faced PVC barge boards - black ash colour.
150 deep foil faced PVC fascia boards - black ash colour.

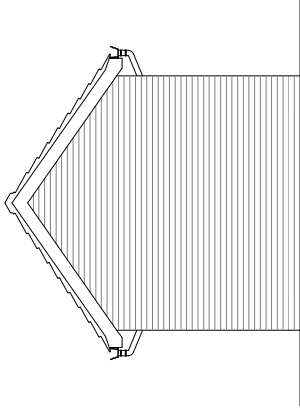
Approved trusses at max 600mm centers at 35° pitch. Manufactured fixed and braced to BS 5268 Part 3 1985.
30x5mm galvanised MS straps @ max 2m centers over min 3 No trusses at rafter and ceiling level with solid noggings/blockings between ceiling ties/rafters and packing between the ties/rafter and wall at restraint strap positions.
The truss design is to comply with the section 7.2-D3 of the NHBC standards and Approved Document 'A' of the Building Regulations for Dead and Imposed loading to the roof.



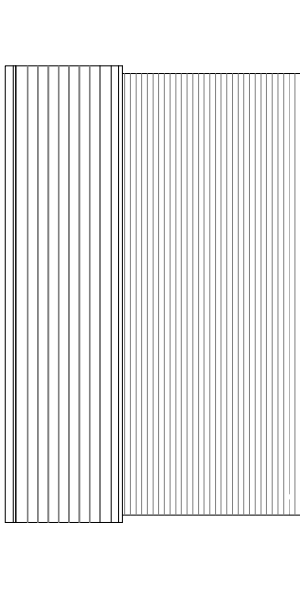
Ground Floor Plan



Front Elevation



Rear Elevation



Side Elevation



TOP FEE FACTORY | NEWCASTLE-UPON-TYNE | HEI 720F | 0811 495 7700 | INFO@PODNEWCASTLE.CO.UK

PROJECT:
**Reiver Homes,
Housetypes**

DRAWING TITLE:

**Lansdowne, Single Garage Plans,
Elevations & Section**

CLIENT:		STATUS:	
Reiver Homes		PLANNING	
SCALE:	SHEET SIZE:	DATE:	DRAWN BY:
1:100	A3	08:16	MEC
PROJECT NO:		DRAWING NO:	REVISION:
742-REI		SD-10.21	-



Key

- Crown Spread
- Tree Groups
- Root Protection Areas
- Category 'A'
- Category 'B'
- Category 'C'
- Category 'U'



Scale: 1:600

@ A3 Scale



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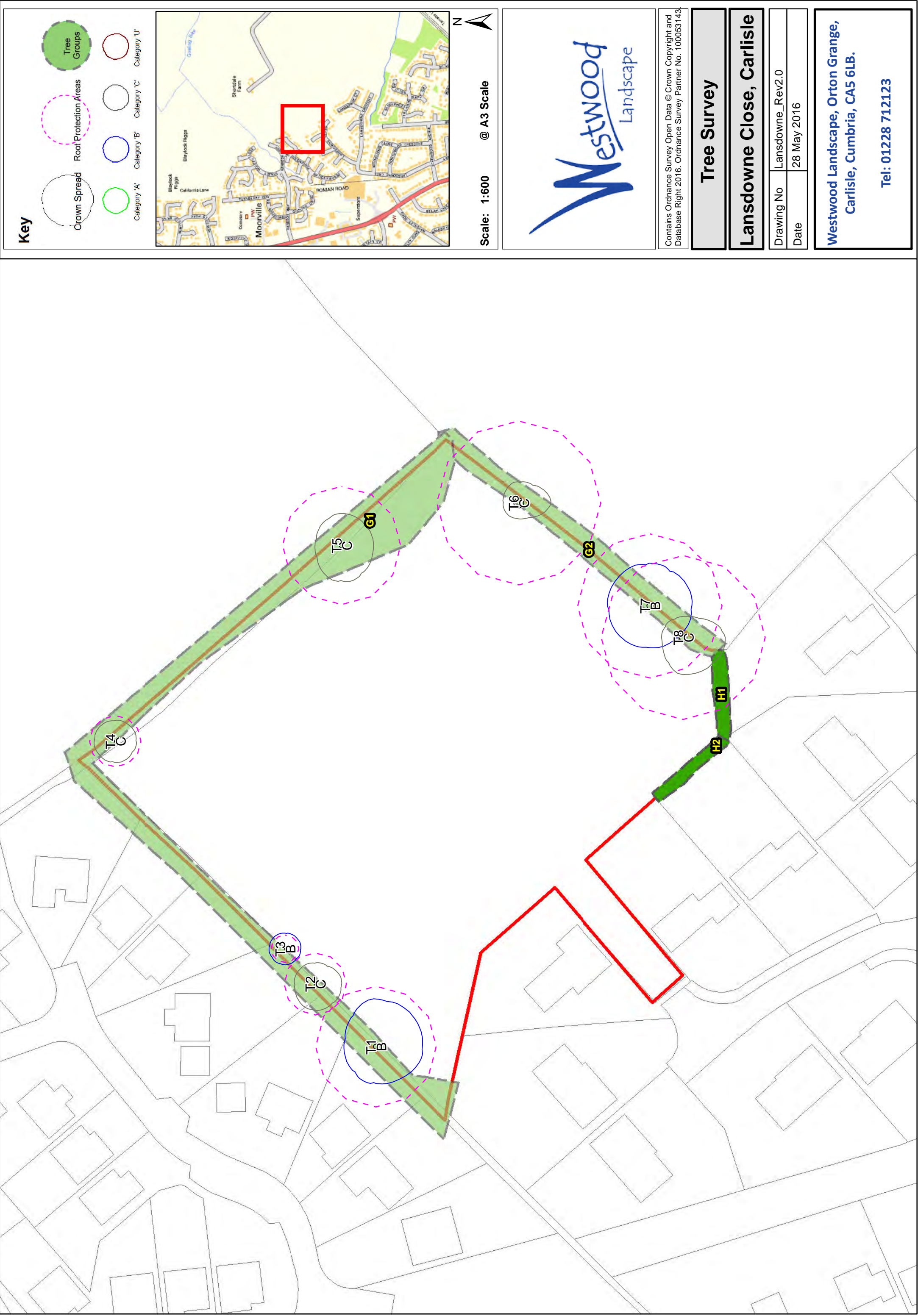
Tree Survey

Lansdowne Close, Carlisle






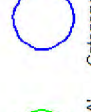

Drawing No	Lansdowne_Rev1.0
Date	27 May 2016

Westwood Landscape, Orton Grange,
Carlisle, Cumbria, CA5 6LB.

Tel: 01228 712123



Key

-  Tree Groups
-  Root Protection Areas
-  Crown Spread
-  Category 'A'
-  Category 'B'
-  Category 'C'
-  Category 'U'



Scale: 1:600 @ A3 Scale



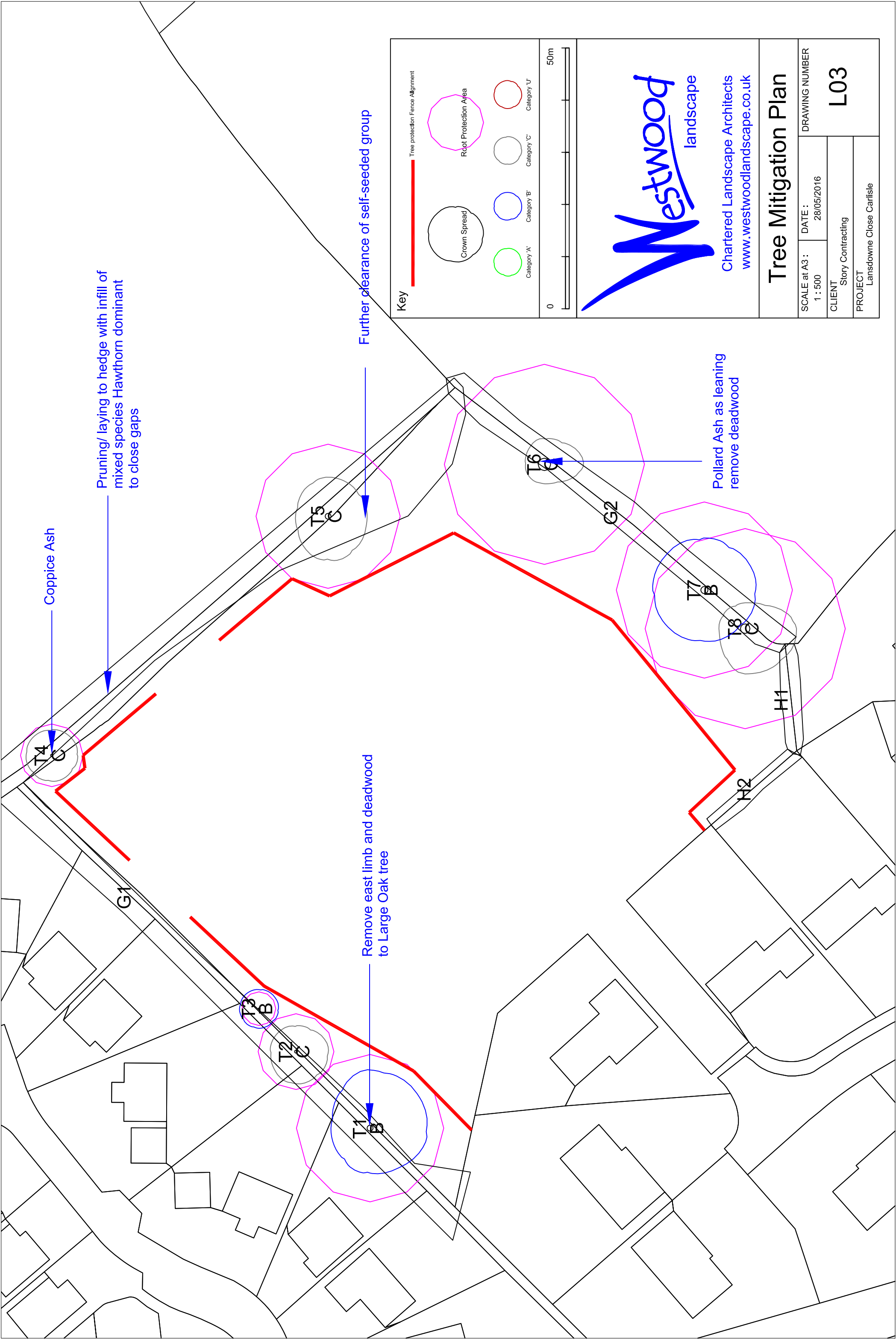
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Tree Survey

Lansdowne Close, Carlisle

Drawing No	Lansdowne_Rev2.0
Date	28 May 2016

**Westwood Landscape, Orton Grange,
Carlisle, Cumbria, CA5 6LB.**
Tel: 01228 712123



Key

Tree protection Fence Alignment

Crown Spread

Root Protection Area

Category 'A'

Category 'B'

Category 'C'

Category 'U'

0

50m

Westwood

landscape

Chartered Landscape Architects

www.westwoodlandscape.co.uk

Tree Mitigation Plan

SCALE at A3 :
1 : 500

DATE :
28/05/2016

CLIENT
Story Contracting

PROJECT
Lansdowne Close Carlisle

DRAWING NUMBER
L03