

SCHEDULE A: Applications with Recommendation

17/0869

Item No: 10

Date of Committee: 05/01/2018

Appn Ref No:
17/0869

Applicant:
Story Homes

Parish:
Brampton

Agent:

Ward:
Brampton

Location: Land at Carlisle Road, Brampton

Proposal: Erection Of 91no. Dwellings And Associated Infrastructure

Date of Receipt:
19/10/2017

Statutory Expiry Date
18/01/2018

26 Week Determination
19/04/2018

REPORT

Case Officer: Richard Maunsell

1. Recommendation

- 1.1 The recommendation is for authority to issue an approval subject to the completion of an appropriate Section 106 Agreement regarding the provision of affordable housing (13 affordable rent and 14 low cost home ownership), the management/maintenance of open space; the payment of £272,820 towards education, the payment of £193,132 towards off-site sports pitches and equipped play area; and the payment of £6,600 for monitoring of the Travel Plan.

2. Main Issues

- 2.1 The Principle Of Development
- 2.2 The Layout, Scale, Appearance, Access And Landscaping
- 2.3 Impact On Trees and Hedgerows
- 2.4 Whether The Proposal Would Adversely Affect The Amenity Of The Occupiers Of Neighbouring Properties
- 2.5 Impact On Heritage Assets
- 2.6 Highway Issues And Accessibility
- 2.7 Affordable Housing, Education And Recreational Provision
- 2.8 Archaeology
- 2.9 Contaminated Land
- 2.10 The Effect Of The Proposed Development On Nature Conservation Interests
- 2.11 Flood Risk And Foul and Surface Water Drainage

- 2.12 Crime and Disorder
- 2.13 Waste/ Recycling

3. Application Details

The Site

- 3.1 This application relates to 3.76 hectares and comprises The site comprises of pasture fields, with hedgerows running along the northern boundary and also through the site in a north to south direction. The site itself is bordered to the east and south by residential housing, to the north by Carlisle Road, and to the west by open fields.
- 3.2 The application site forms part of the housing allocation R1 know as Land south of Carlisle Road, Brampton. The wider allocated site is anticipated to deliver 250 units within the first 5 years of the plan i.e. by 2020. The allocation requires land to be set aside for the provision of a medical centre to accommodate the relocation of the Brampton Medical Practice and the application states that it is the intention is that land will be set aside in the future second phase.
- 3.3 The land topography of the land is that of rolling farmland and undulates quite steeply culminating at its highest point between Carlisle Road and Elmfield close to the north-east boundary.
- 3.4 A Grade II Listed Building in the form of Green Lane House that is a located approximately 60 metres to the south-east and St. Martin's Church which is Grade I listed that is approximately 325 metres to the north-east of the application site. The application site is not within a designated conservation area but at its closest point is approximately 90 metres south-west west of the Brampton Conservation Area. The site falls within Flood Zone 1.

The Proposal

- 3.5 This application is seeking full permission to erect 91 dwellings with vehicular access onto Carlisle Road. The proposed development is a mix of two storey detached, semi-detached and terraced houses. The net area to be developed is 3.76 hectares at a density of approximately 24 dwellings per hectare comprising 17 two bedroom houses, 20 three bedroom houses, 47 four bedroom houses and 7 five bedroom houses. The submitted layout is summarised in the Design & Access Statement which highlights:
 - the proposal is a sensitive scheme of 91 dwellings designed as a direct response to the existing constraints and opportunities of the development site and adhering to Design Guidance;
 - the development provides new vehicular and pedestrian access from Carlisle Road to the northern boundary. The position and design of the access has been carefully considered to ensure issues of landscape retention are minimised and issues of highway safety and visibility are appropriately ameliorated. The design provides for a clear entrance statement to the scheme with aspect and strong frontage over the

- western boundary;
- the development promotes pedestrian connectivity through the site and to the existing footpath network and play area to the east;
- the development integrates key areas of landscaping within scheme proposals and provides a 'Village Core' at the heart to the scheme;
- the development offers a range of accommodation to suit local need;
- the development provides an integrated and considered approach to the relationship of hard and soft landscaping in conjunction with proposed built form;
- the development embraces the core principles of 'secured by design' with all routes overlooked with good levels of natural surveillance;
- the development is inherently sustainable, including the capability of supporting further development to the wider allocation site;
- an elevational style which adds to the richness and variety of the surrounding area through a contextual design response. This includes providing dwelling design with congruent proportions and materiality.

3.6 In addition to the submitted plans, the application is accompanied by:

- Arboricultural Impact Assessment;
- Archaeological Desk-Based Assessment and Geophysical Survey;
- Design and Access Statement;
- Flood Risk Assessment and Drainage Statement;
- Geo-environmental Appraisal;
- Landscape Visual Impact Appraisal;
- Noise Assessment Report;
- Preliminary Ecological Appraisal;
- Preliminary Site Investigation Findings;
- Statement of Community Involvement;
- Supporting Planning Statement;
- Transport Assessment;
- Travel Plan - TPS Transport Consultants Ltd.

4. Summary of Representations

4.1 This application has been advertised by means of 4 site notices, a press notice and direct notification to the occupiers of 38 neighbouring properties. In response, 2 letters of objection have been received and the main issues raised are summarised as follows:

1. the proposed dwellings will not meet any local housing need;
2. the new surgery is not shown on the plans;
3. there is no provision to accommodate elderly persons on the site;
4. with the additional homes, can the schools in the area cope with the additional demand?;
5. the development will destroy the outlook from properties on Elmfield and Greenhill;
6. the houses will directly overlook the existing neighbouring houses;
7. the development has not been assessed in terms of flood risk and how such a large development will impact on the surrounding area, particularly with the land to the north being in a flood zone.

4.2 In support of the application 1 resident has commented:

1. the development will be a great boost to Brampton and the community and bring new people into the area;
2. the local primary school was low on numbers this year and needs building back up to keep local businesses and schools thriving;
3. the plans are fair with affordable houses for the next generation of people to get onto the property ladder.

4.3 One letter of comment has also been received with the issues raised summarised as follows:

1. no objection in principle to the development but there are no bungalows in the proposed development which would accommodate an ageing population;
2. the new Brampton Medical Practice is not included in the plan. The practice needs to expand now and especially with an additional 91 houses;
3. any dust nuisance from the site should be mitigated;
4. there needs to be a condition over working hours on the site;
5. residents should be given reasonable access to the on-site manager to discuss contention as it occurs.

5. Summary of Consultation Responses

Local Environment, Waste Services: - no objection in principle, however Plots 16 - 19 could not be accessed as the road does not have a turning head and being as it is 'squared off' at the end, it may not be possible to reverse back due to the 'swing out' required. Residents would therefore be required to bring their containers to the end where it meets the main road for emptying if the road cannot be accessed. The road also appears not to be tarmac and normally the council vehicles do not travel down private/unadopted roads that are not of a highway standard without the consent of the landowners due to the risk of damage that a fully loaded 26 tonne vehicle could cause. For information only; Plots 1 and 2 and 90 and 91 would need to bring bins to end as we would not access these private roads;

Local Environment - Environmental Protection: - the following comments have been received:

Noise & vibration

Consideration should be given to limit the permitted hours of work in order to protect any nearby residents from possible statutory noise nuisance, this includes vibration. Any other appropriate noise mitigation measures should be considered, for example, the use of noise attenuation barriers, the storage/unloading of aggregates away from sensitive receptors and the use of white noise reversing alarms, where possible. These measures should aim to minimise the overall noise disturbance during the construction works.

Dust

Consideration should be given to protect any nearby residents or sensitive receptors from statutory nuisance being caused by dust from the site. Given that the site is located in a residential area it would be advisable to consider all appropriate mitigation measures. Vehicles carrying materials on and off site must be sheeted or otherwise contained, water suppression equipment should be present on site at all times and used when required, wheel wash facilities should be made available for vehicles leaving site and piles of dusty material should be covered or water suppression used.

Contamination.

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.

Air Quality and Transport

It is recommended that air quality impacts are given further consideration. Transport measures that may reduce the number of cars on the road network and result in people using zero-emission modes of transport will benefit air quality in the local and wider area. A suitable transport measure for this development may be to provide an electric vehicle charging point per dwelling. This would work toward minimising future impacts on air quality and promote improvements in vehicle emissions.

The provision of charging points is in line with current Institute of Air Quality Management (IAQM) 'Land-Use Planning & Development Control: Planning For Air Quality' guidance (2017), section 5 states: 'Where on-site parking is provided for residential dwellings, EV charging points for each parking space should be made'. Such measures are also referenced within the NPPF: Paragraph 35 states that, 'plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to: Incorporate facilities for charging plug-in and other ultra-low emission vehicles';

Northern Gas Networks: - no objection;

Green Spaces: - it is assumed that 317 people will be occupying the development once complete, and the housing mix on site suggests the development will attract families with children.

To maintain Carlisle's ratio of open space per head of population, a development of this scale would be required to provide 1.14 ha of public open

space.

While the applicant has identified some areas of POS on the site, this is not adequate either in scale or quality to meet the Council's requirements. This development is isolated by having busy roads along its boundaries. Therefore it will be important to provide POS and play on site so that children and parents have safe access.

No provision for children's play is evident from the application form or the accompanying maps. There are small, isolated pockets of POS that serve only to attract anti-social behaviour. These should be amalgamated to create useful space.

Overall, the design falls short of our expectations, being deficient in POS, deficient in play provision and unimaginative in its layout;

Brampton Parish Council: - no objection but the following comments to be taken into consideration and/or addressed:

1. why is there no play area on site considering the amount of houses proposed and future development at this site?;
2. could residents of Brampton be a priority when consideration is being made for the affordable housing?;
3. Policy IP2 - Transport and Development. Within this policy under 6.18 it states that issues already arise due to the lack of car parking in Brampton. With the probable addition of 200 homes in the near future which will impact further on the car parking, could provision be made under the sec 106 agreement for additional car parking within Brampton? Sustainable Vehicle Technology is also detailed within this policy. Looking to the future, could the installation of electric vehicle charging points at each home on this site be explored, if not, some provision on the site itself or within the Brampton area? Under section 6.9 of this policy it states that new development should capitalise upon and enhance links to existing green infrastructure and rights of way networks wherever possible or should seek to create new networks if none are present. Could improvements be made to cyclepaths in the area or the creation of new ones? Perhaps under the sec 106 agreement;

Cumbria County Council - (Highways & Lead Local Flood Authority): - the following comments have been received:

Transport Assessment

- the walking accessibility does not consider how the development will link in to the existing footway provision. The 2 metre development footway should link to the existing footway on the southern side of the road. It should also create a safe crossing point by providing a link to the northern carriageway as well as across Elmsfield;
- the applicant has also not shown how the site links to NCN72.
- links to Elmfield through the "cut" are required to be formalised. The 'existing facilities' seems to refer to an unsurfaced, unlit cut-through which is not suitable. The development should provide enhanced links to Elmfield if it is relying on bus stops on this road to make the site

- accessible. This element could be conditioned;
- the Trip Rate Information Computer System (TRICS) analysis includes sites in large urban areas, which are not comparable to Brampton as they have significantly better public transport provision. It also includes edge of town centre sites. We would normally expect these incomparable sites to be excluded from the analysis. It is however considered on this occasion that the variation in outputs will not have a undue impact on the assessment data. This element is therefore acceptable.
- percentage increases in traffic are not a suitable measure for impact, as percentage increases will always be low at busy junctions.
- the accident analysis does not cover all the junctions that were surveyed. There are a number of accidents at both the A689/Carlisle Road and A66/A689 junctions that should be investigated. As there is no evidence of a particular issue at either of these junctions over the past 5 years, the applicants assessment is considered acceptable;
- Elmfield junction suffers from poor visibility, the pedestrian movement across this junction should therefore be improved. Additional funding will be required for the potential raised junction to emphasise this movement and slow vehicular traffic .

Travel Plan

The measures and targets mentioned in the Travel Plan is accepted. This does however show the importance of the site being connected to the nearest pedestrian infrastructure and to allow for safe routes.

The Highway Authority would as normal require the applicant to fund the Travel Plan monitoring done by local highway authority to the amount of £6600.

Detailed Layout comments. _

The detail provided is in order. The site does however not have an emergency vehicle access, normally needed for a development of this size; however, the link to Elmfield could be improved to serve that function. This will entail minor layout amendments to accommodate this and will still be in the red line boundary and will not change the housing layout. This element could therefore be conditioned.

Drainage _

The development is within flood zone 1 so the development is appropriate and an exception test is not required.

The conclusions of the Flood Risk Assessment (FRA) are agreed in that the site is not at risk of surface water flooding other than a small strip of land to the west which is outside of the site boundary.

The site is underlain with a permeable strata which increases the possibility of ground water emanating through fissures in the rock which could be an issue. As the FRA recommends all external levels should be designed to direct fall

away from dwelling entrances, patios and entrances should be fitted with a drainage channel or gully; however to conclude the ground water flooding risk on site is low.

The applicant has undertaken soakaway tests in accordance with BRE 365 digest which illustrates that the site is suitable for soakaways. The LLFA agree with this view.

The surface water on site is stored within a polypipe cellular storage system before allowing for infiltration into the sub strata. The system has also been designed to attenuate for up to a 1 in 100 year storm event plus a 40% allowance for climate change. This is also acceptable to the LLFA.

There are no objections to the drainage solution shown on the submitted plans.

Education _

The catchment schools for this development are Brampton Primary 0.7 miles and William Howard Secondary Academy 0.4 miles. The next nearest schools with spaces are Hayton Primary 2.4 miles and Central Academy for secondary 8.7 miles, both of which are over the walking threshold.

The pupil yield model, used to calculate how many children a development is likely to produce, works on the average number of children in dwellings across Cumbria. This methodology provides a best estimation for determining pupil yields for the purpose of planning for school places, this is set out within the Cumbria County Council Planning Obligation Policy.

The methodology for calculating available spaces in schools first considers developments with planning approval, before assessing which schools the developments will impact and what spaces remain for the most recently proposed development. Currently there is one development affecting the primary school used for this assessment and thirty four for secondary schools. The table below shows the catchment schools and the nearest secondary schools, and the developments that will affect them.

Brampton Primary School has changed its Published Admission Number from 45 to 30 in order to ensure that the school continues to remain sustainable, this means that whilst there the projections might show pressure on the school there are buildings on site that can be used to accommodate additional children if required. Therefore no contribution will be required.

There are insufficient places available in the catchment school of to accommodate the secondary pupil yield from this development. Fifteen secondary places are generated from this development however; William Howard School is already oversubscribed. An education contribution for all of the secondary places will be required of £272,820.

Both the primary and secondary catchment schools are within the statutory walking distances and there are no route safety concerns.

The Lead Local Flood Authority and Local highway Authority has no objection to the application, subject to the imposition of conditions including the construction of road to adoptable standards, the inclusion of an emergency vehicle access, provision of visibility splays, provision of access and turning facilities for construction traffic together with the implementation of the drainage system;

United Utilities: - no objection subject to the imposition of a condition requiring the implementation of the surface water drainage scheme.

6. Officer's Report

Assessment

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2 The relevant planning policies against which the application are Policies SP2, SP5, SP6, SP8, SP9, HO1, HO2, HO4, IP1, IP2, IP3, IP4, IP5, IP6, IP8, CC3, CC4, CC5, CM2, CM4, CM5, HE2, HE3, GI1, GI3, GI4 and GI6 of The Carlisle District Local Plan 2015-2030 and the council's Supplementary Planning Documents (SPD) "Achieving Well Design Housing", "Trees and Development", and "Designing Out Crime" are also material planning considerations together with Sections 66 and 72 of the Planning (Listed Building and Conservation Areas) Act 1990.
- 6.3 The requirements of the public sector equality duty under Section 149 of the Equality Act 2010; and the "Guidelines for Public Transport In Developments" (1999) and "Reducing Mobility Handicaps" (1991) both prepared by the Chartered Institution of Highways & Transport CIHT) are also material considerations. Section 149(1) of the Equality Act 2010 establishes a duty to have due regard to three identified needs in the delivery of public services and the exercise of public powers, namely:
 - a) to eliminate discrimination, harassment, victimisation etc;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 6.4 The relevant protected characteristics include age, gender, disability and race.
- 6.5 At a national level, other material considerations include the National Planning Policy Framework, March 2012 (the Framework/NPPF), Planning Practice Guidance (April 2014), the Community Infrastructure Levy Regulations 2010 (as amended), and the Natural Environment and Rural Communities Act (2006).
- 6.6 The NPPF identifies 3 dimensions for the planning system to perform under

sustainable development, namely, an economic role, a social role and an environmental role.

- 6.7 Paragraph 14 of the NPPF highlights the presumption in favour of sustainable development which is referred to as “a golden thread”. For decision-taking this means approving development proposals that accord with the development plan; and where the development plan is absent, silent or out of date, grant permission unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits; or
 - specific policies in this Framework indicate development should be restricted.
- 6.8 Paragraph 17 of the NPPF identifies 12 core planning principles including taking account of the different roles and character of different areas; supporting the transition to a low carbon future; contribute to conserving and enhancing the natural environment and reduce pollution; and conserve heritage assets.
- 6.9 The authority should consider securing measures to enhance the biodiversity of a site from the applicant, if it is minded to grant permission for an application in accordance with paragraph 118 of the NPPF. This is reflected in Section 40 of the Natural Environment and Rural Communities Act (2006) which states that every public authority must have regard to the purpose of conserving biodiversity. Local planning authorities must also have regard to the requirements of the EC Habitats Directive (92/43/EEC) when determining a planning application as prescribed by regulation 3 (4) of the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), and Article 16 of the Habitats Directive before planning permission is granted.
- 6.10 The proposal raises the following planning issues.

1. The Principle Of Development

- 6.11 Paragraph 14 of the NPPF states:
- “At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking”*
- 6.12 Paragraph 47 of the Framework requires that local authorities should identify “a supply of specific deliverable sites to provide five years” worth of housing against their housing requirements with an additional buffer of 20% (to ensure choice and competition in the market for land) for those authorities where there has been a record of persistent under delivery.
- 6.13 Policy SP2 (Strategic Growth and Distribution), as modified, states that sufficient land will be identified to accommodate 9,606 net new homes between 2013 and 2030 including a minimum annualised average of:
- 478 net new homes between 2013 and 2020; and
 - 626 net new homes between 2020 and 2030 (adjusted to have regard to

delivery in the 2013-2020 period).

- 6.14 The site is an allocated site ("R1") for residential development under Policy HO1 in the local plan. In relation to this site, Appendix 1 of the local plan states:

"R 1: Land south of Carlisle Road, Brampton - this site is located on the edge, but within walking distance of the town centre, which has a wide range of local services and facilities. The site abuts existing housing development on its north eastern and eastern sides, and is opposite established housing and employment uses on the northern side of Carlisle Road. The western boundary of the site abuts open countryside, and care will need to be taken over the design of the boundaries to ensure that the development integrates with surrounding land uses. Within the site there will be land set aside for the provision of a medical centre to accommodate the relocation of the Brampton Medical Practice, which has a requirement to expand to purpose built premises.

Highways advice: the Highway Authority has advised that this site is well positioned just to the west of the town centre and therefore close to local facilities. However, there are likely to be town centre parking and school muster time issues with this scale of development, which will require mitigation measures.

Biodiversity: there are no statutory or nonstatutory designations which apply within or adjacent to the site. Substantial roadside hedgerows (although species poor), should be retained as far as possible, with the exception of where their removal is required for site access sight lines.

Heritage assessment: there is a grade II listed building (Green Lane House) on Greenhill. However the building lacks a strong presence as it is partly single storey and is screened by mature roadside trees. It is also not visible from the proposed housing site as it is separated from the site by a row of two story semi-detached houses, (Elmfield). Therefore the development of this site is unlikely to harm the setting of the listed building. Prehistoric and Roman remains survive around the borders of the site. An archaeological desk-based assessment and field evaluation will be required at the planning application stage. The north eastern corner of the site lies 100m from the boundary of the Brampton Conservation Area (CA). The CA is not visible from the site. New development should not directly imitate the existing development in this area, but should be well designed with respect for the local context, and have its own well established character and appearance.

Flooding/drainage:

- no apparent flooding issues; and*
- possible opportunities for infiltration SUDS due to sandy soil (this has been done in the locality)."*

- 6.15 The application site is located in a sustainable location where there are a range of services accessible from the site and the proposal would create an opportunity to support these facilities. The site is well related and bounded

by residential dwellings generally to the north and east.

- 6.16 The development supports the strategy of the local plan and delivery of housing within the district and in such circumstances the principle of housing on this site is deemed acceptable.

2. The Layout, Scale, Appearance, Access And Landscaping

- 6.17 Policies seek to ensure the development is appropriate in terms of quality to that of the surrounding area and that development proposals incorporate high standards of design including siting, scale, use of materials and landscaping which respect and, where possible, enhance the distinctive character of town scape and landscape. This theme is identified in Policy SP6 of the local plan which require that development proposals should also harmonise with the surrounding buildings respecting their form in relation to height, scale and massing and make use of appropriate materials and detailing. Development of this site could have a significant impact on the character of the area unless it is sympathetically designed.
- 6.18 When assessing the submitted details in terms of the design, in the context of the site's allocation under Policy HO1, the main issues are considered to revolve around:
- whether the scheme integrates into its surroundings by reinforcing existing connections and creating new ones;
 - whether the proposal has a mix of dwelling types and tenures that suit local requirements;
 - does the scheme create a distinctive character which takes advantage of existing features;
 - does it create well defined streets and spaces;
 - is the scheme designed to make it easy to find your way around;
 - are streets designed to encourage low vehicle speeds;
 - is resident and visitor parking sufficient and well integrated;
 - are public and private spaces clearly defined, attractive and safe;
 - is there adequate external storage space for bins and recycling as well as cycles;
 - is there adequate and effective open space.
- 6.19 The council's Urban Design Officer has commented that the development does not seem at all responsive to the quite distinctive character of Brampton, but moreover are standard house types from this developer. Furthermore, no explanation has been given as to how the design has been informed by the site constraints and opportunities.
- 6.20 When considering connectivity it is evident that the proposed layout ties in and augments existing provision in the area. In relation to the mix of dwelling types and tenures it is evident that the Housing Development Officer has not raised any objections. When considering the character of the area, the developer has sought (through landscaping, the layout and form of the development, and the design of certain dwellings as "landmarks") to create a relatively distinctive character with well-defined streets and spaces, which would be easy to navigate, not encourage inappropriate vehicle speeds, and

integrates resident and visitor parking. The public and private spaces are considered to be well defined and overlooked. The layout of the proposed dwellings are such that each unit has space to accommodate refuse/recycling bins with gated access from the "rear" gardens to the road frontage for the proposed terraced dwellings.

- 6.21 The application seeks permission for 2 storey buildings and taking on board the advice in the local plan, the character and appearance does not mimic the style of the existing properties in the locality. The proposal would maximise the use of the site and would be a dense form of development; however, the character and nature of the building in the vicinity of the site is that of densely constructed modern housing.
- 6.22 The proposal could achieve adequate amenity space and off-street parking. The character and appearance of the development would not be obtrusive within the street scene. Accordingly, there is no conflict with planning policies.

3. Impact On Trees and Hedgerows

- 6.23 Policy GI6 of the local plan seeks to ensure that proposals for new development should provide for the protection and integration of existing trees and hedges. In respect of new development, the city council will resist proposals which cause unacceptable tree loss, and which do not allow for the successful integration of existing trees. This aim is further reiterated in Policy SP6 which requires all developments to take into account important landscape features and ensure the enhancement and retention of existing hedges.
- 6.24 Furthermore, the City Council's Supplementary Planning Document (SPD) 'Trees and Development' outlines that native large growing species are intrinsic elements in the landscape character of both rural and urban areas alike and acquire increasing environmental value as they mature. Large trees need space in which to grow to maturity without the need for repeated human intervention. Not only should the design of the development seek to retain existing tree and hedgerow features, but sufficient space should be allocated within the schemes to ensure integration of existing features and space for new planting it is important that these issues are considered at the very start of the planning process.
- 6.25 The application details shows the retention of the hedgerows largely to the east, west and north of the site together with a group of trees located centrally within the site and the Arboricultural Impact Assessment, submitted as part of the application, includes a Root Protection Area & Barrier Specification. The Executive Summary states that:
- it is proposed to develop the site into 91 plots of residential housing alongside landscape improvements such as parking and soft landscaping. Full details of the proposed site layout can be seen on the plans included in Appendix 1;
 - The proposed development necessitates the removal of two groups of trees and parts of two hedgerows. This tree loss is mitigated for by

replacement tree planting as outlined in the soft landscape scheme (UG_10720_LAN_DRW_SL_03);

- before any tree works are carried out trees should first be assessed for their suitability for protected species by a suitably qualified and experienced ecologist;
- tree protection fencing will need to be installed at the alignment shown on the Tree Protection Plan in Appendix 4 before any construction activity takes place.

- 6.26 Subject to the imposition of conditions requiring the protection of the trees and hedgerows and construction methods in these areas, the development would not pose a threat to the trees and hedgerows that would be appropriately retained as part of the development.

4. Whether The Proposal Would Adversely Affect The Amenity Of The Occupiers Of Neighbouring Properties

- 6.27 Two core planning principles of the Framework are for planning to be a creative exercise in finding ways to enhance and improve the places in which people live their lives; and to always seek to secure a good standard of amenity for all existing and future occupants of land and buildings (para. 17).

- 6.28 The city council's SPD "Achieving Well Designed Housing", on the matter of privacy, states that:

"Where a development faces or backs onto existing development, in order to respect privacy within rooms a minimum distance of 21 metres should usually be allowed between primary facing windows (and 12 metres between any wall of the building and a primary window). However, if a site is an infill, and there is a clear building line that the infill should respect, these distances need not strictly apply. (para. 5.44) While it is important to protect the privacy of existing and future residents, the creation of varied development, including mews style streets, or areas where greater enclosure is desired, may require variations in the application of minimum distances." (para. 5.45)

- 6.29 Moreover, criterion 7 of Policy SP 6 of the local plan requires that proposals ensure that there is no adverse effect on residential amenity or result in unacceptable conditions for future users and occupiers of the development.

- 6.30 As such, it is considered that the main issues revolve around the impacts on the occupiers of the proposed dwellings as well as the existing neighbours concerning not only potential losses in privacy but also such matters as whether any element would be oppressive; cause losses in daylight/visible sky; and/or cause overshadowing/losses in sunlight.

- 6.31 When considering the living conditions of the neighbouring residents it is appreciated that the proposal, when compared to the existing use, is likely to lead to an increase in noise and disturbance although the significance of such is not considered sufficient to merit the refusal of permission. The increase in traffic is also likely to lead to a greater degree of inconvenience for residents when seeking vehicular access/ egress this is also not considered in itself to

be sufficient to merit the refusal of permission. As such it is considered that the current proposal is acceptable in terms of any impact on the occupiers of the neighbouring properties.

- 6.32 Given the orientation of the application site with adjacent properties, it is not considered that the living conditions of the occupiers would suffer from loss of privacy or unacceptable levels of noise or disturbance. The development would not result in an overall loss of daylight or sunlight due to the distances involved between the application site and the residential properties.
- 6.33 Whilst it is acknowledged that during the construction phase neighbouring residents and will experience effects such as dust and noise/ disturbance, nevertheless, such impacts can also be controlled through the imposition of a relevant condition.
- 6.34 The application is accompanied by a Noise Assessment Report due to the proximity of the site to the A69 and local traffic network which concludes that:
- a composite sound insulation performance is required from the building envelope construction at approximately 10 metres from Carlisle Road.
 - at approximately 20 metres from Carlisle Road, the composite sound insulation requirements reduce;
 - at approximately 10 metres from Greenhill, a sound insulation performance of is required and at 20 metres, the performance requirements reduce;
 - the sound insulation requirements are reduced towards the south west corner of the site;
 - traditional cavity wall and roof/ceiling constructions will provide sufficient sound insulation;
 - a composite sound insulation performance can be achieved with standard (non-acoustic) double glazing;
 - a composite sound insulation performance can be achieved with an 8.8 mm acoustic laminate in the double glazed unit;
 - habitable rooms located adjacent to Carlisle Road and Greenhill are expected to exceed the recommended targets with windows open. This applies to habitable rooms with a direct line of sight to passing traffic;
 - taking into consideration distance separation alone, windows to habitable rooms directly facing Carlisle Road and Greenhill would have to be approximately 70 metres from the carriage way edge to achieve appropriate internal sound levels with windows open;
 - it is considered appropriate to naturally ventilate south facing habitable rooms near to Carlisle Road via opening windows alone;
 - acoustically rated trickle ventilators could be installed to the worst-case habitable rooms near to Carlisle Road/ Greenhill or alternatively, mechanical ventilation could be installed within the dwellings;
 - it is recommended that the main/ rear garden areas within 50 metres of Carlisle Road and 20 metres of Greenhill are acoustically screened by either installing an acoustic fence/barrier along the site boundary line or alternatively installing an appropriate barrier to individual garden boundary lines;
 - indicative calculations indicate that for an effective acoustic barrier approximately 2 metres high, the equivalent continuous sound level within

gardens can be reduced.

- 6.35 On this basis, the ambient noise climate is not considered to represent a constraint to the proposed residential development and the proposal is acceptable.

5. Impact On Heritage Assets

- 6.36 Paragraph 6 of the NPPF states that:

“The purpose of the planning system is to contribute to the achievement of sustainable development”.

- 6.37 Pursuing sustainable development involves seeking positive improvements in the quality of the historic environment (paragraph 9). Planning should always seek to secure high quality design and should conserve heritage assets in a manner appropriate to their significance so that they can be enjoyed for their contribution to the quality of life of this and future generations as stated in paragraph 17 of the NPPF.

- 6.38 The council's Urban Design/ Conservation Officer has commented that given its *location, just outside of the western edge of Brampton Conservation Area, development of the site has the potential to affect the setting of this asset, and other designated and undesignated assets within it, including designed and incidental views to the Grade I Church of St Martin.*

Impact Of The Proposal On The Character And Setting of the Grade II Listed Building

- 6.39 Section 66 (1) of the Planning (Listed Building and Conservation Areas) Act 1990 highlights the statutory duties of local planning authorities whilst exercising of their powers in respect of listed buildings. Accordingly, considerable importance and weight should be given to the desirability of preserving listed buildings and their settings when assessing this application. If the harm is found to be less than substantial, then any assessment should not ignore the overarching statutory duty imposed by section 66(1).
- 6.40 Paragraph 133 of the NPPF states that local planning authorities should refuse consent for any development which would lead to substantial harm to or total loss of significance of designated heritage assets. However, in paragraph 134, the NPPF goes on to say that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Policy HE3 of the local plan indicates that new development which adversely affects a listed building or its setting will not be permitted. Any harm to the significance of a listed building will only be justified where the public benefits of the proposal clearly outweighs the significance.
- 6.41 A Grade II Listed Building in the form of Green Lane House that is a located approximately 60 metres to the south-east and St. Martin's Church which is

Grade I listed that is approximately 325 metres to the north-east of the application site. The Urban Design/ Conservation Officer opines that a Heritage Statement should be submitted which adequately details the potential impact on the listed buildings.

- 6.42 Whilst a material consideration to this application, any impact on listed buildings has been considered as part of the allocation process. Under Appendix 1 of the local plan, the Heritage Assessment comments on the potential impact on listed buildings and states:

“...there is a grade II listed building (Green Lane House) on Greenhill. However the building lacks a strong presence as it is partly single storey and is screened by mature roadside trees. It is also not visible from the proposed housing site as it is separated from the site by a row of two story semi-detached houses, (Elmfield). Therefore the development of this site is unlikely to harm the setting of the listed building.”

- 6.43 Additionally, given the distances between the site and the listed buildings referred to, and also the existing residential development and other infrastructure located between the site and these listed buildings, it is considered that the proposed development will not add to any existing impacts on them. In this context, it is considered that the proposal (in terms of its location, scale, materials and overall design) would not be detrimental to the immediate context or outlook of the aforementioned adjacent listed building.

Impact Of The Proposal On The Character And Appearance Of Brampton Conservation Area

- 6.44 The application site is not within a designated conservation area but at its closest point is approximately 90 metres south-west west of the Brampton Conservation Area. Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 highlights the statutory duties of Local Planning Authorities whilst exercising of their powers in respect to any buildings or land in a conservation area. The aforementioned section states that:

"special attention shall be paid to the desirability or preserving or enhancing the character or appearance of that area".

- 6.45 The aim of the 1990 Act is reiterated in the NPPF, PPG and policies within the local plan. Policies HE6 and HE7 of the local plan advise that proposals should preserve or enhance their character and appearance, protecting important views into and out of conservation areas. This is reinforced by the Urban Design/ Conservation Officer who states that in order to accord with the requirements of para 128 of the NPPF the applicant should provide a suitably scaled heritage statement explaining the impact of the proposal on any assets. The Heritage Statement should explore the impact of the proposal on both short and more distant views into the conservation area and should explain how the setting of the conservation area (together with other heritage assets) have been addressed in the design layout.

- 6.46 A Heritage Statement is ordinarily required for all proposed works affecting designated heritage assets or their setting, which includes conservation areas. Although the proposal relates to the provision of 91 houses on agricultural land, the site is separated from the conservation area by intervening buildings. Given the distance, the topography of the land together with the intervening buildings from the conservation area, the compensation of these factors on this site mean that the proposal would not affect the character or appearance of the conservation area. There is no conflict with planning policies and a Heritage Statement is not considered necessary in this instance.

6. Highway Issues And Accessibility

- 6.47 Members will appreciate that this is an allocated site in the local plan and as part of the local plan process a "Carlisle Local Plan Transport Modelling Report" (February 2015) was undertaken by Cumbria County Council. The City Council and Cumbria County Council also commissioned the "Carlisle Transport Improvements Study" (February 2015) undertaken by Parsons Brinckhoff. The aforementioned documents informing the allocations within the local plan. In this context the current application is accompanied by a Transport Assessment prepared by SAJ Transport Consultants. In undertaking this assessment the traffic impact of the proposed development on the local highway network traffic surveys were undertaken at the junction of Scotby Road with the A69.
- 6.48 The Transport Assessment included detailed assessment of these junctions with parameters and future traffic flows as agreed with the County Council, including the inclusion of all relevant committed developments in the area. In summary, the consideration of traffic impact demonstrated the following:
- the proposed development will be accessed by a safe and efficient vehicular access arrangement;
 - the proposed development complies with local and national planning policy;
 - the proposed development is accessible on foot with the existing pedestrian
 - footways providing access to local day to day facilities;
 - the proposed development is located to encourage journeys by bus via the services available in the vicinity of the site;
 - the proposals will not have a material impact on the local highway network in capacity or safety terms;
 - the proposals for a residential development on land off Carlisle Road in Brampton will provide a sustainable development in transport terms and planning permission should be granted in accordance with the NPPF.
- 6.49 The proposal would include off-street parking provision for the development in the form of 2 spaces per property. Given that this site is well-related to Brampton with good public transport links, this level of parking provision is acceptable. On this basis, therefore, it is not considered that the proposal raises any highway safety issues.

- 6.50 The Highway Authority initially identified that a pedestrian link to Elmfield could be improved to serve the function of accessibility. As such, a revised drawing was received which shows this detail and adds a pedestrian link through the cut to Elmfield together with 2 drop kerb pedestrian crossings to link from the southern to northern side of Carlisle Road east of the proposed access, and to link from the western to eastern side of Elmfield (at the point where the cut meets Elmfield). This is acceptable to the Highway Authority subject to the imposition of condition 21 in this report.
- 6.51 Cumbria County Council as the Highway Authority has raised no objection subject to the imposition of conditions together with the completion of a legal agreement to secure financial contributions to highway and transport improvements. On this basis it is considered that there are no substantive highway grounds for the refusal of permission.
- 6.52 Paragraph 35 of the NPPF explains that developments should consider the needs of people with disabilities by all modes of transport. In addition, paragraph 57 of the NPPF goes on to say that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Criterion 5 of Policy SP6 of the local plan reiterates paragraph 57 of the NPPF.
- 6.53 The Design and Access Statement identifies that the development will be accessible within the wider transport network and to neighbouring shops and services. On this basis, the proposal is acceptable.

7. Affordable Housing, Education And Recreational Provision

- 6.54 On the matter of planning obligations Policy IP8 of the local plan makes clear that new development will be expected to provide infrastructure improvements which are directly related to and necessary to make the development acceptable.
- 6.55 In relation to affordable housing the council's Housing Development Officer has confirmed that a 30% affordable housing contribution would be required in accordance with Policy HO4 of the local plan i.e. 27 affordable units. The 27 affordable homes are further divided into a roughly 50:50 split of affordable rent units and low cost home ownership units. The 13 Affordable Rented Plots will be built and transferred to a Registered Provider whilst the 14 Affordable Ownership plots will be discounted from full market value by 30%.
- 6.56 The council's Housing Development Officer considers such provision to be acceptable and compliant with Policy HO4 of the local plan, subject to the completion of a Section 106 Agreement.
- 6.57 Policy CM 2 (Educational Needs) explains that to assist in the delivery of additional school places, where required, to meet the needs of development, contributions will be sought. In terms of primary school provision, Cumbria County Council has advised that currently there is no requirement for any

financial contribution.

- 6.58 In terms of secondary school provision, Cumbria County Council has advised that it is considered that there will be insufficient places available in William Howard School to accommodate the secondary pupil yield from this development, therefore an education contribution of £272,820 is required to mitigate the impact of the development.
- 6.59 In terms of school transport provision, both Brampton Primary school and William Howard School are within the statutory walking distance and subject to the above contribution being provided, no contribution is sought in relation to school transport.
- 6.60 Policy GI4 states that new housing developments of more than 20 dwellings will be required to include informal space for play and general recreational or amenity use on site according to the size of the proposal. On smaller housing sites, where on site provision is not appropriate the developer may be required to make commuted payments towards the upgrade of open space provision in the locality, especially if a deficit has been identified.
- 6.61 On the matter of open space provision, the proposal involves on-site amenity open space provision with the developer ensuring that appropriate measures are put in place for the future management and maintenance of these spaces. Green Spaces has responded the areas of open space are fragmented. A reasonable area existing to the south-west of the site and the proposal relates to Phase 1 of the development of the overall site and it is considered that a larger integrated area could be provided adjacent to the western boundary that would serve both the occupiers of Phase 1 and Phase 2.

8. Archaeology

- 6.62 The applicant has undertaken an archaeological desk-based assessment and geophysical survey. The desk-based research did not identify any archaeological sites within the development area apart from a former field boundary identified from 19th-century and later Ordnance Survey maps. Cultural heritage sites within the immediate area were also identified, placing the proposed development area within its cultural-historical context. The Historic Environment Officer has confirmed that he is satisfied with the survey and that no further comments are submitted.

9. Contaminated Land

- 6.63 The land is currently in agricultural use that is used for the grazing of livestock. There is no planning reason as to why the land should be laid fallow for any period of time. In itself, this does not raise any contamination issues and would not be sufficient to warrant refusal of this application. It would be appropriate however, to include the imposition of a planning condition and it would be appropriate to include this condition as part of this decision.

10. The Effect Of The Proposed On Nature Conservation Interests

- 6.64 When considering whether the proposal safeguards the biodiversity and ecology of the area it is recognised that Local Planning Authorities must have regard to the requirements of the EC Habitats Directive (92/43/EEC) when determining a planning application as prescribed by regulation 3 (4) of the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), and Article 16 of the Habitats Directive before planning permission is granted. Article 16 of the Directive indicates that if there is reasonable likelihood of a European protected species being present then derogation may be sought when there is no satisfactory alternative and that the proposal will not harm the favourable conservation of the protected species and their habitat. In this case, the proposal relates to the development of residential dwellings on greenfield land. As such it is inevitable that there will be some impact upon local wildlife.
- 6.65 The authority should consider securing measures to enhance the biodiversity of a site from the applicant, if it is minded to grant permission for an application in accordance with paragraph 118 of the NPPF. This is reflected in Section 40 of the Natural Environment and Rural Communities Act (2006) which states that every public authority must have regard to the purpose of conserving biodiversity. Local planning authorities must also have regard to the requirements of the EC Habitats Directive (92/43/EEC) when determining a planning application as prescribed by regulation 3 (4) of the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), and Article 16 of the Habitats Directive before planning permission is granted.
- 6.66 Policy GI3 of the local plan seeks to ensure the protection and, where possible, enhancement of biodiversity assets across the District. These policies are consistent with Section 11 of the Framework.
- 6.67 The Preliminary Ecological Assessment (PEA) indicates the following:
- the habitats on site are in general common and widespread within the local area. The hedgerows provide important habitat for many species however are species poor and therefore a detailed hedgerow assessment is not considered necessary;
 - Bats (roosting) - there are several trees on the site boundaries where potential roosting features have been identified. However all these trees are outside of this current application boundary and therefore will not be affected;
 - Bats (activity) - the highest quality habitat for commuting and foraging bats are the mature hedgerows and rows of trees on the site boundaries. It is understood these will be maintained and enhanced as part of the development;
 - Red squirrels - due to the number of records near to the site of red squirrels and the possible drey spotted in tree T8, any trees on site that are due to be felled should be assessed prior to felling to ensure no red squirrel dreys are present. Tree clearance works should ideally take place during the winter months once the breeding season is over and all young will have been weaned. Red squirrels do not hibernate and will therefore works can be carried out at this time. Before any tree clearance works are carried out inspection surveys should be undertaken one

approximately two weeks prior and one the morning immediately before the beginning of tree clearance works on site by an ecologist. In the event that dreys are found within the wooded area, the drey will be observed for one hour for signs of use by red squirrels. If dreys look unkempt (ragged, with falling twigs and daylight passing through) they will be discounted as inactive. In cases where it isn't possible to determine use of the drey from the ground, the drey will be more closely inspected using a ladder where possible.

- Nesting Birds - any trees, hedgerows, scrub or buildings on site to be removed should be done so, outside of the breeding bird season. If this is not possible, a suitably experienced ecologist should check the habitat for breeding and bird activity no more than 24 hours before clearance. If nesting activity is found, nests need to be left in situ until the young have fledged.

6.68 Based on this information, the Assessment includes the following recommendations:

- fences between plots should be permeable to wildlife to make sure the wildlife corridors are not fragmented;
- any trees which are lost with potential roost features should be mitigated for through the installation of extra bat boxes on retained trees or new dwellings.
- a lighting scheme should be designed (construction and permanent) that avoids excessive to prevent disturbing the foraging and commuting bats (as well as other nocturnal wildlife).
- species-specific mitigation will be finalised once the further surveys are complete.
- construction works have the potential to have significant negative impacts on site and its surrounding habitat if not undertaken properly. Therefore, all construction activities should comply with general environmental best practice measures including:
 - a Construction Environmental Management Plan (CEMP) should be implemented. This incorporates good construction site working practices, the specific environmental measures described above and Environment Agency Pollution Prevention Guidelines.
 - excavations should be sealed overnight or should have at least one shallow-sloping side allowing animals to escape should they fall in;
 - an ecologist should be contacted for advice should any protected species be discovered during construction;
 - appropriate measures to suppress dust should be put in place during hot, dry, or windy weather.

6.69 On the basis of the foregoing, it is considered that the proposal is consistent with Policy GI3 of the local plan subject to the imposition of conditions that include a requirement to submit an Avoidance and Mitigation Strategy which includes the retention of boundary trees and hedgerows wherever possible, provision between garden boundaries to allow hedgehogs to move around the site, timing of works, protection of retained trees and provision of a means of escape in excavations left open overnight together with an Informative that deals with the matter of breeding birds.

11. Flood Risk And Foul and Surface Water Drainage

- 6.70 The foul drainage would be connected to the mains infrastructure which is acceptable. The NPPF and Policy CC5 of the local plan advocates that in the first instance the applicant should explore and give priority to the use of sustainable drainage systems for surface water drainage.
- 6.71 The submitted Flood Risk Assessment (FRA) concludes that there is low risk of flooding from fluvial sources with a probability of 1 in 1000 in any one year (<0.1%). The proposed development is classified as 'more vulnerable' and is located within Flood Zone 1, therefore the development is suitable within this flood zone in accordance with NPPF. Employment of the mitigation measures will ensure that the development will be safe, and is suitable in this location.
- 6.72 The proposal incorporate SuDS which include soakaways as the preferred drainage strategy and will involve the a cellular infiltration system will be utilised for disposal of surface water from public highways and plots. Surface water will be entirely contained on site for all events up to and including the 100 year event with a 40% allowance for climate change. Flood flow paths for the exceedance event have been determined to ensure no flooding of properties either on or off site. Cumbria County Council as the Lead Local Flood Authority has raised no objection subject to the imposition of conditions.
- 6.73 The foul drainage would be disposed of into the existing adopted sewer located to the north of the site, subject to a Section 104 agreement with United Utilities. United Utilities has not raised any objections subject to the imposition of a condition.

12. Crime and Disorder

- 6.74 Section 17 of the Crime and Disorder Act together with Policy SP6 of the local plan requires that the design of all new development must contribute to creating a safe and secure environment, integrating measures for security and crime prevention and minimising the opportunity for crime.
- 6.75 The layout has been designed to give a degree of natural surveillance and creates a distinction between public and private spaces. This definition should act as a deterrent to potential offenders and reduce the likelihood of crime occurring. In this respect, there is no objection to the principle of development.

13. Waste/ Recycling

- 6.76 With regard to residential developments, Waste Services has advised that the development be capable of accommodating the waste collection vehicles and that the developer will be expected to contribute to the cost of waste containers. Otherwise, no objection has been received.

Conclusion

- 6.77 The current application site represents a logical and sustainable extension of Brampton and this is reflected in its allocation for residential development under Policy HO1 of the local plan.
- 6.78 On the matter of design it is considered that the proposal will reinforce existing connections; provide a mix of dwelling types and tenures that suit local requirements; has sought to create a distinctive character with well-defined and legible streets/ spaces; has streets designed to encourage low vehicle speeds; provide sufficient and well integrated resident and visitor parking; has clearly defined public and private spaces; there is adequate external storage space for bins and recycling as well as cycles; and adequate/effective open space.
- 6.79 Adequate off-street parking would be provided within the site and the buildings would not adversely affect the living conditions of the occupiers of neighbouring properties. The planning conditions will ensure that in the short-term period of construction, the residents would be adequately protected from the works, as far as reasonably practicable.
- 6.80 The supporting documents accompanying the application adequately address those matters relating to contamination, trees and hedgerows, surface water and ecology can also be addressed through the imposition of relevant conditions.
- 6.81 It is considered that the proposal will neither be detrimental to the character of the area nor the living conditions of neighbouring residents sufficient to merit the refusal of permission.
- 6.82 The recommendation is for authority to issue an approval subject to the completion of an appropriate Section 106 Agreement regarding the provision of affordable housing (13 affordable rent and 14 low cost home ownership), the management/maintenance of open space; the payment of £272,820 towards education, the payment of £193,132.53 towards off-site sports pitches and equipped play area; and the payment of £6,600 for monitoring of the Travel Plan.

7. Planning History

- 7.1 The available records do not indicate that the site has previously been the subject of an application.

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 6th October 2017;
 2. the Site Location Plan (drawing ref SD-00.01) received 6th October 2017;
 3. the Site Plan as Existing (drawing ref SD-00.02) received 6th October 2017;
 4. the Site Plan as Proposed (drawing ref SD-40.01) received 6th October 2017;
 5. the Site Plan as Proposed (coloured) (drawing ref SD-40.02) received 6th October 2017;
 6. the General Arrangement Plan (drawing ref UG_10720_LAN_DRW_GA_01 rev P01) received 6th October 2017;
 7. the Spatial Syntax Plan (drawing ref SD-40.03) received 6th October 2017;
 8. the Adoption Plan (drawing ref SD-40.04) received 6th October 2017;
 9. the Elevation Treatment Plan (drawing ref SD-40.05) received 6th October 2017;
 10. the Surface Treatment Plan (drawing ref SD-40.06) received 6th October 2017;
 11. the Boundary Treatment Plan (drawing ref SD-40.07) received 6th October 2017;
 12. the Parking Plan (drawing ref SD-40.08) received 6th October 2017;
 13. the Proposed Management Plan (drawing ref SD-40.09) received 6th October 2017;
 14. the Arundel House Type v3 Floor Plans 4 (drawing ref ARU-PLP4) received 6th October 2017;
 15. the Arundel House Type v3 Elevations 4/1 (drawing ref ARU-PLE4/1) received 6th October 2017;
 16. the Rowan House Type Floor Plans 1 (drawing ref ROW-PLP1) received 6th October 2017;
 17. the Rowan House Type Elevations 1/3 (drawing ref ROW-PLE1/3 rev A) received 6th October 2017;
 18. the Hawthorn House Type Floor Plans 2 (drawing ref HAW-PLP2 rev A) received 6th October 2017;
 19. the Hawthorn House Type Elevations 2/3 (drawing ref HAW-PLE2/3) received 6th October 2017;
 20. the Hampton House Type v4 Floor Plans 1 (drawing ref HTN-PLP1) received 6th October 2017;
 21. the Hampton House Type v4 Elevations 1/3 (drawing ref HTN-PLE1/3) received 6th October 2017;
 22. the Cambridge House Type v4 Floor Plans 1 (drawing ref CAM-PLP1) received 6th October 2017;
 23. the Cambridge House Type v4 Elevations 1/4 (drawing ref CAM-PLE1/4) received 6th October 2017;
 24. the Gosforth House Type v4 Floor Plans 1 (drawing ref GSF-PLP1) received 6th October 2017;
 25. the Gosforth House Type v4 Elevations 1/1 (drawing ref GSF-PLE1/1)

- received 6th October 2017;
26. the Gosforth House Type v4 Elevations 1/2 (drawing ref GSF-PLE1/2) received 6th October 2017;
 27. the Gosforth House Type v4 Elevations 1/5 (drawing ref GSF-PLE1/5) received 6th October 2017;
 28. the York House Type v2.5 Floor Plans 1 (drawing ref YOR-PLP1) received 6th October 2017;
 29. the York House Type v2.5 Elevations 1/4 (drawing ref YOR-PLE1/4) received 6th October 2017;
 30. the Wellington House Type v3 Floor Plans 1 (drawing ref WEL-PLP1) received 6th October 2017;
 31. the Wellington House Type v3 Elevations 1/2 (drawing ref WEL-PLE1/2 rev A) received 6th October 2017;
 32. the Boston House Type v4 Floor Plans 1 (drawing ref BOS-PLP1 rev A) received 6th October 2017;
 33. the Boston House Type v4 Elevations 1/1 (drawing ref BOS-PLE1/1 rev A) received 6th October 2017;
 34. the Mayfair House Type v3 Floor Plans 1 (drawing ref MAY-PLP1) received 6th October 2017;
 35. the Mayfair House Type v3 Elevations 1/9 (drawing ref MAY-PLE1/9) received 6th October 2017;
 36. the Balmoral House Type v4 Floor Plans 1 (drawing ref BAL-PLP1) received 6th October 2017;
 37. the Balmoral House Type v4 Elevations 1/1 (drawing ref BAL-PLE1) received 6th October 2017;
 38. the Balmoral House Type v4 Elevations 1/3 (drawing ref BAL-PLE1/3) received 6th October 2017;
 39. the Epsom House Type v2.5 Floor Plans 1 (drawing ref EPS-PLP1) received 6th October 2017;
 40. the Epsom House Type v2.5 Elevations 1/2 (drawing ref EPS-PLE1/2) received 6th October 2017;
 41. the Epsom House Type v2.5 Elevations 1/1 (drawing ref EPS-PLE1/1) received 6th October 2017;
 42. the Warwick House Type v4 Floor Plans 1 (drawing ref WAR-PLP1) received 6th October 2017;
 43. the Warwick House Type v4 Floor Plans 1-2 (drawing ref WAR-PLP1-2) received 6th October 2017;
 44. the Warwick House Type v4 Elevations 1/6 (drawing ref WAR-PLE1/6) received 6th October 2017;
 45. the Warwick House Type v4 Elevations 1/7 (drawing ref WAR-PLE1/7) received 6th October 2017;
 46. the Hastings House Type v3 Floor Plans 1 (drawing ref HAS-PLP1) received 6th October 2017;
 47. the Hastings House Type v3 Elevations 1/5 (drawing ref HAS-PLE1/5 rev A) received 6th October 2017;
 48. the Single Detached Garage 1 Elevations, Plan & Section 1 (drawing ref SG1-EPS1 rev A) received 6th October 2017;
 49. the Topographic Survey (Layout 1 of 25) (drawing ref SH122B) received 6th October 2017;
 50. the Drainage Strategy Sheet 1 (drawing ref SK21 P3) received 6th October 2017;

51. the Drainage Strategy Sheet 2 (drawing ref SK22 P3) received 6th October 2017;
52. the Engineering Layout Sheet 1 (drawing ref 01 P4) received 6th October 2017;
53. the Engineering Layout Sheet 2 (drawing ref 02 P3) received 6th October 2017;
54. the Proposed Site Sections (drawing ref SD-50.02) received 6th October 2017;
55. the Hard Landscape Plan (drawing ref UG_10720_LAN_DRW_HL_02 rev P01) received 6th October 2017;
56. the Landscape Supporting Notes (drawing ref UG_10720_LAN_DRW_LSN_05 rev P01) received 6th October 2017;
57. the Soft Landscape Plan 1 (drawing ref UG_10720_LAN_DRW_SL_03 rev P01) received 6th October 2017;
58. the Soft Landscape Plan 2 (drawing ref UG_10720_LAN_DRW_SL_04 rev P01) received 6th October 2017;
59. the Transport Assessment received 1st November 2017;
60. the Residential Travel Plan received 1st November 2017;
61. the Trial Pitting Investigation received 1st November 2017;
62. the Landscape & Visual Appraisal received 1st November 2017;
63. the Archaeological Desk Based Assessment and Geophysical Survey received 1st November 2017;
64. the Flood Risk Assessment and Drainage Statement received 1st November 2017;
65. the Arboricultural Impact Assessment (AIA) received 6th October 2017;
66. the Design & Access Statement received 6th October 2017;
67. the Preliminary Ecological Appraisal (PEA) received 6th October 2017;
68. the Noise Assessment Report received 6th October 2017;
69. the Supporting Planning Statement received 6th October 2017;
70. the Section 106 Draft Heads of Terms received 10th October 2017;
71. the Notice of Decision; and
72. any such variation as may subsequently be approved in writing by the local planning authority.

Reason: To define the permission.

3. Prior to the commencement of the development hereby permitted there shall be submitted to, and approved in writing by the local planning authority, a plan and/or programme showing the proposed phasing of the development. That phasing plan shall include the phasing of the overall development hereby permitted in terms of:
 1. the provision of visitor parking spaces;
 2. the provision of pedestrian, cyclist and vehicular connectivity;
 3. the provision of the earth bund and acoustic screen fencing and planting;
 4. the provision of the open spaces/informal play areas; and
 5. the provision of suitable accessing arrangements for recyclable/waste collection vehicles.

The development shall thereafter proceed only in accordance with the approved phasing plan and/or programme or such variation to that plan

and/or programme as may subsequently be agreed in writing by the local planning authority.

Reason: To ensure that the site is developed in a co-ordinated manner in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

4. Prior to the commencement of the development hereby permitted full details of the existing and proposed ground levels and the height of the proposed finished ground floor levels (inclusive of any garages) shall be submitted to and approved, in writing, by the local planning authority. The development shall then be undertaken in accordance with the approved details.

Reason: In order that the approved development overcomes any problem associated with the topography of the area and safeguards the living conditions of neighbouring residents in accordance with Policies HO1 and HE1 of the Carlisle District Local Plan 2015-2030.

5. Prior to the commencement of the development hereby permitted, a schedule of materials and finishes with samples for the external walls and roofs of the development hereby approved shall be submitted to and approved in writing by the local planning authority. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that the development complies with Policy SP6 of the Carlisle District Local Plan 2015-2030.

6. Prior to the commencement of the development hereby permitted protective fencing shall be erected around those hedges and trees to be retained and shall not be removed until all construction works and all plant and temporary accommodation have been removed from the site. Within the protection zone and the restricted area:

- no fires shall be lit within 10 metres of the nearest point of the canopy of any retained tree
- no equipment, machinery or structure shall be attached to or supported by a retained tree or hedge or by the hedge protection barrier;
- no mixing of cement or use of other contaminating materials or substances shall take place within, or close enough to, a root protection area that seepage or displacement could cause them to enter a root protection area;
- no alterations or variations to the approved tree and hedge protection schemes shall be made without prior written consent of the local planning authority;
- no materials or vehicles shall be stored or parked within the fenced off or hatched area;
- no alterations to the natural/ existing ground level shall occur (except in accordance with the approved scheme);
- no excavations will be carried out within the fenced off area.

If any trenches for services are required in the fenced off area, they shall be

excavated or backfilled by hand and any roots encountered with a diameter of 25mm or more shall be left unsevered.

Those trees and hedges chosen for retention and protection in the approved landscaping scheme shall not for the duration of the development works be damaged or destroyed, felled, lopped or topped without the prior written consent of the local planning authority.

Reason: In order to ensure that adequate protection is afforded to all hedges to be retained on site in support of Policies SP6 and GI6 of the Carlisle District Local Plan 2015-2030.

7. Prior to the commencement of the development hereby permitted full details of the provision, landscaping and treatment of open spaces/ informal play areas within the site (inclusive of site levels, associated items/features of recreation/play, benches, the means of enclosure, hard surface areas, footpaths/cycleways together with a programme for its implementation) shall be submitted to and approved in writing by the local planning authority. The open spaces and informal play areas shall be levelled, completed, fully equipped and available for use in accordance with the approved details and programme, and retained at all times as open space/ play space.

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

8. Before the occupancy of any residential unit hereby permitted abutting or nearest to either Carlisle Road or Elmfield, noise level measurements must be undertaken to verify that the internal and external noise levels do not exceed World Health Organisation and BS 8233:2014 guidelines during the daytime and night time; and the measured noise levels reported to and approved in writing by the local planning authority.

The internal noise levels are to be measured with windows closed and all ventilators open in the room in which the measurements are carried out. The daytime internal noise levels are to be measured in living rooms and the night time levels to be measured in bedrooms. The rooms chosen must be orientated towards Carlisle Road or Elmfield.

Before the measurements are undertaken a schedule of the properties and rooms to be used must be submitted in writing to the local planning authority and the work must not be undertaken before the schedule is agreed in writing.

Reason: To protect the living conditions of the future occupiers of the proposed residential units in accordance with Policy CM5 of the Carlisle District Local Plan 2015-2030.

9. No construction work associated with the development hereby approved shall be carried out before 07.30 hours on weekdays and Saturdays nor after

18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any times on Sundays or Bank Holidays).

Reason: To prevent disturbance to nearby occupants in accordance with Policy CM5 of the Carlisle District Local Plan 2015-2030.

10. All works comprised in the approved details of landscaping for the constituent phases of development shall be carried out either contemporaneously with the completion of individual plots or, in the alternative, by not later than the end of the planting and seeding season following the completion of that phase of the development, as specified in the phasing plan and/or programme required to be submitted by condition 3. Any trees, shrubs and/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 current/next planting season with others of similar size or species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that a satisfactory landscaping scheme is implemented in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

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

Reason: To ensure that the details are acceptable and to ensure that the work is undertaken in a co-ordinated manner that safeguards the appearance and security of the area in accordance with Policies SP6 and CM4 of the Carlisle District Local Plan 2015-2030.

13. In each phase, adequate underground ducts shall be installed in accordance with details approved beforehand by the local planning authority to enable telephone/ broadband services, electricity services and television services to be connected to any premises within the application site, without recourse to the erection of distribution poles and overhead lines.

Reason: To maintain the visual character of the locality in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

14. The development hereby permitted shall be carried out in accordance with the noise attenuation requirements contained within the "Noise Assessment Report" dated June 2017 prepared by RS Acoustic Engineering Ltd.

Reason: To protect the living conditions of the future occupiers of the proposed residential units in accordance with Policy CM5 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 in accordance with Policies GI3 and CM5 of the Carlisle District Local Plan 2015-2030.

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 in writing 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 in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Plan Policies LD5, LD7 and LD8.

17. Prior to the commencement of development 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 and approved in writing by the local planning authority. The development shall then be undertaken in accordance with the approved details.

Reason: In the interests of highway safety and environmental management in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Plan Policies LD7 and LD8.

18. Before any development takes place, a plan shall be submitted for the prior written 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 provision of these facilities during the construction works is likely to lead to inconvenience and danger to road users in accordance with Policy SP6 and CM5 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Policy LD8.

19. The development shall not commence until visibility splays providing clear visibility as of 70m (in both directions) measured 2.4m (from a height of 1.05m) down the centre of the access roads and the nearside channel line of the major road have been provided at the junction of the access road with the county highway. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) relating to permitted development, no structure, vehicle or object of any kind shall be erected, parked or placed and no trees, bushes or other plants shall be planted or be permitted to grow within the visibility splay which obstruct the visibility splays. The visibility splays shall be constructed before general development of the site commences so that construction traffic is safeguarded.

Reason: In the interests of highway safety in accordance with Policies SP6 and CM5 of the Carlisle district Local Plan 2015-2030 and to support Local Transport Plan Policies LD7 and LD8.

20. The access and parking/turning requirements shall be substantially met before any building work commences on site so that constructional traffic can park and turn clear of the highway.

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 in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Policy LD8.

21. The vehicular accesses, pedestrian link and crossing points as shown on drawing numbers 0793-f05 and 328-sto-sd40.01a shall be designed, constructed, drained to the satisfaction of the local planning authority 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. Any works so approved shall be constructed before any dwelling hereby permitted is occupied.

Reason: To ensure a minimum standard of construction in the interests of highway safety in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Plan Policies LD5, LD7 and LD8.

22. The 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 hardstanding;
- 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: 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 in accordance with Policies SP6 and CM5 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Policy LD8.

23. No development shall commence until a construction surface water management plan has been agreed in writing with the local planning authority. The development shall then be undertake in accordance with the approved details.

Reason: To safeguard against flooding to surrounding sites and to safeguard against pollution of receiving surface water systems or watercourses downstream of the site in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

24. Development shall not be begun until a Construction Traffic Management Plan 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 and the creation, positioning and maintenance of associated visibility splays;
 - 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;
 - the pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative;
 - details of proposed crossings of the highway verge;
 - retained areas for vehicle parking, maneuvering, loading and unloading for their specific purpose during the development;
 - the surfacing of the access roads from the public highway into the site shall extend for a minimum of 25m;
 - construction vehicle routing;
 - the management of junctions to and crossings of the public highway and other public rights of way/footway;
 - the scheduling and timing of movements, temporary warning signs and banksman.

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

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 to ensure an adequate form of development that does not adversely affect the amenities of the occupiers of neighbouring premises in accordance with Policy CM5 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Policy LD8

25. No residential unit hereby permitted shall be occupied until the respective estate/ access road (including associated footways, turning heads and surface water drainage where applicable) has been constructed in all respects to base course level and street lighting has been provided and brought into full operational use.

Reason: To ensure that the matters specified are designed and provided to ensure a minimum standard of access when the development is brought into use in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

26. No residential unit hereby permitted shall be occupied until the respective drive and parking area/ spaces for that unit have been completed in accordance with the approved plans. The car parking shall thereafter be retained in accordance with the approved plans and available for use as car parking and no other use whatsoever.

Reason: To ensure that the matters specified are provided to ensure a minimum standard of parking in accordance with Policy IP3 of the Carlisle District Local Plan 2015-2030.

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

Reason: In the interests of highway safety in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Policies LD7 and LD8.

28. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted drawing "Drainage Strategy Sheet 1 & 2, ref: 1670-SK21/1670-SK22 Issue P3" by Coast Consulting Engineers proposing surface water discharging into infiltration techniques. No surface water will be permitted to drain directly or indirectly into the public sewer. Any variation to the discharge of foul shall be agreed in writing by the Local Planning Authority prior to the commencement of the development. The development shall be completed in accordance with the approved details.

Reason: To ensure adequate means of surface water disposal to prevent and reduce the risk of flooding in accordance with Policies GI3, CC5 and IP6 of the Carlisle District Local Plan 2015-2030.

29. Prior to the occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:
- arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
 - arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

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

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development in accordance with Policies SP6 and CC5 of the Carlisle District Local Plan 2015-2030 and to promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with policies within the National Planning Policy Framework and National Planning Practice Guidance.

30. No development shall commence until full details of the proposed wildlife compensation, mitigation and enhancement measures (including subsequent management and retention), and the timetable for such have been submitted to and approved in writing by local planning authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure such works are carried out in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

31. Prior to the commencement of development a Construction Environmental Management Plan shall be submitted to and agreed, in writing, by the local planning authority. This shall include noise management measures, waste minimisation and management measures, bio-security measures to prevent the introduction of disease and invasive species, measures to prevent pollution including the management of site drainage such as the use of silt traps during construction, the checking and testing of imported fill material where required to ensure suitability for use and prevent the spread invasive species, the construction hours of working, wheel washing, vibration management, dust management, vermin control, vehicle control within the site and localised traffic management and protocols for contact and consultation with local people and other matters to be agreed with the local planning authority.

The agreed scheme shall be implemented upon commencement of

development and shall not be varied without prior written agreement of the local planning authority.

Reason: To safeguard the living conditions of neighbouring residents, prevent pollution, and mitigate impacts on wildlife in accordance with Policies GI1, SP6 and CM5 of the Carlisle District Local Plan 2015-2030.

32. The access road within the development hereby approved, shall be constructed in such a manner that they are capable of accommodating the weight of the appropriate refuse vehicle when fully laden (up to 26 tonnes). Where this cannot be achieved, suitable areas shall be allocated within the development to allow residents to leave bins for collection. These areas shall be identified on the Development Layout and submitted to and approved in writing by the local planning authority. The development shall then be undertaken in accordance with the approved plans.

Reason: To ensure adequate provision is made for the collection of waste in accordance with Policy IP5 of the Carlisle District Local Plan 2015-2030.

[illegible]

pod
coffee factory
tower akenbergs yard
newcastle-upon-tyne
NE1 2DF
Tel: 0145 873 7203
Email: info@podnewcastle.co.uk

Land at Carlisle Road,
Brampton

SAVING TITLE: Site Plan as Existing

DATE	10-17
CHECKED BY:	AMEC
DRAWN BY:	JN
SHEET SIZE:	A1
SCALE:	1:500
DRAWING NO.	SD-00.02
SUBJECT NO.	328-STO

SCHEDULE OF ACCOMMODATION - OVERALL

Ref	House name	Version	House Type	3m PR	AK	No.	Dis.	No.	PR	8m
EP5	apison	V2.5	2 bed semi, driveway parking			711			8	
HAW	hewthorn	RSL	2 bed semi, driveway parking			687		9		
FOR	fort	V2.5	3 bed semi, driveway parking			805		4	6	
ROW	rowan	RSL	3 bed semi, driveway parking			803				
HAS	hailings	V3	3 bed semi, driveway parking			955				10
WEL	wellington	V3	4 bed detached, king, garage and driveway			1238				10
SOS	sotherton	V4	4 bed detached, king, garage and driveway			1377				10
WAR	warwick	V4	4 bed detached, king, garage and driveway			1400				2
ARU	arundel	V3	4 bed detached, detached garage and driveway			1440				2
OSP	osprey	V4	4 bed detached, king, garage and driveway			1531				9
COB	coburn	V4	4 bed detached, king, garage and driveway			1531				9
BAL	ballingry	V4	4 bed detached, king, garage and driveway			1729				3
HTN	hutton	V4	5 bed detached, king, garage and driveway			1779				4
MAY	mayfair	V3	5 bed detached, king, garage and driveway			1905				3
Total Number of Units and Square Foot										81



pad
coffee factory
newcastle-upon-tyne
NE1 7JF
tel: 0191 277 2288
a1@paddevelopment.co.uk

PROJECT:
Land at Carlisle Road,
Brampton

Site Plan as Proposed

DATE	05/17
DESIGNER	Starry Homes
PLANNING	Planning
SCALE	1:500
SHEET NO.	A1
PROJECT NO.	328-STO
REVISION NO.	SD-40.01

These plans have been prepared by the architect on the basis of the information provided by the client. The architect does not accept any liability for any loss or damage arising from the use of these plans for any purpose other than that for which they were prepared. The architect does not accept any liability for any loss or damage arising from the use of these plans for any purpose other than that for which they were prepared.

SCHEDULE OF ACCOMMODATION - OVERALL

Ref	House Name	Version	House Type	Sq Ft	Att No.	Dns No.	Priv. No.
EPS	Esplanade	V2.5	2 bed semi, driveway parking	711	9	8	
HWY	Hampton	RSL	2 bed semi, driveway parking	857	9	8	
YOR	York	V2.5	3 bed semi, driveway parking	905	8		
ROW	Rowen	RSL	3 bed semi, driveway parking	903	4		
HAS	Hastings	V3	3 bed semi, driveway parking	955			10
WAT	Watlington	V4	4 bed detached, intep. Garage and driveway	1025			10
BOU	Bozons	V4	4 bed detached, intep. Garage and driveway	1277			10
WAR	Warwick	V4	4 bed detached, intep. Garage and driveway	1400			8
ARU	Arundel	V3	4 bed detached, detached Garage and driveway	1440			2
GSF	Gosforth	V4	4 bed detached, intep. Garage and driveway	1531			9
CAM	Cambridge	V4	4 bed detached, intep. Garage and driveway	1626			5
STN	Stannard	V4	4 bed detached, intep. Garage and driveway	1726			3
HEM	Hemsworth	V4	5 bed detached, intep. Garage and driveway	1775			2
NAV	Naval	V3	5 bed detached, intep. Garage and driveway	1925			3
Total Number of Units and Square Feet				13	14	64	91



pod
coffee factory
lower sticcers road
RE1 1DF
01753 600000
www.podcoffee.co.uk

PROJECT
Land at Carlisle Road,
Brampton

DESIGNED BY
Brampton Hill
Site Plan as Proposed
(Coloured)

DATE
09-17

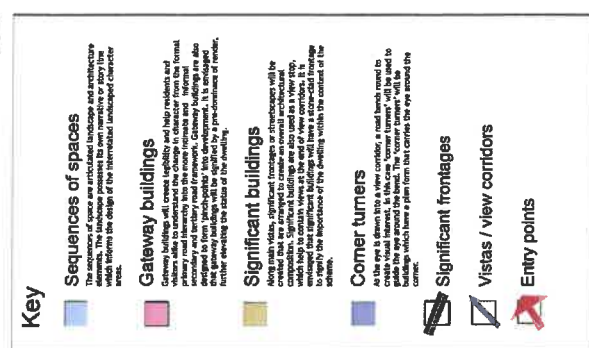
CLIENT
Story Homes

CONTRACT NO.
PH/2017/001

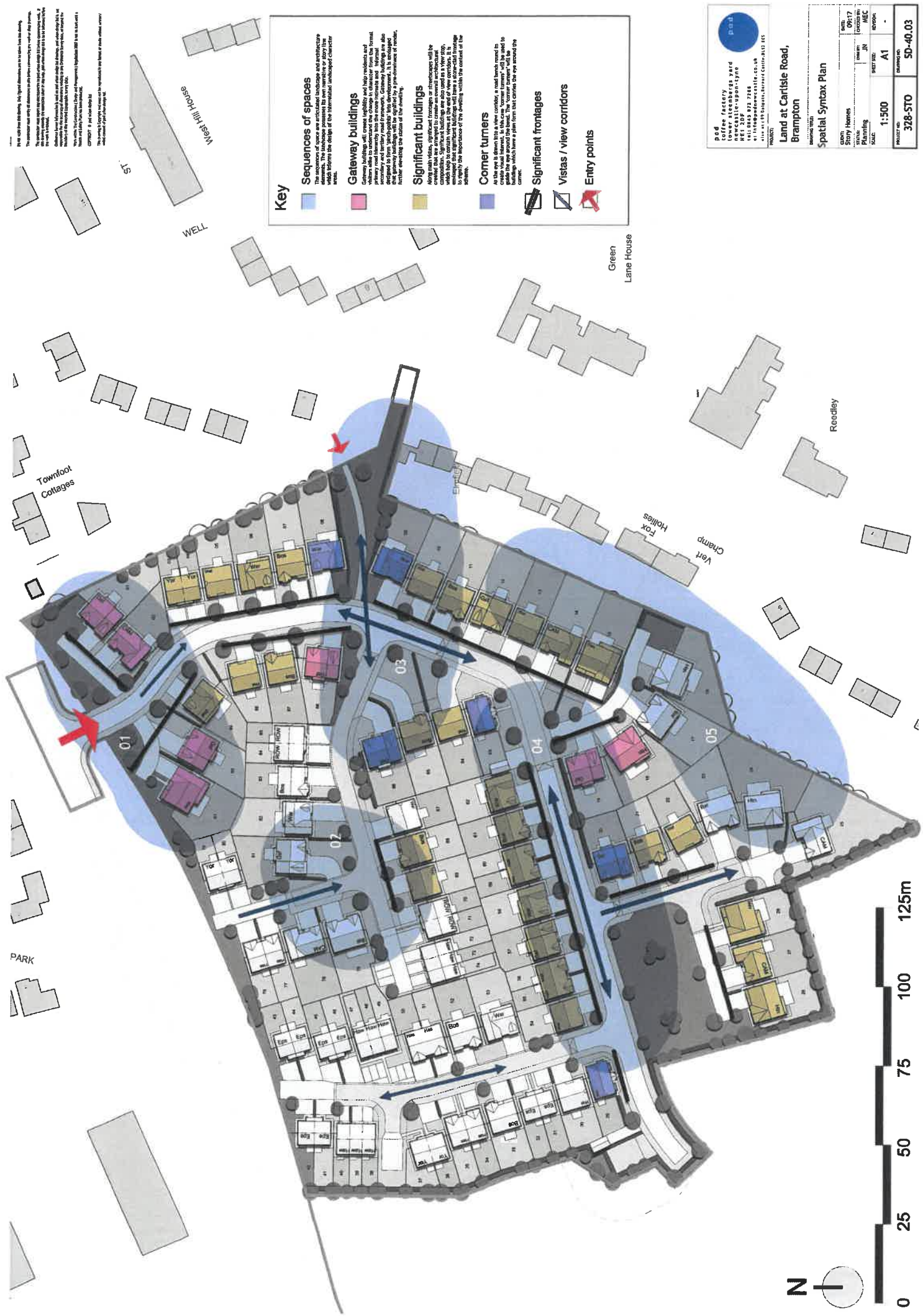
SCALE
1:500

PROJECT NO.
328-STO

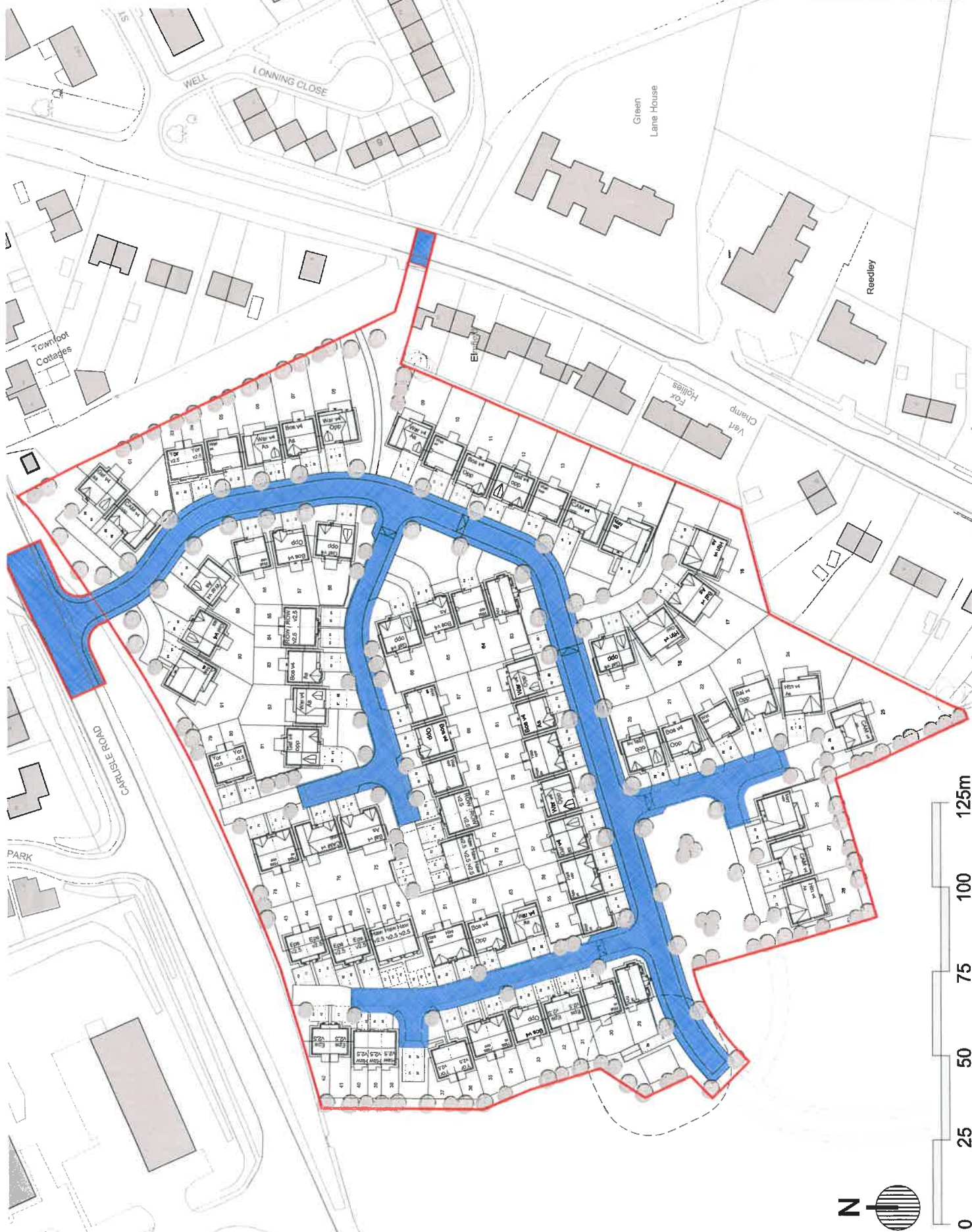
ISSUED NO.
SD-40.02

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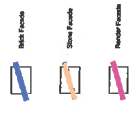
 <p>pudd</p>	<p>coffee factories lower techers yard ref 200 - 1000 - 1000 ref 200 - 1000 - 1000 at independent coffee co at independent coffee co</p>		<p>site at 1000 - 1000 - 1000 at independent coffee co</p>		<p>1000 - 1000 - 1000</p>
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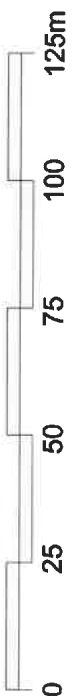
Adoption Diagram

[illegible]

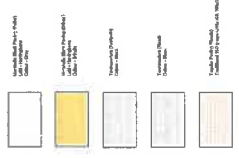
Elevation Treatment



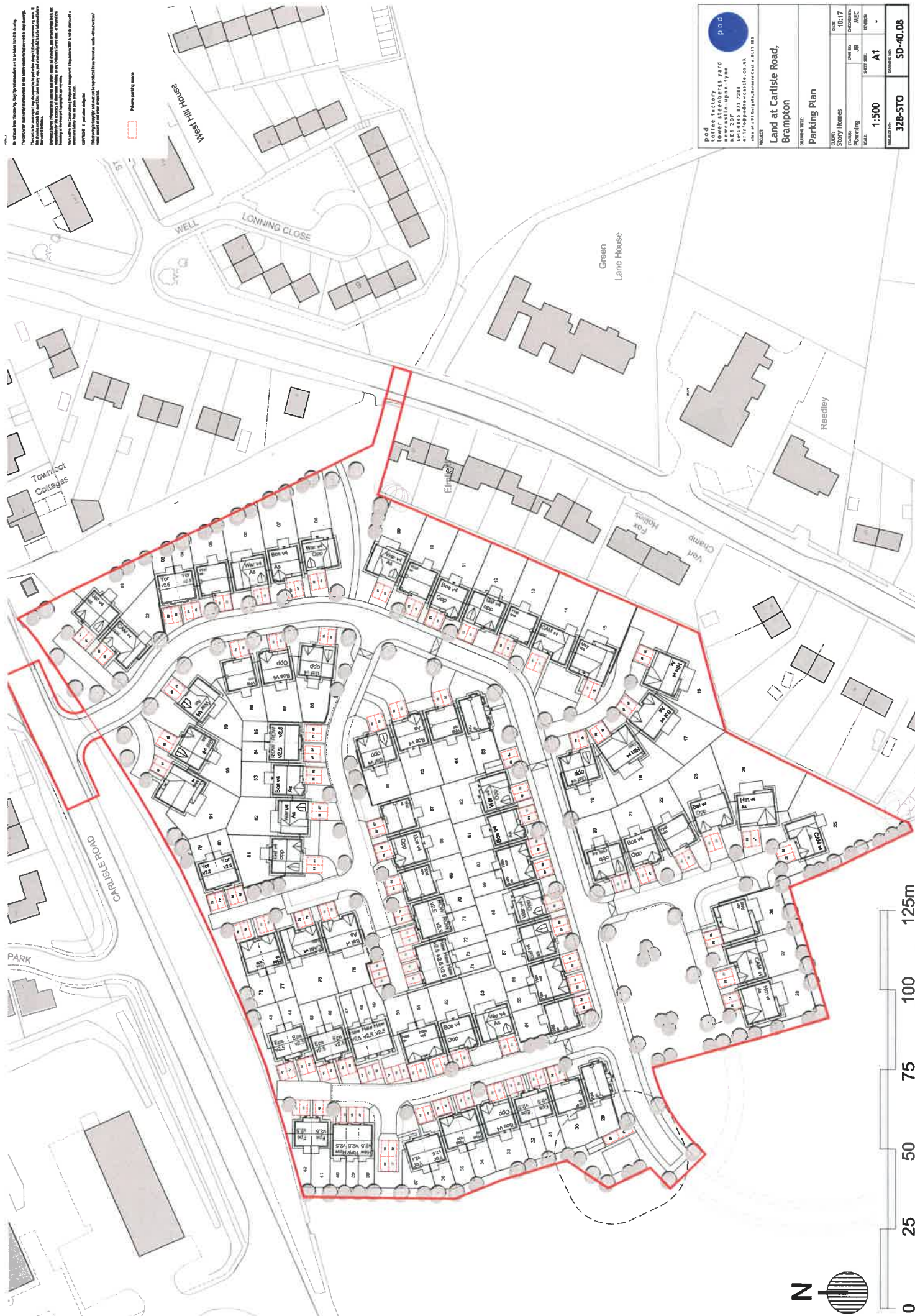
pad



Surface Treatment

[illegible]



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RESEARCH DESIGN

Propo

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• **LUCK**

History How

STATUS:

Summary

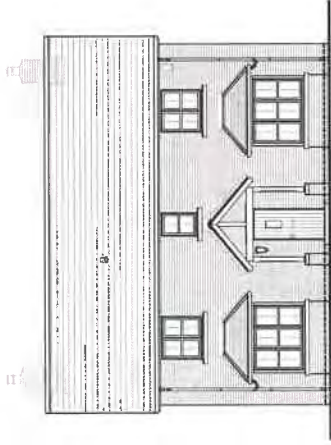
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House Type

The ARUNDEL v3

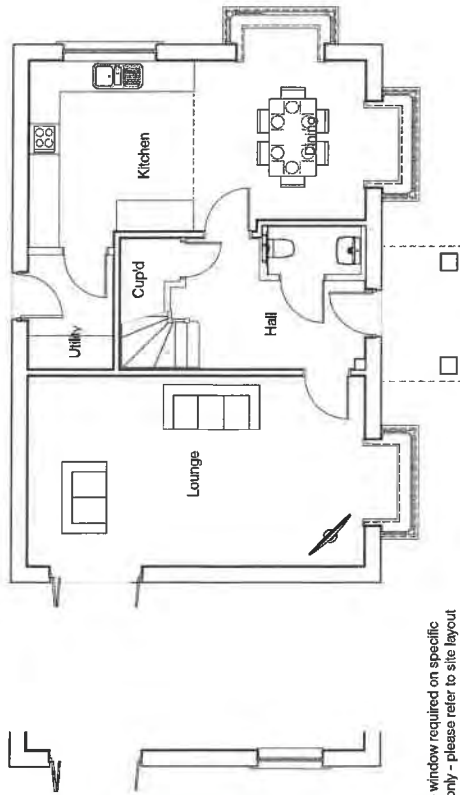
Detached Garage
GF/FF 132.73m² (1428.69sq.ft)

© **Story Homes.**

Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551

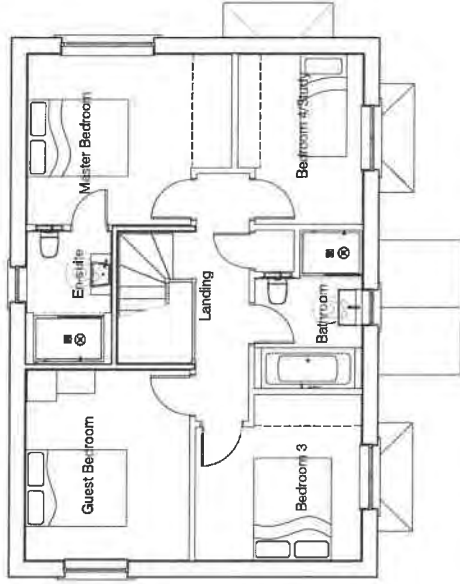


Note:
Cable window required on specific
plots only - please refer to site layout
for plot designations.



Ground Floor Plan

Note:
Alternate arrangement for plans and
elevations incorporating a veranda.



HOUSE TYPE

The ARUNDEL v3

DRAWING

Planning Plans 4

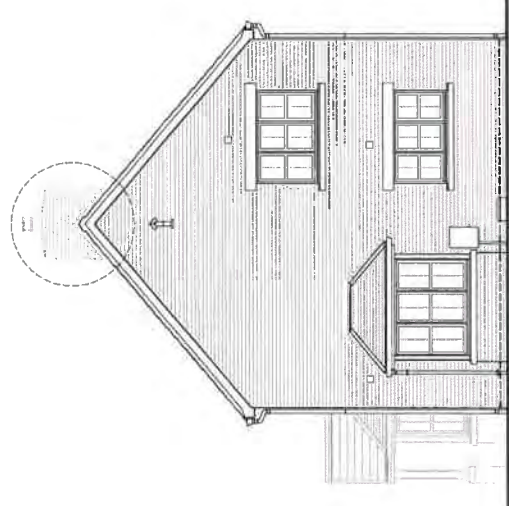
DRAWN BY	CTM	DATE	15/02/15
CHECKED BY	-	SCALE	1:100
ISSUE	(V3)	DRAWING NUMBER	ARU - PLP4
REVISION	-		

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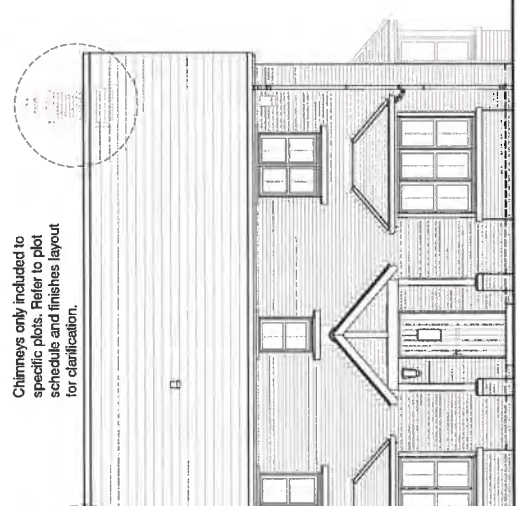
Story Homes, Linds Way, Mag Moor Business Park, Cudworth, Doncaster, DN8 4SL
Tel: 01225 404550



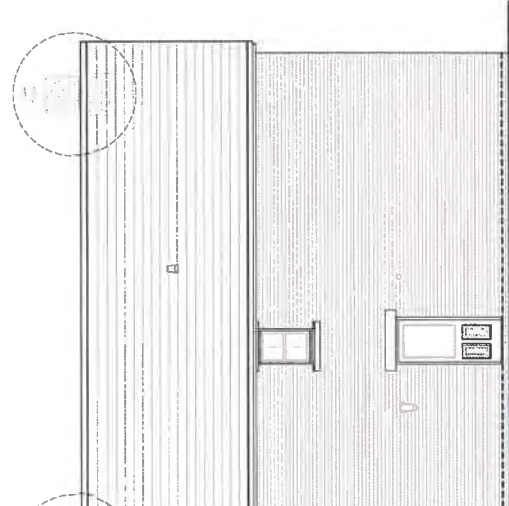
Side Elevation



Side Elevation



Front Elevation



Rear Elevation



HOUSE TYPE
The ARUNDEL v3

DRAWING			
Planning Elevations 4/1			
DRAWN BY	CTN	DATE	16/03/2019
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER		
(v3)	ARU - PLE4/1		
Revisions			



House Type

The ROWAN

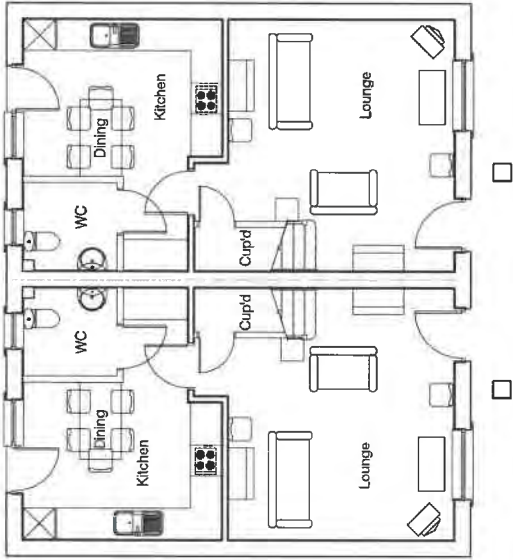
Three Bedroom / 5 Bed Space Unit
GF/FF 83.86m² (902.66sq.ft)

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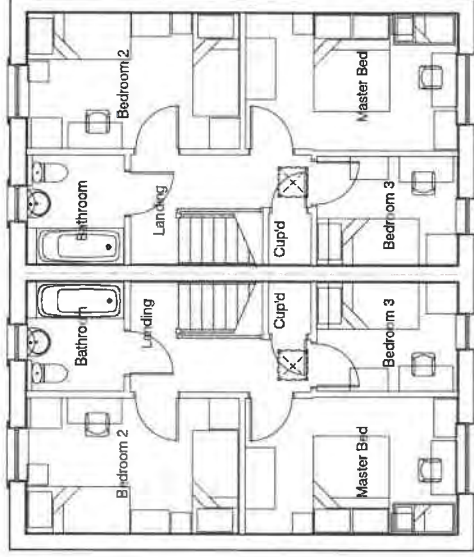
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



First Floor Plan



HOUSE TYPE

The ROWAN

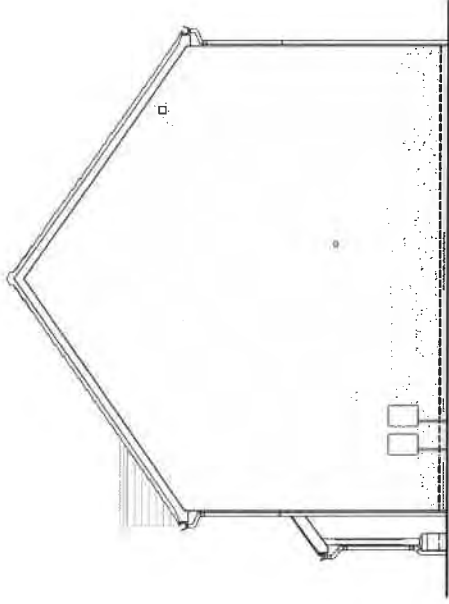
DRAWING

Planning Plans 1

DRAWN BY	CTM	DATE	24/04/2012
DESIGNED BY		SCALE	1:100
DATE		DRAWING NUMBER	
(1)		ROW - PLP1	
		REVISION	
		By	



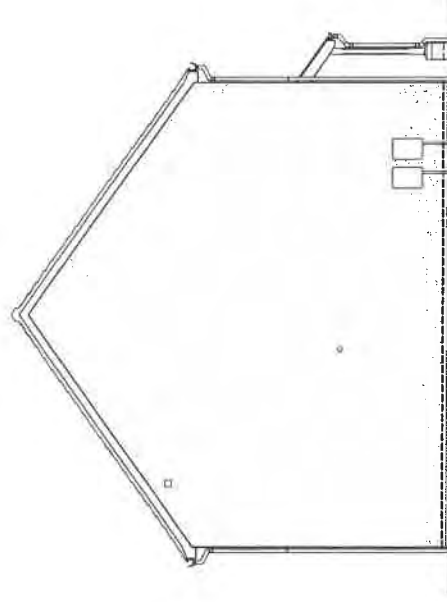
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

Story
HOMES

HOUSE TYPE

The ROWAN

DRAWING

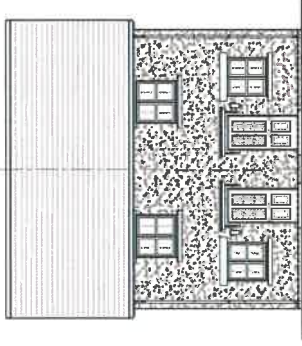
Planning Elevations 1/3

DRAWN BY	CTM	DATE	28/06/2012
CHECKED BY		SCALE	1:100

DRAWING NUMBER	ROW - PLE1/3	REVISION	A
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Revisions
A
No. in Plot Plan: 1/3
No. in Plot Plan: 1/3
No. in Plot Plan: 1/3
No. in Plot Plan: 1/3

©Story Homes.
Burgh Rd Industrial Estate, Cumbria, CAC 7NA.
Tel: 01225 640129 Fax: 01225 640194



House Type

The HAWTHORN

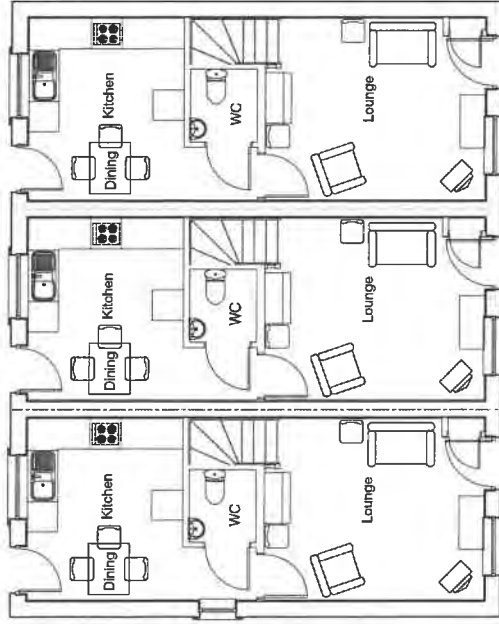
Two Bedroom / 3 Bed Space Unit
GF/FF 64.78m² (697.27sq.ft)

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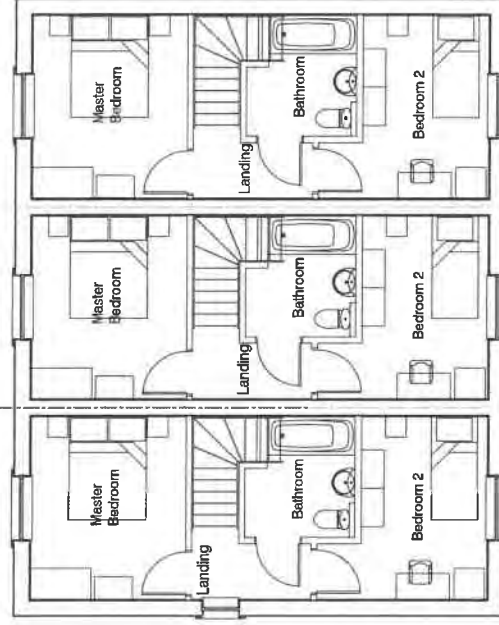
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



Note:
Alternative frontage window
arrangement required on
Blevations 2-3 only

First Floor Plan



HOUSE TYPE

The HAWTHORN

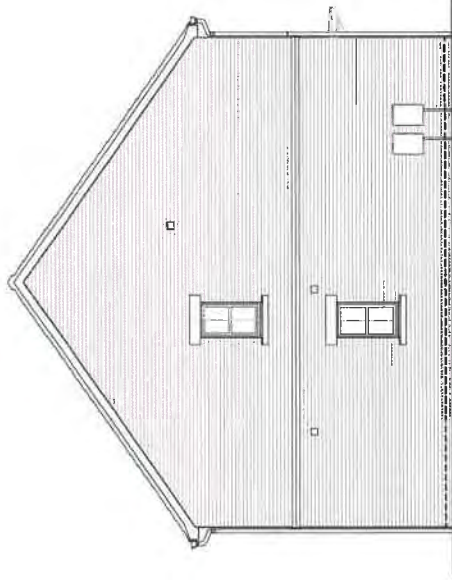
DRAWING

Planning Plans 2

DRAWN BY	CTN	DATE	20/04/2012
CHECKED BY		SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(1)	HAW - PLP2	A	
Revisions			
A	As noted in drawings and linked to this floor plan		



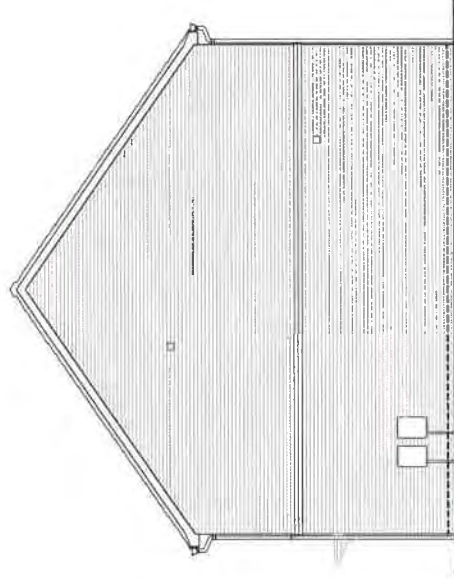
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

Story
HOMES

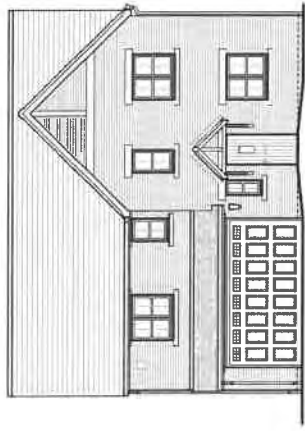
HOUSE TYPE

The HAWTHORN

DRAWING

Planning Elevations 2/3

DRAWN BY	CTM	DATE	2000/04/2012
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER		
(1)	HAW - PLE2/3		
REVISIONS			



House Type

The HAMPTON v4

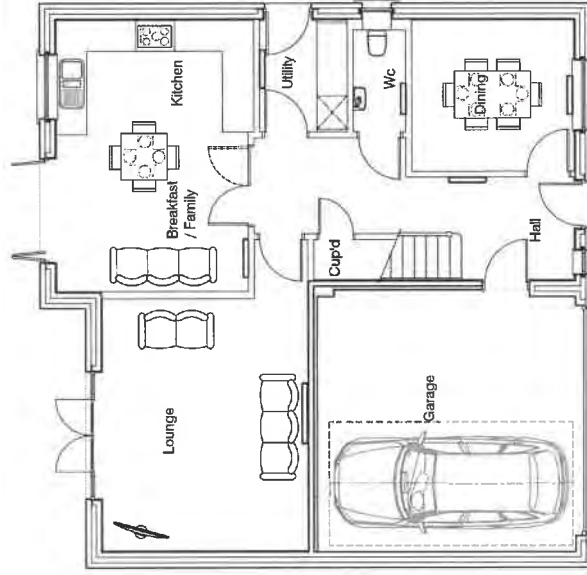
GF/FF 165.32m² (1779.49 sq.ft)
GARAGE 25.58m² (275.34 sq.ft)

© **Story Homes.**

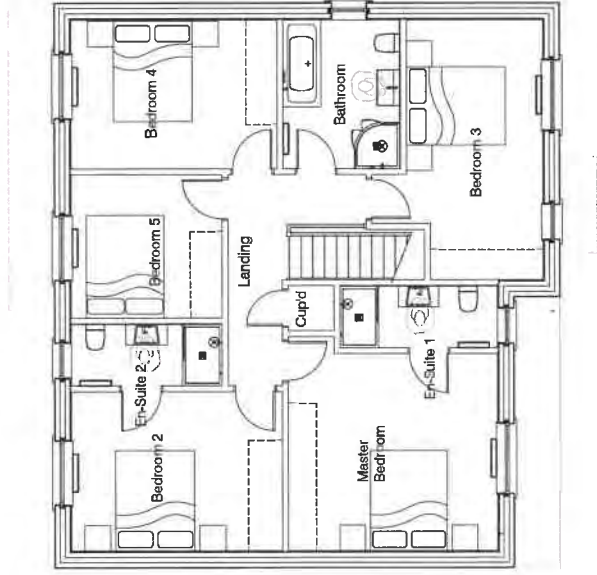
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan



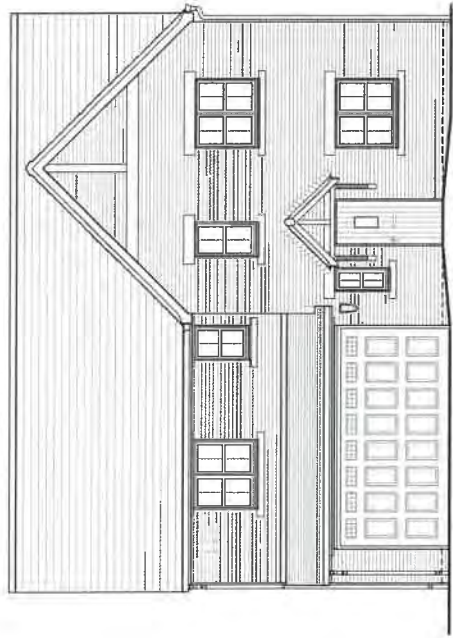
HOUSE TYPE

The HAMPTON v4

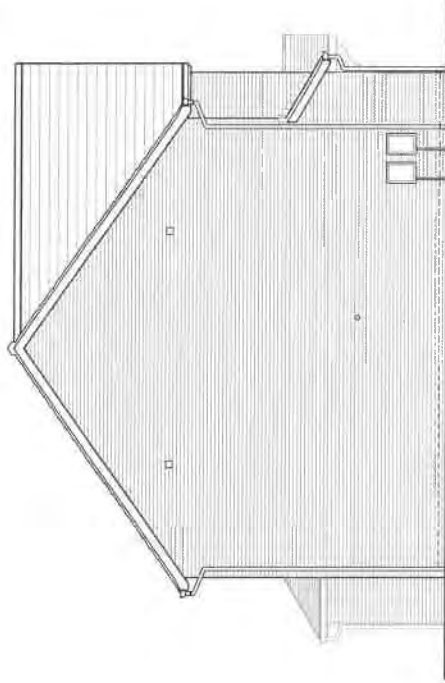
DRAWING

Planning Plan 1

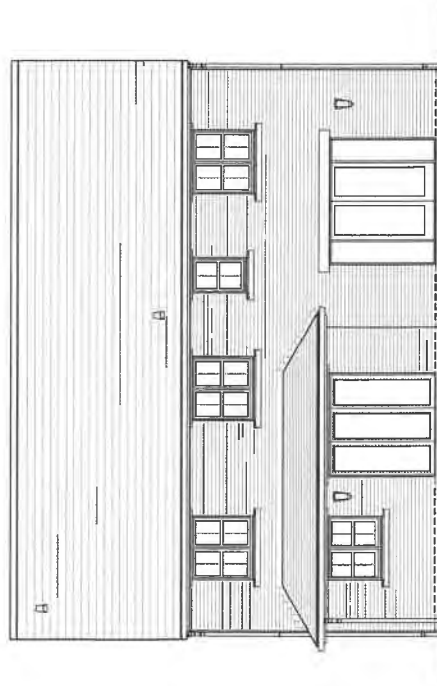
DRAWN BY	DB	DATE	12/02/18
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(1)	HTN-PLP1	-	
Revisions			



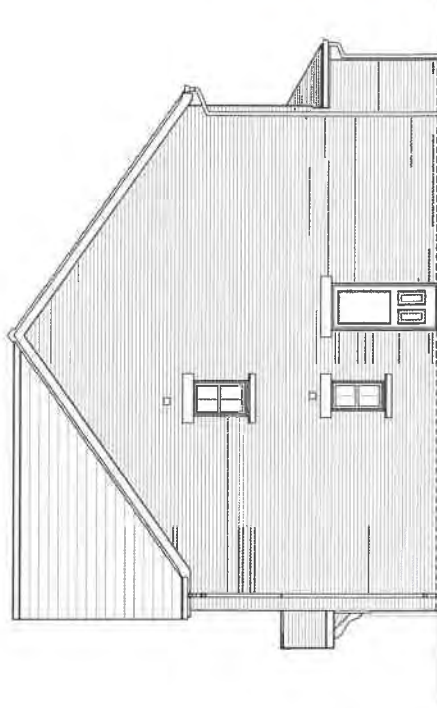
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

Story
HOMES

HOUSE TYPE

The HAMPTON v4

DRAWING

Planning Elevations 1/1

DESIGNED BY	CS	DATE	12/06/2018
CHECKED BY		SCALE	1:100
REVISION		DRAWING NUMBER	HTN-PL1/1
(1)		REVISION	-

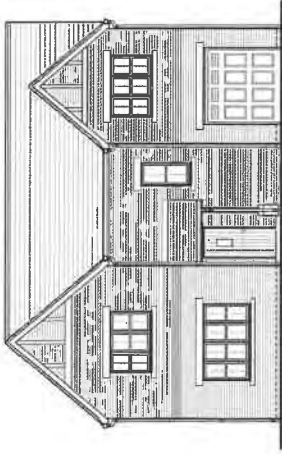
Revisions

© Story Homes.

Story Homes, Lords Way, Ringmoor Business Park, CofEa, Cumbria, Cote 46L

Tel: 01525 464800

Plot: 01525 464801



House Type

The CAMBRIDGE v4

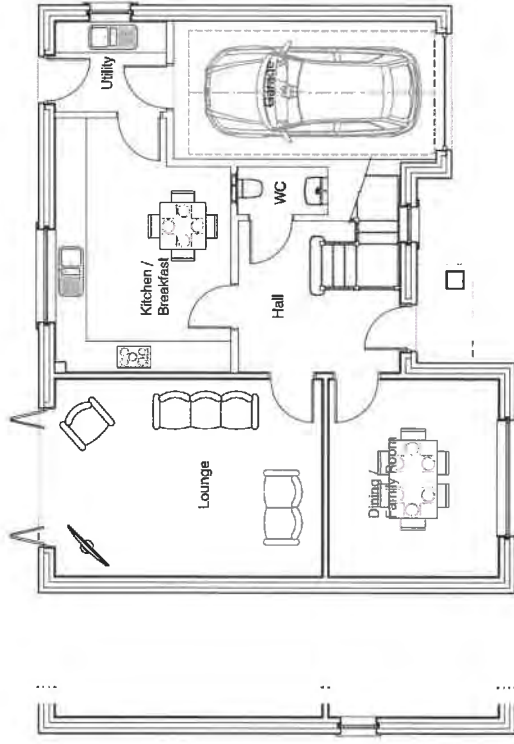
GF/FF 151.07m² (1626.10 sq.ft.)
Garage 13.96m² (150.26 sq.ft.)

© **Story Homes.**

Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

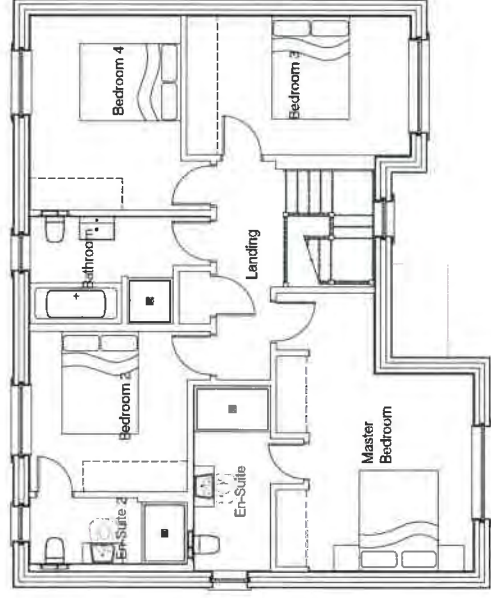
Tel 01228 404550

Fax 01228 404551



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

Ground Floor Plan



First Floor Plan



HOUSE TYPE

The CAMBRIDGE v4

DRAWING

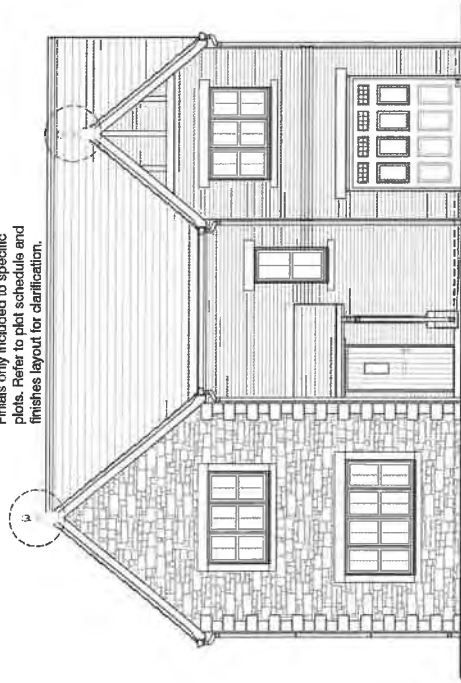
Planning Plans 1

DRAWN BY	CH	DATE	19/10/19
CHECKED BY	-	SCALE	1:100
ISSUE	(v4)	DRAWING NUMBER	CAM-PLP1
REVISION	-		

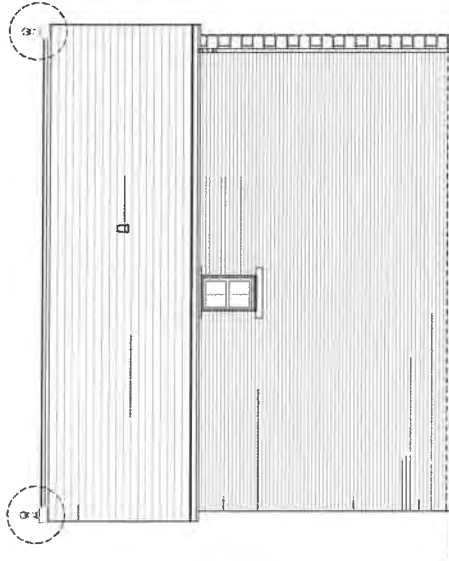
©Story Homes.

Story House, Lords Way, Kingmoor Business Park, Castle, Cumbria, CA6 4SL
Tel 01223 864888 Fax 01223 864881

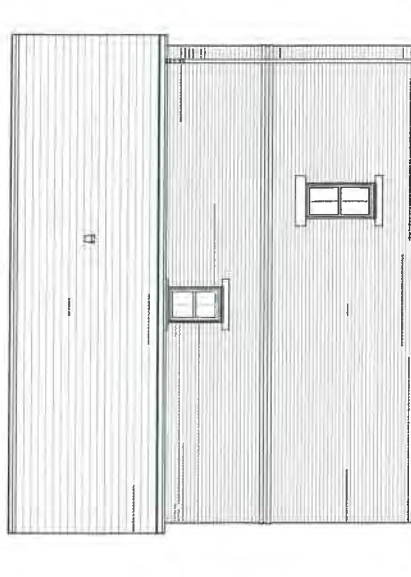
Finals only included to specific plots. Refer to plot schedule and finishes layout for clarification.



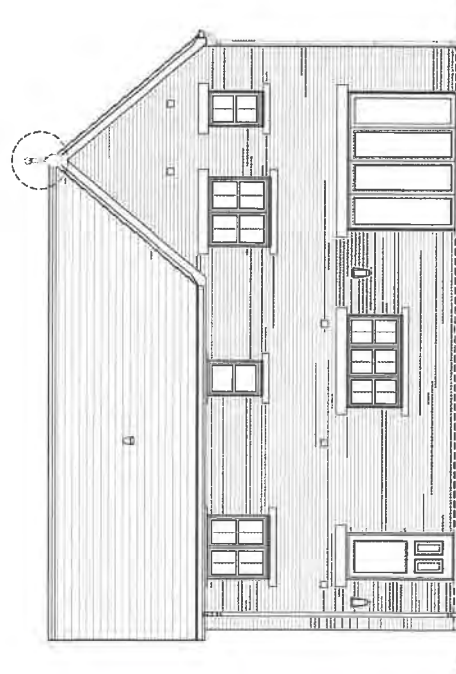
Front Elevation



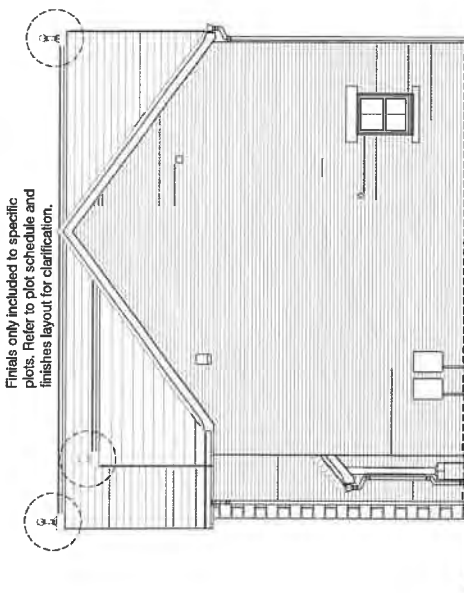
Side Elevation



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



Rear Elevation



Side Elevation

Finals only included to specific plots. Refer to plot schedule and finishes layout for clarification.

Story
HOMES

HOUSE TYPE

The CAMBRIDGE v4

DRAWING

Planning Elevations 1/3

DRAWN BY	DB	DATE	07/03/2018
CHECKED BY		SCALE	1:100
ISSUE	(V4)	DRAWING NUMBER	CAM - PLE1/3
REVISION			

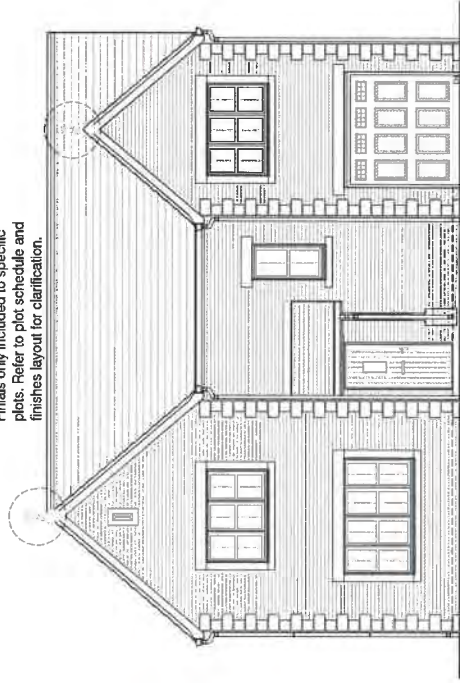
© Story Homes.

Story House, Lons Valley, Breghmor Business Park, Cullis, Cumbria, C66 4SL

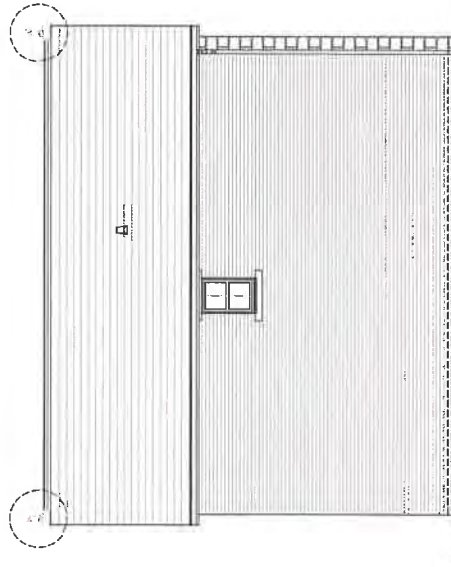
Tel 01223 404850

Plot 01223 404850

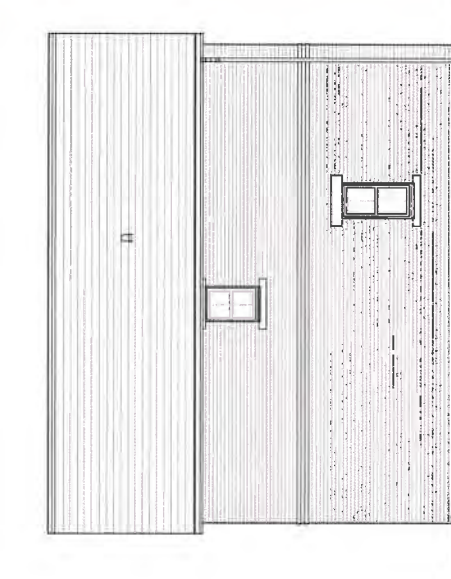
Finals only included to specific plots. Refer to plot schedule and finishes layout for clarification.



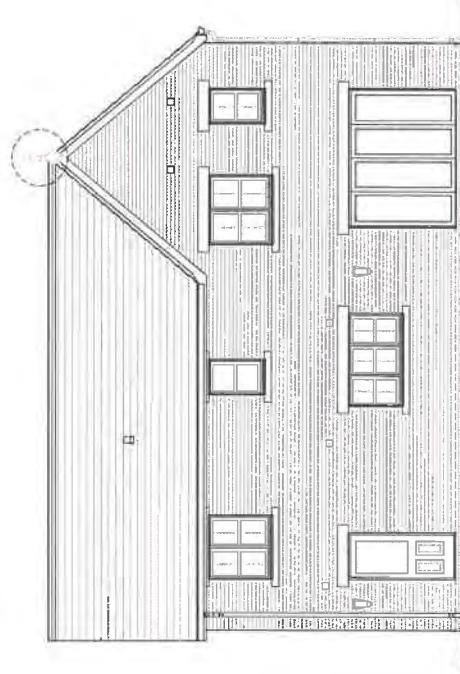
Front Elevation



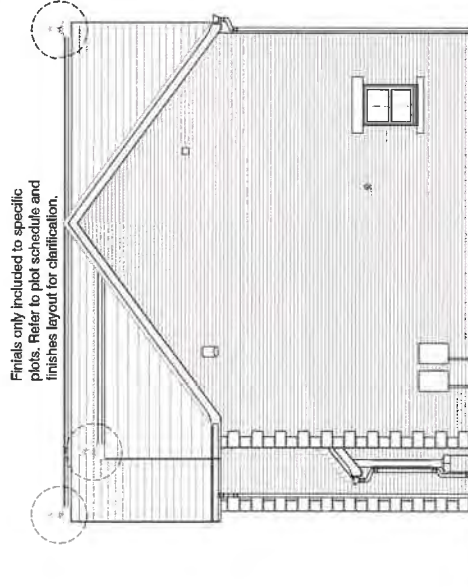
Side Elevation



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



Rear Elevation



Finals only included to specific plots. Refer to plot schedule and finishes layout for clarification.

Side Elevation

Story
HOMES

HOUSE TYPE

The CAMBRIDGE v4

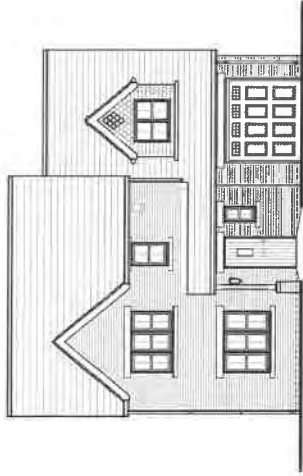
DRAWING

Planning Elevations 1/4

DRAWN BY	DB	DATE	07/28/2018
CHECKED BY	-	SCALE	1/8"=1'-0"
REVISION	(v4)	DRAWING NUMBER	CAM - PLE1/4
REVISION	-	REVISION	-

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Story Homes, Ltd. Way, Kingwood Business Park, Cardiff, Cardiff, CF14 4SL
Tel 01223 664890 Fax 01223 664891



House Type

The GOSFORTH v4

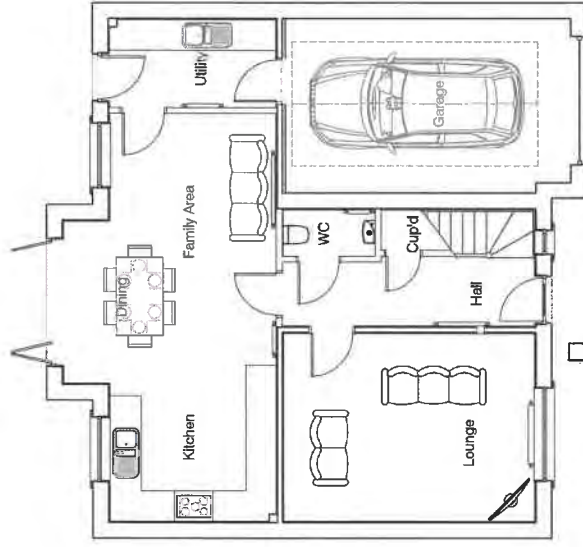
GF/FF 142.42m² (1533.00sq.ft)
GARAGE 20.53m² (221.0sq.ft)

© **Story Homes.**

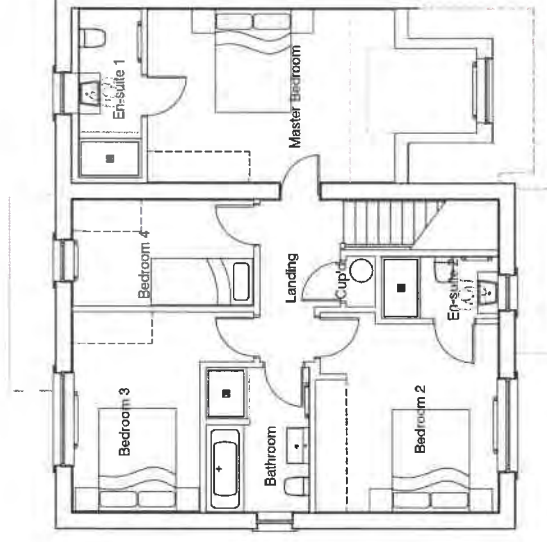
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan

Story
HOMES

HOUSE TYPE

The GOSFORTH v4

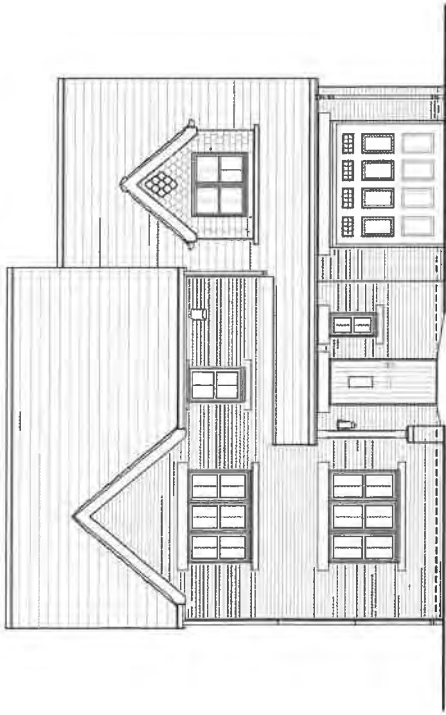
DRAWING

Planning Plans 1

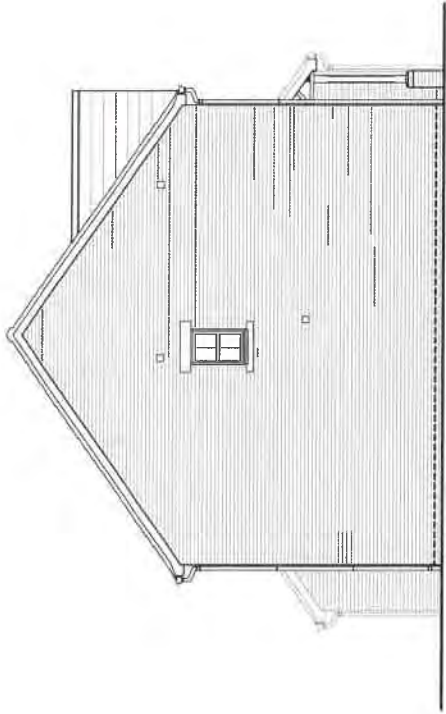
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CHECKED BY	-	SCALE	1:50
TABLE	DRAWING NUMBER	REVISION	
(v4)	GSF - PLP1	-	
Revisions			

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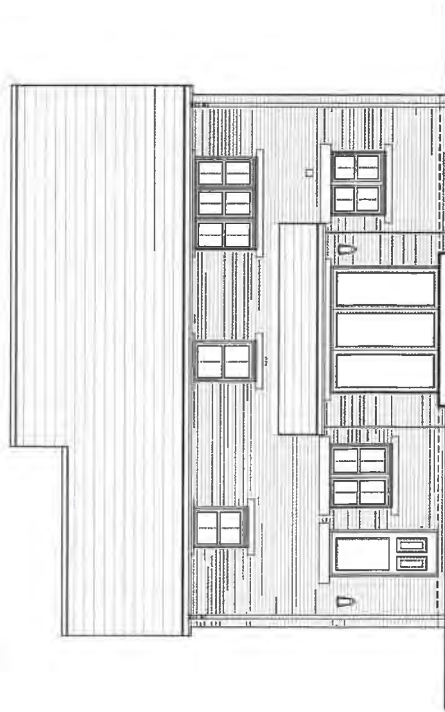
Story Homes, Lonsdale Way, Kingsnorth Business Park, Gillingham, Kent, ME16 8JL
Tel 01222 404880 Fax 01222 404881



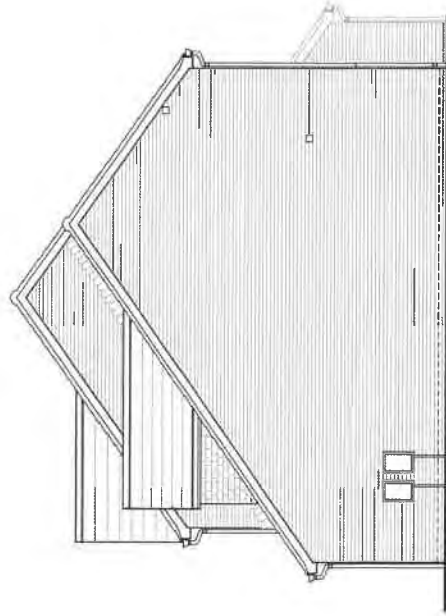
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

Story
HOMES

HOUSE TYPE

The GOSFORTH v4

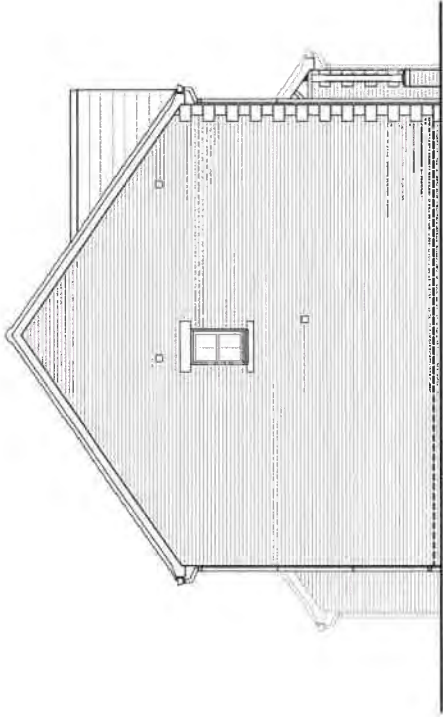
DRAWING

Planning Elevations 1/1

DRAWN BY	DS	DATE	07/05/2015
DESIGNED BY	-	SCALE	1:50
ISSUE	(v4)	DRAWING NUMBER	GSF - PLE1/1
REVISION	-		



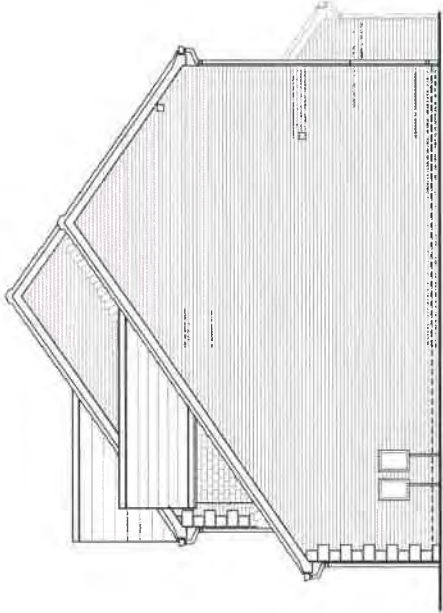
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

Story
HOMES

HOUSE TYPE

The GOSFORTH v4

DRAWING

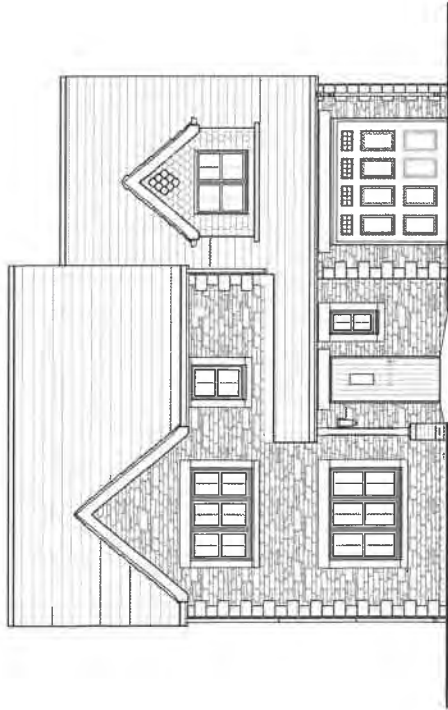
Planning Elevations 1/2

DESIGNED BY	DATE	04-06-2017
CHECKED BY	SCALE	1:50
ISSUE	DRAWING NUMBER	REVISION
(V4)	GSF - PLE1/2	-

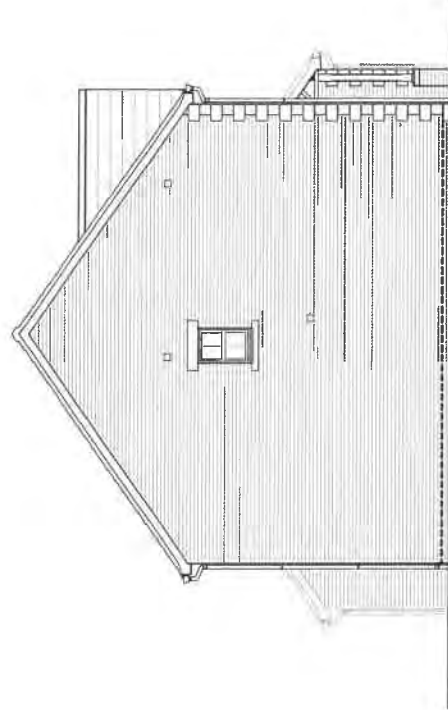
Revisions

© Story Homes.

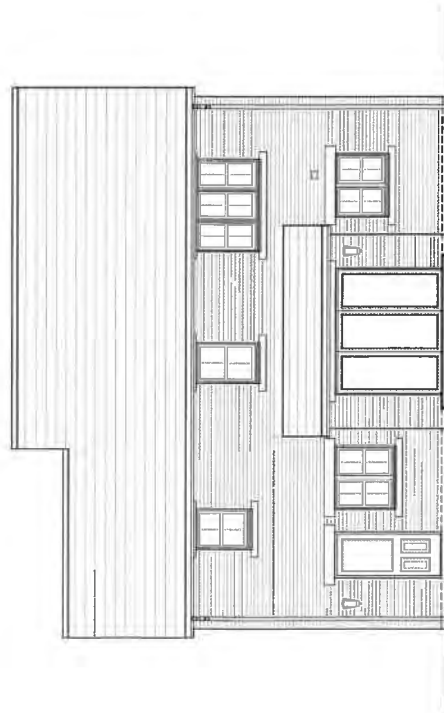
Story Homes, Little Way, Virginia Business Park, Cardiff, C16 6BL
Tel 01222 464819 Fax 01222 464811



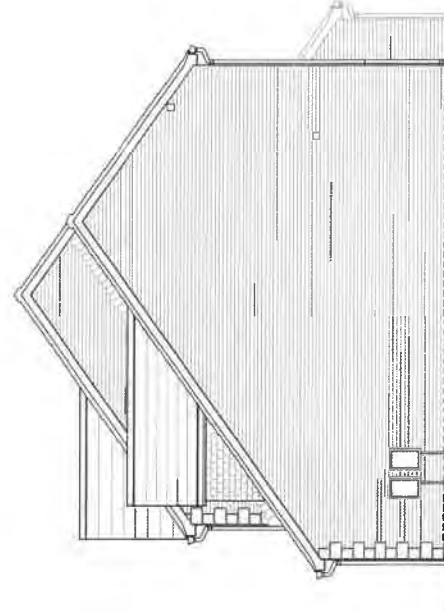
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

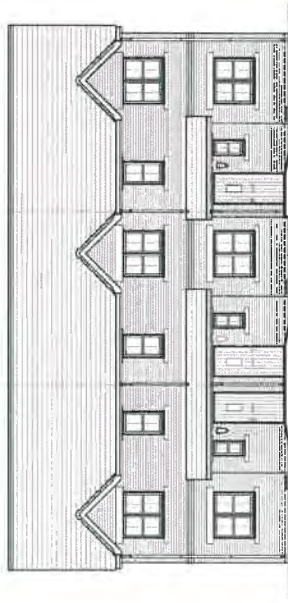
The GOSFORTH v4

Drawings

Planning Elevations 1/5

DESIGNED BY	GP	DATE	04-15-2017
CHECKED BY	-	SCALE	1/32
ISSUE	DRAWING NUMBER	REVISION	
(v4)	GSF - PLE1/5	-	

Revisions



Story
HOMES

House Type

The YORK v2.5

GF/FF 74.75 sq.m. (804.58 sq.ft.)

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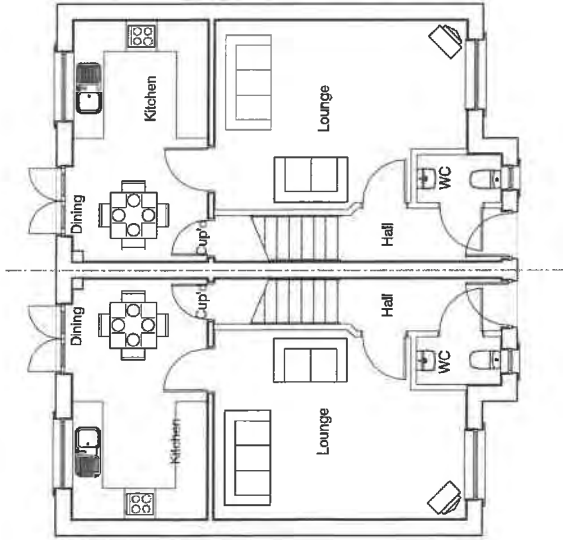
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

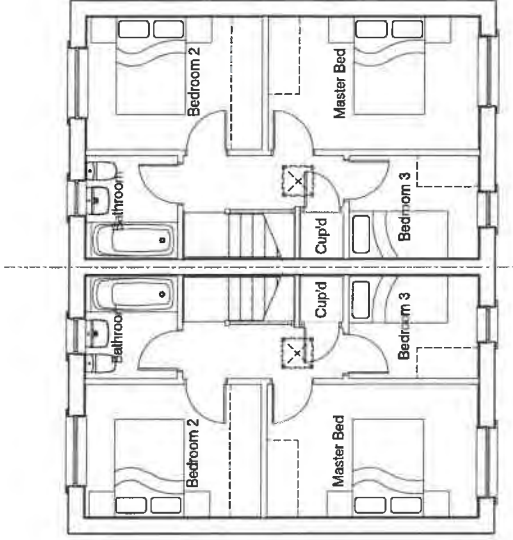
Fax 01228 404551



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



Ground Floor Plan



First Floor Plan

Story
HOMES

HOUSE TYPE

DRAWING

Planning Plans 1

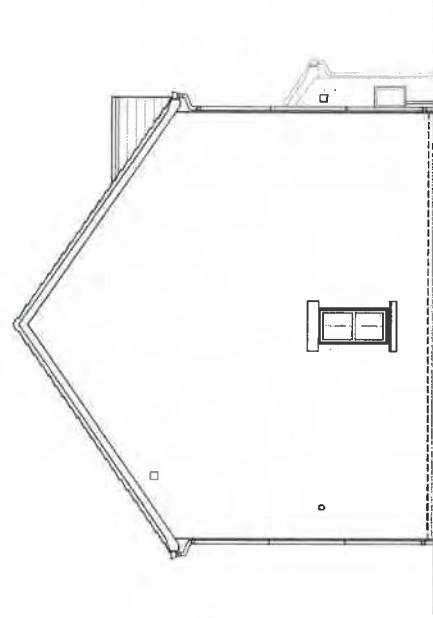
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CHECKED BY	-	SCALE	1:100
ISSUE	(V2.5)	DRAWING NUMBER	YOR - PLP1
REVISION	-		
Revisions			

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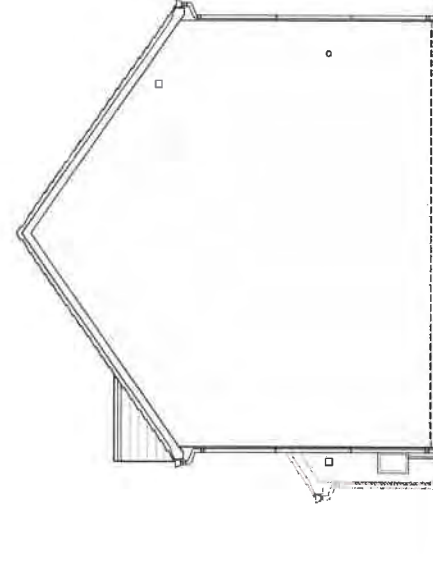
Story House, Lords Way, Kington Business Park, Cuddesley, Cumbria, C66 4SL.

Tel 01223 444189

Fax 01223 444191

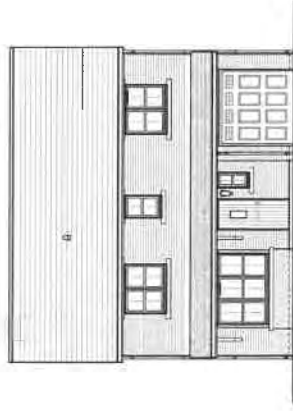


Alternative Side Elevation
(Feature gables only - refer to site layout for plot designations)



Side Elevation





House Type

The WELLINGTON v3

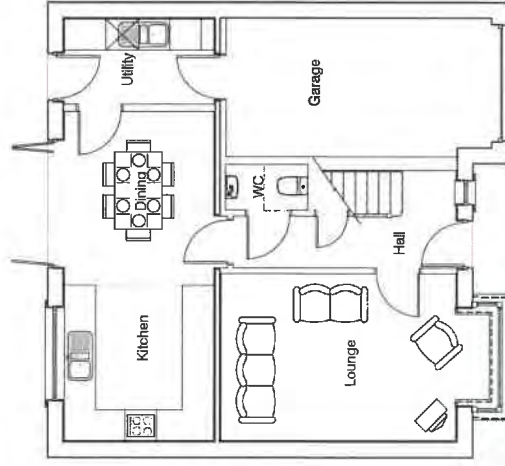
GF/FF 115.02m² (1238.06sq.ft)
Garage 14.13m² (152.09sq.ft)

© **Story Homes.**

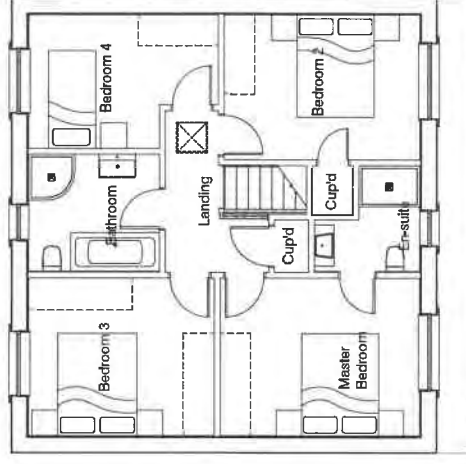
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria, CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan



HOUSE TYPE

The WELLINGTON v3

DRAWING

Planning Plans 1

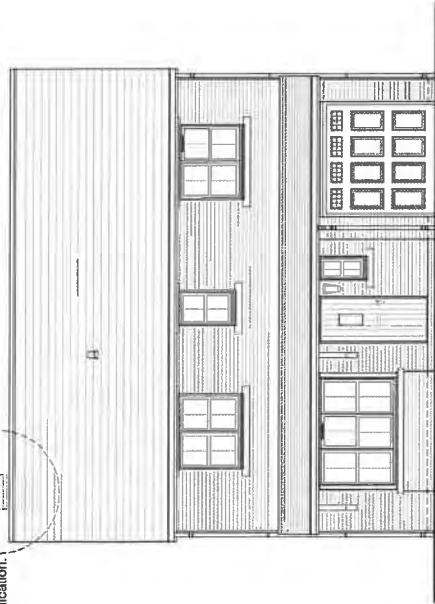
DESIGNED BY	CTN	DATE	08/11/2015
SCALE	1:100	SCALE	1:100
DRAWING NUMBER	WEL - PLP1	REVISION	-
(v3)			

Revisions

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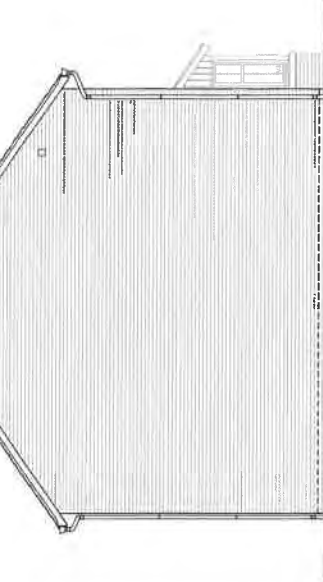
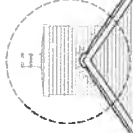
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria, CA4 4SL.
Tel 01223 444199 Fax 01223 444191

Chimneys only
included to specific
plots. Refer to plot
schedule and finishes
layout for clarification.

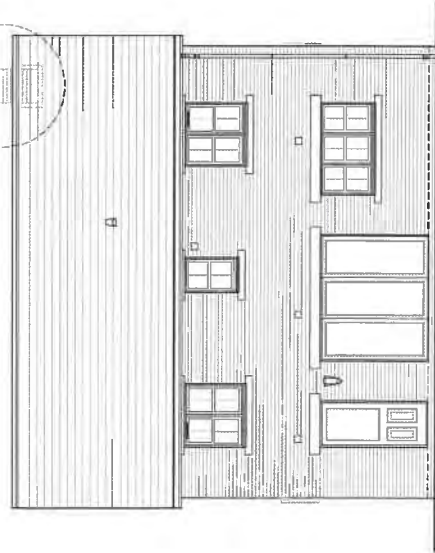
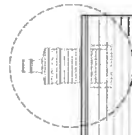


Front Elevation

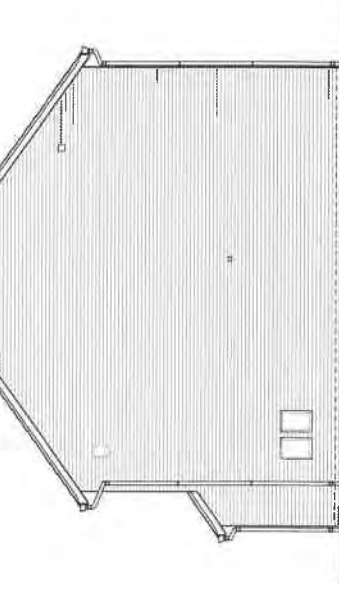
Chimneys only
included to specific
plots. Refer to plot
schedule and finishes
layout for clarification.



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The WELLINGTON v3

DRAWING

Planning Elevations 1/1

DRAWN BY	CTM	DATE	02/10/19
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v3)	WEL - PLE1/1	A	
Revisions			
A			2/06/19

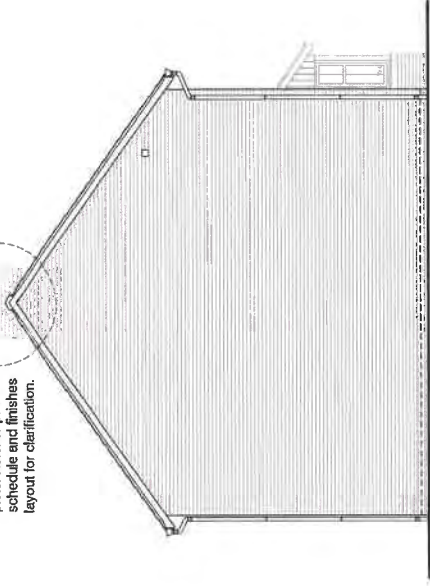
For more information refer to the 'Notes' and 'Drawing' pages.

Chimneys only
included to specific
plots. Refer to plot
schedule and finishes
layout for clarification.

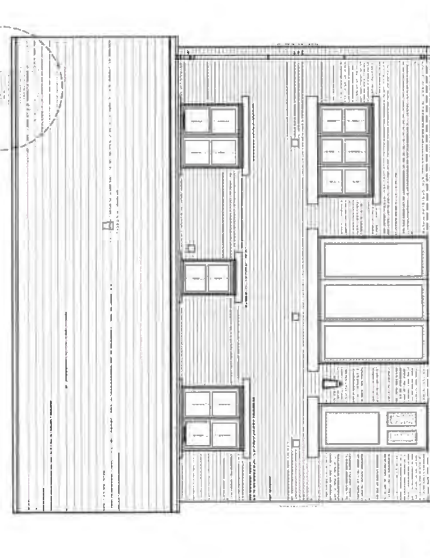


Front Elevation

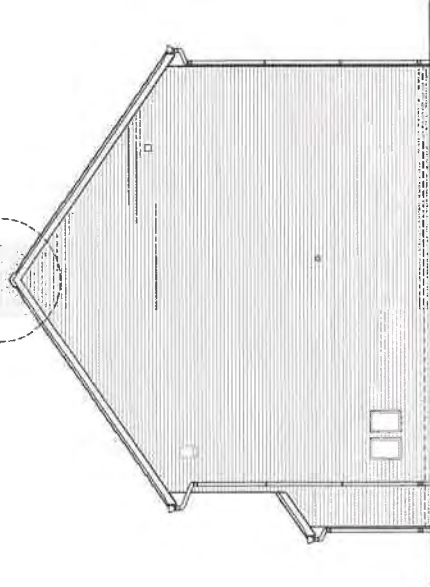
Chimneys only
included to specific
plots. Refer to plot
schedule and finishes
layout for clarification.



Side Elevation



Rear Elevation



Side Elevation

Story
HOMES

HOUSE TYPE

The WELLINGTON v3

DRAWING

Planning Elevations 1/2

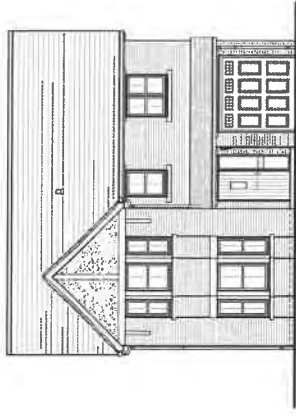
DRAWN BY	CTM	DATE	02/11/2015
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(V3)	WEL - PLE1/2	A	
Revisions	A		

Plot area shown for reference only. Not to scale.

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Story Homes, Lords Way, Kingswood Business Park, Cardiff, Cymru, CF14 4SL

Tel: 01222 464880 Fax: 01222 464881



House Type

The BOSTON v4

GF/FF 127.94m² (1377.13 sq.ft)
Garage 13.23 sq.m. (142.41 sq.ft.)

© **Story Homes.**

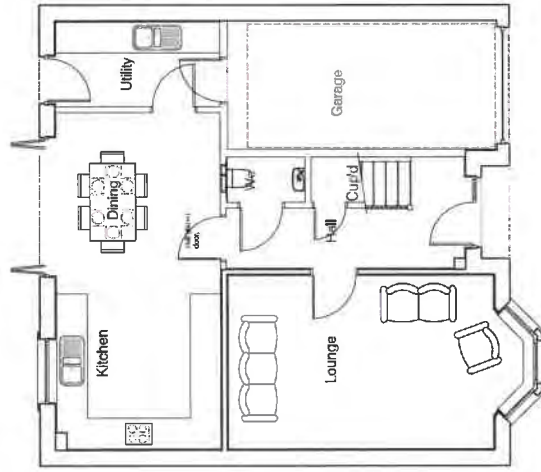
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria, CA6 4SL.

Tel 01228 404550

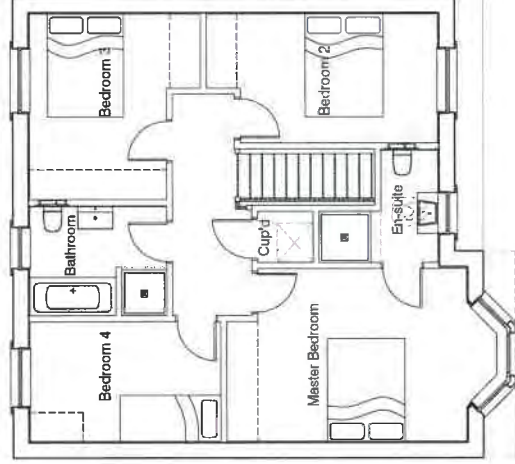
Fax 01228 404551



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



First Floor Plan



First Floor Plan



HOUSE TYPE

The BOSTON v4

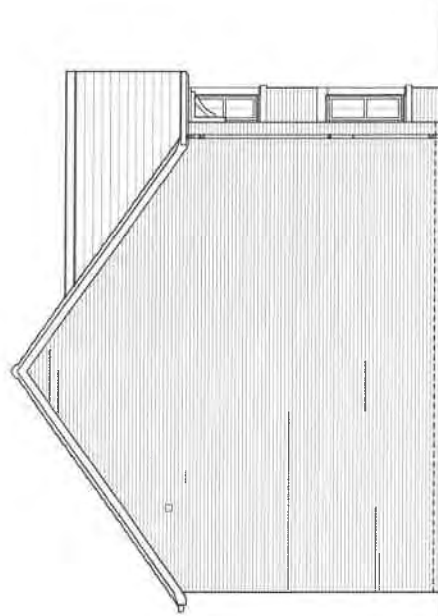
DRAWING

Planning Plans 1

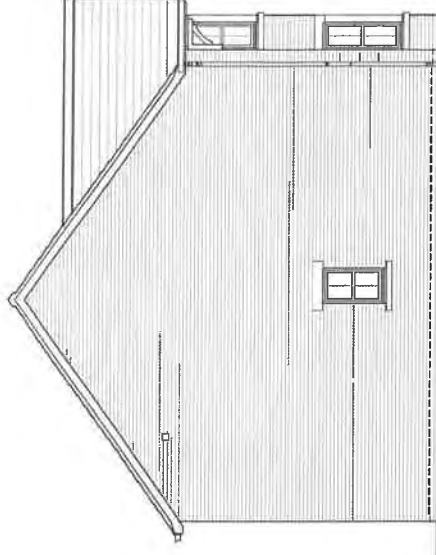
DRAWN BY	CTM	DATE	26/09/2018
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v4)	BOS - PLP1	A	
Drawn by	A		
Checked by	A		



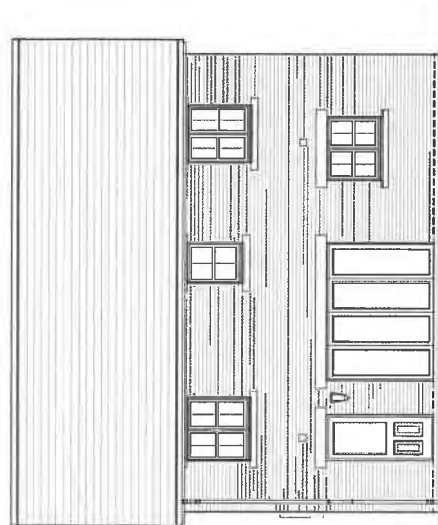
Front Elevation



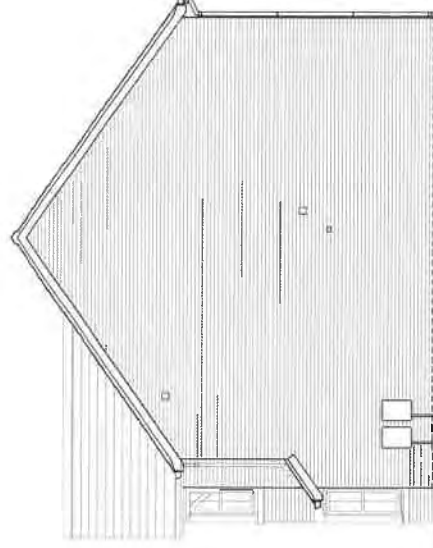
Side Elevation



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



Rear Elevation



Side Elevation

Story
HOMES

HOUSE TYPE

The BOSTON v4

DRAWING

Planning Elevations 1/1

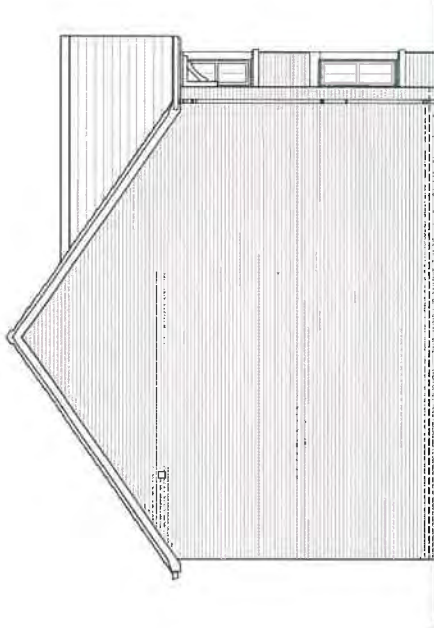
DESIGNED BY	CTM	DATE	20/09/2019
CHECKED BY	-	SCALE	1:100
ISSUE	(v4)	DRAWING NUMBER	BOS - PLE1/1
REVISION		REVISION	A
Drawings			
A			04/10/19

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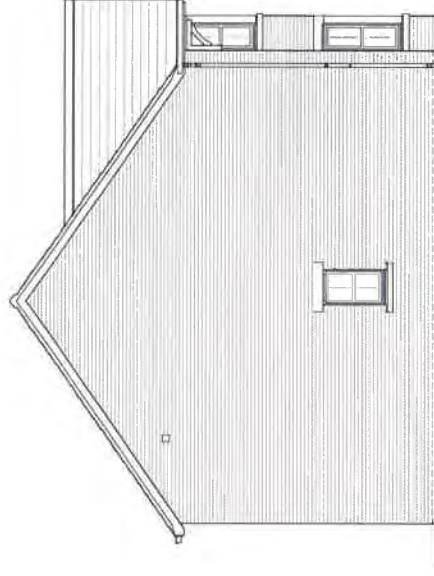
Story House, Lord Way, Kingmoor Business Park, Carlisle, Cumbria, CA4 4SL
Tel 01223 404399 Fax 01223 404391



Front Elevation



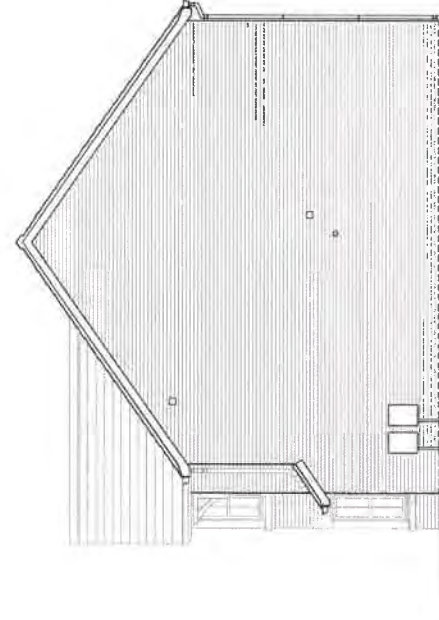
Side Elevation



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



Rear Elevation



Side Elevation



HOUSE TYPE

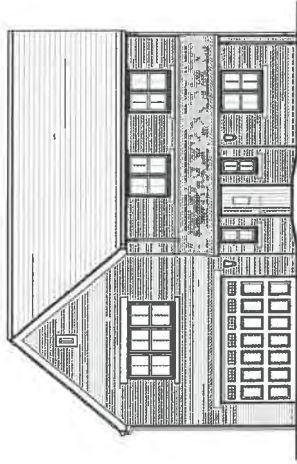
The BOSTON v4

DRAWINGS

Planning Elevations 1/6

DRAWN BY	CTM	DATE	20/06/2018
CHECKED BY		SCALE	1:100
REVISION			
(v4)		DRAWING NUMBER	BOS - PLE1/6
		REVISION	A

Revisions



House Type

The MAYFAIR v3

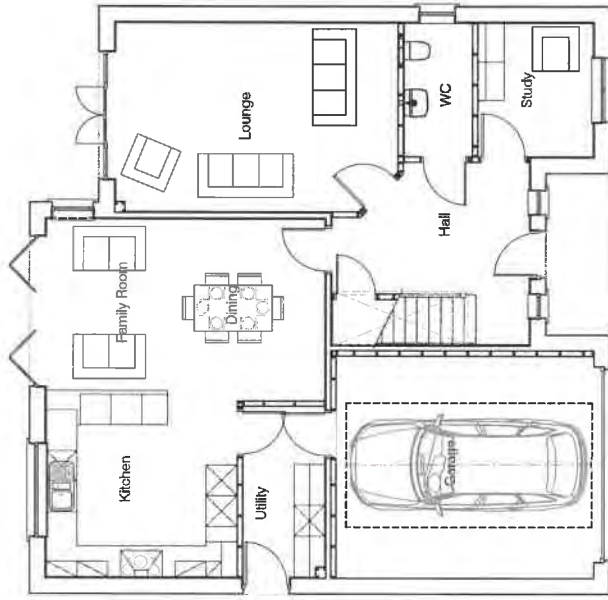
GF/FF 177.00m² 1905.21 sq.ft.
Garage 22.01m² (236.91 sq.ft.).

© **Story Homes.**

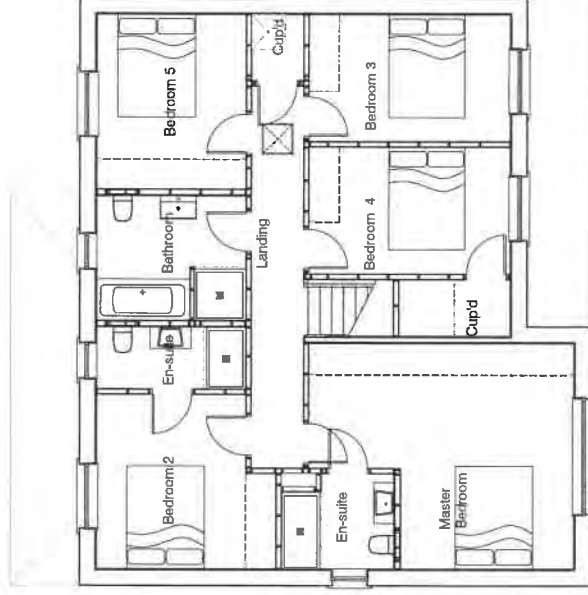
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria, CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan

Story
HOMES

HOUSE TYPE

The MAYFAIR v3

DRAWING

Planning Plans 1

DRAWN BY	CTM	DATE	02/12/2015
CHECKED BY		SCALE	1:100
ISSUE		DRAWING NUMBER	REVISION
(v3)		MAY - PLP1	
Revisions			



House Type

The BALMORAL v4

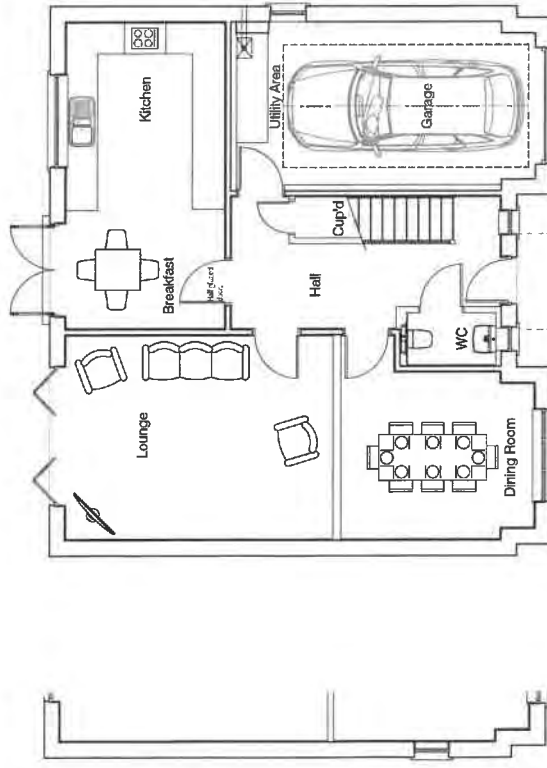
GF/FF 160.16m² (1723.95sq.ft)
Garage 18.63m² (200.53sq.ft.)

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Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria, CA6 4SL.

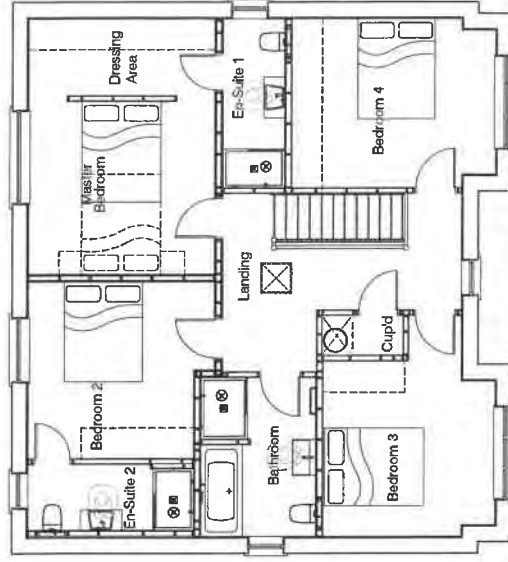
Tel 01228 404550

Fax 01228 404551



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

Ground Floor Plan



First Floor Plan



HOUSE TYPE

The BALMORAL v4

Drawings

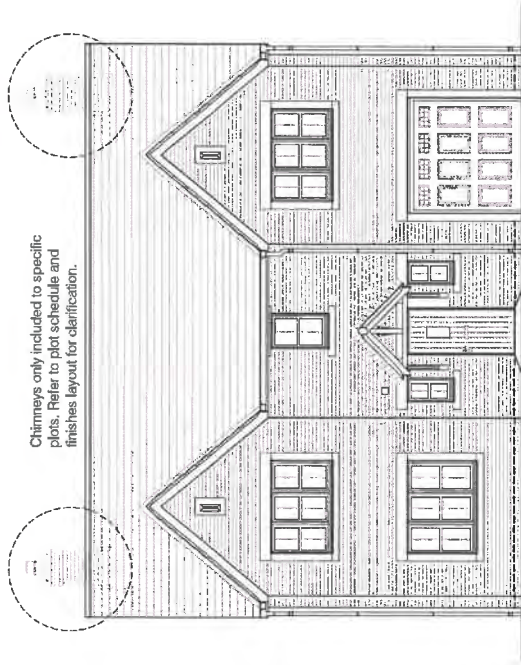
Planning Plans 1

DESIGNED BY	CIN	DATE	14/11/16
CHECKED BY		SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v4)	BAL - PLP1		

Revisions

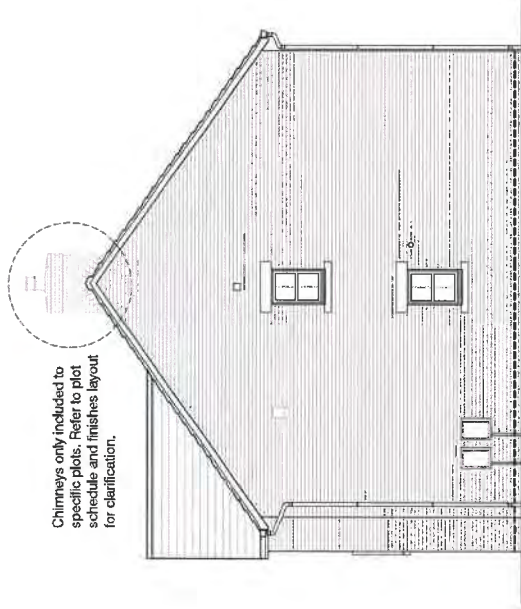
©Story Homes.

Story Homes, Lords Way, Kingscross Business Park, Cullinstown, Dublin 15, Ireland
Tel: 01228 404890 Fax: 01228 404891



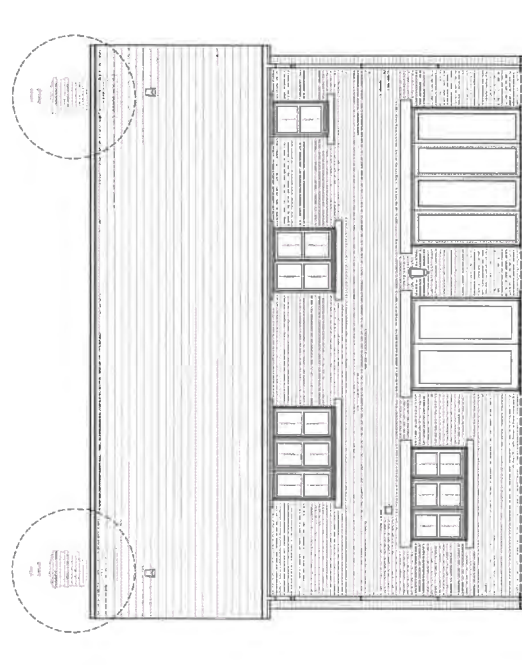
Chimneys only included to specific plots. Refer to plot schedule and finishes layout for clarification.

Front Elevation

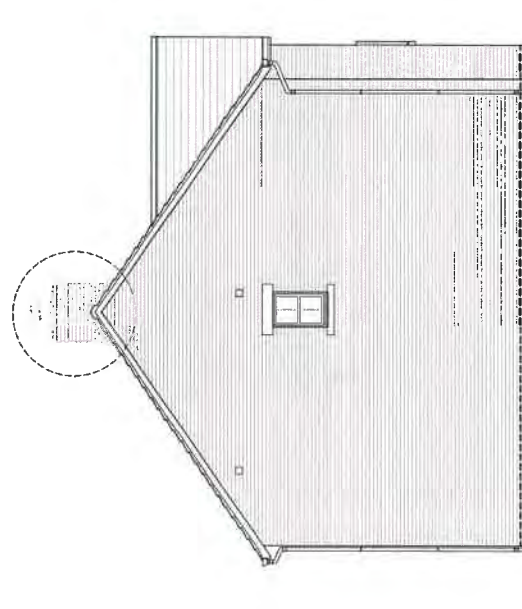


Chimneys only included to specific plots. Refer to plot schedule and finishes layout for clarification.

Side Elevation



Rear Elevation



Side Elevation

Story
HOMES

HOUSE TYPE

The BALMORAL v4

DRAWING

Planning Elevations 1/1

DRAWN BY	CTM	DATE	14/10/16
CHECKED BY	-	SCALE	1:100
ISSUE	(v4)	DRAWING NUMBER	BAL - PLE1/1
		REVISION	-

Revisions

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

©Story Homes.

Story Homes, Little Way, Kingsthorpe Business Park, Cardiff, Cymru, CF14 4QJ.
Tel: 01222 404009 Fax: 01222 404001



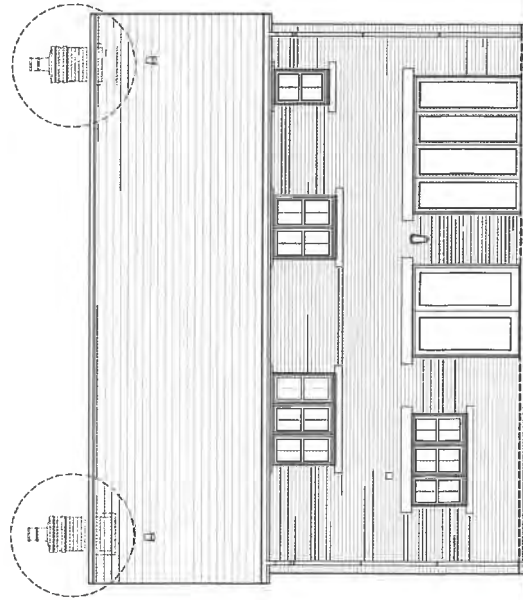
Chimneys only included to specific plots. Refer to plot schedule and finishes layout for clarification.



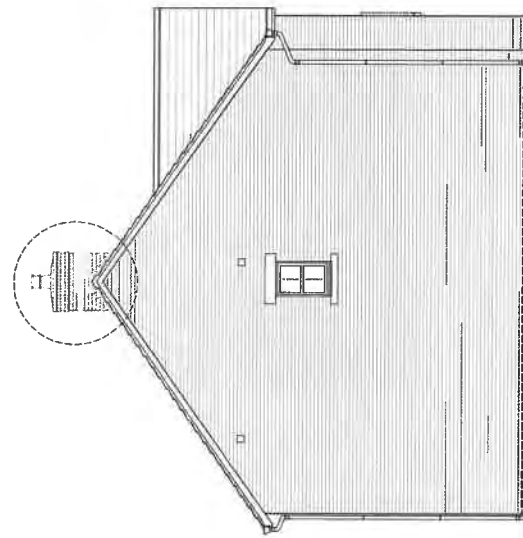
Chimneys only included to specific plots. Refer to plot schedule and finishes layout for clarification.

Front Elevation

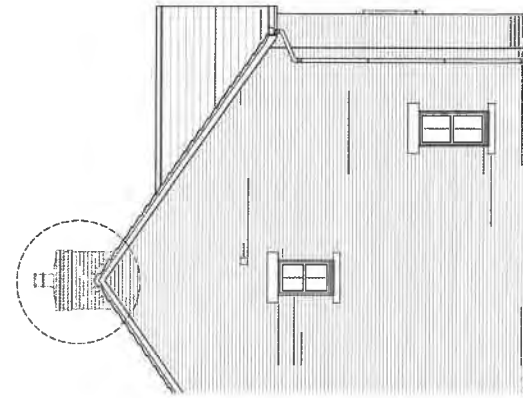
Side Elevation



Rear Elevation



Side Elevation



Part Alternative Side Elevation

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

Story
HOMES

HOUSE TYPE

The BALMORAL v4

DRAWING

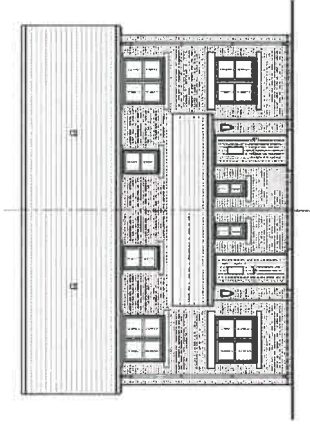
Planning Elevations 1/3

DRAWN BY	CTN	DATE	14/01/16
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(V4)	BAL - PLE1/3	-	
Revisions			

© Story Homes.

Story House, Larch Way, Kington Business Park, Cambs, Cambs, Cambs, Cambs

Tel 01228 404850 Fax 01228 404851



House Type

The Epsom v2.5

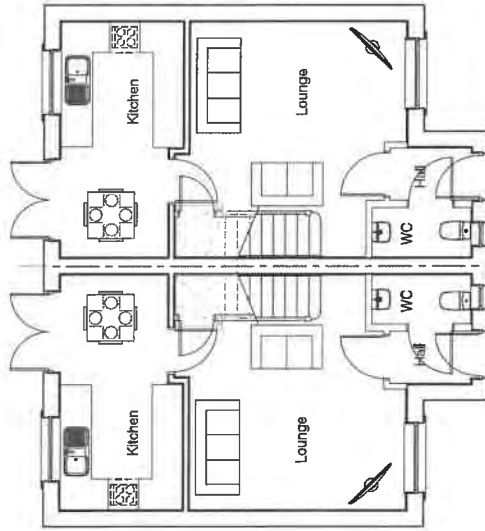
GF/FF 66.07 sq.m. (711.18 sq.ft.)

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Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

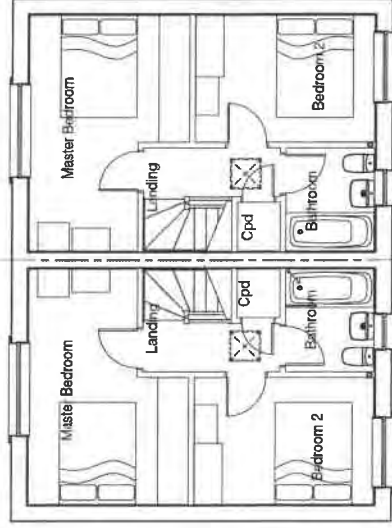
Tel 01228 404550

Fax 01228 404551



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

Ground Floor Plan



First Floor Plan



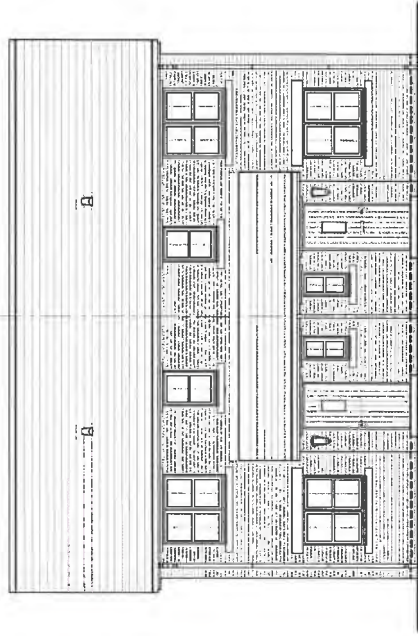
HOUSE TYPE

The Epsom v2.5

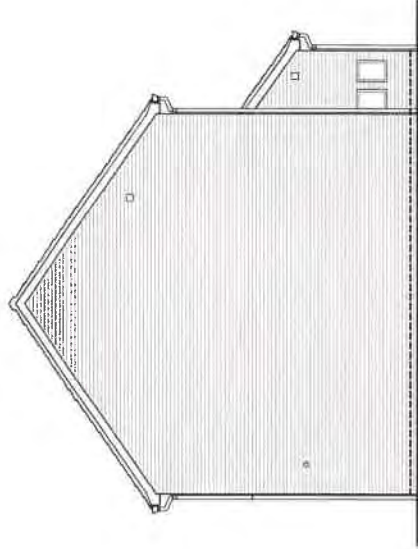
DRAWING

Planning Plans 1

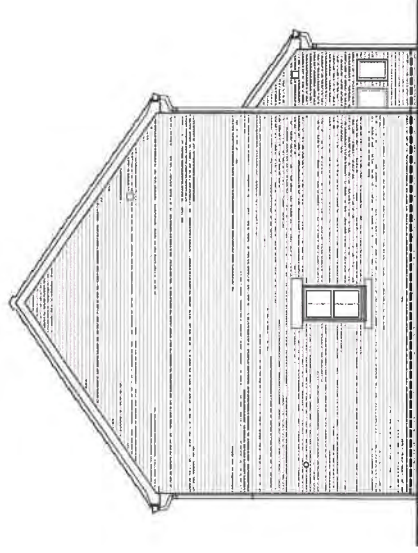
DESIGNED BY	DATE	24/04/2012
CHECKED BY	SCALE	1:100
DATE	DRAWING NUMBER	REVISION
(v2.5)	EPS - PLP1	-
New House		



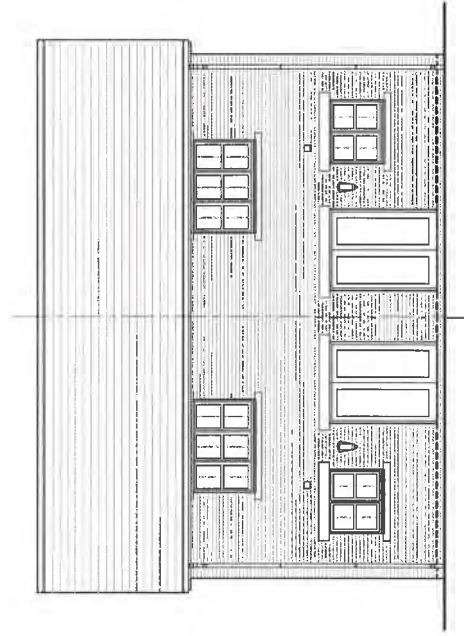
Front Elevation



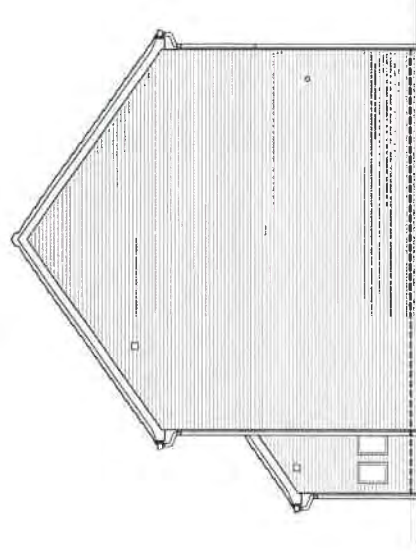
Side Elevation



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



Rear Elevation



Side Elevation

Story
HOMES

HOUSE TYPE

The Epsom v2.5

DRAWING

Planning Elevations 1/1

DESIGN BY: CTH DATE: 26/04/2012

CHECKED BY: SCALE: 1:100

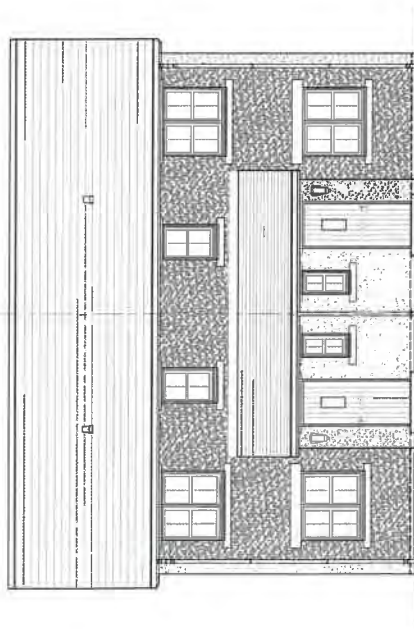
ISSUE: DRAWING NUMBER: EPS - PLE1/1

REVISION: -

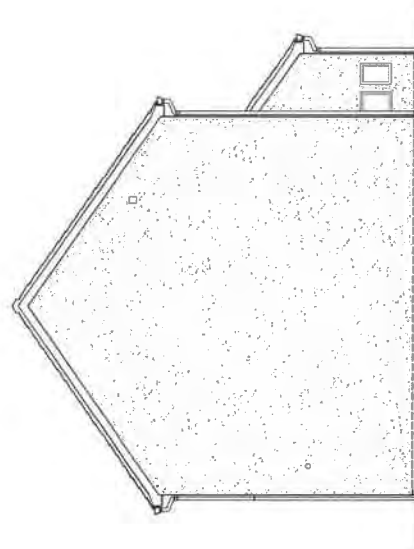
Revisions

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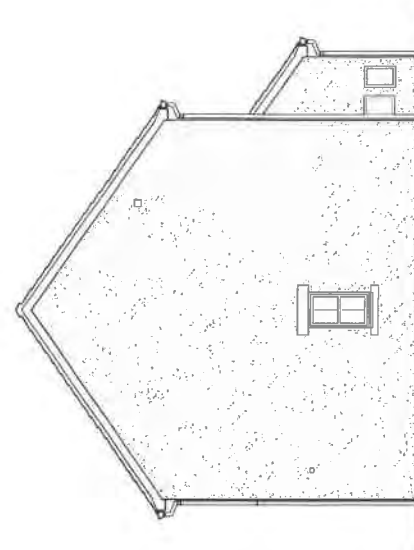
Story Homes, Lords Way, Kingmoor Business Park, Carlisle, Cumbria, Caledale, Caledale
Tel: 01228 404890 Fax: 01228 404891



Front Elevation



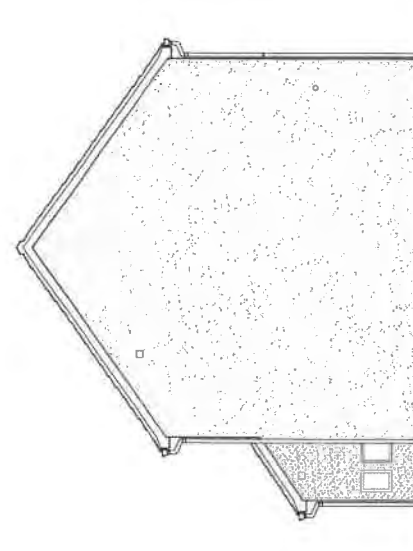
Side Elevation



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



Rear Elevation



Side Elevation



HOUSE TYPE

The Epsom v2.5

DRAWING

Planning Elevations 1/2

DRAWN BY	CM	DATE	24/04/2012
CHECKED BY	-	SCALE	1:100
ISSUE	(V2.5)	DRAWING NUMBER	EPS - PLE1/2
REVISION	-		



Story
HOMES

House Type

The WARWICK v4

GF/FF 130.06m² (1399.95sq.ft)
GARAGE 13.51m² (145.42sq.ft)

© **Story Homes.**

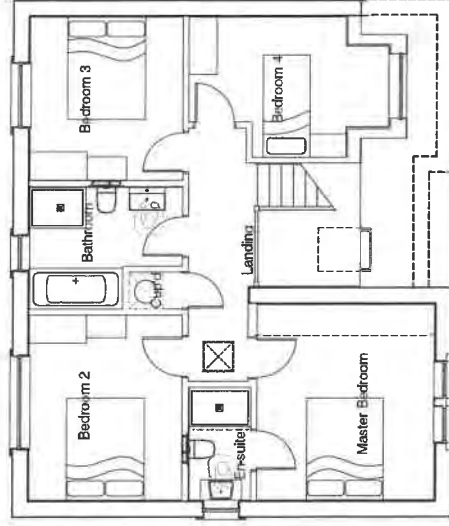
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria, CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan

Story
HOMES

HOUSE TYPE

The WARWICK v4

DRAWING

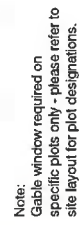
Planning Plans 1

DESIGNED BY	CTN	DATE	06/07/16
ISSUE	SCALE	1:100	
(v4)	DRAWING NUMBER	WAR - PLP1	REVISION

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Story Homes, Lords Way, Ringmoor Business Park, Castle, Cumbria, CAd 6S.
Tel: 01225 404850 Fax: 01225 404851

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

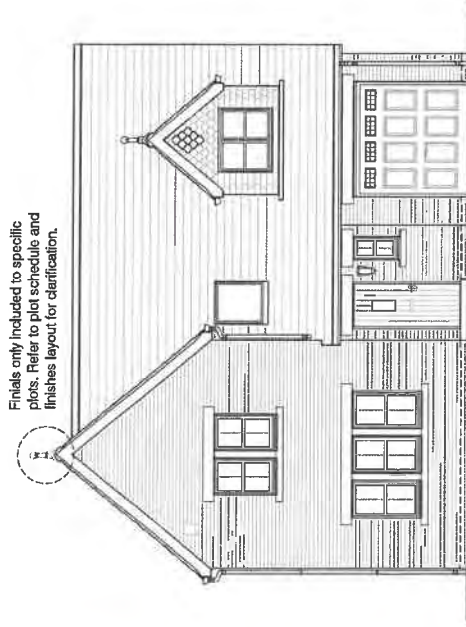


First Floor Plan

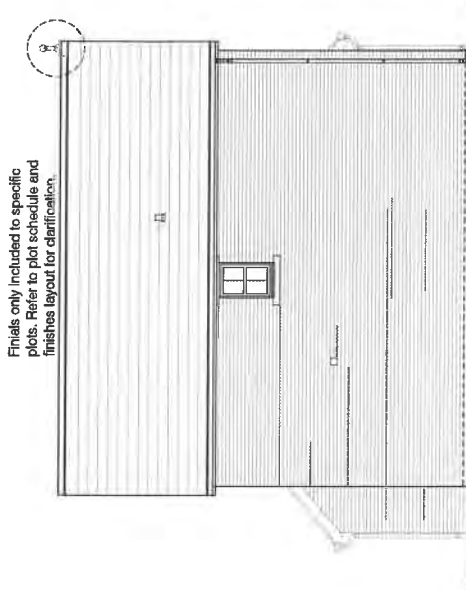


Finials only included to specific plots. Refer to plot schedule and finishes layout for clarification.

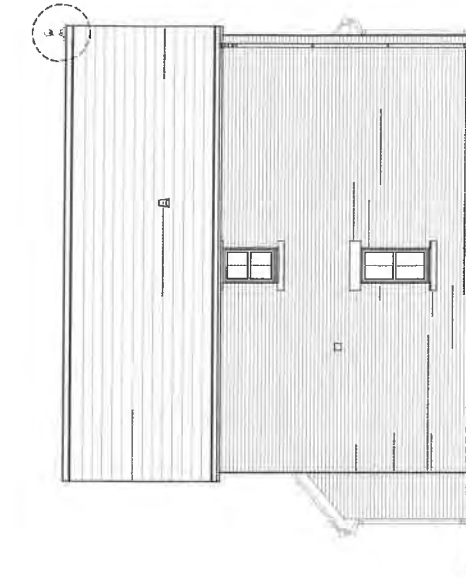
Finials only included to specific plots. Refer to plot schedule and finishes layout for clarification.



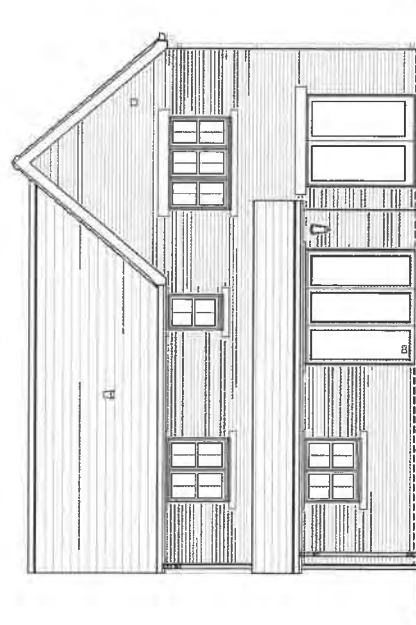
Front Elevation



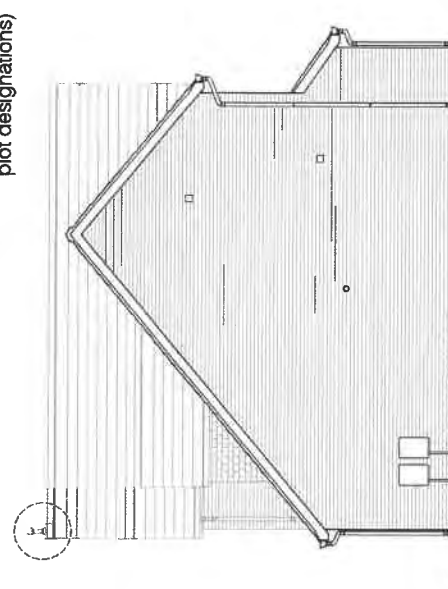
Side Elevation



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



Rear Elevation



Side Elevation



HOUSE TYPE

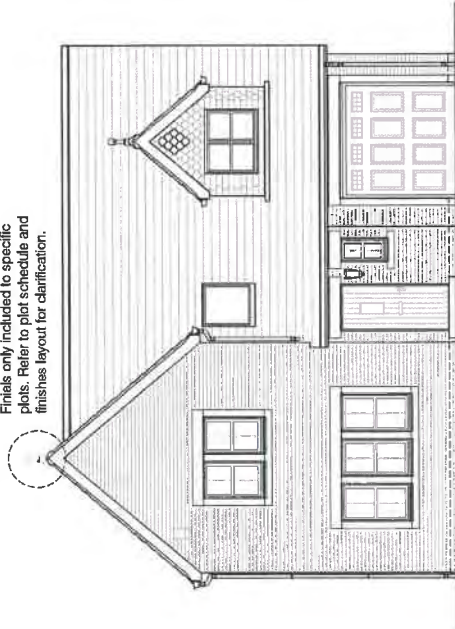
The WARWICK v4

DRAWING

Planning Elevations 1/6

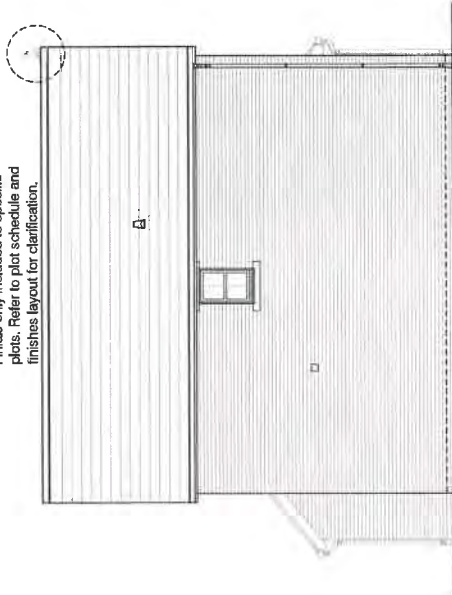
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CHECKED BY					
REVISION	DRAWING NUMBER	REVISION			
(v4)	WAR - PLE1/6				
Revisions					

Finials only included to specific plots. Refer to plot schedule and finishes layout for clarification.

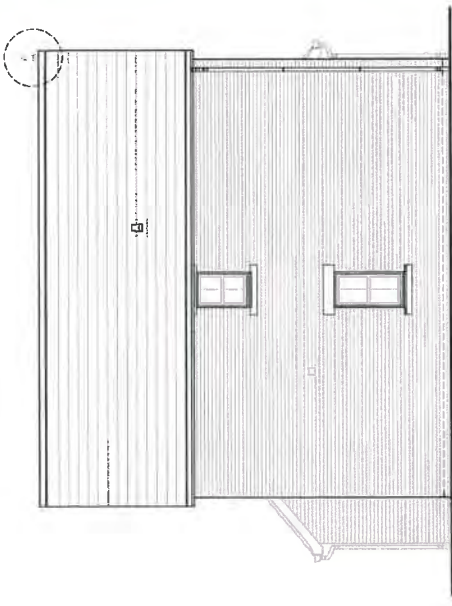


Front Elevation

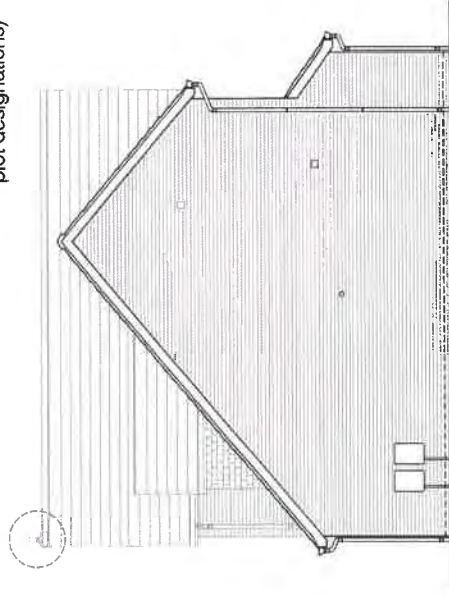
Finials only included to specific plots. Refer to plot schedule and finishes layout for clarification.



Side Elevation



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



Side Elevation



Rear Elevation

Story
HOMES

HOUSE TYPE

The WARWICK v4

DRAWING

Planning Elevations 1/7

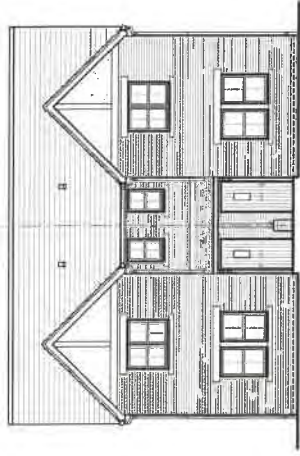
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CHECKED BY					
ISSUE		DRAWING NUMBER		REVISION	
(v4)		WAR - PLE1/7		-	
Finishings					

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Fax 01223 404691



Story
HOMES

House Type

The HASTINGS v3

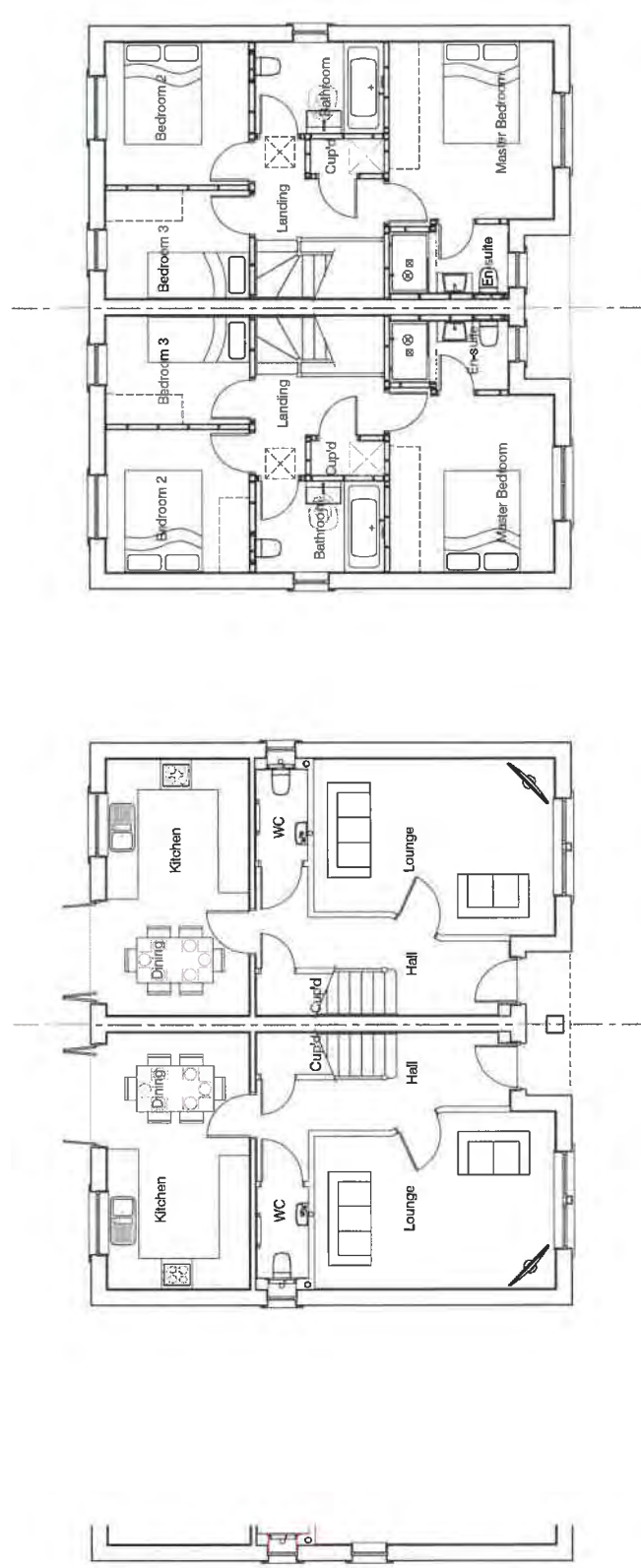
Semi GF/FF GF/FF 88.70m² (954.76sq.ft)

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Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551



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

Ground Floor Plan

First Floor Plan

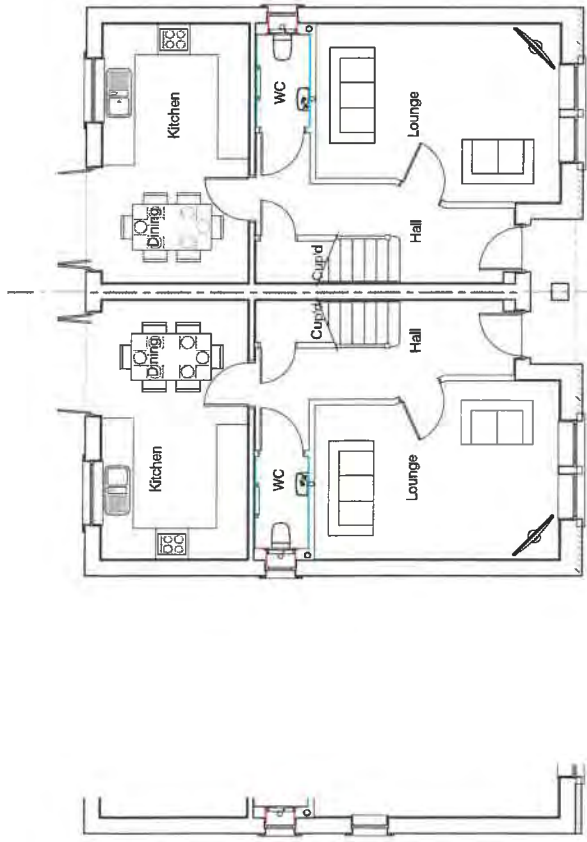


HOUSE TYPE

The HASTINGS v3

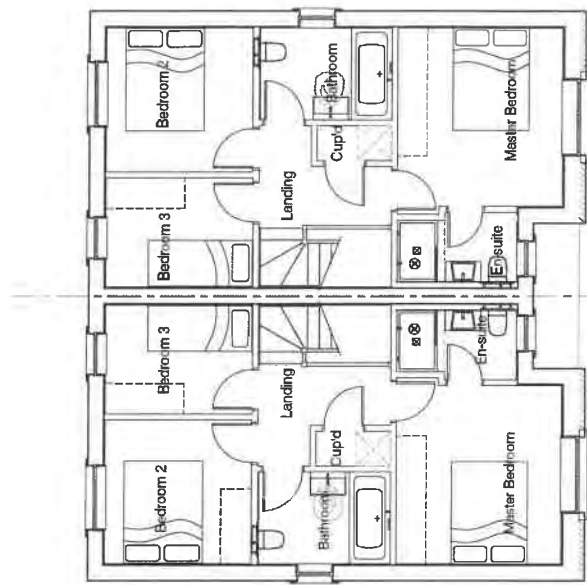
Planning Plans 1

DRAWN BY	CTN	DATE	02/11/2015
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(V3)	HAS - PLP1		
Revisions			



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

Ground Floor Plan



First Floor Plan



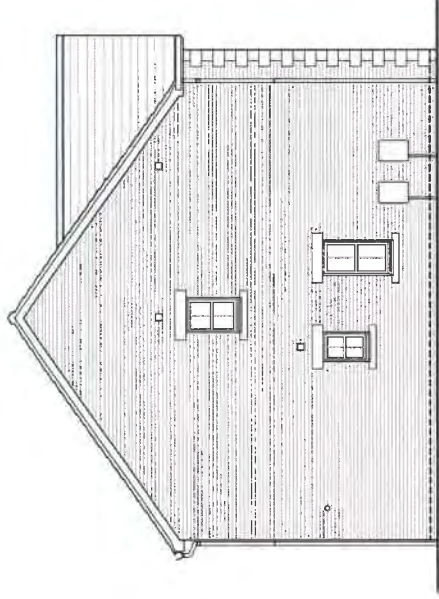
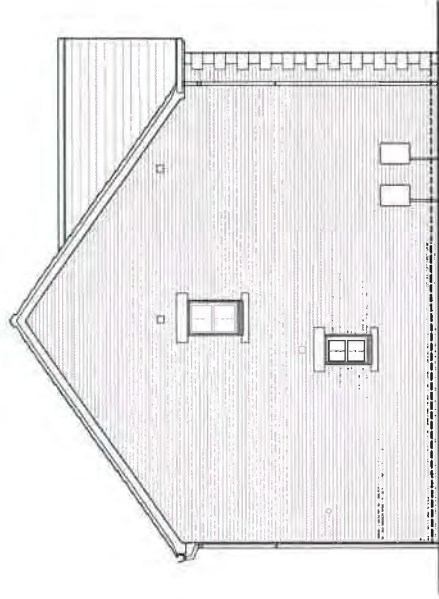
HOUSE TYPE

The HASTINGS v3

DRAWING

Planning Plans 1-1

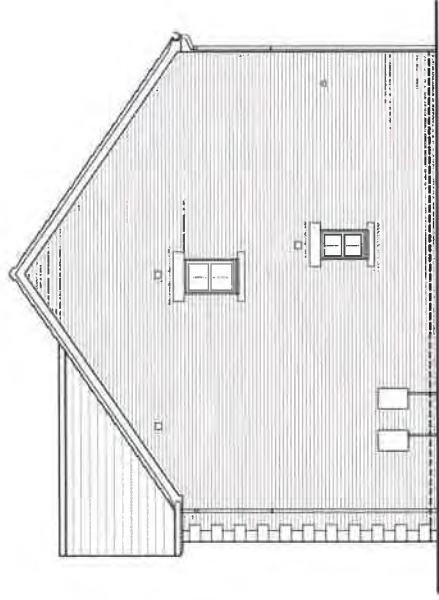
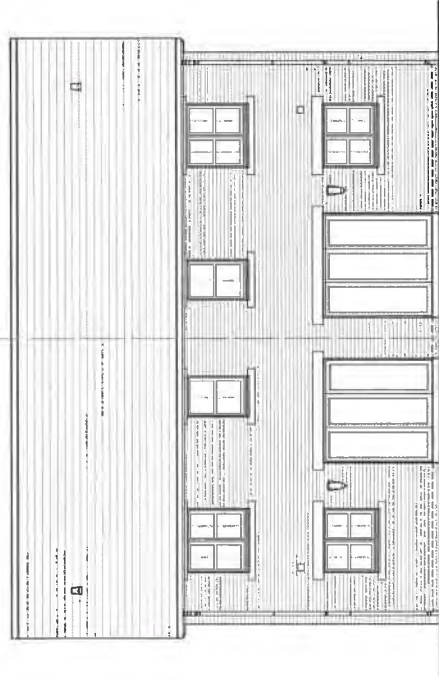
DRAWN BY	CTM	DATE	02/10/18
DESIGNED BY		SCALE	1:100
ISSUE	(V3)	DRAWING NUMBER	HAS - PLP1-1
		REVISION	-



Front Elevation

Side Elevation

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



Rear Elevation

Side Elevation



HOUSE TYPE

The HASTINGS v3

DRAWING

Planning Elevations 1/5

DRAWN BY	CTM	DATE	02/11/2015
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v3)	HAS - PLE1/5	A	



Construction Details

Garage Booklet

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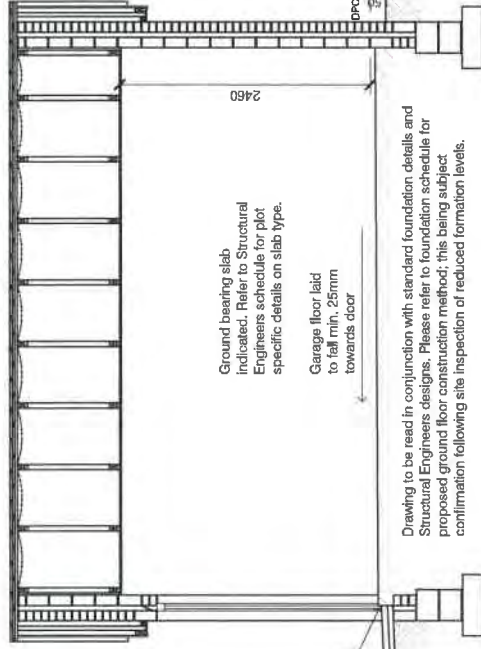
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851

See roof detail booklet

min. 25mm
upstand to front
of garage slab



See eaves
detail booklet

2110 door head

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

Garage floor laid
to fall min. 25mm
towards door

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

Garage floor laid
to fall min. 25mm
towards door

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

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

Section A-A

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 2650, with arystone feature lintel 2115 x 100 x 2848

Roof - 100x50mm softwood wallplate.

100x25mm 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 5298 Part 3 1985.

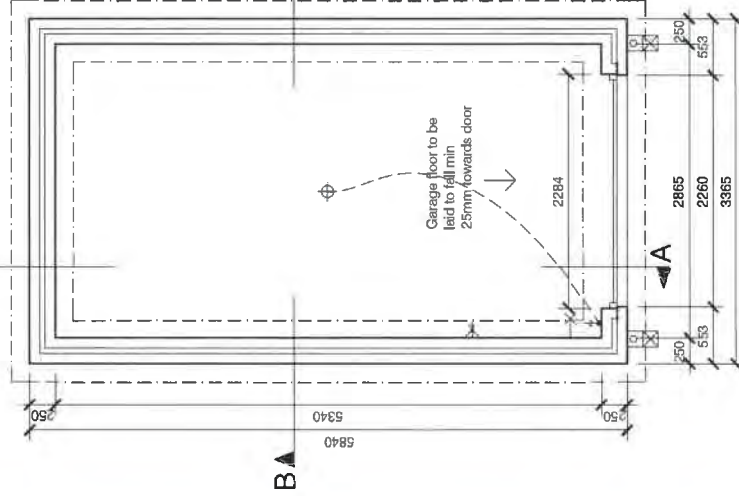
30x50mm galvanised MS straps @ max 2m centers over min 3 No trusses at rafter and ceiling level with solid

noggins/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 W of the

Building Regulations for Dead and Imposed loading to the roof.

B A



Ground Floor Plan

Section B-B

Story
HOMES

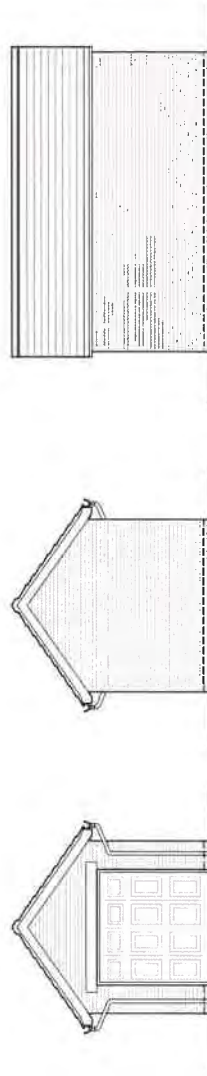
GARAGE TYPE

Single Detached Garage 1

DRAWING

Elevations, Plan & Section 1

DRAWN BY	CTN	DATE	20/02/22
CHECKED BY		SCALE	1:100 (2/3)
ISSUE		DRAWING NUMBER	REVISED
(1)		SG1 - EPS1	A
Revisions			
A		Valid from 10/01/2022 to 31/03/2022	10/01/22



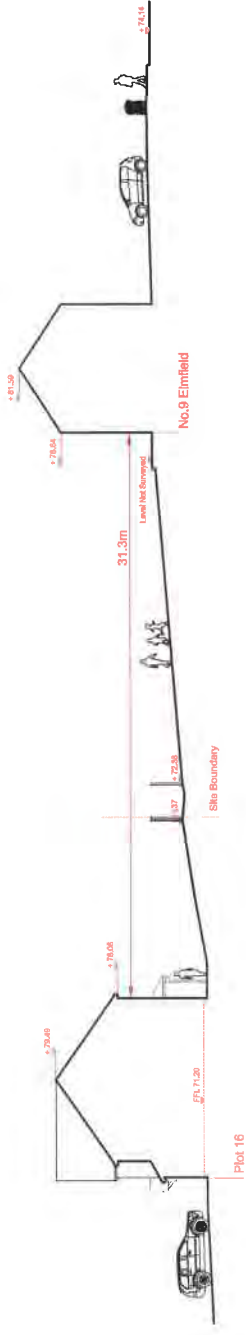
Front Elevation

Rear Elevation

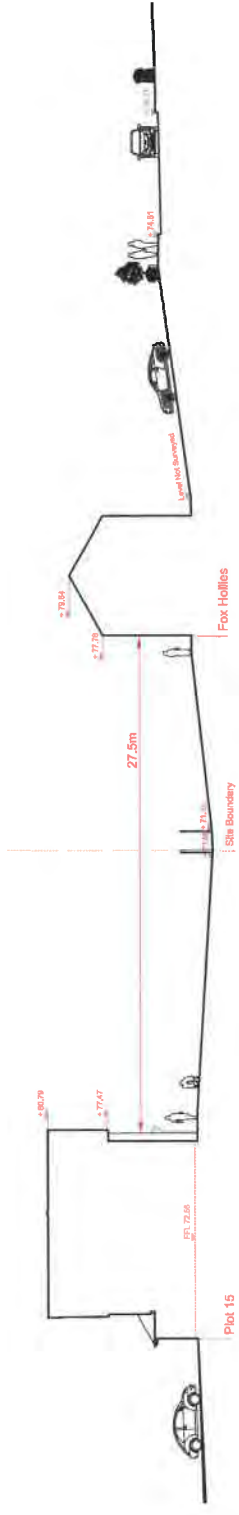
Side Elevation

©Story Homes.
Bugh Rd Industrial Estate, Carlisle, Cumbria, CA9 7NA.
Tel 01228 640855 Fax 01228 640851

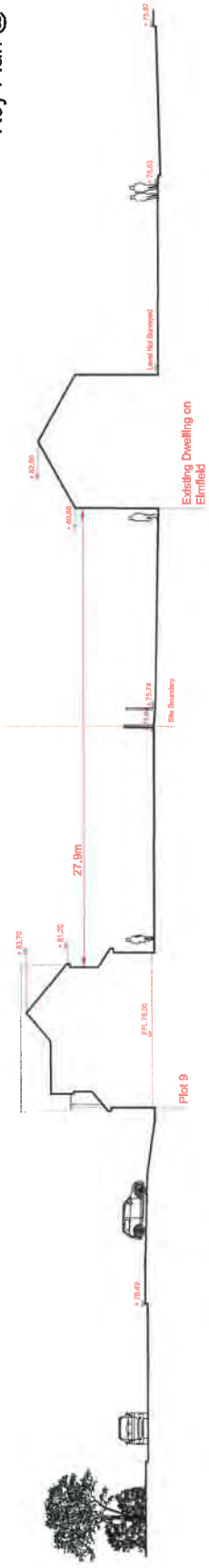
For the purpose of this plan, the boundary between the site and the adjacent land is shown as a dashed line. The boundary between the site and the adjacent land is shown as a dashed line. The boundary between the site and the adjacent land is shown as a dashed line.



Site Section A-A @ 1:100



Site Section B-B @ 1:100



Site Section C-C @ 1:100



Key Plan @ 1:1000



Land at Cerfide Road, Brampton			
Proposed Site Sections			
Sheet No.	1 of 1	Scale	1:100
Date	10/17	Drawn by	AS
1228-STO	SD-50.02		

1



