

## SCHEDULE A: Applications with Recommendation

13/0474

Item No: 02

Date of Committee: 11/10/2013

**Appn Ref No:**  
13/0474

**Applicant:**  
Carlisle Estates Co  
Limited

**Parish:**  
Carlisle

**Date of Receipt:**  
18/06/2013

**Agent:**  
Black Box Architects  
Limited

**Ward:**  
Stanwix Urban

**Location:**

1, 1a, & 1b Thornton Road, Carlisle, CA3 9HZ

**Proposal:** Demolition Of 1, 1a, And 1b Thornton Road And Erection Of 5no.  
Apartments And 5no. Townhouses With On Site Parking

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## REPORT

**Case Officer:** Stephen Daniel

### 1. Recommendation

- 1.1 It is recommended that this application is approved with conditions.

### 2. Main Issues

- 2.1 The Principle Of Development
- 2.2 The Scale & Design Of The Development
- 2.3 Impact Of The Proposal On The Stanwix Conservation Area
- 2.4 Impact Of The Proposal On Adjacent Listed Buildings
- 2.5 Impact Of The Proposal On The Living Conditions Of The Occupiers Of Any Neighbouring Properties
- 2.6 Access & Parking Issues
- 2.7 Other Matters

### 3. Application Details

#### The Site

- 3.1 The north-eastern corner of the site, adjacent to Thornton Road, is occupied by a large two-storey Victorian building, which is currently divided into two

dwelling. The front elevation of this building measures 13.5m in width and contains a two-storey gable, which measures 6.3m in width and which sits 2m forward of the remainder of the front elevation. This building has a ridge height of between 10.6m and 11m. The front elevation contains four windows at first floor level, which measure 1m in width by 2m in height. An additional flat is located to the rear of the main building and this fronts onto a private access road. The east elevation, that adjoins the private access road, has a two-storey section which measures 17.3m, that is adjoined by a single-storey section, which measures 17.5m. This elevation contains five windows at first floor level. The front gable, rear and side (west) elevations of the main building are constructed of brick, with the remainder of the front elevation and the east elevation being rendered to the ground floor, with brick at first floor level, under a slate roof.

- 3.2 There is currently a 12m gap between the west elevation of the main building and 3 Thornton Road and this area contains a builders yard. This consists of a large area of hardstanding and a range of single-storey brick buildings which are located to the rear of the main building, in the south-east corner of the site. These buildings have a mixture of pitched slate roofs and flat sheet metal roofs. The builders yard is currently vacant and is becoming unsightly and run down in appearance.. A high brick wall lies along the southern boundary of the site, with a lower brick wall separating the yard from 3 Thornton Road, that adjoins the site to the west. The builders yard is separated from Thornton Road by a brick boundary wall, which incorporates corrugated metal gates, which provide access into the site.
- 3.3 A private road, that provides access to the rear of properties that front onto Scotland Road, adjoins the eastern boundary of the site. Thornton Mews, a one-and-a-half-storey property, with a mansard roof, adjoins the private road, as do the rear boundaries of 43 to 51 Scotland Road, which use the lane to access their garages/ driveways. These properties on Scotland Road are Grade II Listed.
- 3.4 A terrace of residential dwellings lie on the opposite side of Thornton Road to the application site and these are constructed of brick with rendered bay windows to the ground floor, under slate roofs. Thornton Road slopes downhill away from Scotland Road and this means the roof height of the terrace changes. Dwellings on Etterby Street, which have long rear gardens, adjoin the site to the south. These, which are Grade II Listed, adjoin the site to the south and these dwellings have long rear gardens
- 3.5 The site lies within the Stanwix Conservation Area. The dwellings on Scotland Road and Etterby Road that adjoin the site are all Grade II Listed.

## **Background**

- 3.6 In June 2013, demolition consent and Conservation Area Consent were granted for the partial demolition of rear storage buildings (13/0003/DEM & 13/0356).

## **The Proposal**

- 3.7 The proposal is seeking to demolish all the buildings on the site and to redevelop the whole site for residential use. The applicant initially considered converting the main building into a number of residential units. This would have involved the re-design of the internal spaces within the building, but with some ceilings being at over 3m high it became difficult to come up with a workable scheme. The street character would have shown no signs of improvement and the applicant, therefore, decided that the best option would be to demolish the existing buildings on the site and to redevelop for residential purposes.
- 3.8 The residential building in the north-east corner of the site would be replaced by a three-storey block, which would contain five apartments. This would be set back 2m from the edge of the pavement on Thornton Road and would be separated from it by a low brick wall, with railings on top. The majority of this building would have a ridge height that would vary from 11.6m to 11.9m and this would section would measure 11.1m in width. The front elevation would contain a bay window at ground floor level, a two-storey bay window and large windows on the north-east corner of the building, that would wrap around the corner of the apartment block, together with some more conventional windows. This would be adjoined by a three-storey section of the apartment block which would measure 4.6m in width, with a ridge height that would vary from 10.8m to 11m. This section of the building would be sited over the access road so would only contain a first and second floor, which would have large bay windows. The east elevation of the apartment block would have large windows on the corner, which would wrap around onto the Thornton Road elevation and a number of windows at ground, first and second floor level.
- 3.9 The ground floor would contain two two-bedroom apartments (Units 4 & 5), with the other three apartments (Units 8, 9 & 10) (one two-bed and two three-bed) occupying space on the first and second floors. The first/second floor apartments would be accessed via a stairwell that would be sited to the rear of Unit 6 and which would provide access to a walkway that would link to the front doors of Units 8, 9 and 10. Unit 8 would have a large balcony to its front elevation, which would be accessed via two sets of French doors. A bin store and recycling area would also be located to the rear of Unit 6 and these would link directly onto the new access road.
- 3.10 A pair of dwellings (Units 6 & 7) would be attached to the eastern side of the apartment block and these would link into the existing terrace. These would be set back 2m from the edge of the pavement and would be separated from it by a low brick wall, with railings on top. The scale and design of these dwellings would reflect the character and appearance of the existing dwellings. Unit 6 would also include the first floor of the building that sits over the access road. A small garden area would be provided to the rear of Unit 7.
- 3.11 A terrace of three dwellings (Units 1, 2 & 3) would be sited to the rear of the apartment block. These would have rear elevations adjacent to the private access road, which would be separated from it by a narrow landscape strip (0.9m in width). These dwellings would have an eaves height of 4.9m and a

ridge height of 8m. The front elevation of these dwellings would face into the site and would lie adjacent to the parking area. These dwellings would have two bedrooms and a bathroom to the ground floor and an open plan living/dining/kitchen area. Balconies would be provided at first floor level on the front elevations.

- 3.12 A car park would be provided on the rear section of the site and this would provide 14 car parking spaces (one of which would serve a disabled driver/passenger). A new 4.2m wide access road would link the car park with Thornton Road and this would pass through an archway that would be sited below part of the building. The existing brick walls along the southern and western boundaries of the site would be retained and some landscaping would be provided adjacent to these.

#### **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 eighteen neighbouring properties. 18 letters of objection have been received to the original plans and 18 letters have been received to the amended plans (in total 23 different households have objected). A petition objecting to the application has been received and this has been signed by 89 people.

- 4.2 The letters of objection make the following points:

##### Design

- the three-storey section represents a solid, modern looking building that is not in character with the homes in Thornton Rd and not in line with the architecture of any of the residential streets in the Stanwix Conservation Area;

- the contemporary look is not in keeping with a row of Victorian terraced houses;

- 3-storey homes would not be in keeping with the conservation area, where all the existing dwellings are two-storey;

- a more appropriate development would be a row of 2-storey terraces with front and back gardens, as is typical within the conservation area, with parking for 2 cars to be provided to the rear of the dwellings;

- there is a lack of green outdoor space with the development, which is a significant deviation from the local built environment within the conservation area;

- the 3-storey element is out of character with the street scene considering the site is in a conservation and overlooks a terrace of listed houses on Scotland Rd;

- what is the purpose of the small landscape area to the rear of 3 dwellings at the end of the private lane that runs to the rear of the dwellings on



Scotland Rd? How will it be maintained?;

- if the existing building to be demolished is out of character with the area it doesn't need to be replaced with a building that is out of character with the area;

#### Parking/ Access

- the size of the development is a cause for great concern because the road is already very congested with parked cars, as are the two connecting unadopted roads;

- eleven car parking spaces will not suffice, let alone additional vehicles for visitors - the 14 spaces on the revised plans are still inadequate;

- there needs to be two parking spaces provided for each new dwelling;

- parking hugely concerns all residents and something that will have an impact on all residents of Thornton Road. The current proposal shows '11' very tightly designed off-street parking bays - it will be very tricky to actually park 11 cars in these spaces (unless several are Smart cars). The revised plans show 14 spaces but these will be difficult to access, which might lead to people parking on Thornton Rd;

- most households in Thornton Road have 2 cars, so the proposed development could mean another 10 cars regularly seeking on-street parking in Thornton Road, not including visitors;

- there is already great stress on the unadopted connector roads and cars spilling into Roseberry Road. Just two-and-a-half weeks ago the family at no16 had their car, parked in front of no 1, written off when a resident crashed into it while swerving in the tightly parked up street from oncoming traffic;

- reducing the communal parking to 9 with place for 3 more cars on street (12 in total for 6 dwellings) would be a realistic proposition in terms of impact on parking in the whole street;

- Thornton Road is narrow street with parking on both sides, which makes it difficult for 2 cars to pass;

- emergency vehicles will not be able to access Thornton Rd;

- whilst some houses on the even number side have garages, they have to be accessed by the overgrown lane at the back of the houses and the garages were not designed for modern cars and cannot in practice be used for that purpose;

- the road is usually full of cars, cars also park for Spar and usually park on the double yellow lines in Thornton Road or just onto Scotland Road making access/exit difficult. When the Spar delivery lorry/ bin lorry accesses Thornton Rd, if there is a vehicle on the opposite side of the road, the road is blocked and no vehicles can get in or out;

- residents of Thornton Rd regularly park on Dalmeny Road which is unadopted - this road has a number of amazingly large potholes which have damaged cars;
- reducing the number of dwellings from 10 to 6 would allow a more realistic average of 1.5 cars per household;
- more vehicles will increase risks of a potential accident;
- might need to consider introducing a one-way system down Thornton Rd and back up Roseberry Rd, which would have implications for the two unadopted connecting roads;
- exiting from Thornton Rd or Roseberry Rd onto Scotland Rd is often very difficult and additional traffic would exacerbate this problem;
- concerned parked cars might be damaged by trucks/ machinery being used for demolition and construction;
- given the constrained nature of the site and the access along Thornton Rd detailed construction method and access plans should be provided and these should be available for consultation with the local community;
- Dalmeny Rd should be adopted by the Council;
- concerned that the private lane to the rear of the properties on Scotland Rd will be used by the new houses for parking - this is used for access to garages;
- the revised plans have 14 car parking spaces but no turning area so cars might need to reverse out of the site, which would be dangerous;
- the proposed access is too narrow to allow two vehicles to pass, which will impede in-and-out movement and this might lead to increased on-street parking;
- the access doubles as a pedestrian entrance to eight of the dwellings, which raises issues of pedestrian safety - there should be a separate pedestrian entrance or a pavement;
- the new Local Plan that is currently out to consultation states that for residential development each dwelling should have at-least two dedicated parking spaces associated with it (Policy 35);

### Scale

- ten residential units is overdevelopment of the site, with 9 of the units having no amenity space;
- the current proposal represents a more than threefold densification of occupancy - doubling the density is more in line with the character of the Stanwix Conservation Area and that 6 dwellings represent a realistic

increase that will still retain the character of the area - that could be achieved without needing to incorporate a three-storey building and two-storey aspect of the proposal;

- the proposed development is overbearing in relation to surrounding properties;

- six houses plus adequate parking spaces would be sufficient;

- gardens should be provided for each property - building family homes without any outdoor space would seem detrimental to family life;

- the density equates to 100 dwellings per hectare, which is double the highest density proposed in the new Local Plan that is out to consultation (Policy 21);

#### Impact on Residential Amenity

- the three-storey corner of the development will impede winter sunlight, in addition to the loss of light as a result of building on the undeveloped section of the site;

- concerned that the raised roofline of the of the 3-storey properties will reduce light into neighbouring properties;

- the amount of windows overlooking neighbouring properties would increase dramatically (from 6 to 14 opposite number 6 Thornton Rd) and some of these would be on 2nd floors, which reduce privacy for occupiers of these dwellings;

- all of the first and second floor windows on the east elevation overlook the gardens of numbers 43-49 Scotland Rd, with the resultant loss of privacy to those properties;

- the main house has 6 windows (2 opaque) facing the rear of the dwellings on Scotland Rd - the new proposals would have over 20;

- there are living rooms on the second floor with bay width and floor to ceiling windows which will allow overlooking of adjacent properties;

- the exit point for vehicles is directly opposite 6 Thornton Rd and bright headlights will shine directly into the main living room of this property from 4m away;

- the balconies on the first floor of the western aspect will look directly into the adjacent gardens, destroying any privacy;

- where will 11 wheelie bins, 22 recycling bags and 11 recycling boxes be placed?;

- Thornton Mews will be overlooked and as the property has a full glass roof to the rear the privacy of the occupiers of this property will be compromised. Light coming into the property will also be reduced (the property has no downstairs windows);

- should the development be approved, conditions should be added relating to hours of work (should be restricted to 8am to 5pm Monday to Friday), parking of contractors vehicles and deliveries of materials;

#### Other Matters

- the proposal does not comply with the criteria in Policy H2;
- if the properties do not sell they will be rented out which could result in a potential increase in crime in the area;
- local schools are at, or approaching capacity. Whilst the development is not large enough to cause specific over capacity problems, it will add another incremental increase to pupil numbers;
- will the developer make a contribution to affordable housing;
- provision is made on site for the storage of refuse bins but what provision has been made for their collection? - will all the bins and refuse bags/containers be placed on, and obstruct the pavement, on collection days?;

4.3 The petition, which has been signed by 89 people, urges the Planning Committee to refuse the application for the following reasons:

1. the proposed number of dwellings, because of their impact on traffic, pavement parking and pedestrian safety - propose that planning permission be granted for a maximum of 5 or 6 dwellings, whichever allows full on site parking for 2 cars per dwelling and sufficient turning space that cars are not forced to have to reverse onto Thornton Rd to exit;
2. the proposed architecture and height of the replacement for the current main house - proposed that the total height of all parts of the development be restricted, in line with all the surrounding architecture and with the street front aspects so characteristic of the Stanwix Conservation Area, to 2-storeys. This can be achieved either by keeping the front facade of the current main house, or by replacing it with a building that mirrors the more sensitively designed townhouse fronts proposed for the now empty site to the west of the entrance to no. 1.

## **5. Summary of Consultation Responses**

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

Cumbria County Council - Drainage: - comments awaited;

Cumbria County Council - (Archaeological Services): - no objections;

Local Environment - Environmental Protection: - no objections;

United Utilities: - no objections, subject to conditions;

Conservation Area Advisory Committee: - welcomed the clarity of the

proposal and in particular the commissioning of the model which was very useful in understanding the scale and character of the proposal. There was discussion of aspects of the design including queries regarding the appropriateness of ground floor bedrooms off the side lane; the small scale of windows on the ground floor of Thornton Road (suggesting that it would be more conventional for windows to be larger at ground floor level and to reduce in height thereafter); the possibility of introducing a gable to the 3 storey Thornton Road elevation to enliven what might be a large expanse of roof and to better 'bookend' the scheme; and the suggestion that the lane be gated. Concluded that the scheme was acceptable subject to consideration of the above.

Following the receipt of the amended plans:

- note some changes to windows arising.
- welcome less confused return elevation and rationalisation of vertical/horizontal conflicts.
- would still prefer stronger articulation/turn of the corner.
- would have preferred the two smaller 'terrace' units on Thornton Road to be matching.
- overall, supportive of the scheme.
- recommendation – no objections.

## **6. Officer's Report**

### **Assessment**

6.1 The relevant planning policies against which the application is required to be assessed are Policies DP1, H1, H2, LE19, CP2, CP5, CP12, T1 and T2 of the Carlisle District Local Plan 2001-2016. The proposals raise the following planning issues:

1. Whether The Proposal Is Acceptable In Principle

6.2 The site lies within the urban area of Carlisle and is a brownfield site that is currently occupied by three residential units and a vacant builders yard. The proposed use of the site for residential development would, therefore, be acceptable in principle.

2. The Scale & Design Of The Proposal

6.3 A number of objectors have raised concerns about the scale of the proposed development, the three-storey sections of the building and the design of the scheme, particularly the large windows.

6.4 The eaves height of the main section of the apartment block would be similar to the eaves height of the existing residential building that lies adjacent to Thornton Road. The ridge height of the building would be 1m higher than the existing ridge height when viewed from Thornton Road but this would slope back into the site. Part of the apartment block would be sited 1.7m forward of the main front elevation of the existing building but this would bring it in line with the existing gable and the remaining properties on Thornton Road. The removal of the gable would reduce the mass of the building when viewed

from the eastern end of Thornton Road and the section of the apartment block that would run adjacent to the private lane would have a 0.7m lower ridge height than the existing building. The Council's Conservation Officer has been consulted on the application and is content with the overall form of the proposal. He considers that the overall massing of the building is acceptable and would not encourage a reduction in the scale of the corner unit, as this 'bookends' the site with a building of some stature.

- 6.5 Part of the apartment block and two dwellings would also be erected in the gap between the existing building and 3 Thornton Road. Whilst it is accepted that this area is currently undeveloped, the erection of dwellings in this area would continue the terrace on the southern side of Thornton Road and improve the street scene. The two dwellings adjacent to 3 Thornton Road would reflect the scale and character of the existing dwellings in the street.
- 6.6 The majority of the windows in the front elevation of the apartment block would reflect the character of the existing dwellings. It is acknowledged that large windows would be sited in the north-east corner of the building, which would wrap around the edge of the building but these are supported by Council's Conservation Officer as they would add visual interest and would help to 'bookend' the development. The two-storey bay window and the bay window at first and second floor level above the new access are also supported by the Conservation Officer.
- 6.7 The three dwellings to the rear of the apartment block would be of an acceptable scale and design but these would not be readily visible from outside the site. The proposed car parking area would be largely screened by the existing buildings and would only be visible from the proposed access. A bin store has also been provided within the site.
- 6.8 The apartment block and dwellings would be constructed of red/ brown brick, with painted timber windows and doors, under a slate roof. Guttering and rainwater pipes would be black aluminium. The existing brick walls along the southern and western boundaries would be retained, with a new low brick wall with railings on top being provided along the northern site boundary, adjacent to Thornton Road.
- 6.9 The Conservation Area Advisory Committee has also been consulted on the application and has no objections to the scheme and are broadly supportive of the proposals.
- 6.10 In light of the above, the scale and design of the proposal would be acceptable.

### 3. Impact Of The Proposal On The Stanwix Conservation Area

- 6.11 The existing site contains a large building which is of limited architectural merit and a vacant builders yard which forms a gap in an otherwise built up frontage. The Thornton Road frontage would contain the front elevation of the apartment block and two dwellings, which would be attached to the existing terrace of dwellings. The two dwellings would reflect the scale and

character of the existing terrace properties.

- 6.12 The Council's Conservation Officer supports the three-storey corner block which forms a 'bookend' to the street and reflects the scale of the existing building. Whilst the apartment block would contain some more modern elements, the building would be constructed of brick, with timber windows and doors, under a slate roof and would complement the existing terraced properties. A low brick wall, with railings on top, would be sited along the Thornton Road frontage, which would contain a 2m wide landscaped area. The car park and bin storage area would be sited to the rear of the buildings and would not be readily visible from Thornton Road.
- 6.13 In light of the above, the proposal would improve the street scene and would make a positive contribution to the character and appearance of the conservation area.

#### 4. Impact Of The Proposal On Listed Buildings

- 6.14 Listed buildings on Scotland Road and Etterby Street adjoin the application site. The dwellings on Scotland Road are separated from the site by a private access road and three of these have garages at the rear which are accessed from the private road. Thornton Mews lies to the rear of 51/ 51a Scotland Road. The nearest dwelling on Scotland Road would have a two-storey off-shoot a minimum of 19m away from the proposed development, with the main rear elevation being 28m away.
- 6.15 The dwellings on Etterby Street would adjoin the southern boundary of the site. This boundary would contain the blank gable of a dwelling, which would measure 8m in width, with 16m forming part of the car park. The dwellings on Etterby Street have long back gardens and the nearest dwelling would have a rear elevation over 34m away.
- 6.16 The proposal would not, therefore, have an adverse impact on any of the Listed Buildings which adjoin the site.

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

- 6.17 The front of the apartment block would be line with the gable of the existing dwelling and the terraced properties that lie to the west of the application site. It would have a front elevation 14m away from the front elevation of the dwellings on the opposite side of Thornton Road. This distance is considered to be acceptable in this location, given the need to maintain the character of the street scene.
- 6.18 The proposed front elevation of the apartment block would contain five windows at first and second floor level, three of which would be bay windows and two of which would wrap around the side of the building. Three of the windows at first floor level would serve living rooms (including two of the larger windows), with two serving bedrooms. At second floor level, two of the windows would serve a living room, the bay window would serve a kitchen/

dining area and two of the windows (including the large corner window) would serve a bedroom. Objectors have raised concerns about a loss of privacy due to the number of windows in the front elevation, their size and the function of some of the rooms.

- 6.19 The dwellings along Thornton Road that face the application site have bay windows at ground floor which serve living rooms and bedroom windows at first floor level. The ground floor windows are already overlooked from the adjoining pavement, whilst the existing large dwelling contains four large windows at first floor level, which could be used as bedrooms or living accommodation, and which overlook the dwellings opposite. If the site were redeveloped for a terrace of dwellings there would be overlooking of the dwellings opposite, which is standard in terraced streets. Whilst the apartment block would contain a number of windows in the front elevation, some of which would be large and would serve living accommodation, it would be difficult to sustain a reason for refusal on this basis of loss of privacy given the existing dwelling on the site and the fall back position of redeveloping the site with terraced properties.
- 6.20 Two new dwellings would be added in an existing gap and this would increase overlooking of the dwellings on the opposite side of Thornton Road. These dwellings would have more conventional windows, with those at first floor level serving bedrooms. The filling in of this gap with residential development, which would be attached to the existing terrace, would greatly improve the street scene. Given that setting the properties back to increase separation distances would be detrimental to the street scene, the proposed dwellings in the location proposed would be acceptable.
- 6.21 Number 3 Thornton Road lies adjacent to the site and is separated from the builders yard by a brick wall. This dwelling, which sits at a lower level than the application site, has a rear two-storey off-shoot which contains three kitchen windows at ground floor level and two obscure glazed windows at first floor level which face the site. The west elevation of one of the apartments would have a balcony 19m away from the side elevation of this dwelling. The garden to the rear of Unit 7 (that would be attached to the 3 Thornton Road) would lie adjacent to the off-shoot and there would potential for overlooking of the kitchen windows from this garden. Suitable boundary treatment erected along part of the western boundary of the site would help to eliminate any potential overlooking of the kitchen windows from the garden to the rear of Unit 7 and from the balcony of Unit 8.
- 6.22 The balconies on the dwellings would not allow direct overlooking of the kitchen given the angle of the windows but would allow the garden of this dwelling to be overlooked at a distance of 15m. This distance is considered to be acceptable and given the change in levels between this dwelling and the application site, there would be parts of the garden which would not be overlooked.
- 6.23 Thornton Mews lies directly to the east of the application site. This building is one-and-a-half-storey and has a partly glazed roof. The occupiers have raised concerns about overlooking from the apartment block. The approved



plans for Thornton Mews show a glazed roof serving a courtyard and the glazing is shown as translucent, which would limit overlooking. The main living areas of the dwelling have a solid roof.

- 6.24 The nearest dwelling in Scotland Road (51/ 51a) would have a two-storey off-shoot 19m away from the east elevation of the apartment block. This has two obscure glazed windows in the gable facing the site and this would be partly screened by Thornton Mews. The main section of the dwelling would be other 28m away from the east elevation of the apartment block. Number 49 Scotland Road would have a two-storey off-shoot a minimum of 21.5m away, whilst the nearest part of 47 Scotland Road would be over 23.5m away. Numbers 43 and 45 Scotland Road would lie to the east of the two-storey dwellings along the south-west boundary of the site and these would have rear elevations a minimum of 26m away. These separation distances are considered to be acceptable. Whilst the rear gardens of these dwellings might be overlooked more than at present, there are sections of the gardens that would remain reasonably private and this is not considered to be a significant issue.
- 6.25 The dwellings on Etterby Street to the south of the application site would have rear elevations a minimum of 34m away from the side elevation of a two-storey dwelling and these dwellings would not be adversely affected by the proposals.
- 6.26 Objectors have also raised concerns about the loss of light to their properties. The three-storey corner block reflects the scale of the existing property on the site and would not lead to loss of light to adjoining properties. The two dwellings on Thornton Road would reflect the scale and character of the existing properties on the terrace and would not lead to unreasonable loss of light to the dwellings on the opposite side of Thornton Road. The three dwellings adjacent to the private lane would have a maximum height of 8m and whilst there might be some extra overshadowing of the rear gardens of some of the dwellings on Scotland Road at certain times of the day and at certain times of the year this would not be significant, particularly given the presence of garages and trees within some of these gardens.
- 6.27 One objector has also raised concerns about car headlights shining into their living room window when cars leave the site. The new access would be in a similar position to the existing access, which serves a builders yard and could be used for the parking of the existing residents vehicles. Given that the new access would only serve fourteen parking spaces, the impact on the dwellings opposite would not be significant enough to warrant refusal of the application.
- 6.28 In light of the above, the proposal would not have a significant adverse impact on the living conditions of the occupiers of any adjoining properties through loss of light, loss of privacy or over-dominance, that would warrant refusal of the application.

## 6. Access & Parking

- 6.29 A number of objectors have raised concerns about traffic issues in Thornton Road, which is a narrow road that is already very congested due to parked cars on both sides of the road.
- 6.30 The application site currently contains three residential properties, none of which have in-curtilage parking. The site also contains a builders yard, which whilst currently vacant, could generate significant vehicle movements and demand for parking in Thornton Road.
- 6.31 The application originally contained 11 car parking spaces and County Highways recommended that the application should be refused due to a lack of parking within the site. The application has now been amended to incorporate 14 spaces within the site (including one for a disabled driver/passenger) and County Highways is satisfied that this number of spaces is sufficient to cater for parking generated by the proposal. It is also satisfied that the proposed access would be acceptable.
- 6.32 It has been suggested by some local residents that the developer should pay for a traffic management system on Thornton Road which could include: extending the existing 'no waiting at any time' zone on the southern side of Thornton Road; introducing a loading bay on the northern side; and upgrading the western link from Roseberry Road to Thornton Road to adoptable standard to enable the introduction of a one-way system towards Scotland Road, along Thornton Road. County Highways feels that if there is an indication from a majority of the frontage properties in support of such measures to make the development acceptable locally, it would not be unreasonable for Committee to impose a Grampian Condition requiring the Developer to implement such works/Orders prior to construction commencing.
- 6.33 The County Councillor for the Stanwix Division has put out a circular letter seeking residents views and the results of this will be reported verbally at the Site Visit and to the Committee Meeting . It should be noted these proposals would have to follow due statutory process and whilst the outcome of such processes cannot be pre-ordained, if there is majority frontager support, it makes the introduction of such proposals more certain.
- 6.34 Members should give consideration to the parking and highway issues and although the level of parking proposed is acceptable to County Highways the impact on the street is finely balanced.

## 7. Other Matters

- 6.35 Policy H5 requires developers to make contributions to affordable housing on sites of ten or more dwellings in the urban area. There are already three residential units on the site, so the proposal would only lead to a net addition of seven residential units on this site. The developer would not, therefore, be required to provide any affordable housing.
- 6.36 The applicant has commissioned a bat survey and English Nature will be consulted on this. If required, conditions will be added to the consent to deal

with any mitigation that is deemed to be necessary. Members will be updated on this issue at committee.

- 6.37 A member of the Planning Department lives in Thornton Road but he has had no direct or indirect involvement in the application.

## **Conclusion**

- 6.38 The proposal would be acceptable in principle. The scale and design of the proposal would be acceptable and it would not have an adverse impact on the Stanwix Conservation Area, the adjacent listed buildings, or the living conditions of the occupiers of any neighbouring properties through loss of light, loss of privacy or over-dominance. The proposed access and parking would be acceptable. In all aspects, the proposal is compliant with the relevant planning policies contained within the Carlisle District Local Plan 2001-2016.

## **7. Planning History**

- 7.1 In June 2013, demolition consent and Conservation Area Consent were granted for the partial demolition of rear storage buildings (13/0003/DEM & 13/0356).

## **8. Recommendation: Grant Permission**

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

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

2. The approved documents for this Planning Permission comprise:
1. the submitted planning application form received 13th June 2013;
  2. Design Statement, received 1st August 2013;
  3. Archaeological Rapid Desk Based Assessment, received 13 June 2013;
  4. Phase 1 Site Investigation, received 18 June 2013;
  5. Location Plan (drawing ref 11-13-26) received 13th June 2013;
  6. Block Plan (drawing ref 11-13-27A) received 1st August 2013;
  7. Site Survey (drawing ref 10-113-30) received 13th June 2013;

8. Elevation to Thornton Road (drawing ref 10-113-20A) received 1st August 2013;
9. Side Elevation (drawing ref 10-113-22A) received 1st August 2013;
10. Courtyard Elevations (drawing ref 10-113-21A) received 1st August 2013;
11. Ground Floor Plan (drawing ref 10-113-25A) received 1st August 2013;
12. First Floor Plan (drawing ref 10-113-24) received 13th June 2013;
13. Second Floor (drawing ref 10-113-23A) received 27th September 2013;
14. the Notice of Decision; and
15. 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 the works harmonise as closely as possible with dwellings in the vicinity and to ensure compliance with Policies CP5 and LE19 of the Carlisle District Local Plan 2001-2016.

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 CP5 of the Carlisle District Local Plan 2001-2016.

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 suitable boundary treatment is erected in accordance with Policies CP5 and LE19 of the Carlisle District

Local Plan 2001-2016.

6. No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works has been approved in writing by the Local Planning Authority. Such a scheme shall be constructed and completed in accordance with the approved plans.

**Reason:** To ensure a satisfactory means of surface water disposal and in accord with Policy CP12 of the Carlisle District Local Plan 2001-2016.

7. 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 buildings is not harmed by inappropriate alterations and/or extensions and that any additions which may subsequently be proposed satisfy the objectives of Policy H5 of the Carlisle District Local Plan 2001-2016.

8. Details of the relative heights of the existing and proposed ground levels and the height of the proposed finished floor levels of the buildings shall be submitted to and approved in writing by the Local Planning Authority before any site works commence (excluding demolition).

**Reason:** To ensure that the development does not adversely affect neighbouring properties, in accordance with Policy CP5 of the area of the Carlisle District Local Plan.

9. The whole of the vehicular access area bounded by the carriageway edge and the paving feature at the Archway, shall be constructed to the specification of the Local Highways Authority. The new access and parking/turning requirements, shown on the Plan, shall be substantially met before building works commence, so that constructional traffic/plant can be accommodated clear of the highway. On completion of the building of the frontage properties, the Thornton Rd footway fronting the site shall be reconstructed to the specification of the Local Highways Authority.

**Reason:** The carrying out of building works without the provision of these facilities is likely to lead to inconvenience and danger to road users. In the interests of road safety and to support Local Transport Plan Policies LD5, LD7 & LD8.

10. The access and parking mews areas etc shall be designed, constructed and drained to the satisfaction of the Local Planning Authority and in this respect full engineering details, 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.

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

11. No dwelling shall be occupied until its access and parking facilities have been constructed in accordance with the approved plan. These facilities shall be retained 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 & LD8.

12. Before any building works commence (including demolition), a plan shall be submitted for prior approval by the Local Planning Authority reserving adequate land for the parking of vehicles/plant and material storage associated with the works hereby approved, and such, 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.

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 CP5 of the Carlisle District Local Plan 2001-2016.

14. Prior to the commencement of development, details of all new windows and doors shall be submitted for prior approval in writing by the Local Planning Authority. The windows and doors shall then be installed in accordance with these details.

**Reason:** To ensure the windows and doors are acceptable and to accord with Policies CP5 and LE19 of the Carlisle District Local Plan 2001-2016.

15. All window frames shall be set back a minimum of 75mm from the external face of the wall. Any glazing bars should appear on the external surface of the glass and should not be solely applied internally nor within the pane.

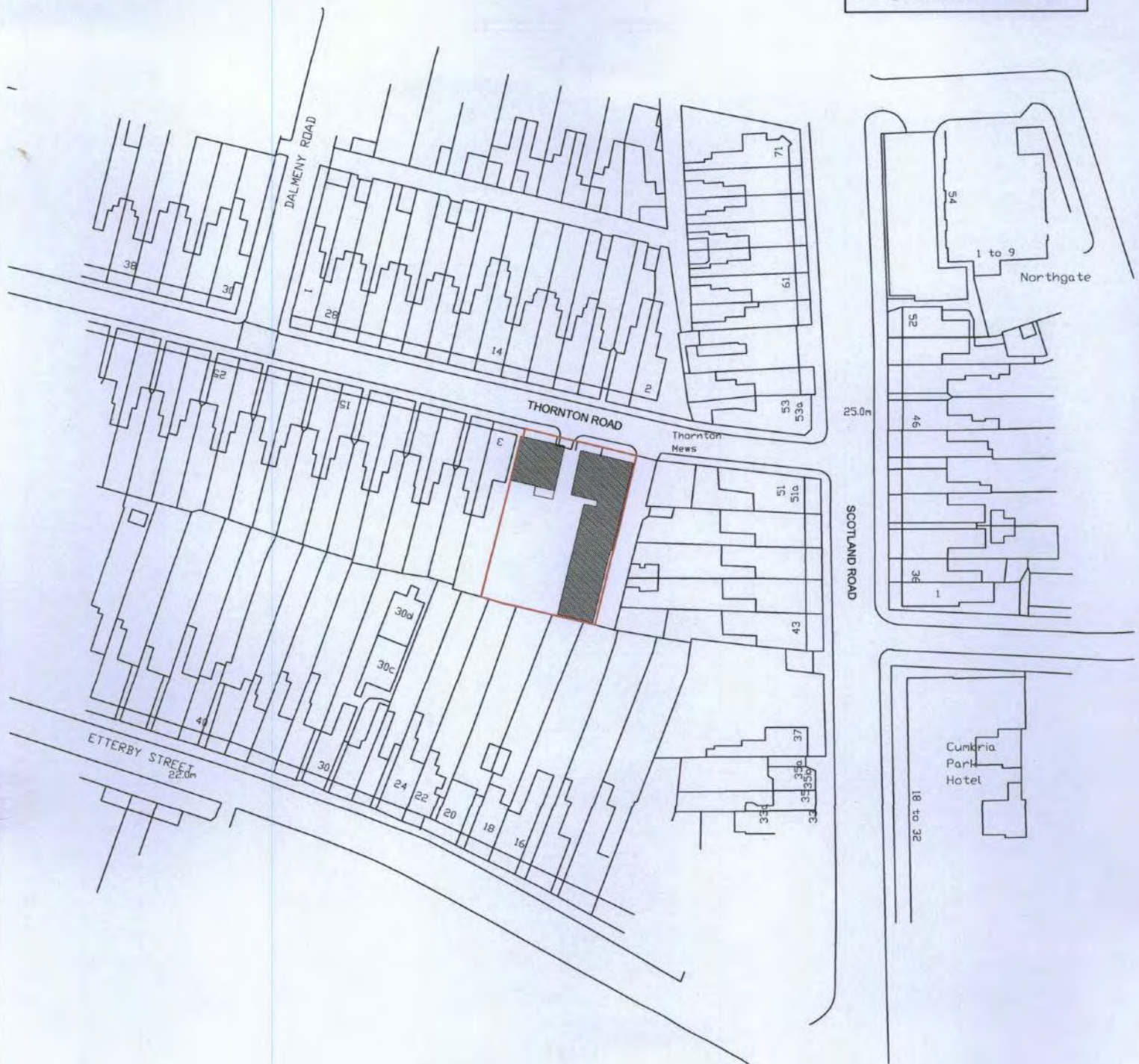
**Reason:** To ensure the external appearance of the dwellings is acceptable, in accordance with Policies CP5 and LE19 of the Carlisle District Local Plan 2001-2016.

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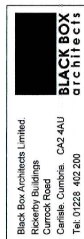
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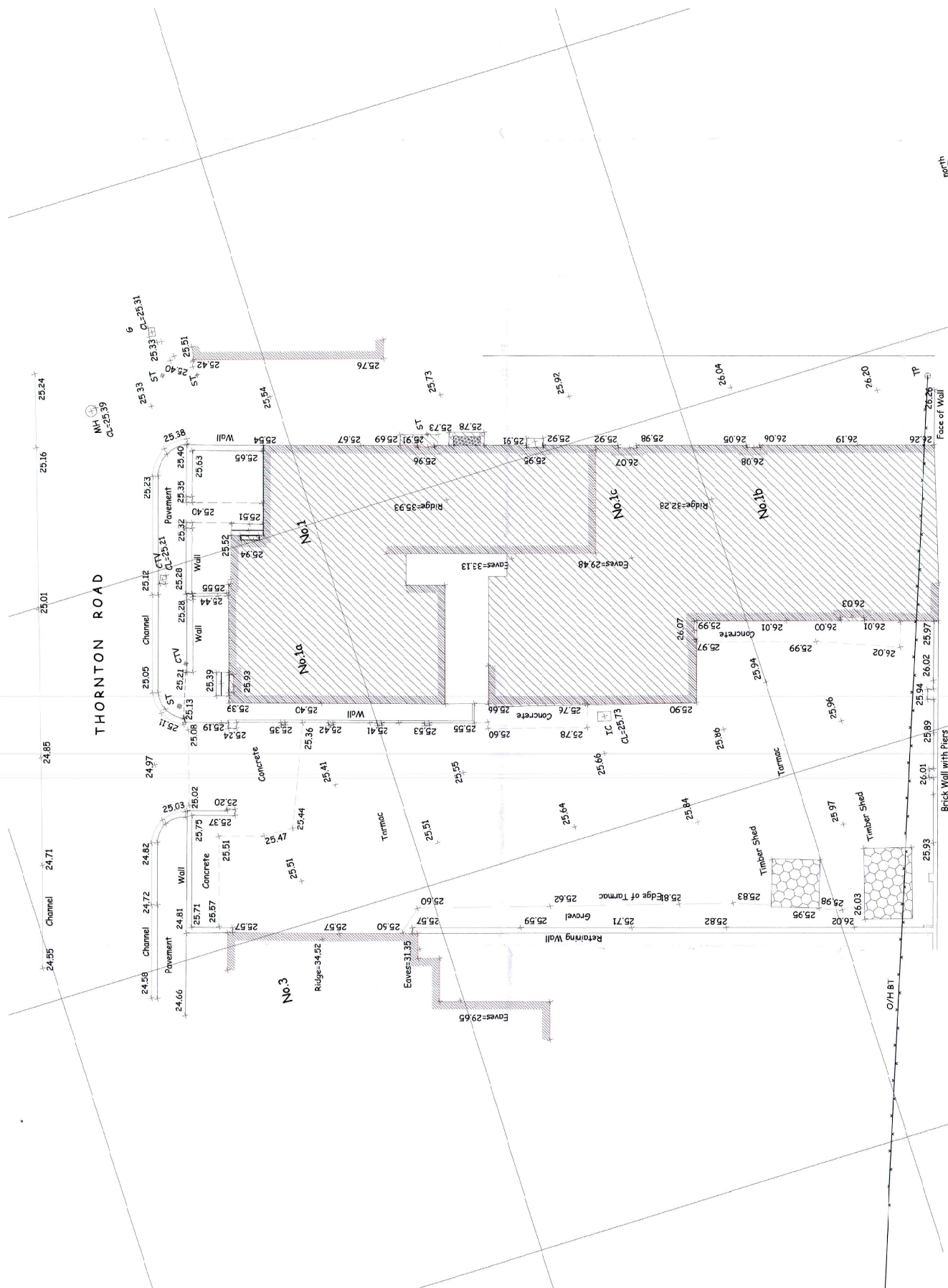
Project	Thornton Road. Carlisle			Black Box Architects Limited.	
Drawing	Planning Submission.			Rickerby Buildings	
Detail	Location Plan			Currock Road	
	Revision		Scale	1:1250	
	Job.no.	11-13-26	Date	may-13	
				Carlisle, Cumbria. CA2 4AU	
				Tel: 01228 402 200	

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Project	Thornton Road, Carlisle		
Consent	Planning Submission, Residential		
Detail	Site Survey		
Expiry	1:100	Date	apr-13
Job no.	10-113-30		
Revision			





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THORNTON ROAD

0m 5m 10m 15m 20m 25m



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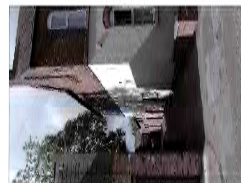
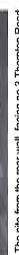
2013/0474

REVISION A: 26.07.13 PARKING AREA ADJUSTED TO HIGHWAYS ADVICE

Project	Thornton Road. Carlisle			Black Box Architects Limited. Rickerby Buildings Currock Road Carlisle. Cumbria. CA2 4AU Tel: 01228 402 200	
Drawing	Planning Submission.	Revision	A	Scale	1:500
Detail	Block Plan	Job.no.	11-13-27A	Date	may-13







The city and suburbs are not far apart.

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### Therapy Dead End

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Ground Floor

Scale	1:100
Date	apr-13

10-113-25A

2	57012
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The site from Thornton Road



The site from Thornton Road approach



The site and entrance, behind the boundary wall



The site from the rear wall



The site from the rear wall, facing no 3 Thornton Road



The site from the rear wall, facing Thornton Road



The site from the back gardens of Scotland Road



The site and private access lane

13/04/24

**BLACK BOX architects**

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 Riverside Station,  
 Curmoo Road,  
 Carlisle, Cumbria, CA2 4AU  
 Tel: 01228 402 200

**Thornton Road, Carlisle**

Planning Submission, Residential

First Floor

Scale: 1:100

Date: 10-11-24

Project: Thornton Road, Carlisle

Drawing: Planning Submission, Residential

Sheet: 1 of 1

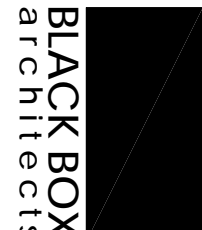
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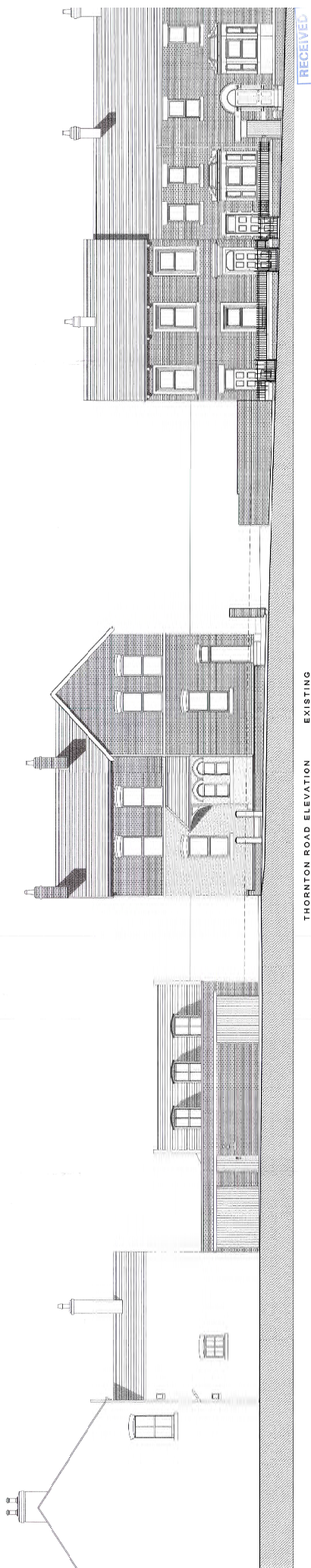
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Black Box Architects Limited, Rickerby Buildings Currook Road Carlisle, Cumbria, CA2 4NU Tel: 01228 402 200				 <b>BLACK BOX</b> architects	
Project		Thornton Road, Carlisle			
Drawing		Planning Submission, Residential			
Detail		Second Floor			
Scale	1:100	Date	Apr-13		
Job no.	10-13-23A		Revision	A	
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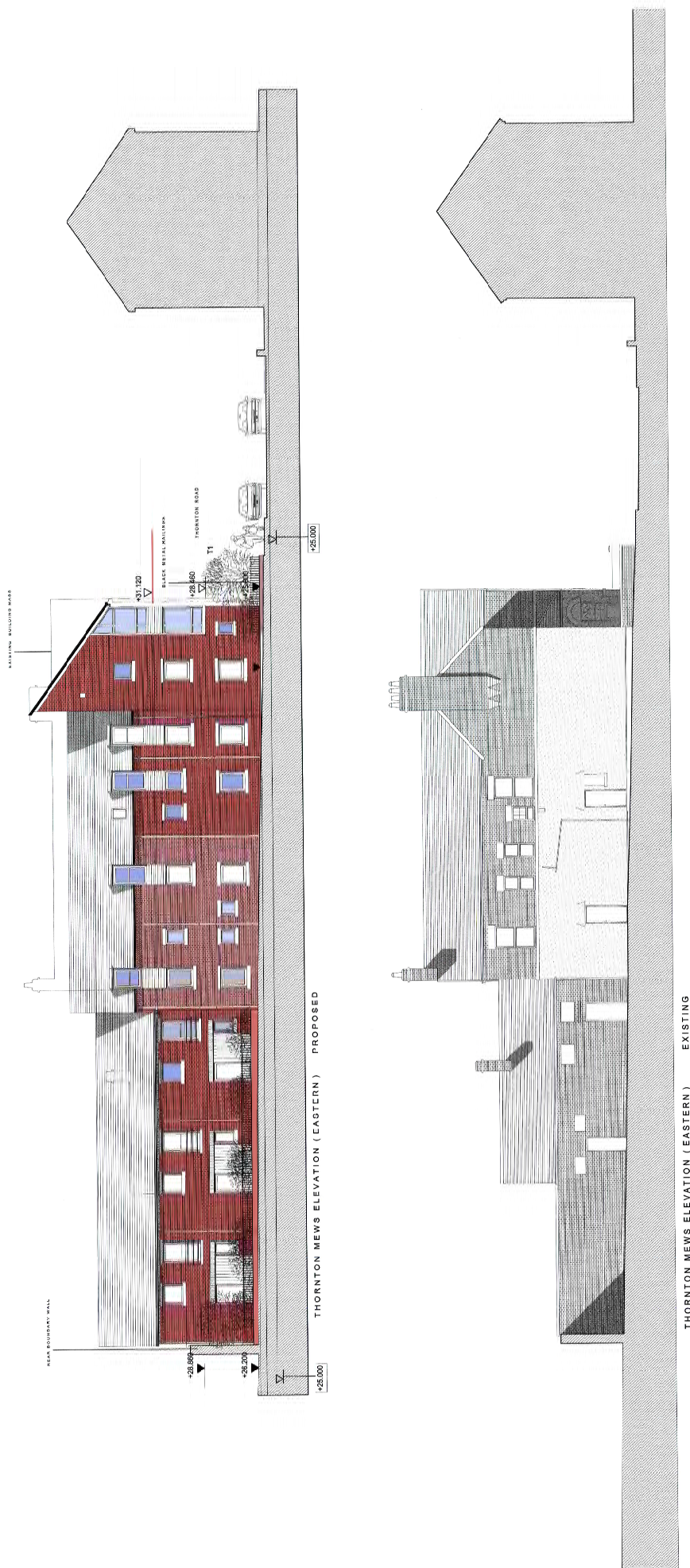


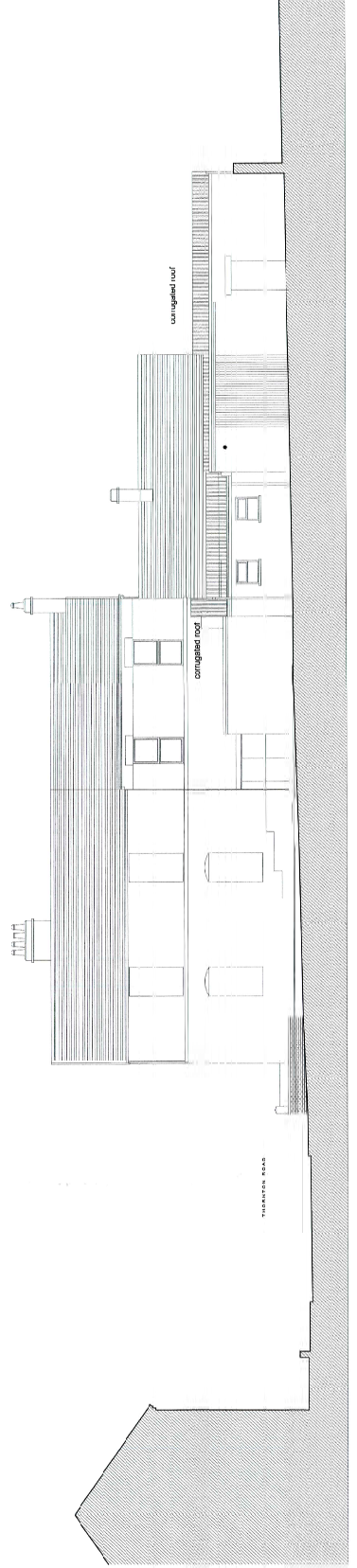
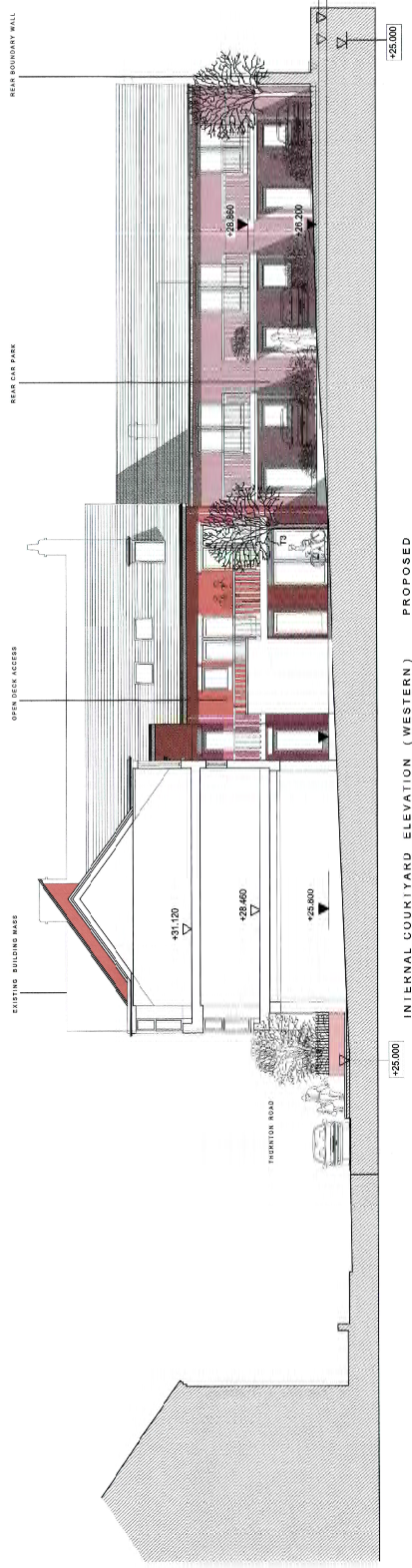
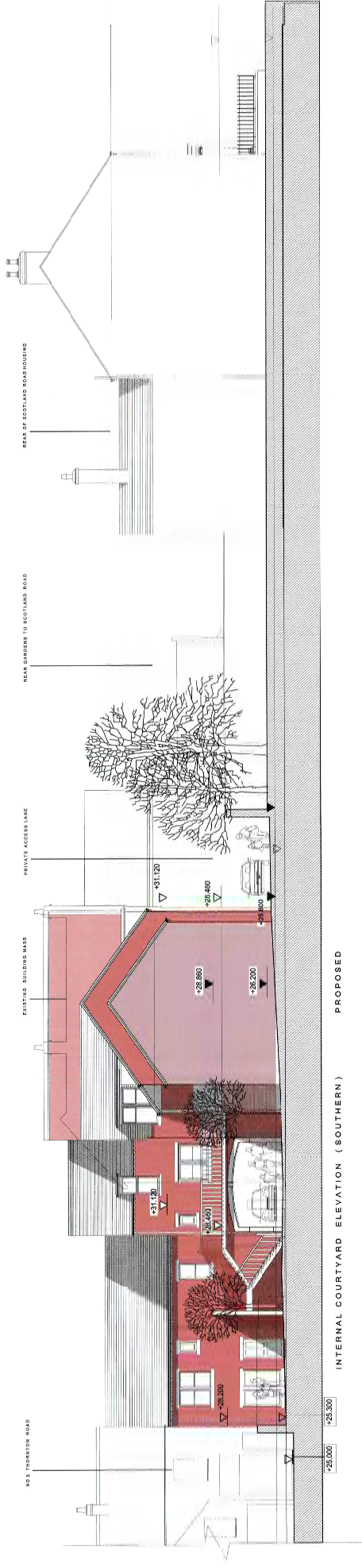
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Project	Thornton Road, Carlisle			
Drawing	Planning Submission, Residential			
Detail	Elevation to Thornton Road			
Scale	1:100	Date	Apr-13	
Job No.	10-113-20A		Revision	A
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Black Box Architects Limited Riverside Buildings Carlisle, Cumbria, CA2 4AU Tel: 01228 402 200	Project Planning Submission, Residential Courtyard Elevations
Scale 1:100	Date 08/13
Job No. 10-113-21A	Revision A
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