

## SCHEDULE A: Applications with Recommendation

16/1000

Item No: 04

Date of Committee: 05/01/2018

**Appn Ref No:**  
16/1000

**Applicant:**  
Newman Catholic High  
School

**Parish:**  
Carlisle

**Agent:**  
Arcadis LLP

**Ward:**  
Botcherby

**Location:** Newman Catholic School Temporary Site, Pennine Way, Carlisle, CA1 3RQ

**Proposal:** New Hardstanding To Provide On Site Car Parking And Coach Park Facilities For Use By School

**Date of Receipt:**  
08/12/2016

**Statutory Expiry Date**  
02/02/2017

**26 Week Determination**

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### REPORT

**Case Officer:** Christopher Hardman

#### 1. Recommendation

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

#### 2. Main Issues

- 2.1 Whether the principle of the proposal is acceptable
- 2.2 Whether the scale and design is acceptable
- 2.3 Impact on neighbouring properties
- 2.4 Highway Issues
- 2.5 Drainage Issues
- 2.6 Other matters

#### 3. Application Details

##### The Site

- 3.1 This proposal seeks to provide a new hardstanding for car parking for use by Newman School whilst they are located in their temporary facilities at Pennine Way, Carlisle. The site for the car park fronts onto Edgehill Road

with access and egress taken directly from that road and a footpath link through to the school buildings. The site is flat and is separated from the school and playing fields by a fence.

## **Background**

- 3.2 The area of the proposed car park was previously used as a construction vehicle compound whilst the Harraby Campus site was being redeveloped. Newman School relocated to the former Pennine Way school following the floods in December 2015 and permission was granted for portacabins to form additional classrooms whilst the school considers options for its more permanent location.

## **The Proposal**

- 3.3 The initial proposal was to provide spaces for both car parking (44) and coach parking (4) utilising a larger site area to accommodate the coaches off the highway in order to tackle the parking issues which have arisen particularly on Silverdale Road, where the entrance to the school is located, Allandale Road and Edgehill Road. The latter being the main location for bus access to the school. During consideration of the application, the proposal has been revised and now seeks permission for car parking only (46 spaces) during their temporary relocation to this site.

## **4. Summary of Representations**

- 4.1 This application has been advertised by the direct notification of the occupiers of 54 neighbouring properties and the posting of a Site Notice. One verbal comment has been made relaying the current parking difficulties that are being experienced by residents and the hope that this will help to resolve the issue however they also consider that this needs to be policed by the school.
- 4.2 Local Councillors have raised concerns about the proposal and the ongoing parking issues that are occurring in the area. In particular concerns have been raised about the proposed materials, the extent of the area proposed, alternatives for car parking and coach parking, drainage, condition of the site boundaries and availability of parking outside school hours.

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

Cumbria County Council - (Highways & Lead Local Flood Authority): - No objections as local highway authority subject to conditions relating to the crossing over the carriageway, surfacing of the first 10m of the entrance/exit and access gates shall only open inwards. Local Lead Flood Authority objected on the grounds that the infiltration tests have not been undertaken however are satisfied if a condition is used to require those to be undertaken prior to any other development;

Northern Gas Networks: - No objections;

Cumbria Constabulary - North Area Community Safety Unit (formerly Crime Prevention): - No observations.

## 6. Officer's Report

### Assessment

- 6.1 Section 54(a) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires that an application for planning permission is determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise.
- 6.2 The relevant planning policies against which the application is required to be assessed are the National Planning Policy Framework (NPPF), the Planning Practice Guidance (PPG) and Policies SP1, SP6, CM5, and HO1 of the Carlisle District Local Plan (CDLP) 2015-2030.
- 6.3 The proposal raises the following planning issues:

#### 1.0 Whether the principle of the proposal is acceptable

- 6.4 This proposal seeks permission for the laying out of a car park to serve the temporary re-location of Newman School. The site is allocated in the Carlisle District Local Plan 2015-2030 for housing development under policy HO1 site U3 which states that

***U 3: Site of Pennine Way Primary School, Pennine Way/Edgehill***

***Road*** - the school is about to undergo redevelopment in order to accommodate an increased intake of pupils. This will involve relocating the school to an adjacent site on the south side of Edgehill Road. The redevelopment is part of a wider project including a new community hub. The redevelopment of the site provides an opportunity to diversify the housing mix in this area of Harraby.

***Highways advice:*** assumed access would be from Pennine Way and Edgehill Road. Arnside Way/Eastern Way junction may need improvement with contribution to A69 corridor depending on total development of all proposed allocations in this part of Carlisle.

***Biodiversity:*** no statutory or non-statutory designations within or adjacent to the site. As school playing fields the site is likely to have low biodiversity value.

***Heritage assessment:*** no known heritage assets within or adjacent to site.

***Flooding/drainage:***

- significant surface water flooding issues within the site boundary – need to be managed on site;
- historic records show flooding has been a problem in the area so needs careful approach to drainage; and
- could be significant cumulative impacts from concentration of allocations in the area draining into Durranhill Beck.

- 6.5 The Local Plan Policy HO1 indicates that the site is likely to come forward in the second period of the Local Plan (2021- 2025).

- 6.6 In this context, and following on from Storm Desmond, the site provided an opportunity for Newman School's relocation to utilise the vacant Pennine Way Primary/Junior School buildings and provide a temporary base for the school without prejudicing the Plan strategy. Permission was granted for the location of temporary portacabins until September 2021 for use by Newman School. This application seeks to construct a car park for use by the school.
- 6.7 On the basis of the above the principle of this proposal is acceptable.

## **2.0 Whether the scale and design is acceptable**

- 6.8 The proposal seeks to use an existing access point into the site and is based around the requirement to move parking off the highway particularly on Silverdale Road which is the main access to the school reception and has resulted in the highway verge being churned up by vehicles.
- 6.9 The proposal seeks to mark out parking for 46 cars with a one-way entry and exit system onto Edgehill Road. The construction for the car park will utilise a cell based structure filled with aggregate above a geotextile layer to assist with drainage on the site. A tarmac footpath will be laid to link to the school site. A local Councillor has raised concerns that the site should not just be tarmac to limit its visual impact. This has been taken on board by the agent through the use of a cellpave system. Some areas of landscaping will be retained to soften the front of the site.
- 6.10 The site of the car park is approximately 675sqm and is set within the centre of the Edgehill Road frontage to ensure that it is kept away from neighbouring properties and is able to provide a direct footpath link within the site to access the school buildings.
- 6.11 The scale of the proposal is therefore limited to that required to provide the spaces and for the function provided in relation to the school's needs. It is noted that this is only for the temporary duration of the school however it should still comply with Local Plan policies. In this case the design accords with Policy SP6 of the Carlisle District Local Plan and the scale and design is acceptable.

## **3.0 Impact on neighbouring properties**

- 6.12 Since the school relocated to the former Pennine Way school site there have been ongoing issues with parking and the proposal to install a car park is intended to relieve existing pressures on surrounding roads and enable staff to park within the site. It is recognised that the initial scheme sought also to address coach parking in the area which also impacts at either end of the school day however given the temporary nature of the school's location it is not possible to resolve all parking difficulties. It is however envisaged that by increasing the on-site provision it should have a positive impact on the surrounding highway network and neighbouring streets.
- 6.13 Some concerns have been raised in relation to lighting as it can impact on

neighbouring properties. Some lighting is to be provided within and around the edge of the car park and the lumination levels will be confined to the site boundaries to remove any glare and ensure that the footpath and car park can be used all year round.

#### **4.0 Highway Issues**

- 6.14 The County Council as Highway Authority has been consulted on the proposals and consider that the proposed accesses are acceptable in connection with the proposed use. The Highway Authority has no objection to the proposal but would consider conditions relating to the crossing of the footway, the surfacing of 10 metres of the access drive to prevent loose materials going onto the highway and that access gates should be hung inwards only are required. On this basis the proposal does not create any highway issues and is acceptable.

#### **5.0 Drainage Issues**

- 6.15 The applicant has submitted a drainage layout that reflects the use of cellpave porous material for the layout of the car park area. The Highway Authority requires the access/egress to be hard surfaced for a length of 10 metres and therefore an ACO drain has been included at the front of the site to ensure water does not drain onto the highway. Within the site the drainage will collect into a soakaway. The County Council as Local Lead Flood Authority (LLFA) notes that within the drainage design the infiltration rate has been assumed and not tested on site. The LLFA require that the a BRE 365 test is conducted prior to acceptance as a soakaway may not be suitable at this location.
- 6.16 The LLFA had initially considered that the application should be refused without this information however they are satisfied that the infiltration tests can be conditioned in advance of other works and agreed with the LPA and LLFA and if they should not be satisfactory development would not be able to proceed until a satisfactory drainage scheme is approved.
- 6.17 It should be noted that the site has previously been used as a construction compound for vehicles whilst the development of the Harraby Campus was being undertaken. The principle of this type of use (parking of vehicles) has therefore been established without the detailed drainage system in place. It is therefore considered that given the material circumstances in relation to this site's history, such a condition would be appropriate.

#### **6.0 Other matters**

- 6.18 A local Councillor has raised concerns about the condition of the site boundaries as these are not being well maintained. This is not a planning matter and is a matter for the school and the landowner to determine who is responsible to ensure the site does not provide a dis-amenity to the surrounding neighbourhood. The County Council as landowner has been advised of this concern and discussions are ongoing between the relevant parties.

- 6.19 Another local Councillor has highlighted that outside school hours there are other uses in the area which create difficulties for parking and questions whether the proposed car park could be used outside of school hours. In planning terms we must consider the appropriateness of the planning applications for their location and in this instance it is clear that the overriding issue is about parking for the school. As this relates to a school we must also consider how that impacts on school security and it would not be appropriate under such circumstances to insist through a planning condition that the school car park remains open for other users. The request to help solve other local parking issues has been made of the school and they should discuss this with other local groups to see if some specific arrangement is feasible outside the remit of this planning application.

### **Conclusion**

- 6.20 The application seeks planning permission for the use of land as a car park during the temporary re-location of Newman School. In overall terms, the principle of development accords with the objectives of the NPPF, PPG and the Carlisle District Local Plan 2015-2030 subject to conditions relating to highways.
- 6.21 Development should not be commenced until the infiltration tests are undertaken to ensure that the proposed drainage system involving a soakaway would be an acceptable drainage strategy for the site.

## **7. Planning History**

- 7.1 In 1997 permission was granted for a new corridor link between the juniors and infants school.
- 7.2 In 2001 permission was granted for an extension to form a new reception/office block
- 7.3 In 2006 permission was granted on the north east corner of the site for 8 dwellings
- 7.4 Application 16/0125 Temporary Permission For Upto 5 Years For The Erection Of 12no. Single Storey Portakabin Classroom Buildings And 2no. Portakabin Portaloo Buildings To Be Used By Newman School (Retrospective) was granted on the 14<sup>th</sup> July 2017.
- 7.5 Application 16/00741 was for a Non-Material Amendment for the science lab which was granted on the 14<sup>th</sup> September 2017.

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

1. The use hereby permitted shall be discontinued not later than the 1st day of August 2021 unless in the meantime a further application has been

submitted to and approved by the Local Planning Authority.

**Reason:** The development is required to facilitate the temporary relocation of Newman School for which a limited period of consent has been specified.

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 16 November 2016;
2. the Site Plan (Dwg 02) received 16 November 2016;
3. the General Arrangement & Vehicle Tracking (Dwg ELL/LE033/AR/L/100) received 26 October 2017;
4. the Drainage Layout (Dwg ELL/LE033/AR/L/101) received 18 December 2017;
5. the Lighting Design (Dwg D29182/AMA/A) received 16 November 2016;
6. the BETAFENCE ROBUSTA DOUBLE LEAF GATE OVERVIEW (Dwg USW00C300101) received 16 November 2017;
7. the Design and Access Statement November 2016;
8. the Statement of intent in relation to the preparation of a school travel plan received 16 November 2016;
9. the Notice of Decision; and
10. any such variation as may subsequently be approved in writing by the Local Planning Authority.

**Reason:** To define the permission.

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

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

4. The access drive shall be surfaced in permeable bituminous or cement bound materials, or otherwise bound and shall be constructed and completed before the development is brought into use. This surfacing shall extend for a distance of at least 10 metres inside the site, as measured from the carriageway edge of the adjacent highway.

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

5. Access gates, if provided, shall be erected to open inwards only away from the highway, be recessed no less than 4.5 metres as measured from the carriageway edge of the adjacent highway and shall incorporate 45 degree splays to each side.

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




6. Development shall not be commenced until the results of Infiltration Testing in accordance with BRE365 have been submitted and agreed in writing by the Local Planning Authority in conjunction with the Local Lead Flood Authority. Once agreed the development shall be undertaken in accordance with the Drainage Layout (Dwg ELL/LE033/AR/L/101).

**Reason:** To ensure a satisfactory drainage scheme is implemented in accordance with Policy CC5 of the Carlisle District Local Plan 2015-2030.

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Client						
The Board of Governors Newman Catholic School						
PROJECT:						
						
Site Client						
Newman Catholic School Carlisle						
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TITLE:						
Site Plan						
Drawing Number: Revision:						
Existing						
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Date Date Date Date Date Date						
NOV 2016 NOV 2016 NOV 2016						
Datum: Grid: 36061102						

# The Board of Governors Newman Catholic School



## Client

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# Site Plan

Sustainability Description:	
Existing	Revision:
Drawing Number:	02



NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ALL DETAILS AND DIMENSIONS ARE TO BE CHECKED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION.
3. ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE
4. ALL LEVELS ARE RELEVANT TO ORDNANCE DATUM (NEWLYN).
5. LOCATION OF EXISTING SEWERS, UTILITIES AND SERVICES TO BE SURVEYED BEFORE COMMENCING WORK ON SITE.
6. ANY DISCREPANCIES ON THIS DRAWING SHOULD BE REPORTED BACK TO THE ENGINEER PRIOR TO CONSTRUCTION.
8. THIS DRAWING IS PRELIMINARY AND SHOULD NOT BE USED FOR CONSTRUCTION.

KEY:

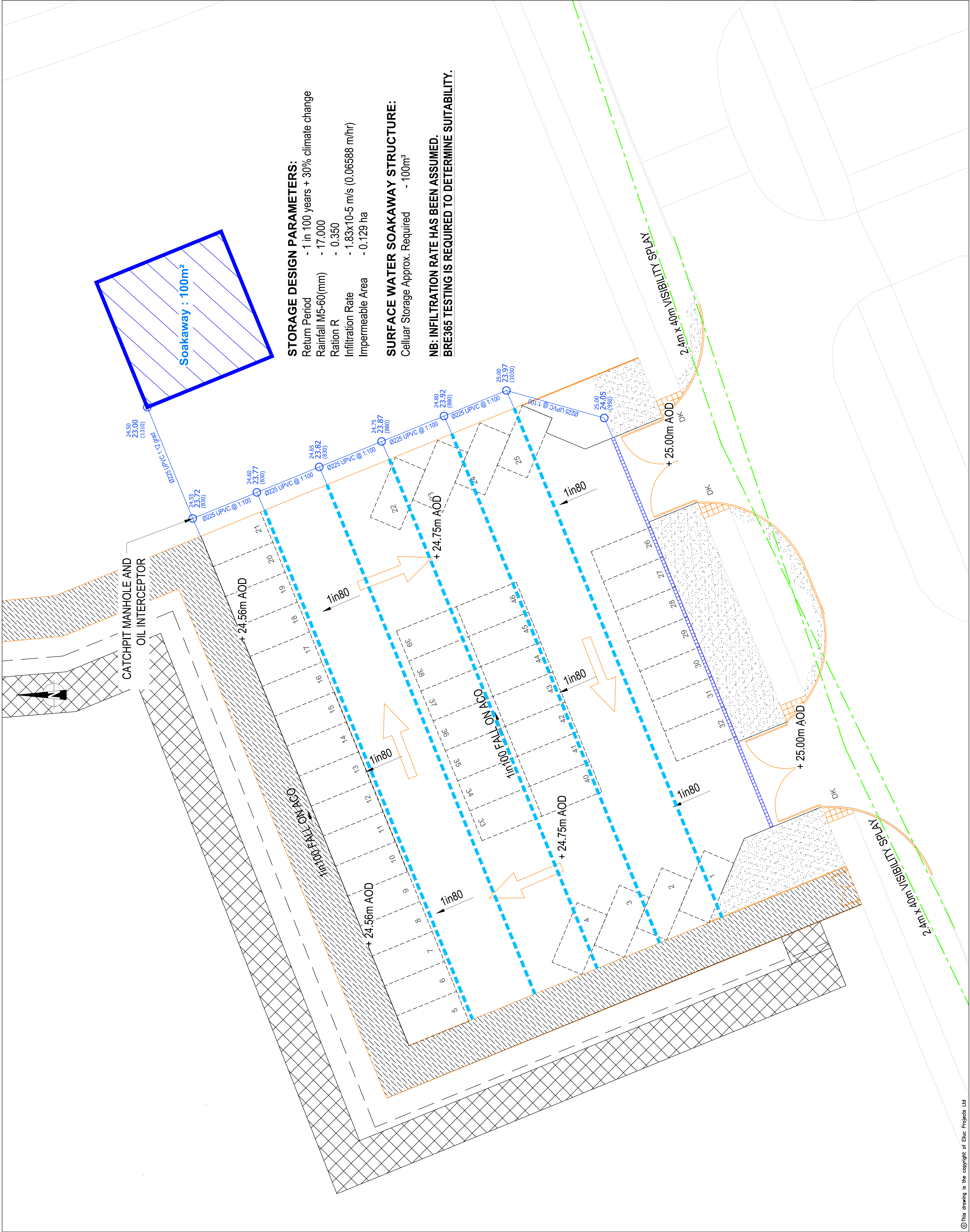
- 0.75m

SURFACE WATER PIPEWORK
- 0.75m

ACO MULTIDRAIN
- 0.75m

Ø100 PERFORATED PIPE

NO TOPOGRAPHICAL SURVEY AVAILABLE  
LEVELS ARE ASSUMED



**STORAGE DESIGN PARAMETERS:**  
Return Period - 1 in 100 years + 30% climate change  
Rainfall M5-60(mm) - 17.000  
Ration R - 0.350  
Infiltration Rate - 1.83x10-5 m/s (0.06588 m/hr)  
Impermeable Area - 0.129 ha

**SURFACE WATER SOAKAWAY STRUCTURE:**  
Celluar Storage Approx. Required - 100m³

**NB: INFILTRATION RATE HAS BEEN ASSUMED.  
BRE365 TESTING IS REQUIRED TO DETERMINE SUITABILITY.**

C	REVISED TO COMMENTS	07.12.17 LCM MM
B	CELLPAVE ADDED	08.11.17 MA MM
A	CAR PARKING LAYOUT AMENDED	20.10.17 MM MM
Rev	Description	Date
By		
Check		
PRELIMINARY		

ARCADIS		
NEWMAN CATHOLIC SCHOOL, CARLISLE		
DRAINAGE LAYOUT		

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Sheet: A1

Print Date: 05/10/2017

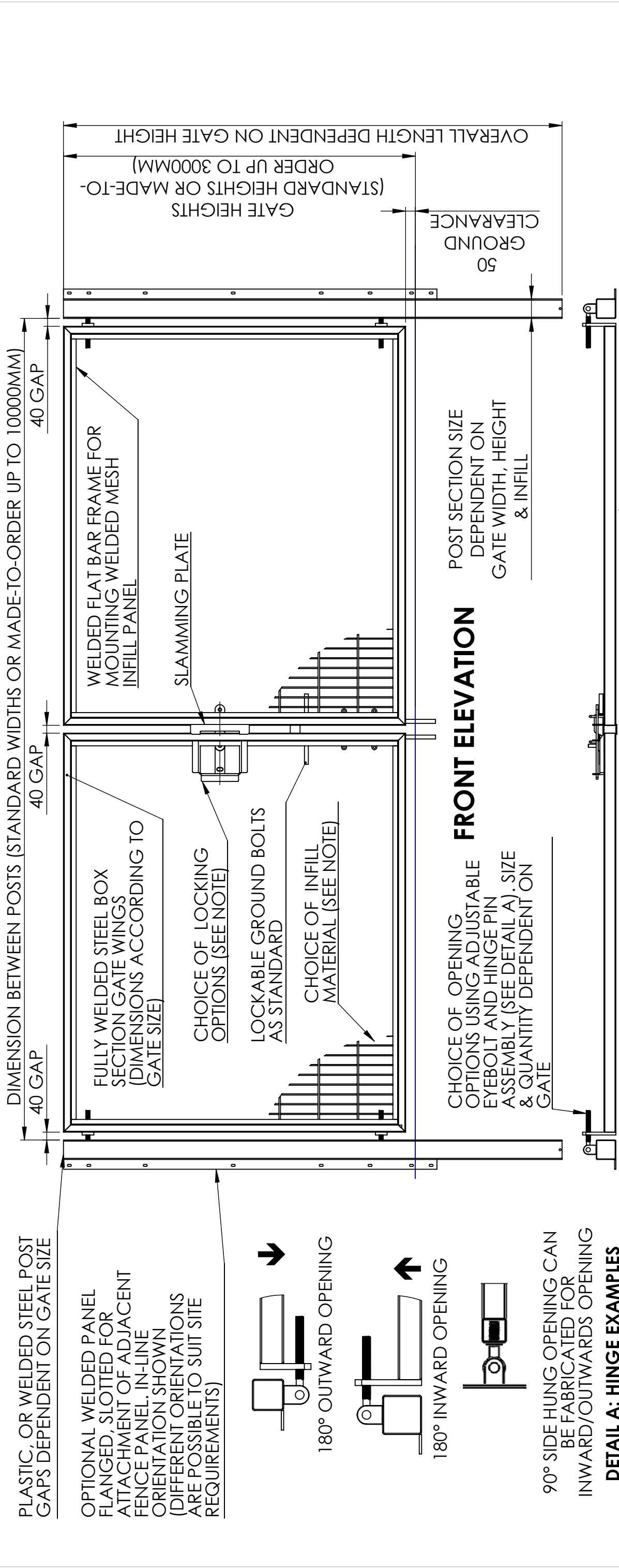
Drawn: ENG

Checked: MM

Rev: C

Drawing No: ELL/LE033/ARU/101





GATE INFILL OPTIONS:

- NYLOFOR 2D (SHOWN)
  - PALADIN FX (IN FLAT CONFIGURATION)
  - 25 x 25 TUBULAR INFILL (WELDED CENTRALLY IN WING AT 110 INTERVALS)
  - SECURIFOR 358
- GATE FINISH:
- GATES SUPPLIED HOT-DIP GALVANISED WITH OPTIONAL POLYESTER POWDER COATED IN GREEN RAL 6005 OR BLACK RAL 9005.
  - GATES CAN BE SUPPLIED IN OTHER RAL COLOURS TO SUIT CUSTOMER REQUIREMENTS BUT THIS MAY AFFECT COST.

LOCK OPTIONS:

- SLIP-LATCH - ACCESSIBLE FROM BOTH SIDES & HOLED FOR PADLOCK (SHOWN)
- SLIP-LATCH + COVERPLATE - ACCESSIBLE FROM INSIDE & HOLED FOR PADLOCK
- SLIP-LATCH + ANGLE SHROUD - ACCESSIBLE FROM BOTH SIDES & HOLED FOR PADLOCK
- MORTICE LOCK WITH HANDLES (SUITED LOCKS IF NEEDED)
- CUSTOM LOCK REQUIREMENTS IF NEEDED

OPTIONAL TOPPINGS:

- 40 x 3mm SERRATED STRIP WELDED TO TOP OF LEAF FOR 1.8M HIGH AND OVER
- VERTICAL EXTENSIONS FOR 3No. ROWS OF BARBED WIRE

FOUNDATIONS:

- FOUNDATION DETAILS SHOULD BE AS RECOMMENDED IN BS1722 PART:14 FOR "OPEN MESH STEEL PANEL FENCES"

ADDITIONAL INFORMATION:

PLEASE CONTACT THE BETAFENCE OFFICE SHOULD YOUR GATE REQUIRE FURTHER TECHNICAL FEATURES.



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BETAFENCE ROBUSTA  
DOUBLE LEAF GATE  
OVERVIEW

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