

SCHEDULE A: Applications with Recommendation

17/0896

Item No: 06

Date of Committee: 05/01/2018

Appn Ref No:
17/0896

Applicant:
Story Homes Ltd

Parish:
Wetheral

Agent:
WYG

Ward:
Wetheral

Location: Land South of The A69, Scotby, Carlisle, CA4 8BJ

Proposal: Erection Of 81no. Dwellings With Associated Open Space, Infrastructure, Landscaping And Ancillary Works Including Temporary Construction Access Off Scotby Road

Date of Receipt:
18/10/2017 23:02:57

Statutory Expiry Date
17/01/2018 23:02:57

26 Week Determination
18/04/2018 23:02:57

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 (12 affordable rent and 12 low cost home ownership), the management/maintenance of open space; the payment of £68,403 towards off-site sports pitches; the payment of £228,962 and £236,444 towards primary and secondary education respectively; £25,430 to improve the cycle infrastructure; the payment of £6,600 for monitoring of the Travel Plan; the completion of the S106 agreement to provide off-site contributions totalling £171,199 and the details of the formation of a Management Company for the maintenance of the public open space.

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 Listed Building
- 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 On Nature Conservation Interests
- 2.11 Flood Risk And Foul and Surface Water Drainage
- 2.12 Crime and Disorder
- 2.13 Waste/ Recycling
- 2.14 Other Matters

3. Application Details

The Site

- 3.1 This application relates to 4.84 hectares of 2 agricultural fields irregularly shaped and separated by loosely defined hedging, located on the north-east of Scotby, south of the A69 and north of Hill Head. The site is bounded to the north by the A69 and the south and west by existing residential development. The east of the site is partially bounded by built development and open countryside. Pow Maughan and Carlisle Golf Club are located further to the east. Scotby Road runs to the west of the site.
- 3.2 The land undulates in both west-east sloping down from approximately 29.80m AOD to 22.2m AOD and south-north directions sloping down between 32.87m AOD to 22.32m AOD.
- 3.3 There are archaeological assets dating to the Early Medieval, Medieval and Post-Medieval periods within the site.
- 3.4 Grade II Listed Buildings in the form of Wheelbarrow Hall that is a located approximately 100 metres to the north-west and Henry Lonsdale Home that is approximately 440 metres to the west of the application site. The site falls within Flood Zone 1.

The Proposal

- 3.6 This application is seeking full permission to erect 81 dwellings with vehicular access onto Scotby Road. The proposed development is a mix of two storey detached, semi-detached and terraced houses. The net area to be developed is 4.84 hectares at a density of approximately 16.7 dwellings per hectare comprising 18 two bedroom houses, 14 three bedroom houses, 42 four bedroom houses and 7 five bedroom houses. The submitted layout is summarised in the Design & Access Statement which highlights:
 - the scheme takes advantage of key landscape features, protects the residential amenity of surrounding development and creates a unique neighbourhood;
 - the site will be accessed from a single point of vehicular access from Scotby Road, with a pedestrian and cycle link from Hill Head.
 - roads have been designed to prioritise pedestrians and encourage low speed traffic by avoiding long, straight roads; locating homes so they act as 'gateways', 'vista stops' and introduction of shared surface areas;

- routes through the site have generally been designed and orientated to allow views to terminate at important site features such as the Central Open Space, countryside or 'vista stop' feature dwelling with large, well landscaped front gardens where possible;
- the proposed central open space has been designed around the retained trees running across the site. This substantial landscaped area will allow for a biodiversity linkage with surrounding landscape, and also offer a usable open space at the heart of the development;
- buildings have been designed to wrap around the open space in the form of crescents;
- dwellings have been arranged into perimeter blocks and orientated with their main facade facing onto the public realm, with rear gardens enclosed.
- the proposed houses respect the existing dwellings by maintaining sufficient separating distances to minimise overlooking. The privacy between existing and new houses will be strengthened by planting to the proposed rear gardens;
- exposed edges of the site have been addressed by facing the buildings outwards to create an attractive and vibrant development edge and boundary.

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

- an Archaeological Desk based Assessment;
- an Arboricultural Impact Assessment (AIA);
- a Design and Access Statement;
- a Detailed Soft Landscape Plan;
- an Ecological Assessment;
- a Flood Flow Paths;
- a Flood Risk Assessment and Drainage Statement;
- a General Arrangement Plan with Boundary Treatments;
- a Landscape and Visual Impact Assessment;
- a Noise Assessment Report;
- a Planning Statement;
- a Proposed Drainage Layout;
- a S106 Agreement Draft Heads of Terms;
- a Topographic Survey;
- a Utilities Statement.

4. Summary of Representations

4.1 This application has been advertised by means of 2 site notices, a press notice and direct notification to the occupiers of 52 of the neighbouring properties. In response, 23 letters of objection have been received and the main issues raised are summarised as follows:

1. the traffic impact the development will cause on an already busy and fast road with vehicles crossing the A69 at peak times. This development will force cars past the school to Warwick Road to avoid congestions;
2. initially Scot1 was allocated for the development of 44 houses in the preferred options stage of the local plan. The Highway Authority raised

significant concerns about the spacing between the proposed site access and the junction with the A69. In response, the proposed allocation was removed and replaced with the allocation R15 but nothing has changed;

3. views from neighbouring properties will be spoilt;
4. during the pre-application process Cumbria County Council confirmed that the catchment for Scotby Primary School is full. The nearest school is St. Cuthberts in Botcherby which is located within the statutory walking distance of 2 miles. Is this acceptable for children in winter having to cross main roads;
5. disruption to the wildlife and the impact on the gardens;
6. the high volume of properties that are already been built in and around Scotby road;
7. there will be a negative impact on local house values;
8. United Utilities and the Environment Agency acknowledge that there are drainage issue on the site. The highway drain and sewers in Scotby are at capacity, already overflowing in the village in time of heavy rain;
9. adequate boundaries need to be respected but this isn't the case with the application;
10. there is no access to maintain hedges etc.
11. residents will have to live next to a noisy building site for months/ years and lose enjoyment of the garden during this time and all privacy in the house and garden once completed;
12. when neighbouring houses were purchased, residents were informed that there is a covenant on the land that no development can take place;
13. this developer should not be granted favouritism and allowed d to develop as they please;
14. as part of the consultation exercise it was stated that the location of the houses were indicative and to the rear of Hill Head there would be lower dwellings erected to reduce the impact - this is not the case with the application;
15. there are already issues with the foul waste backing up and overflowing and this will make the situation worse;
16. the principle of development is accepted but the design and layout is poor and fails to reflect the opportunity to develop an attractive housing scheme on the edge of a village bounded by countryside;
17. the proposal only allows 10 metres between the boundaries and the rear elevations of the houses;
18. there is no landscape or buffer strip along the boundaries of the site;
19. given the 4 acres of space for the detention pond and infrastructure the development is badly skewed with development hard against existing properties;
20. no recognition is given to the suggestions made in the community consultation regarding the introduction of bungalows to avoid overlooking and to meet a need for an ageing population;
21. There is no mention of street lighting for this proposed pathway but it is assumed that this would be considered to be a necessity which would again be an intrusion on our property and privacy;
22. the style and scale of the proposed development will have a negative impact on Scotby. The density of housing does not reflect the character of the village. Some of the proposed dwellings are smaller than the minimum unit sizes for affordable houses recommended in The Draft

- SPD and all the gardens are much smaller than those of the existing, surrounding properties. If Scotby is to maintain its desirable village status such a development (with other recent housing developments) would quickly progress it to a suburb of Carlisle;
23. on the purchase of our property in 1988 we were informed by our solicitor that the Lonsdale estate had a covenant on the site behind us that prevented any housing and would only permit agricultural use;
 24. the needs of the community are to be ignored in the pursuit of profits of developers;
 25. the northern boundary to our property (on the southern edge of the site) belongs to us and is ours to maintain. The plans show no provision has been made for us to do this satisfactorily;
 26. initially the proposed vehicular access point on Scotby Road led the county council to raise significant concerns. However Transport LLP was employed by Story Homes to carry out a survey and concluded that satisfactory access for 90 units could be achieved from Scotby Road and Hill Head. The Council then overturned its concerns and agreed that the access point was acceptable. This has caused us some consternation as it seems obvious that the proposed access so close to a major junction carries serious risk. There will be an increase in traffic on an already busy A69 due to developments recently built and others under construction in Wetheral and Cumwhinton, and possibly 100 or more vehicles from the proposed site. There have been concerns about speeding on Scotby Road and a speed warning monitor has had little or no effect as we have observed;
 27. after the area between 12 and 18 Hill Head was decided unsuitable for vehicular access, the developers proposed that there should be a cycle and pedestrian route. Deeds state that this land has 'a right of gaining access with or without vehicles from Hill Head to the garage serving the property'. This is the only vehicular access to these properties. A public footpath and cycle way will severely impede our right of access;
 28. the Local Plan requires minimal conflict between traffic and pedestrians and cyclists. Cars coming out of these driveways into the path of pedestrians and cyclists contravenes this requirement. There are 5 drivers regularly using this route together with various traders, utility vehicles and a regular taxi pickup and delivery of our neighbours' disabled daughter. This area is frequently used as a turning area for emergency vehicles, utility vehicles and visitors to Hill Head due to the road being a cul-de-sac. Such a pathway would directly overlook our back, front and side garden causing loss of privacy and unwanted disturbance. Such pathways are known to become a gathering point for groups that can cause social unrest which is seen as unacceptable according to the Local Plan (IP2,6.11).

4.2 In addition, 1 letter of comment has been received and the main issues raised are summarised as follows:

1. it would be preferable to build the new homes on an existing brown field site, of which there are many in Carlisle;
2. a lesser number of houses should be provided in any development.

5. Summary of Consultation Responses

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

Highways Response

Travel plan _

The targets and measures proposed is accepted there is no objection. It is recommended that the applicant contributes toward the cycleway improvement in the area. The route mentioned in the Travel Plan is one of the routes in need of improvement to accommodate the additional usage and a contribution of £25,450 toward the improvement on C22 is required.

Transport assessment _

The transport assessment is well written and shows no severe impact on the local highway network. The junction modelling shows no adverse impact and level of service within the reasonable range. The available bus stops are just within the allowable walking distance (at 750m) and therefore acceptable. The conclusions contained in the Transport Assessment are therefore accepted.

Detailed layout comments

The layout would appear to generally conform to the requirements of the design guide.

Although there is no construction details or lighting layout shown it is considered that this is acceptable and can as normal be conditioned. It is suggested that no planting occurs in the verges or service strips.

The TA has clearly shown that the access splays are acceptable and complies with the guidance in both the CCC Design guide (Draft) and MfS. It is recommend that the current 30mph signs are moved closer to the A69 as well as moving the current on road signs / village gateway. The applicant should enter into a suitable legal agreement to secure this element.

It would be preferred if there is a vehicular connection between plot 65 and 66. This will avoid unnecessary turning manoeuvres in the turning head by refuse vehicles. If this is not provided then there might be a need for a bin collection point for plots 66, 67, 68, 69, 70 and 71 in close proximity to the main spine road if the refuse collection service do not wish to operate on a private street. A collection store should also be provided for plots 34, 35, 36 and 37.

The addition of the Cycling and Pedestrian link through the site and onto Hill Head is welcomed and will aid in the permeability of the site. This link should however also be able to be used as an emergency vehicle access.

Lead Local Flood Authority

The LLFA have reviewed the Flood Risk Assessment (FRA) dated 10 October 2017 submitted with the application and we are satisfied that it demonstrates that the proposed development will not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere. It shows that the site will have 3 treatment stages and will incorporate an attenuation basin swale and silt interceptor. The proposed method of maintenance is also accepted and welcomed.

Within the drainage statement and the proposed drainage layout sheet 2 of 3, the discharge for the development is to be via the ordinary watercourse (Pow Maughan). As noted within the drainage strategy and following on from ground investigations, infiltration is not appropriate at this site due to elevated groundwater levels. Therefore according to Part H of the Building Regulations 2010 hierarchy for surface water disposal, the second option is to a watercourse and thus this method of disposal is acceptable to the Lead Local Flood Authority.

The greenfield runoff for the site is 0.73 l/s; however it is also stated that this figure is too low to replicate via a flow control device and the smallest diameter flow control accepted by United Utilities is 100mm which will dictate the outflow. This equates to the discharge being a maximum of 5.7 l/s with storage within the detention basin of 1802m³ which accounts for a 1 in 100 year storm event plus 40% for climate change with a depth of water of 1.2m. This is acceptable to the Lead Local Flood Authority;

Wetheral Parish Council: - the following objection has been received:

- Members are concerned that there is only one access point onto Scotby Road, near an already busy and hazardous junction on the dual carriageway A69 Euroroute. There are also concerns regarding access for emergency vehicles due to this. Refuse and emergency vehicles will find it difficult to turn around in some of the cul-de-sacs as there are no hammerheads on the plan;
- Members have concerns regarding the lack of school places in the locality and request the County Council considers this application in conjunction with application 17/0669 erection of 198 homes. In total, 279 homes, which should trigger the provision of a new school;
- the proposal to allow only approximately 10 metres between the boundaries of the residents along Scotby Rd and Hill Head and the rear elevations of the proposed houses, will adversely affect the existing residents' amenities by reason of visual intrusion, noise, light and traffic disturbance;
- the proposed layout contains no buffer strip between the boundary, despite Story's own submitted supporting documents which acknowledge that Scotby Rd/ Hill Head residents will be affected by "high sensitivity/visual amenity, a high magnitude of visual impact and substantial impact on view." Story's original "Site Constraints and Opportunities plan", on which there was a public consultation of 22nd November 2016, shows additional planting along this boundary. This buffer has not been included on the submitted application. Members

request that the buffer is included;

Economic Development - Housing Development Officer: - the application site falls within Affordable Housing Zone A, which requires a 30% affordable housing contribution. Local Plan Policy HO4 "Affordable Housing" stipulates that the affordable housing provision should be 50% affordable/ social rent (usually through a Housing Association) and 50% intermediate housing (usually discounted sale at a 30% discount from market value through the Council's Low Cost Housing Register).

The applicant's Schedule of Accommodation, included within the Design and Access statement, confirms that 24 units (30% of the 81 units in the application site) will be affordable, in accordance with Local Plan Policy HO 4. The affordable tenure mix: 12 units for affordable rent and 12 units for low cost home ownership is also compliant with Policy HO4.

The affordable two and three bedroom houses proposed meet a range of housing need, and they are reasonably distributed within the development, which helps with phasing, and is in accordance with mixed sustainable development principles. However, it is of concern that there are no bungalows included in the application, since there is a significant need for this type of accommodation, for both open market and affordable housing, as evidenced above in the Older Persons' Accommodation section;

Green Spaces: - it is assumed that 281 people will be occupying the development once complete. The mix of units (2 to 5 bedrooms) 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 1.1 ha of public open space, so the applicant's figure of 1.6 ha is more than adequate.

However, the proposed play area is not well –sited , being isolated from the main part of the site, and not well overlooked. It is also close the SUDS scheme, which would not be a problem on its own but when taken with the other problems identified above compounds the issues.

A more imaginative response would be preferable to the provision of POS with a play area located more centrally, overlooked by more properties and reflecting the attractive, organic nature of the space. It would be preferable if the future maintenance of POS would be carried out by a management company and therefore no commuted sum would be required;

Cumbria County Council - Development Management: - in relation to education, the following comments have been submitted:

Using the dwelling-led model on the housing mix provided of 18 x 2 bed, 14 x 3 bed, 34 x 4 bed, 15 x 5 bed roomed houses, it is theoretically estimated to yield 32 children from this development: 19 primary and 13 secondary pupils. The development is in the catchment of Scotby CE Primary School (0.72 miles) and Central Academy for Secondary Education (2.21 miles).

The primary catchment school of Scotby is full before any other developments are taken into account, therefore an education contribution of £228,969 (19 x £12,051) is required to provide capacity at either Scotby Primary School or the nearest school where capacity can be provided to mitigate the impact of the proposed development.

When considering the effect on pupil numbers from known levels of housing development across Carlisle, it is considered that there will be insufficient places available in Central Academy to accommodate the secondary pupil yield from this development, therefore an education contribution of £236,444 (13 x £18,188) is required to mitigate the impact of the development.

With regard to primary school transport, subject to the above contribution being provided no contribution is sought in relation to primary school transport.

In respect of secondary school transport, Richard Rose Central Academy is within the statutory walking distance, therefore no contribution is sought in relation to secondary school transport;

Highways England: - no objection;

Environment Agency (N Area (+ Waste Disp & Planning Liaison Team)): - the Flood Risk Assessment (FRA) produced by Coast Consulting Engineers (reference 1658-01 Revision A, dated 10 October 2017) demonstrates that the proposed development will not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere. The proposed development must proceed in strict accordance with this FRA and the mitigation measures identified as it will form part of any subsequent planning approval. Any proposed changes to the approved FRA and / or the mitigation measures identified will require the submission of a revised FRA as part of an amended planning application.

The FRA correctly states that the proposed residential development and flood storage basin are located within Flood Zone 1. It does not acknowledge that the proposed outfall and works adjacent to Pow Maughan, which are within the red-edge boundary of the application, are within Flood Zone 3. However, considering the nature and scale of the proposed works in Flood Zone 3, they are not considered to be inappropriate or increase the risk of flooding elsewhere.

Pow Maughan is a designated Main River watercourse. Under the terms of the Environmental Permitting (England and Wales) (Amendment) (No.2) Regulations 2016 and the flood risk activities set out in Paragraph 3 Part 1 of Schedule 23ZA, the prior written consent of the Agency may be required for any works in, over, under or within 8 metres of the 'main river' (16 metres if tidal) or within 8 metres of a flood defence structure / culvert (16 metres if tidal);

Northern Gas Networks: - no objection;

Local Environment, Waste Services: - no objection in principle to the proposed layout, however adjustments are required for waste collection access at the following areas. Plots 29 - 34 - there is no turning head at the end of this road and it is too great a distance (around a bend) to reverse back. The alternative is to reverse back adjacent to plot 33 and the residents beyond this would need to bring their waste containers to a suitable collection point. Plots 20 -23 - again, no turning area but as this is only 4 properties, residents would be expected to bring containers to the end where it meets the main road to be emptied;

United Utilities: - no objection subject to the imposition of a condition;

Cumbria County Council - (Archaeological Services): - further to earlier correspondence regarding the application, the applicant has commissioned a geophysical survey of part of the site.

About half of the site was unsuitable for survey because of substantial vegetation. In the part of the site that was surveyed the results identified some anomalies of potential local archaeological interest. The results are accepted as an indication of the likely archaeological interest of the whole site.

It is therefore considered that the construction of the proposed development will disturb archaeological assets of local significance and has the potential to disturb similar assets in the part of the site that has not been surveyed. It is recommended that an archaeological evaluation and, where necessary, a scheme of archaeological recording of the site be undertaken in advance of development and these works should be secured by means of a planning condition.

6. Officer's Report

Assessment

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2 The relevant planning policies against which the application is the 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 Section 66 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 ("R15") for residential development under Policy HO1 in the local plan. In relation to this site, Appendix 1 of the local plan states:

“R 15: Land east of Scotby Road and north of Hill Head, Scotby - the site lies at the northern end of Scotby, with easy access to the A69 and junction 43 of the M6, and to Carlisle. Careful design of the layout including type of dwellings and location of open space will be required to minimise impact on the occupiers of the existing housing and bungalows which border the site on both Hill Head and Scotby Road. The layout should ensure appropriate distances between existing and proposed dwellings to ensure no adverse effect on the residential amenity of existing residents. The boundary of the site with the open countryside to the east should reflect the transition from the development to the open countryside for example by the use of hedgerows. The main access will be onto Scotby Road, but there is potential for a secondary access to Hill Head. The roadside hedgerow fronting the A69 should be retained. The hedgerow fronting Scotby Road should also be retained unless some limited removal is required for sight lines.

Highways advice: the proposed access will require upgrading to be wide enough for two way traffic and pedestrian footways. No other highways issues raised, other than some junction capacity testing may be required.

Biodiversity: the site lies within 150m of Powmaughan beck which is a tributary of the River Eden and Tributaries SSSI and SAC. However, housing development is not likely to have a significant effect on the interest features for which the SAC has been classified, subject to satisfactory measures to control run off during construction and on completion of the site.

Heritage assessment: an unscheduled archaeological site lies approximately

50m to the east of the site. Prehistoric remains survive adjacent to the site. An archaeological desk-based assessment and field evaluation will be required at the planning application stage.

Flooding/drainage advice: potential drainage issues on site.

Other constraints: the North Western Ethylene Pipeline lies to the east of the site, and is operated by Essar Oil (UK). It is a significant pipeline asset of strategic importance in the supplies of oil and gas from the North Sea. The pipeline is classified by the Health and Safety Executive as a major accident hazard pipeline (MAHP) and as such is subject to land use planning constraints.”

- 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 south and west.
- 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/ Conservation Officer has commented that whilst the initial content of the Design & Access Statement is welcomed this could usefully be extended to include more characteristic parts of Scotby south of the Railway line. The Officer also welcomes the inclusion of site concept diagrams which usefully show welcome consideration of active frontage and the addressal of public open space by development.
- 6.20 The Officer raises concerns in respect of the provision of standard houses by this developer arrayed around a relatively standard highways layout; the intention to create distinctive townscape specific to the area is not as evident as it could be; the domination of the site by nominally detached units fronted by car parking contrasts to the continuous frontage typical of parts of Scotby; continuous frontage and perimeter blocks were present during the design concept phase but are not continued into the final scheme without clarification.
- 6.21 The land is allocated within the local plan for residential development and the principle of development is acceptable. The commentary in Appendix 1 of the local plan provides commentary on this issue highlighted by the allocation and is reproduced in paragraph 6.14 of this report. 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 the requirement for bungalows is not made explicit in the local plan policy and the council's evidence base (2014 SHMA Update) does not make a specific reference to there being a need for additional bungalows (affordable or market) in Scotby. Nor is the requirement for bungalows made explicit in adopted planning policies. The minimum space standards for affordable dwellings are noted, however the draft SPD is not yet adopted and once adopted it will provide guidance to developers on how to implement the relevant adopted local plan policies, rather than be adopted policy.
- 6.22 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.
- 6.23 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 of an appropriate density taking into account the character and nature of the buildings in the vicinity of the site and that of modern housing.
- 6.24 The proposal would 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

- 6.25 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.
- 6.26 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.
- 6.27 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 81 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 3 trees and sections of 2 hedges. One group and T18 also require pruning to allow clearance for construction. It is recommended that this tree loss is mitigated for by replacement tree planting and the production of a robust soft landscaping scheme;
 - it is recommended that the removal of G8 is negotiated with their owners, as these trees are in a very poor condition with cavities throughout the group and their retention is potentially hazardous to construction workers and future residents;
 - 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;
 - any level changes due to the construction of the roads around T12 to T16

should be approved by the Arboricultural Consultant prior to any changes taking place.

- 6.28 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

- 6.29 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).

- 6.30 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)

- 6.31 Moreover, criterion 7 of Policy SP6 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.
- 6.32 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.
- 6.33 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
- 6.34 Specifically residents have challenged the proximity of the development to neighbouring properties citing them being 10 metres from the boundary. The

council's SPD makes no reference to boundary distances but moreover exclusively references to distances between buildings. In this respect, the development would be compliant with the SPD.

- 6.35 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.
- 6.36 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.
- 6.37 The application is accompanied by a Noise Impact Assessment due to the proximity of the site to the A69 and local traffic network which concludes that:
- traditional brick work/clockwork walls, tiled roof constructions and standard double glazing will provide sufficient sound insulation for the new dwellings;
 - for new dwellings located approximately 20 metres from the A69, the calculation results indicate a daytime and night-time internal sound levels will be achieved with windows closed and standard double glazing installed;
 - additional mitigation such as installing acoustic laminated glazing or secondary glazed units is considered unnecessary for new building envelope constructions;
 - within 100 metres of the A69, it is recommended that habitable rooms have sound attenuating (acoustically rated) trickle vents installed. With open windows, the internal sound level targets will be exceeded. This applies to elevations with a line-of sight to the A69 (north, east and west facing);
 - acoustically rated trickle vents should not be necessary for south-facing habitable rooms;
 - at separation distances of greater than 100 metres from the A69, it will be appropriate to naturally ventilate all habitable rooms/elevations via opening windows (acoustically rated trickle vents are not required);
 - predictions indicate that for a minimum 1.8 metre high acoustic barrier, the equivalent continuous sound level within garden areas adjacent to the A69 can be reduced to acceptable levels;
 - to provide appropriate protection, it is recommended that an acoustic barrier is constructed along the northern boundary line adjacent to the A69. The acoustic barrier should be continuous, imperforate, sealed at the base and of a sufficient mass;
 - with regard to noise from Scotby Motor Services, taking into consideration the small difference between the rating level and the typical background sound level (1 dB) and the infrequent usage of particularly noisy equipment, negligible impacts are expected at neighbouring dwellings;
 - it is recommended that habitable rooms within directly adjacent dwellings are orientated to face away from the workshop building where practicable.

- 6.38 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 Listed Building

- 6.39 Paragraph 6 of the NPPF states that:

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

- 6.40 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.

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

- 6.41 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).
- 6.42 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.
- 6.43 Grade II Listed Buildings in the form of Wheelbarrow Hall that is a located approximately 100 metres to the north-west and Henry Lonsdale Home that is approximately 440 metres to the west of the application site. The Council’s Conservation Officer has commented that:

“...immediately to the north of the site is the Grade II Wheelbarrow Hall, and close to this, the Grade II Henry Lonsdale Home at Rosehill. It would be useful if the DAS included a short Heritage Statement to explain what impacts, if any, arise from the development of the proposed site on the setting of these assets. This would accord with the requirements of para 128 of the

NPPF that the applicant should provide a suitably scaled heritage statement explaining the impact of the proposal on any assets. As per para 128 of the NPPF, the Historic Environment Record should be consulted as a minimum as part of this work. There may be other undesignated heritage assets which are impacted upon by the site, possibly the Wellington former PH, or the row of C18 cottages to the north of the site, or the former smithy adjacent."

- 6.44 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 archaeological issues and is notably silent on the impact on listed buildings. 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 impact 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.

6. Highway Issues And Accessibility

- 6.45 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 S A J 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.
- 6.46 The Transport Assessment includes 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 site affords the opportunities to encourage and promote alternative modes of travel (walking, cycling and public transport) to the use of the private car for various trip purposes;
 - the site will be accessed from a new vehicular access junction on Scotby Road in the form of a simple priority T junction with appropriate visibility splays provided to ensure safe access and egress from the development. A separate pedestrian/cycle link will also be provided from Hill Head on the southern boundary of the site;
 - the internal layout of the site will ensure that all the proposed residential units can be satisfactorily accessed and that a refuse vehicle can manoeuvre within the site and turn within the turning heads provided. There will be good pedestrian linkages within the site providing future residents with the opportunity to access the footways on Scotby Road and Hill Head. Parking provision within the site will be fully in accordance with

- the appropriate parking standards;
 - Operational assessments have been undertaken at the A69/Scotby Road junction for both the morning and afternoon peak hours in the design year of 2027. The results of the operational assessment show that the proposed development will have minimal impact on the operation of the junction;
 - Highway Safety Assessment using personal injury collision (PIC) data suggests that the proposed development would have no severe impacts on the network in terms of highway safety;
 - the proposal will deliver a development that is accessible by alternative modes of travel to the use of the private car;
 - the development impacts on the surrounding road network are considered as minimal in terms of capacity and highway safety.
- 6.47 The Highway Authority has recommend that the current 30mph signs are moved closer to the A69 as well as moving the current on road signs/ village gateway and that the applicant should enter into a suitable legal agreement to secure this element. The applicant is currently in the process of producing drawings to show the relocated signs through discussions with the Highway Authority and an update will be made available to Members.
- 6.48 The proposal would include off-street parking provision for the development in the form of 2 spaces per property with the addition of 10 visitor spaces. Given that this site is within the urban area that is well-related to the city centre and with good public transport links, this level of parking provision exceeds that which is normally required. On this basis, therefore, it is not considered that the proposal raises any highway safety issues.
- 6.49 The Highway Authority has commented that it would be preferred if there is a vehicular connection between plot 65 and 66 to avoid unnecessary turning manoeuvres in the turning head by refuge vehicles. In response to these comments, the layout has been amended such that the scheme now provides a bin collection point in the open space opposite plot 70, which would serve plots 66-70. It also provides a bin collection point opposite plot 33 to serve plots 34-37.
- 6.50 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.
- 6.51 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.
- 6.52 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

- 6.53 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.
- 6.54 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. 24 affordable units. The 24 affordable homes are further divided into a roughly 50:50 split of affordable rent units and low cost home ownership units. The 12 Affordable Rented Plots will be built and transferred to a Registered Provider whilst the 12 Affordable Ownership plots will be discounted from full market value by 30%.
- 6.55 The City 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.
- 6.56 Policy CM2 (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 the catchment of Scotby primary school is full and that an education contribution of £228,969 is required to provide capacity at either Scotby Primary School or the nearest school where capacity can be provided to mitigate the impact of the proposed development.
- 6.57 In terms of secondary school provision, Cumbria County Council has advised that it is considered that there will be insufficient places available in Central Academy to accommodate the secondary pupil yield from this development, therefore an education contribution of £236,444 is required to mitigate the impact of the development.
- 6.58 In terms of school transport provision, subject to the above contribution being provided no contribution is sought in relation to primary school transport. Richard Rose Central Academy is within the statutory walking distance therefore no contribution is sought in relation to secondary school transport.
- 6.59 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.
- 6.60 Reference is made by Green Spaces to the siting of the open space within the development. The development comprises 2 areas of open space with

the developer ensuring that appropriate measures are put in place for the future management and maintenance of these spaces. The central area is substantially overlooked by houses on both sides of the area. The land to the north-east is on the periphery of the site but nonetheless has natural surveillance from the properties on Plots 63 to 65 and in this respect, subject to the completion of the S106 agreement to provide off-site contributions totalling £171,199, the proposal is acceptable.

8. Archaeology

- 6.61 The County Council's Historic Environment Officer initially commented that the Scotby area was a focus of prehistoric activity and a Bronze Age cremation cemetery has been revealed 100 metres from the site. Aerial photos show numerous cropmark complexes indicative of prehistoric settlement and agricultural activity nearby and a recent archaeological investigation in advance of cable laying in Scotby identified the remains of a prehistoric roundhouse. Roman finds have also been recovered from a number of locations in Scotby and Aglionby. It was recommended that further information should be supplied by the applicant in the form of a geophysical survey on the archaeological assets that may survive within the site and how any such remains would be impacted upon by the development prior to the determination of the application.
- 6.62 The applicant has submitted a Geophysical Survey and in response the Historic Environment Officer considers that the construction of the proposed development will disturb archaeological assets of local significance and has the potential to disturb similar assets in the part of the site that has not been surveyed (due to crops being present on part of the site). He recommends that an archaeological evaluation and, where necessary, a scheme of archaeological recording of the site be undertaken in advance of development that should be subject to the imposition of conditions

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 Ecological Assessment indicates the following:
- the majority of the site consists of arable fields which do not have high ecological value;
 - although the remaining hedgerows are generally species-poor (dominated by hawthorn), the hedgerows will also provide shelter for other species and act as a corridor for species moving across and around the site, including bats;
 - the trees on site have the potential for nesting birds and foraging and commuting bats. There are a small number of trees on site that have features which could be used by roosting bats. It is not clear from the proposals whether the trees within the site boundary will be directly affected by the proposed development.
- 6.68 Based on this information, the Assessment includes the following recommendations:
- the hedgerow which bi-sects the site will be incorporated into a 'green-corridor' through the site as part of the development proposals. The sections of hedgerow that are maintained should be enhanced through the planting of native species;
 - although no bats were seen roosting in any of the trees on site, the presence of roosting bats cannot be ruled out as bats change roosts within trees on a regular basis. Currently proposals are to retain all trees with potential roosting features, however if plans change and any of these trees are to be removed, an aerial inspection of the cavities should be undertaken by a licenced bat worker prior to felling to ensure that no roosting bats are present;
 - no evidence of otter resting places was found on the site or along the section of Pow Maughan and therefore no further recommendations for this species are made at this stage. However, as otters could begin

utilising features prior to construction, a preconstruction survey of the brook should be undertaken no less than two months before construction of the new surface water culvert is due to take place, to ensure no features have begun to be utilised by otters;

- any surface water that is to be discharged to Pow Maughan Brook should not contain any contaminants and pollutants both during the construction and operational phase;
- Himalayan balsam is present along the banks of Pow Maughan with a larger stand on the western bank. It is likely will be the route of the surface water culvert. A method statement for the treatment of this species should be produced to ensure it is not spread further during construction works;
- vegetation removal should take place outside of the bird breeding season (which generally extends from March to August). If this is not possible, then a check for nests immediately prior to removal should be carried out by a qualified ecologist. If nests are found, they should be adequately protected until breeding has finished and the nest is no longer in use.

6.69 In response, Natural England has not raised any objections. 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 preferred drainage strategy will involve the disposal of surface water flows direct to the existing watercourse to the east of the site known as Pow Maughan. Typically, the outfall rate is restricted to the existing greenfield runoff rate calculated as 0.73 l/s. The Drainage Strategy highlights that this figure is too low to replicate via flow control. The smallest flow control accepted by United Utilities is 100mm and as such will control the flow.

6.73 The proposal incorporates SuDS which include:

- private roof water soakaways for a proportion of the site;
 - the inclusion of a detention basis – a functional proposed water body provided between the development and the watercourse to improve biodiversity, landscape and water quality;
 - swales – a meandering swale between the detention basin and the watercourse to improve biodiversity, landscape and water quality;
- 6.74 Attenuation is provided by detention basins adjacent to the north-east boundary of the site. The basin is designed to accommodate a 1 in 100 year event with an allowance of 40% climate change. Hydrobrake flow controls are used to restrict the basin discharges for all events. All the site surface water will be contained within the detention basin. Cumbria County Council as the Lead Local Flood Authority has raised no objection subject to the imposition of conditions.
- 6.75 The foul drainage would be disposed of into the existing adopted combined sewer located to the west of the site in Scotby Road, 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

- 6.76 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.
- 6.77 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

- 6.78 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

- 6.79 The current application site represents a logical and sustainable extension of Carlisle and this is reflected in its allocation for residential development under Policy HO1 of the local plan.
- 6.80 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.

- 6.81 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.
- 6.82 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.
- 6.83 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.
- 6.84 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 (12 affordable rent and 12 low cost home ownership), the management/maintenance of open space; the payment of £68,403 towards off-site sports pitches; the payment of £228,962 and £236,444 towards primary and secondary education respectively; £25,430 to improve the cycle infrastructure; the payment of £6,600 for monitoring of the Travel Plan; the completion of the S106 agreement to provide off-site contributions totalling £171,199 and the details of the formation of a Management Company for the maintenance of the public open space.

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 18th October 2017;
 - 2. the Location Plan (drawing ref 001 Rev A) received 18th October 2017;

3. the Proposed Detailed Site Layout (drawing ref 010 Rev A) received 18th October 2017;
4. the Elevation Treatment Plan (drawing ref 012 Rev A) received 18th October 2017;
5. the York House Type v2.5 Floor Plans 1 (drawing ref YOR - PLP1) received 18th October 2017;
6. the York House Type v2.5 Floor Plans 3 (drawing ref YOR - PLP3) received 18th October 2017;
7. the York House Type v2.5 Elevations 1/4 (drawing ref YOR - PLE1/4) received 18th October 2017;
8. the York House Type v2.5 Elevations 3/2 (drawing ref YOR - PLE3/2) received 18th October 2017;
9. the Hastings House Type v3 Floor Plans 1 (drawing ref HAS - PLP1) received 18th October 2017;
10. the Hastings House Type v3 Elevations 1/1 (drawing ref HAS - PLE1/1 rev A) received 18th October 2017;
11. the Hastings House Type v3 Elevations 1/8 (drawing ref HAS - PLE1/8 rev A) received 18th October 2017;
12. the Wellington House Type v3 Floor Plans 1 (drawing ref WEL - PLP1) received 18th October 2017;
13. the Wellington House Type v3 Elevations 1/1 (drawing ref WEL - PLE1/1 rev A) received 18th October 2017;
14. the Wellington House Type v3 Elevations 1/3 (drawing ref WEL - PLE1/3 rev C) received 18th October 2017;
15. the Boston House Type v4 Floor Plans 1 (drawing ref BOS - PLP1 rev A) received 18th October 2017;
16. the Boston House Type v4 Elevations 1/1 (drawing ref BOS - PLE1/1 rev A) received 18th October 2017;
17. the Boston House Type v4 Elevations 1/6 (drawing ref BOS - PLE1/6 rev A) received 18th October 2017;
18. the Mayfair House Type v3 Floor Plans 1 (drawing ref MAY - PLP1) received 18th October 2017;
19. the Mayfair House Type v3 Elevations 1/1 (drawing ref MAY - PLE1/1) received 18th October 2017;
20. the Mayfair House Type v3 Elevations 1/5 (drawing ref MAY - PLE1/5) received 18th October 2017;
21. the Mayfair House Type v3 Elevations 1/9 (drawing ref MAY - PLE1/9) received 18th October 2017;
22. the Oxford House Type v4 Floor Plans 1 (drawing ref OXF - PLP1) received 18th October 2017;
23. the Oxford House Type v4 Elevations 1/1 (drawing ref OXF - PLE1/1) received 18th October 2017;
24. the Oxford House Type v4 Elevations 1/2 (drawing ref OXF - PLE1/2 rev A) received 18th October 2017;
25. the Oxford House Type v4 Elevations 1/5 (drawing ref OXF - PLE1/5) received 18th October 2017;
26. the Hawthorn House Type Floor Plans 2 (drawing ref HAW - PLP2 rev A) received 18th October 2017;
27. the Hawthorn House Type Elevations 2/3 (drawing ref HAW - PLE2/3) received 18th October 2017;
28. the Rowan House Type Floor Plans 1 (drawing ref ROW - PLP1)

- received 18th October 2017;
29. the Rowan House Type Elevations 1/3 (drawing ref ROW - PLE1/3 rev A) received 18th October 2017;
 30. the Rowan House Type Elevations 1/5 (drawing ref ROW - PLE1/5 rev A) received 18th October 2017;
 31. the Gosforth House Type v4 Floor Plans 1 (drawing ref GSF - PLP1) received 18th October 2017;
 32. the Gosforth House Type v4 Elevations 1/1 (drawing ref GSF - PLE1/1) received 18th October 2017;
 33. the Gosforth House Type v4 Elevations 1/5 (drawing ref GSF - PLE1/5) received 18th October 2017;
 34. the Warwick House Type v4 Floor Plans 1 (drawing ref WAR - PLP1) received 18th October 2017;
 35. the Warwick House Type v4 Elevations 1/2 (drawing ref WAR - PLE1/2) received 18th October 2017;
 36. the Warwick House Type v4 Elevations 1/4 (drawing ref WAR - PLE1/4) received 18th October 2017;
 37. the Warwick House Type v4 Elevations 1/6 (drawing ref WAR - PLE1/6) received 18th October 2017;
 38. the Stratford House Type v4 Floor Plans 1 (drawing ref STF - PFP1) received 18th October 2017;
 39. the Stratford House Type v4 Elevations 1/5 (drawing ref STF - PLE1/5) received 18th October 2017;
 40. the Double Detached Garage 4 Elevations, Plan & Section 1 (drawing ref DG4 v3 - EPS1) received 18th October 2017;
 41. the Proposed Finished Levels Sheet 1 of 3 (drawing ref 01 P2) received 18th October 2017;
 42. the Proposed Finished Levels Sheet 2 of 3 (drawing ref 02 P2) received 18th October 2017;
 43. the Proposed Finished Levels Sheet 3 of 3 (drawing ref 03 P2) received 18th October 2017;
 44. the Proposed Drainage Layout Sheet 1 of 3 (drawing ref 11 P2) received 18th October 2017;
 45. the Proposed Drainage Layout Sheet 2 of 3 (drawing ref 12 P2) received 18th October 2017;
 46. the Proposed Drainage Layout Sheet 3 of 3 (drawing ref 13 P2) received 18th October 2017;
 47. the General Arrangement Plan with Boundary Treatments (drawing ref 1990716_LS01 rev D) received 20th October 2017;
 48. the Detailed Soft Landscape Plan Sheet 1 of 4 (drawing ref 1990716_LS02_01 rev D) received 20th October 2017;
 49. the Detailed Soft Landscape Plan Sheet 2 of 4 (drawing ref 1990716_LS02_02 rev D) received 20th October 2017;
 50. the Detailed Soft Landscape Plan Sheet 3 of 4 (drawing ref 1990716_LS02_03 rev D) received 20th October 2017;
 51. the Detailed Soft Landscape Plan Sheet 4 of 4 (drawing ref 1990716_LS02_04 rev D) received 20th October 2017;
 52. the Topographic Survey (Layout 1 of 6) (drawing ref SH126A) received 18th October 2017;
 53. the Topographic Survey (Layout 2 of 6) (drawing ref SH126A) received 18th October 2017;

54. the Topographic Survey (Layout 3 of 6) (drawing ref SH126A) received 18th October 2017;
55. the Topographic Survey (Layout 4 of 6) (drawing ref SH126A) received 18th October 2017;
56. the Topographic Survey (Layout 5 of 6) (drawing ref SH126A) received 18th October 2017;
57. the Topographic Survey (Layout 6 of 6) (drawing ref SH126A) received 18th October 2017;
58. the Flood Flow Paths (drawing ref 21 P2) received 18th October 2017;
59. the Landscape and Visual Impact Assessment received 18th October 2017;
60. the Flood Risk Assessment and Drainage Statement received 19th October 2017;
61. the Design and Access Statement received 19th October 2017;
62. the S106 Agreement Draft Heads of Terms received 18th October 2017;
63. the Noise Assessment Report received 18th October 2017;
64. the Arboricultural Impact Assessment (AIA) received 18th October 2017;
65. the Utilities Statement received 18th October 2017;
66. the Ecological Assessment received 18th October 2017;
67. the Planning Statement received 18th October 2017;
68. the Archaeological Desk based Assessment received 19th October 2017;
69. the Notice of Decision; and
70. 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 the A69, Scotby Road or Scotby Garage, 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 A69, Scotby Road or Scotby Garage.

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.

12. 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.

13. The development hereby permitted shall be carried out in accordance with the noise attenuation requirements contained within the "Noise Assessment Report" dated October 2017 prepared by RSA 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.

14. 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.

15. The carriageway, footways, footpaths, cycleways etc. that are to be adopted and those to remain private 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.

16. 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.

17. 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.

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. No dwelling hereby permitted shall be occupied until the access road and visibility splays providing clear visibility as shown on drawing number JN1268-Dwg-0005 is provided. 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 development shall not commence until visibility splays providing clear visibility as shown on drawing number JN1268-Dwg-0004A. 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.

21. 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.

22. 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.

23. 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

24. 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.

25. 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.

26. 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.

27. The drainage of the site as indicated on The Flood Risk Assessment and Drainage Statement produced by Coast Consulting Engineers (report no. 1658-01) issue date 3rd October 2017 and the drawings contained therein shall be complete / in place prior to any works starting on any dwelling hereby permitted.

Reason: To ensure adequate means of surface water disposal, in the interests of highway safety, environmental management and to promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution during construction and thereafter in accordance with Policies GI3, CC5 and IP6 of the Carlisle District Local Plan 2015-2030 and to support Local Transport Plan Policies LD7 and LD8.

28. 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.

29. No development shall commence within the site until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the local planning authority.

This written scheme will include the following components:

- i) an archaeological evaluation;
- ii) an archaeological recording programme the scope of which will be dependant upon the results of the evaluation;
- iii) where significant archaeological remains are revealed by the programme of archaeological work, a post-excavation assessment and analysis, preparation of a site archive ready for deposition at a store approved by the local planning authority, completion of an archive report, and submission of the results for publication in a suitable journal.

Reason: To afford reasonable opportunity for an examination to be made to determine the existence of any remains of archaeological interest within the site and for the preservation, examination or recording of such remains in accordance with Policy HE1 of the Carlisle District Local Plan 2015-2030.

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.

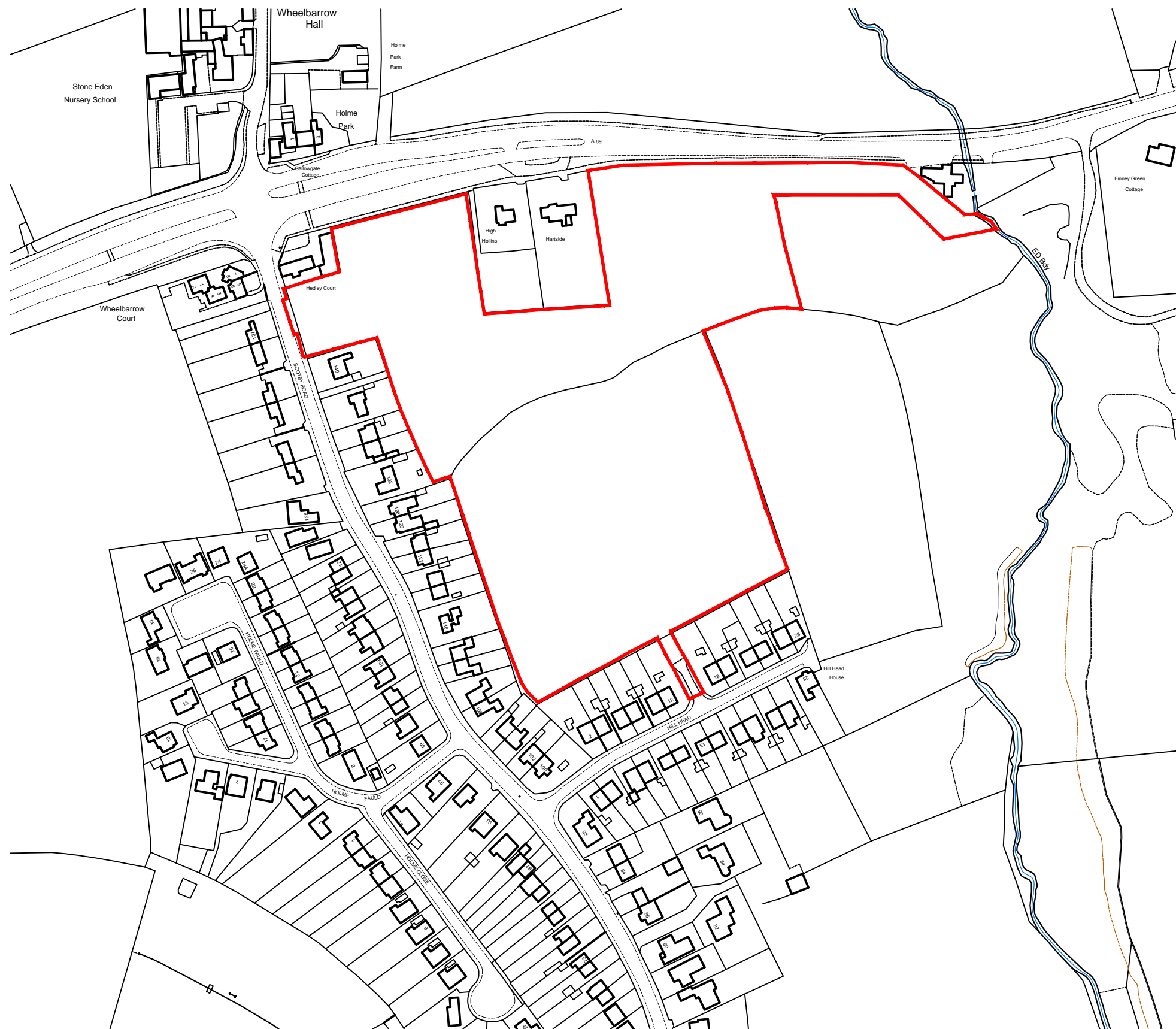
31. Prior to the commencement of development a Construction Environmental Management Plan shall be submitted to and agreed, in writing, by the local planning authority. This shall include noise management measures, waste minimisation and management measures, bio-security measures to prevent the introduction 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 of 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.



DO NOT SCALE FROM THIS DRAWING, USE FIGURED DIMENSIONS ONLY.

ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO ANY COMMENCEMENT OF WORK AND ANY OMISSIONS/ERRORS TO BE REPORTED TO THE ARCHITECT.

THIS DRAWING IS TO READ IN CONJUNCTION WITH ALL RELATED ARCHITECT'S AND ENGINEER'S DRAWINGS AND ANY OTHER RELEVANT INFORMATION.

THE COPYRIGHT OF THIS DRAWING IS VESTED WITH HARRIS IRWIN ASSOCIATES AND MUST NOT BE COPIED OR REPRODUCED WITHOUT THEIR WRITTEN CONSENT.

Rev	Date	Comment	By
A	16-10-17	Amendment to site boundary	SE

harrisirwin
architects & designers

ASKE STABLES, NORTH YORKSHIRE
ASKE, DL10 5HG
RICHMOND
t : 01748 825675
e : enquiries@harrisirwin.com
w : www.harrisirwin.com

Project:
PROPOSED HOUSING DEVELOPMENT
LAND SOUTH OFF A69
SCOTBY, CUMBRIA

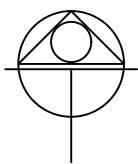
Client:
STORY HOMES

Drawing:
LOCATION PLAN

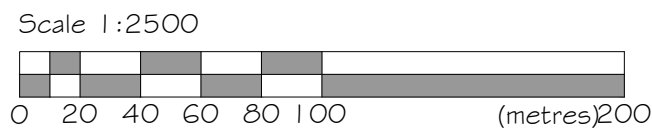
PLANNING

Scale @ A3	Date:	Drawn:	Checked:
1:2500	Oct.'17	AC	MI

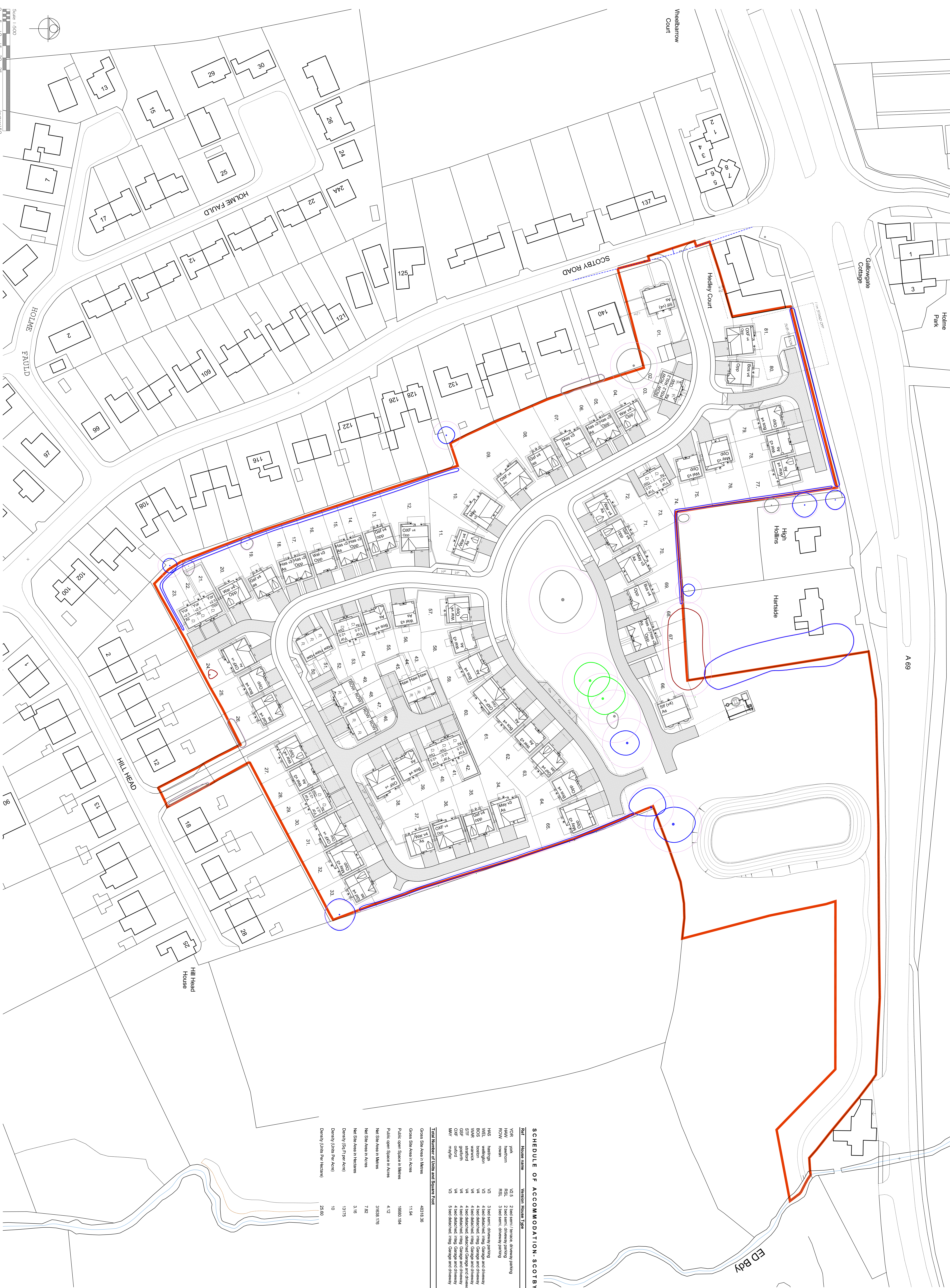
Proj. No.:	Status:	Dwg. No.:	Rev No:
2151	PL	001	A



Ordnance Survey (c) Crown Copyright 2016. All rights reserved. Licence number 100022432



DO NOT SCALE FROM THIS DRAWING, USE FIGURED
ALL DIMENSIONS TO BE SHOWN AND USE FIGURED
TO BE SHOWN AND USE FIGURED TO BE SHOWN
THIS DRAWING IS TO BE USED IN CONSULTATION WITH ALL
RELATED AND OTHER SETTING INFORMATION AND
THE COPYRIGHT OF THIS DRAWING IS RESERVED WITH
HARRISWIN ASSOCIATES AND MUST NOT BE COPIED
OR REPRODUCED IN ANY MANNER WITHOUT PERMISSION





DO NOT SCALE FROM THIS DRAWING, USE FIGURED DIMENSIONS ONLY.

ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO ANY COMMENCEMENT OF WORK AND ANY OMISSIONS/ERRORS TO BE REPORTED TO THE ARCHITECT.

THIS DRAWING IS TO READ IN CONJUNCTION WITH ALL RELATED ARCHITECT'S AND ENGINEER'S DRAWINGS AND ANY OTHER RELEVANT INFORMATION.

THE COPYRIGHT OF THIS DRAWING IS VESTED WITH HARRIS IRWIN ASSOCIATES AND MUST NOT BE COPIED OR REPRODUCED WITHOUT THEIR WRITTEN CONSENT.

KEY TO ELEVATION TREATMENT

- 1/2** PLANNING ELEVATION REFERENCE NUMBER
For detailed see Story Homes House Type Booklet
- BRICK WALL**
- STONE WALL**
- RENDER WALL**
- QUOINS**

A	16-10-17	Amendment to site boundary	SE
Rev.	Date	Comment	By

harrisirwin
architects & designers

ASKE STABLES, NORTH YORKSHIRE
ASKE, DL10 5HG
t: 01748 825675
e: enquiries@harrisirwin.com
w: www.harrisirwin.com

Project:
PROPOSED HOUSING DEVELOPMENT
LAND SOUTH OF A69
SCOTBY, CUMBRIA

Client:
STORY HOMES

Drawing:
ELEVATION TREATMENT PLAN

PLANNING

Scale @ A3	Date:	Drawn:	Checked:
1:1000	Oct.17	AC	MI

Proj. No.:	Status:	Dwg. No.:	Rev No:
2151	PL	012	A



House Type

The YORK v2.5

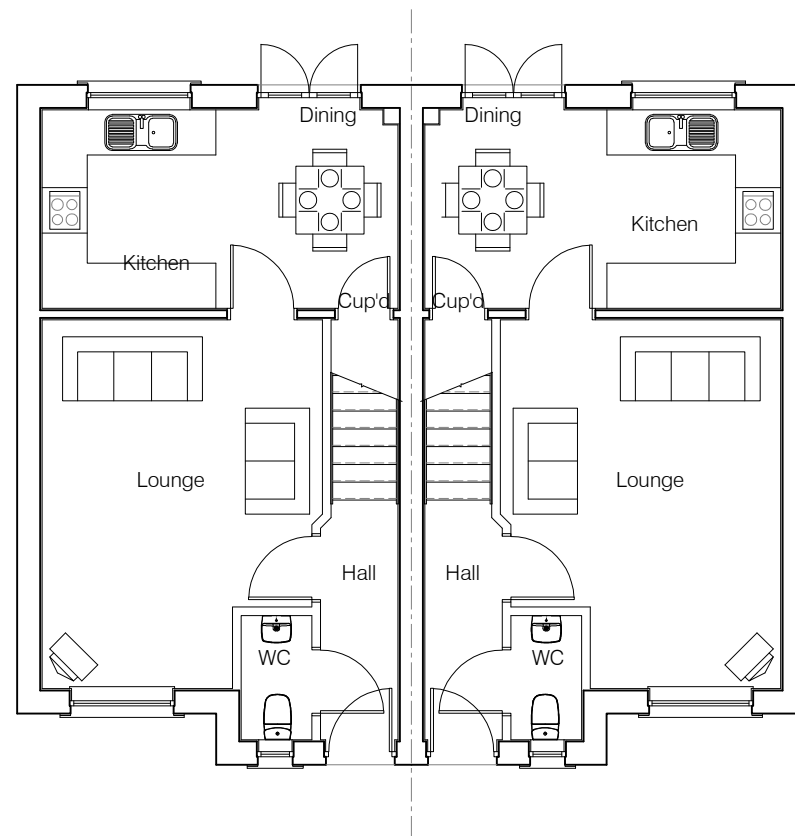
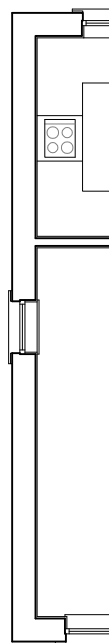
GF/FF 74.75 sq.m. (804.58 sq.ft.)

© **Story Homes.**

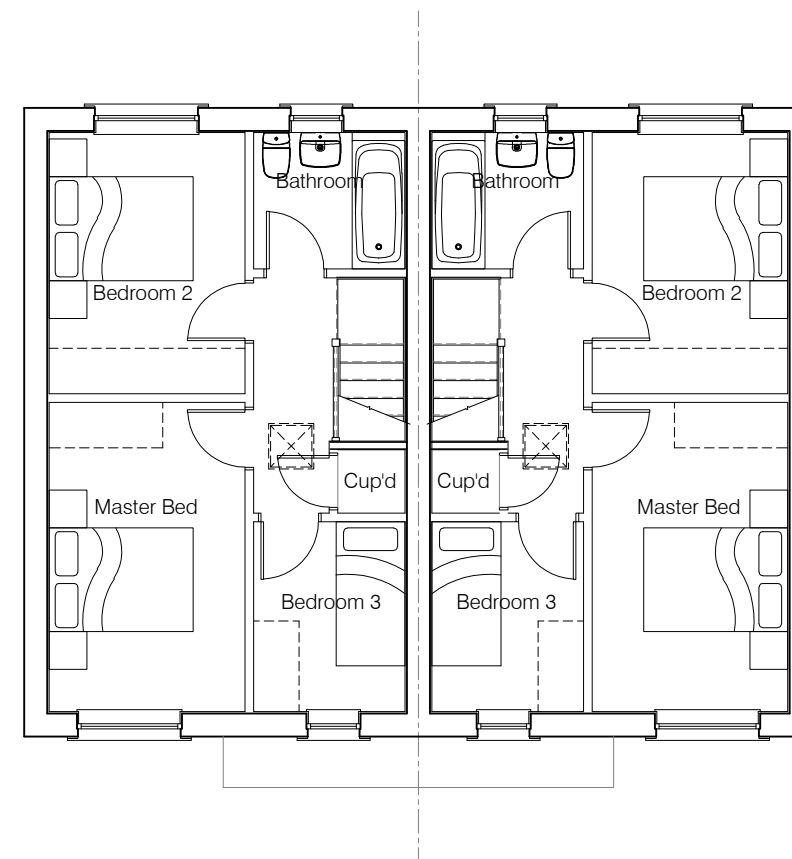
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan

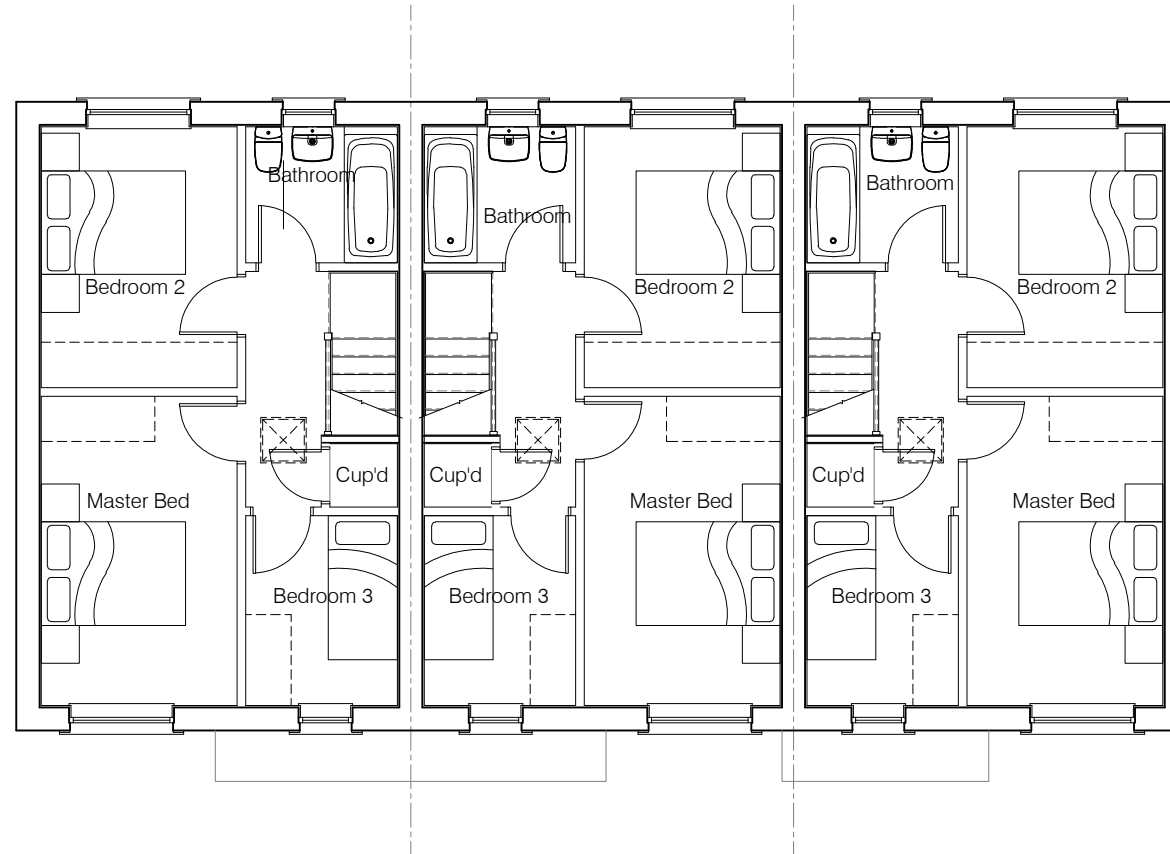


First Floor Plan

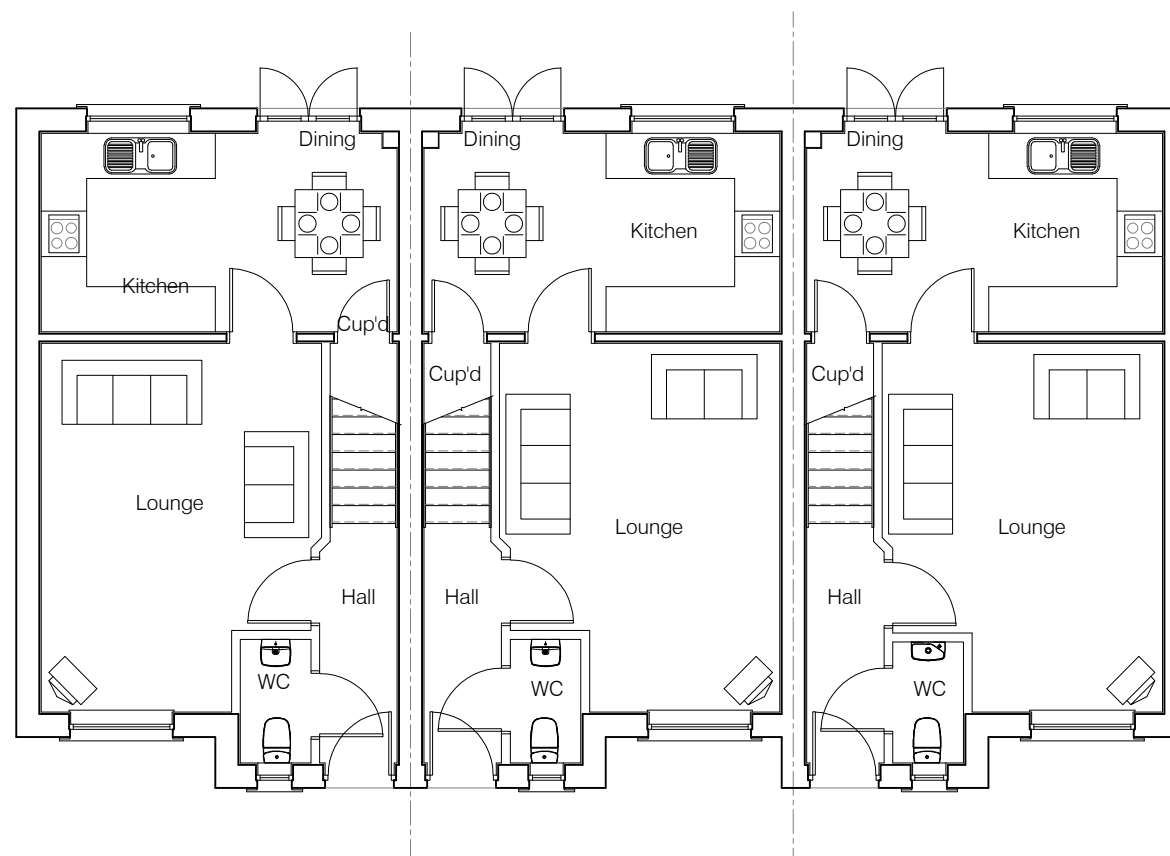
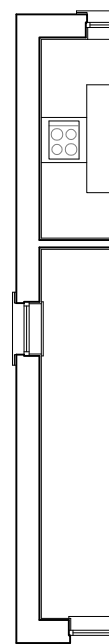
Note:
Gable window required on
specific plots only - please refer to
site layout for plot designations.



DRAWING			
Planning Plans 1			
DRAWN BY	CTM	DATE	24/04/2012
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v2.5)	YOR - PLP1	-	
Revisions			



First Floor Plan



Ground Floor Plan

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



HOUSE TYPE

The YORK v2.5

DRAWING

Planning Plans 3

DRAWN BY	CTM	DATE	24/04/2012
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v2.5)	YOR - PLP3	-	

Revisions

© Story Homes.

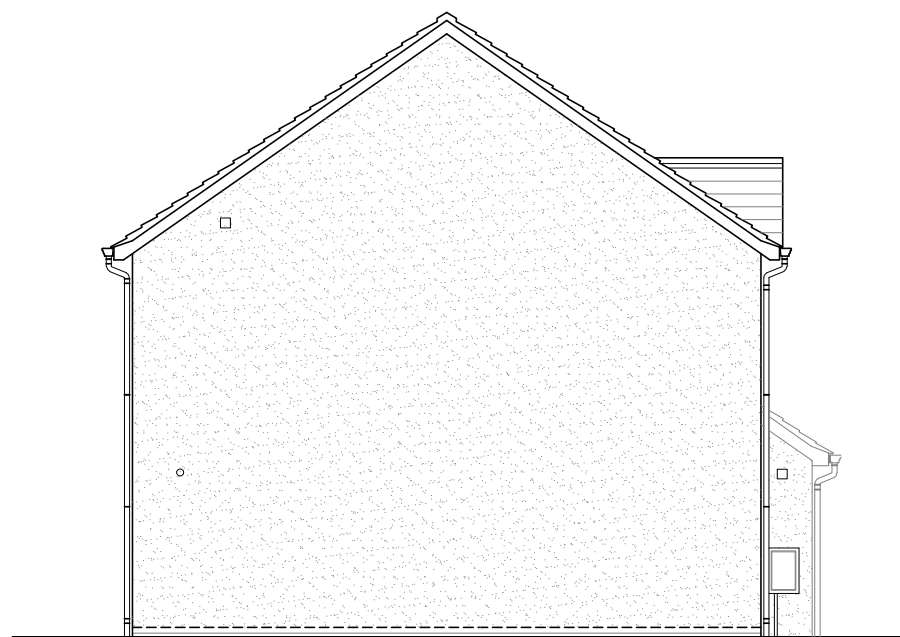
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL

Tel 01228 404550

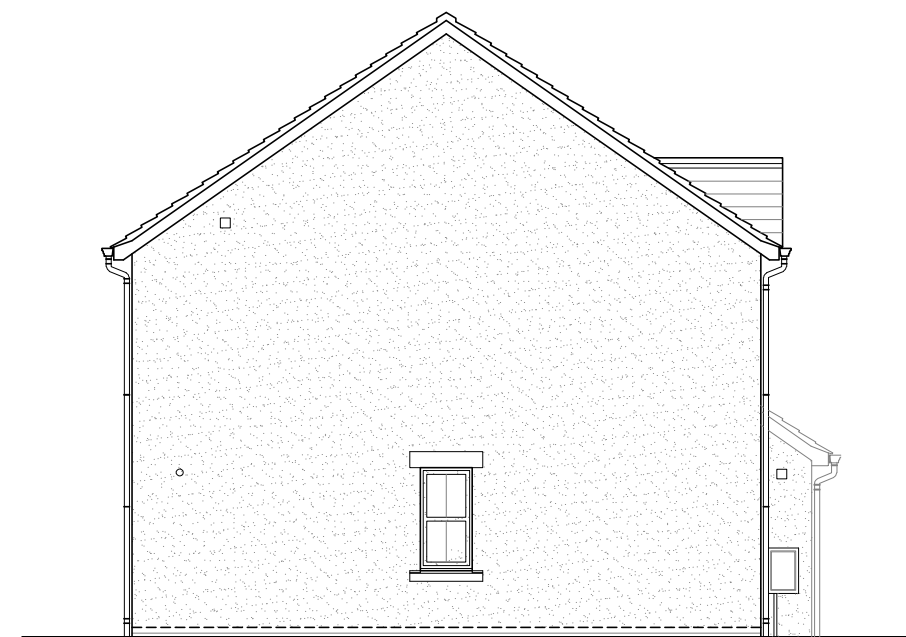
Fax 01228 404551



Front Elevation



Side Elevation

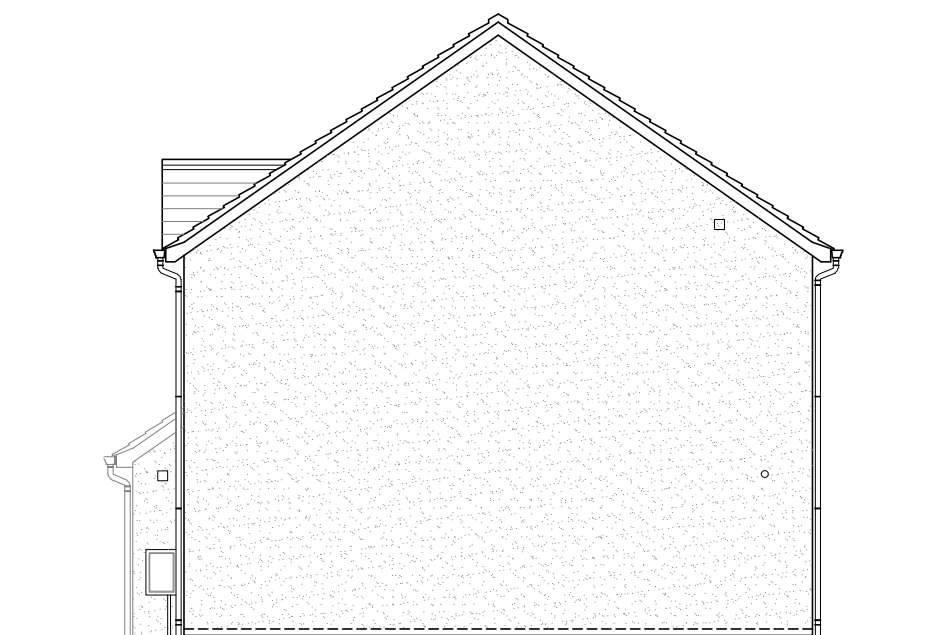


Alternative Side Elevation

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



Rear Elevation



Side Elevation



HOUSE TYPE

The YORK v2.5

DRAWING

Planning Elevations 1/4

DRAWN BY	CTM	DATE	24/04/2012
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v2.5)	YOR - PLE1/4	-	

Revisions

© Story Homes.

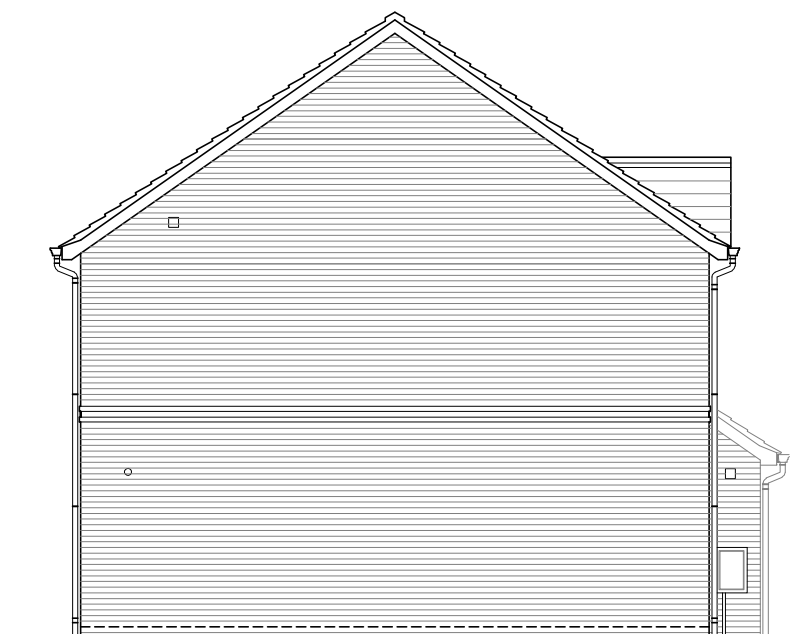
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL

Tel 01228 404550

Fax 01228 404551



Front Elevation



Side Elevation

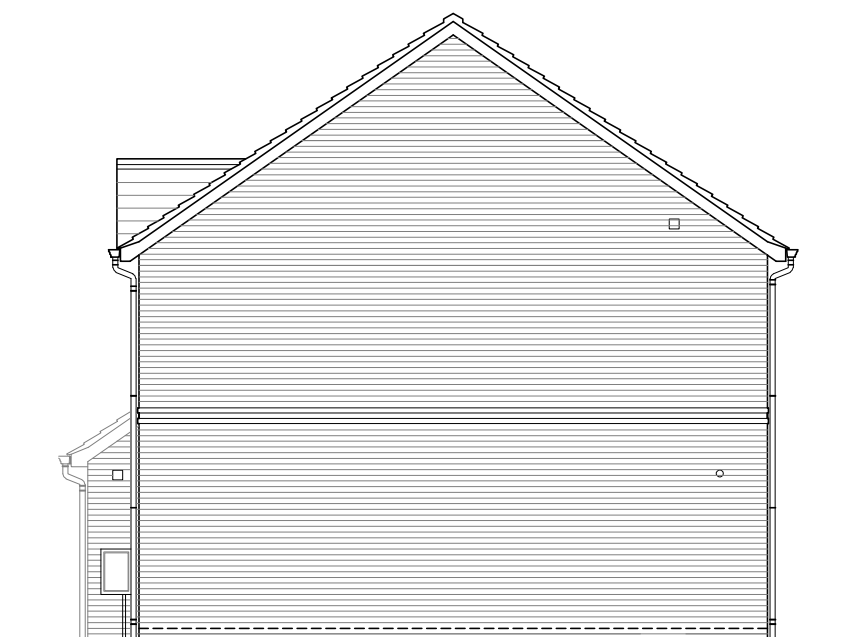


Alternative Side Elevation

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



Rear Elevation



Side Elevation



HOUSE TYPE

The YORK v2.5

DRAWING

Planning Elevations 3/2

DRAWN BY	CTM	DATE	24/04/2012
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v2.5)	YOR - PLE3/2	-	

Revisions	



House Type

The HASTINGS v3

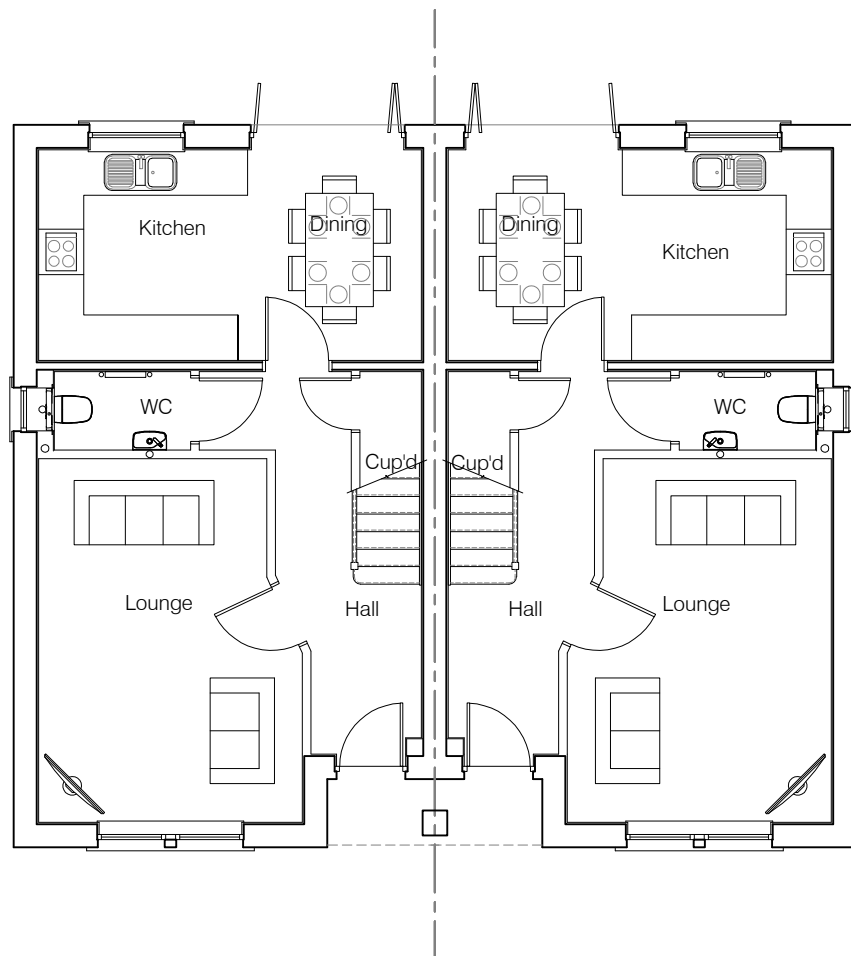
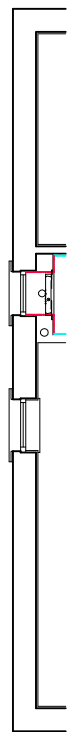
Semi GF/FF GF/FF 88.70m² (954.76sq.ft)

© **Story Homes.**

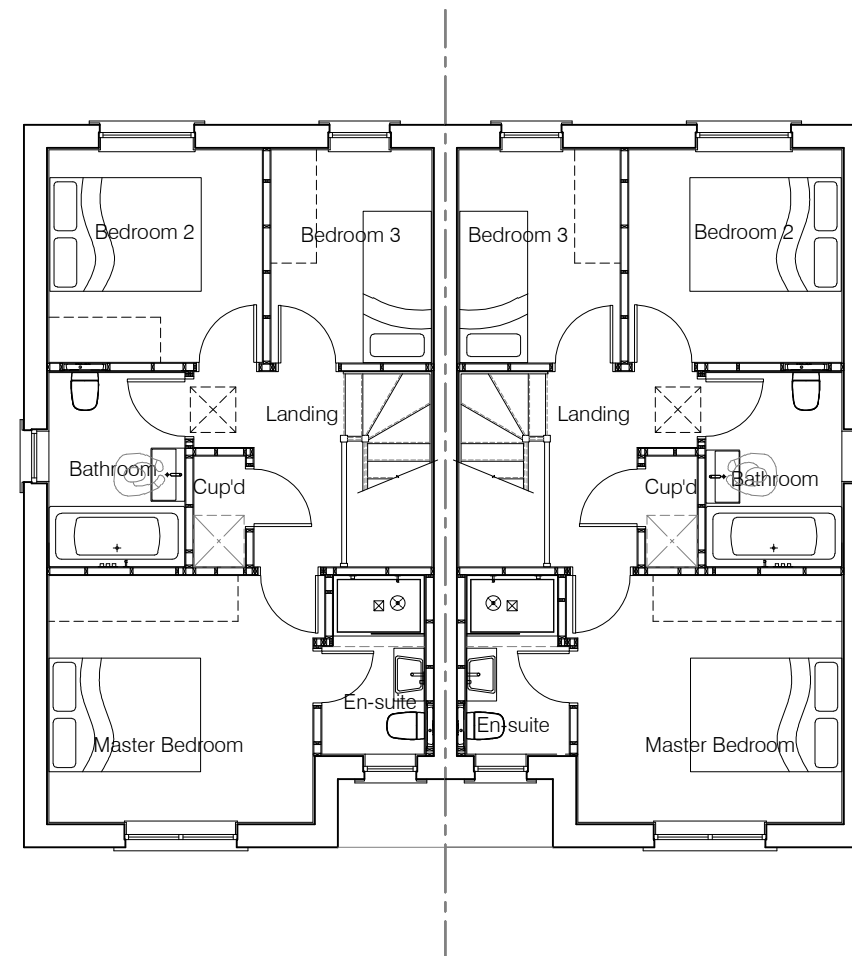
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan

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



The HASTINGS v3

DRAWING			
Planning Plans 1			
-			
DRAWN BY		CTM	DATE 02/11/2015
CHECKED BY		-	SCALE 1:100
ISSUE	DRAWING NUMBER		REVISION
(v3)	HAS - PLP1		-
Revisions			



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 1/1

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

Revisions		
A	Window 8 amended	22-03-16



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 1/8

DRAWN BY	CTM	DATE	02/11/2015
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v3)	HAS - PLE1/8	A	

Revisions		
A	Window 8 amended	22-03-16



House Type

The WELLINGTON v3

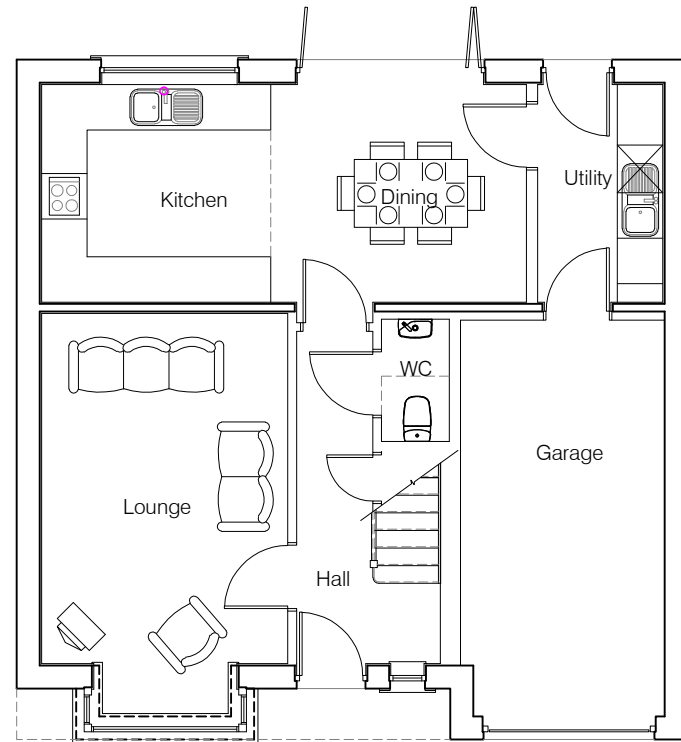
GF/FF 115.02m² (1238.06sq.ft)
Garage 14.13m² (152.09sq.ft)

© **Story Homes.**

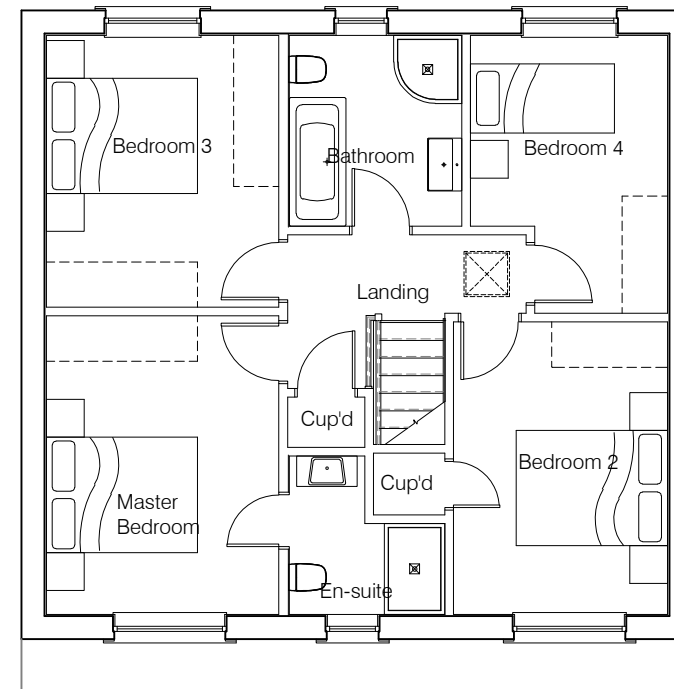
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan



HOUSE TYPE

The WELLINGTON v3

DRAWING

Planning Plans 1

DRAWN BY	CTM	DATE	02/11/2015
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v3)	WEL - PLP1	-	

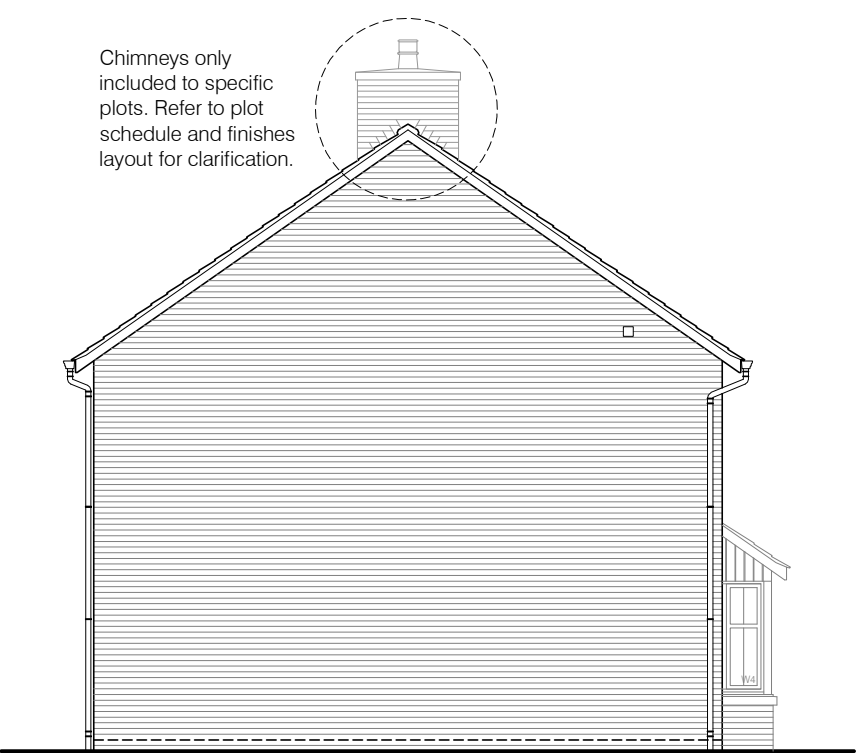
Revisions			

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



Front Elevation

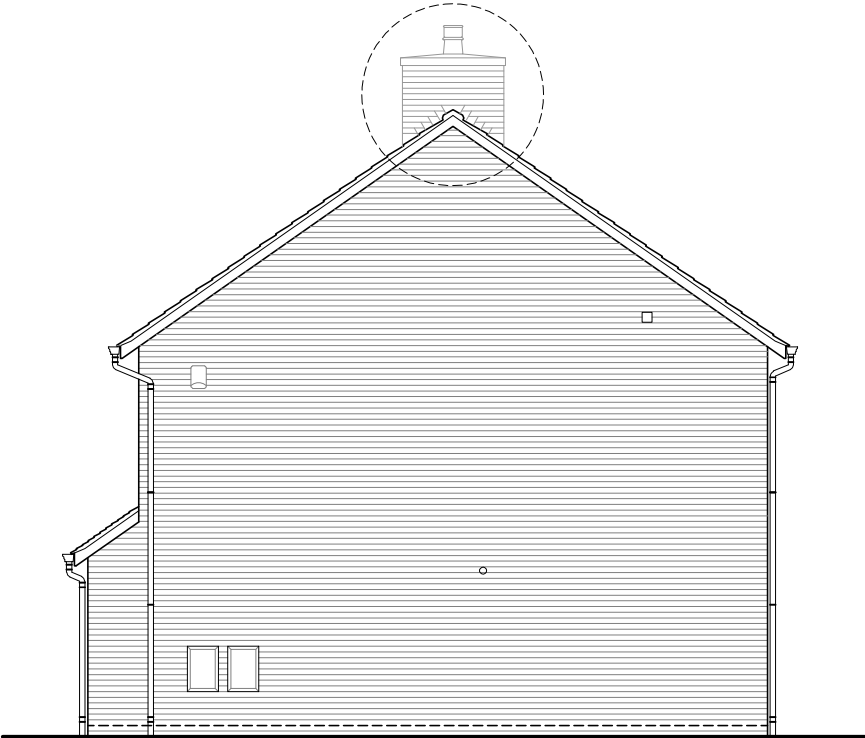
Chimneys only included to specific plots. Refer to plot schedule and finishes layout for clarification.



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE
The WELLINGTON v3

DRAWING
Planning Elevations 1/1

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

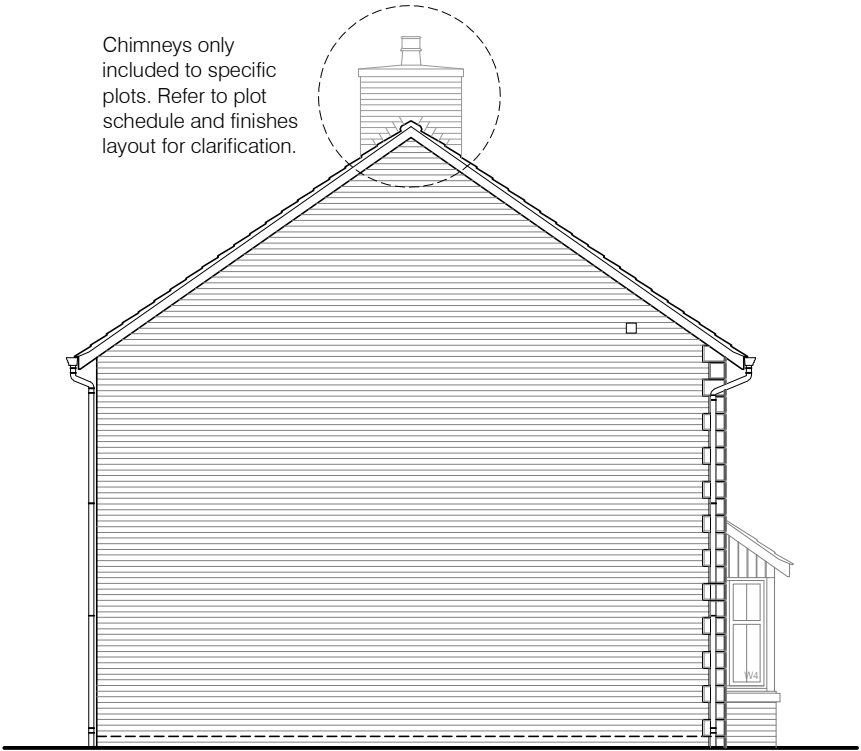
Revisions		
A	Feature chimney repositioned to left hand (Lounge) gable.	22-04-16

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



Front Elevation

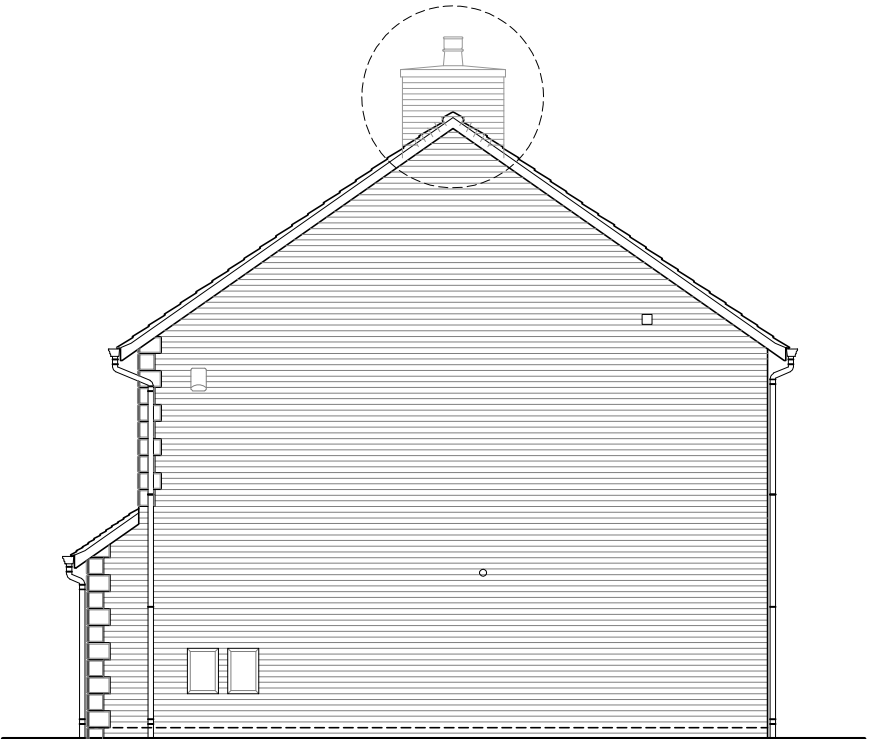
Chimneys only included to specific plots. Refer to plot schedule and finishes layout for clarification.




Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The WELLINGTON v3

DRAWING

Planning Elevations 1/3

DRAWN BY	CTM	DATE	02/11/2015
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v3)	WEL - PLE1/3	C	

Revisions		
A	Feature chimney repositioned to left hand (Lounge) gable.	22-04-16
B	Gable gable sequence corrected. Gable jamba removed from garage door.	13-02-17
C	Feature chimney repositioned to left hand (Lounge) gable.	04-05-17

© Story Homes.

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

Tel 01228 404550

Fax 01228 404551



House Type

The BOSTON v4

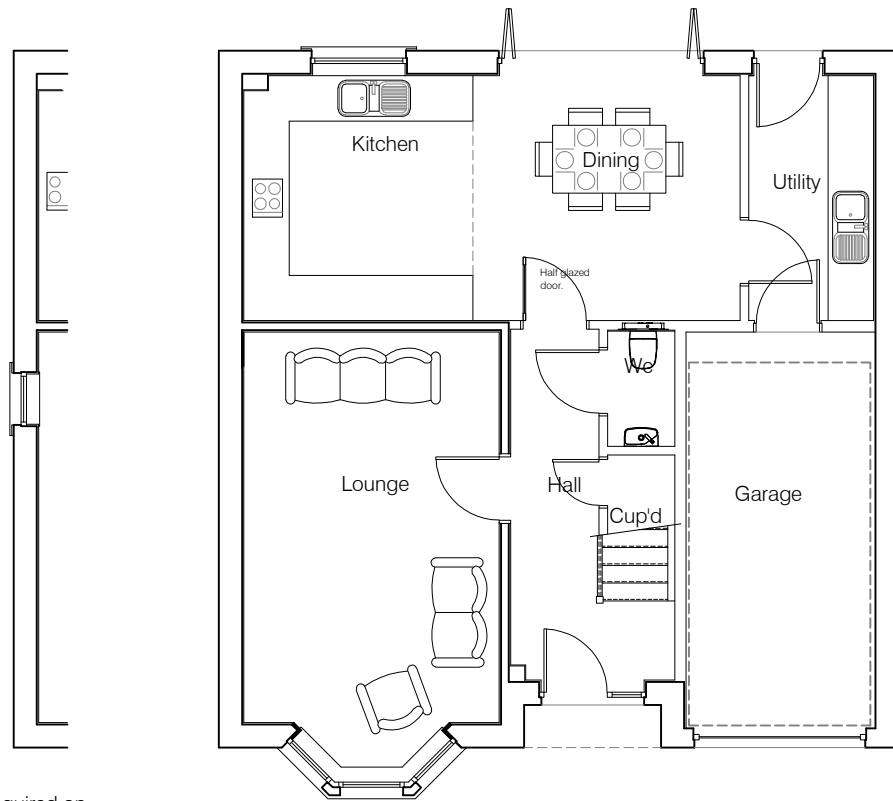
GF/FF 127.94m² (1377.13 sq.ft)
Garage 13.23 sq.m. (142.41 sq.ft.)

© **Story Homes.**

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

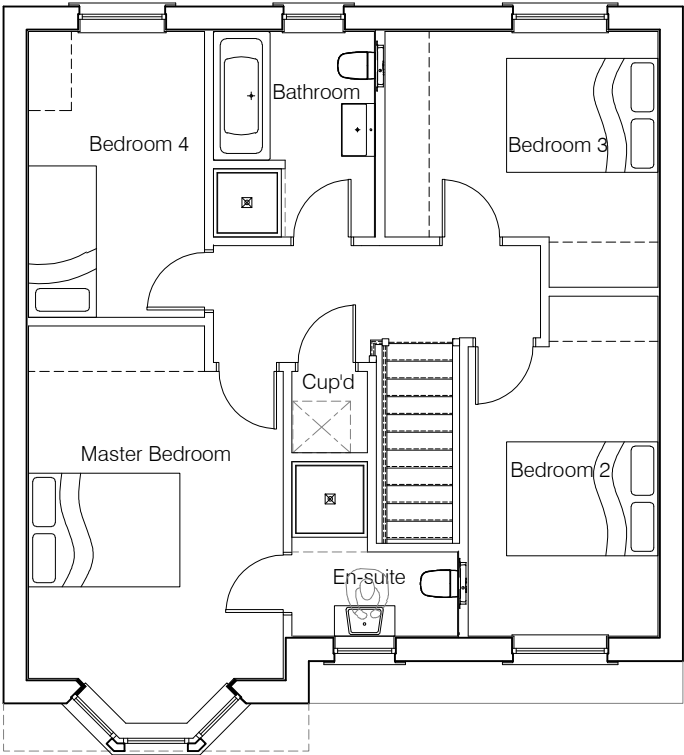
Tel 01228 404550

Fax 01228 404551



First Floor Plan

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



First Floor Plan

HOUSE TYPE

The BOSTON v4

DRAWING

Planning Plans 1

DRAWN BY	CTM	DATE	20/09/2016
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v4)	BOS - PLP1	A	

Revisions		
A	Arrangement amended to accommodate hidden system to WC.	31-10-16

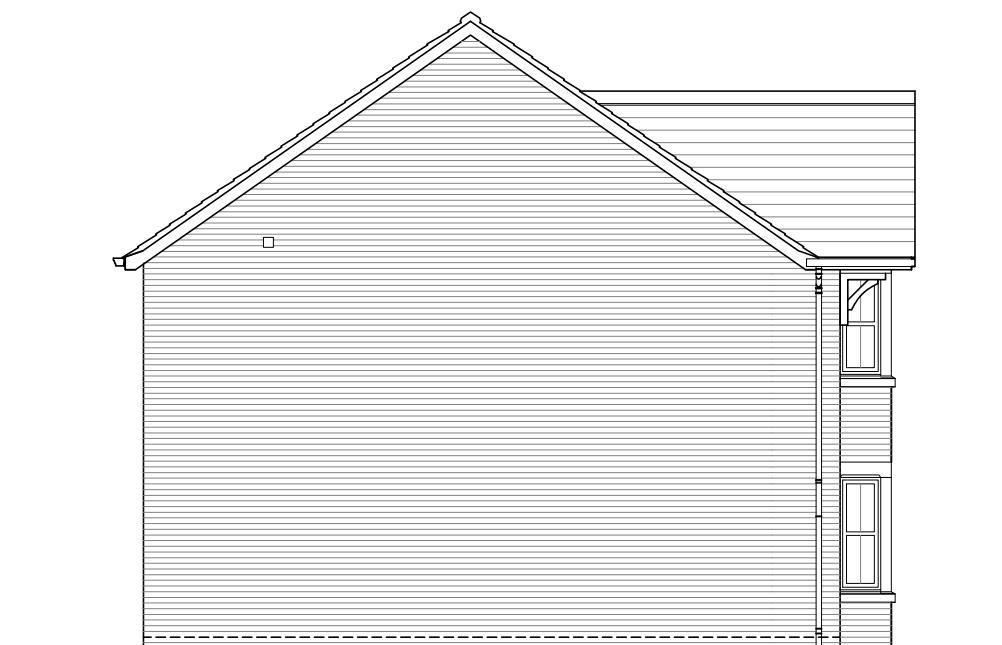
© Story Homes.

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

Tel 01228 404550 Fax 01228 404551



Front Elevation



Side Elevation

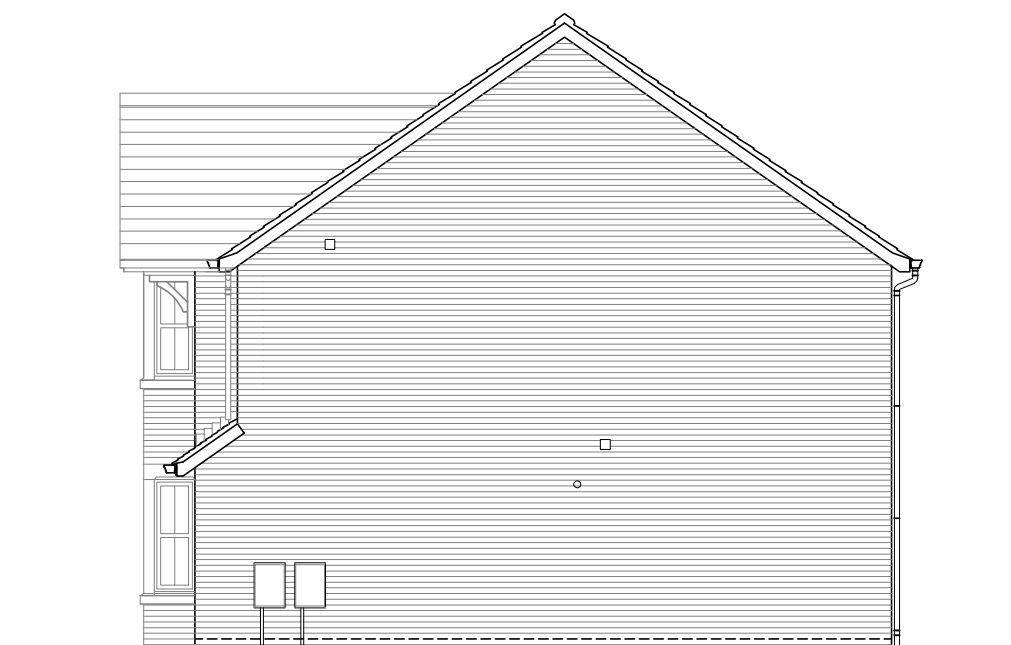


Alternative Side Elevation

(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

DRAWN BY CTM DATE 20/09/2016

CHECKED BY - SCALE 1:100

ISSUE DRAWING NUMBER REVISION

(v4) BOS - PLE1/1 A

Revisions

A Ensure window amended 03-10-16

© Story Homes.

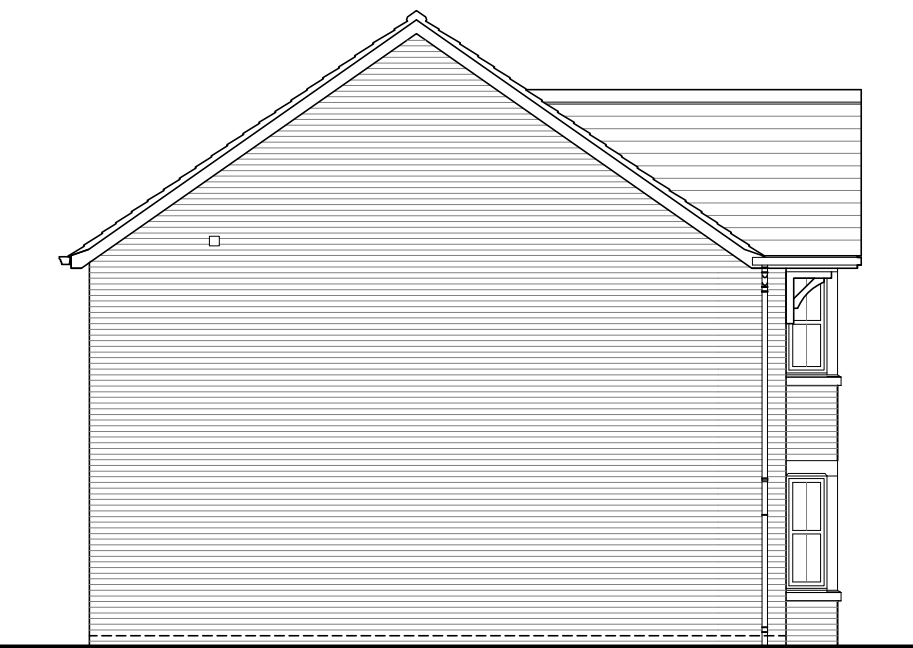
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL

Tel 01228 404550

Fax 01228 404551



Front Elevation



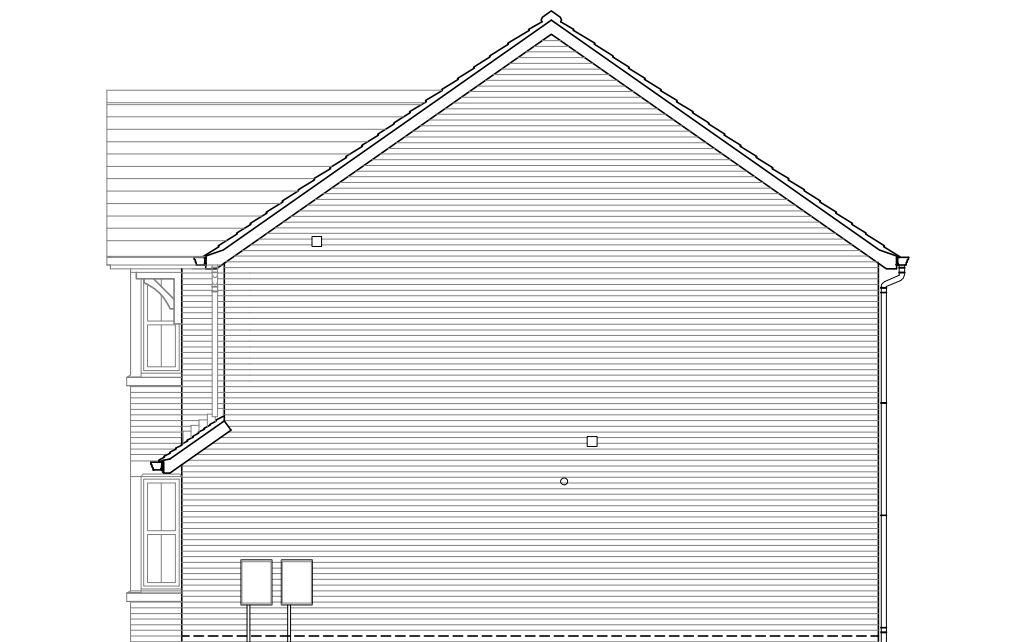
Side Elevation



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



Rear Elevation



Side Elevation



HOUSE TYPE
The BOSTON v4

DRAWING
Planning Elevations 1/6

DRAWN BY	CTM	DATE	20/09/2016
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v4)	BOS - PLE1/6	A	

Revisions		
A	Ensuite window amended	03-10-16



House Type

The MAYFAIR v3

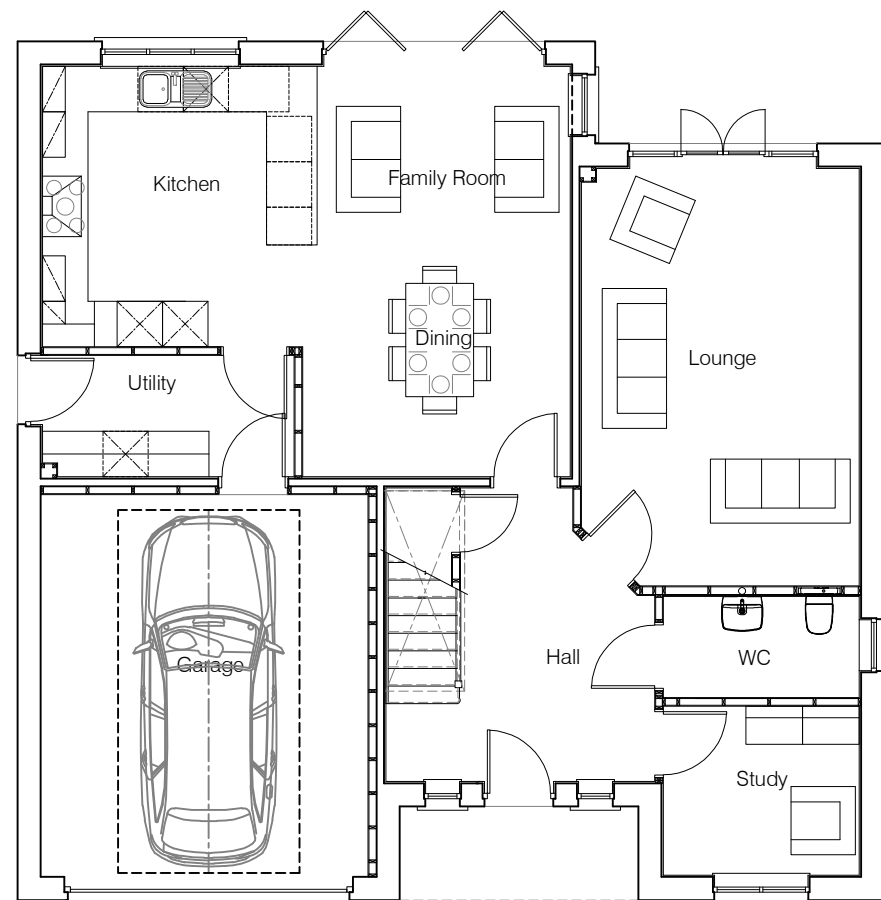
GF/FF 177.00m² 1905.21 sq.ft.
Garage 22.01m² (236.91 sq.ft.).

© **Story Homes.**

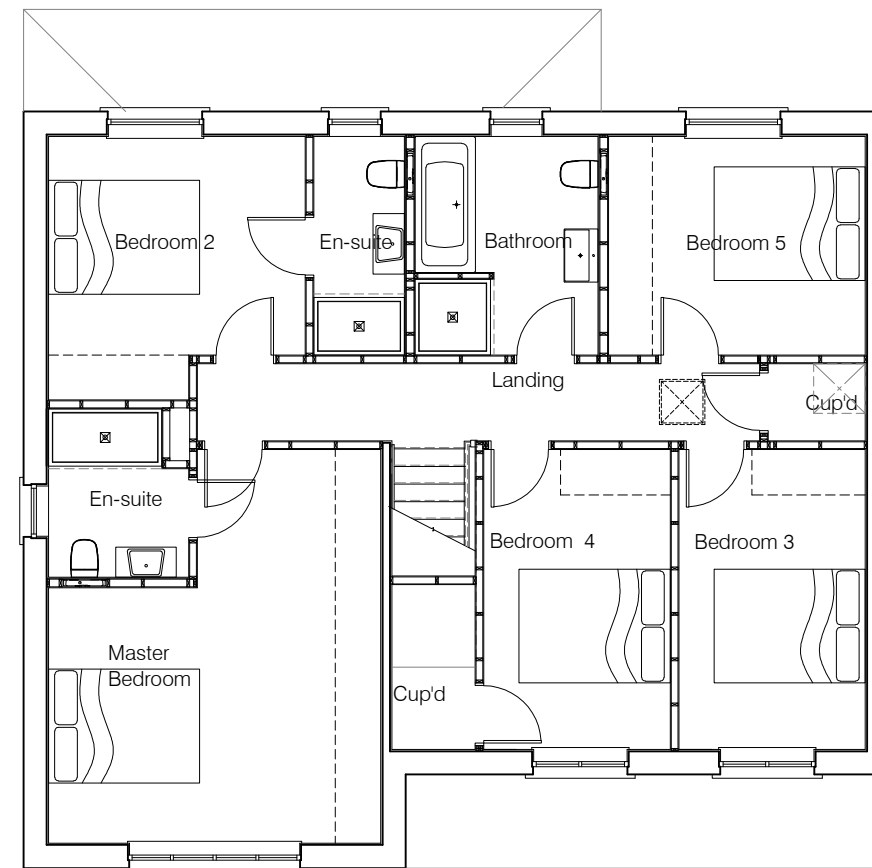
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan



HOUSE TYPE

The MAYFAIR v3

DRAWING

Planning Plans 1

DRAWN BY	CTM	DATE	02/11/2015
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v3)	MAY - PLP1	-	

Revisions			



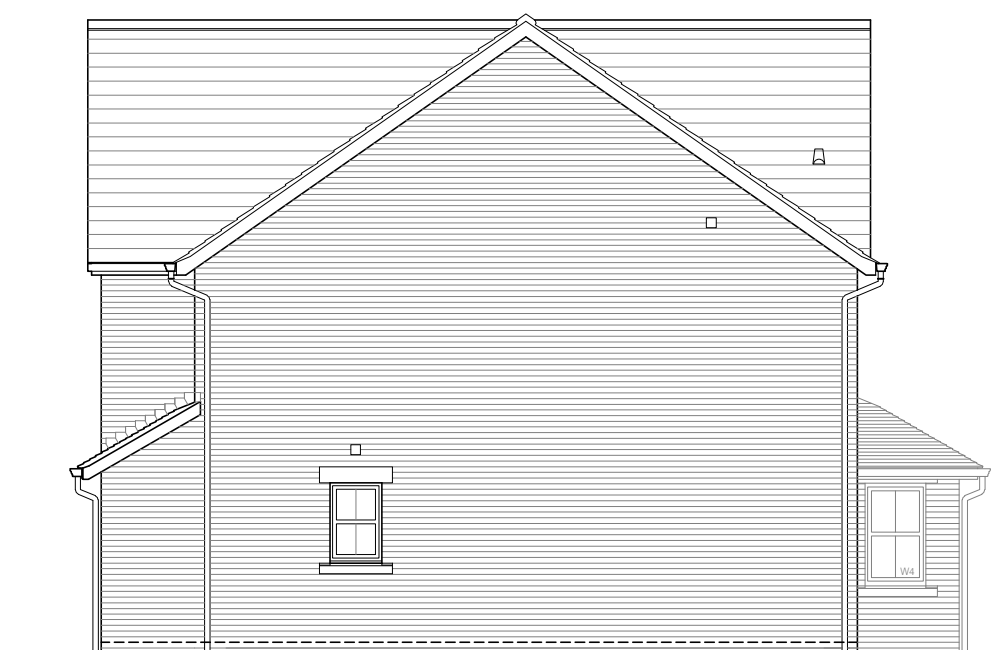
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The MAYFAIR v3

DRAWING

Planning Elevations 1/1

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

Revisions		
-----------	--	--



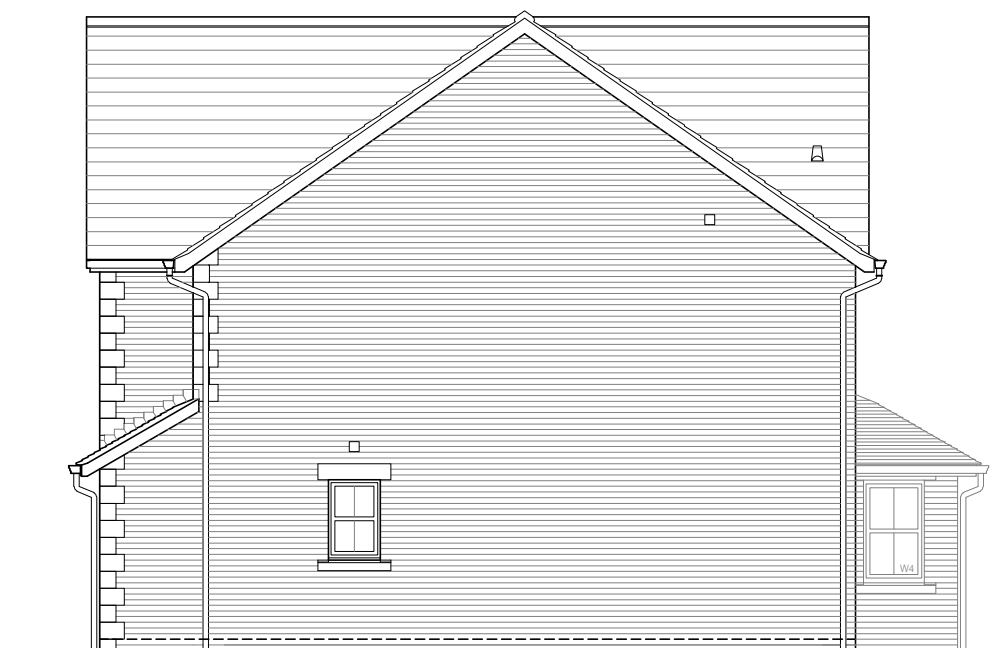
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The MAYFAIR v3

DRAWING

Planning Elevations 1/5

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

Revisions		
-----------	--	--



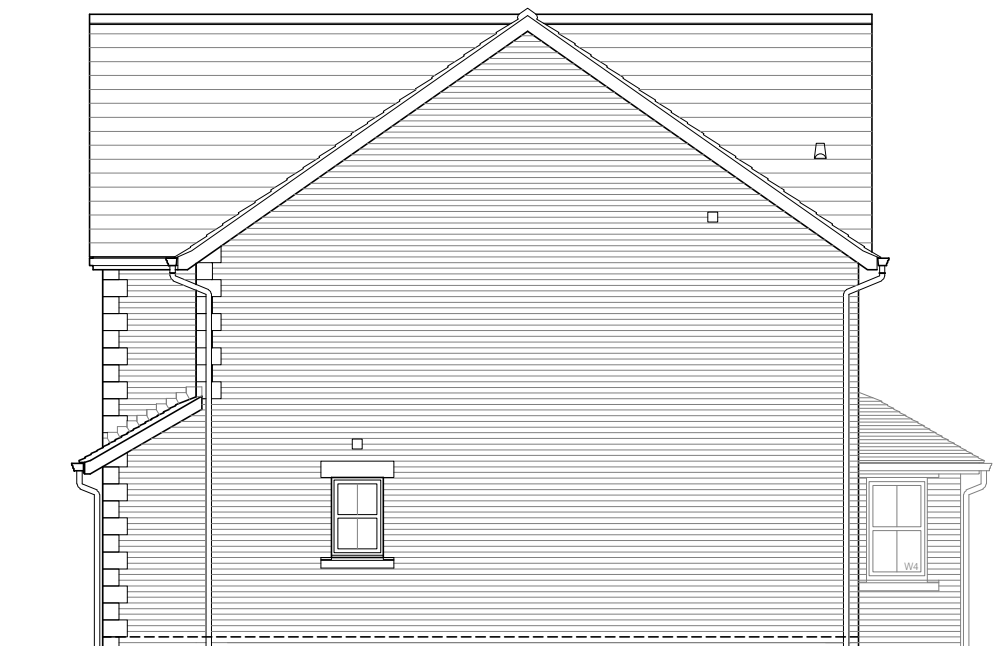
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The MAYFAIR v3

DRAWING

Planning Elevations 1/9

DRAWN BY	CTM	DATE	05/11/2014
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v3)	MAY - PLE1/9	-	

Revisions			



House Type

The OXFORD v4

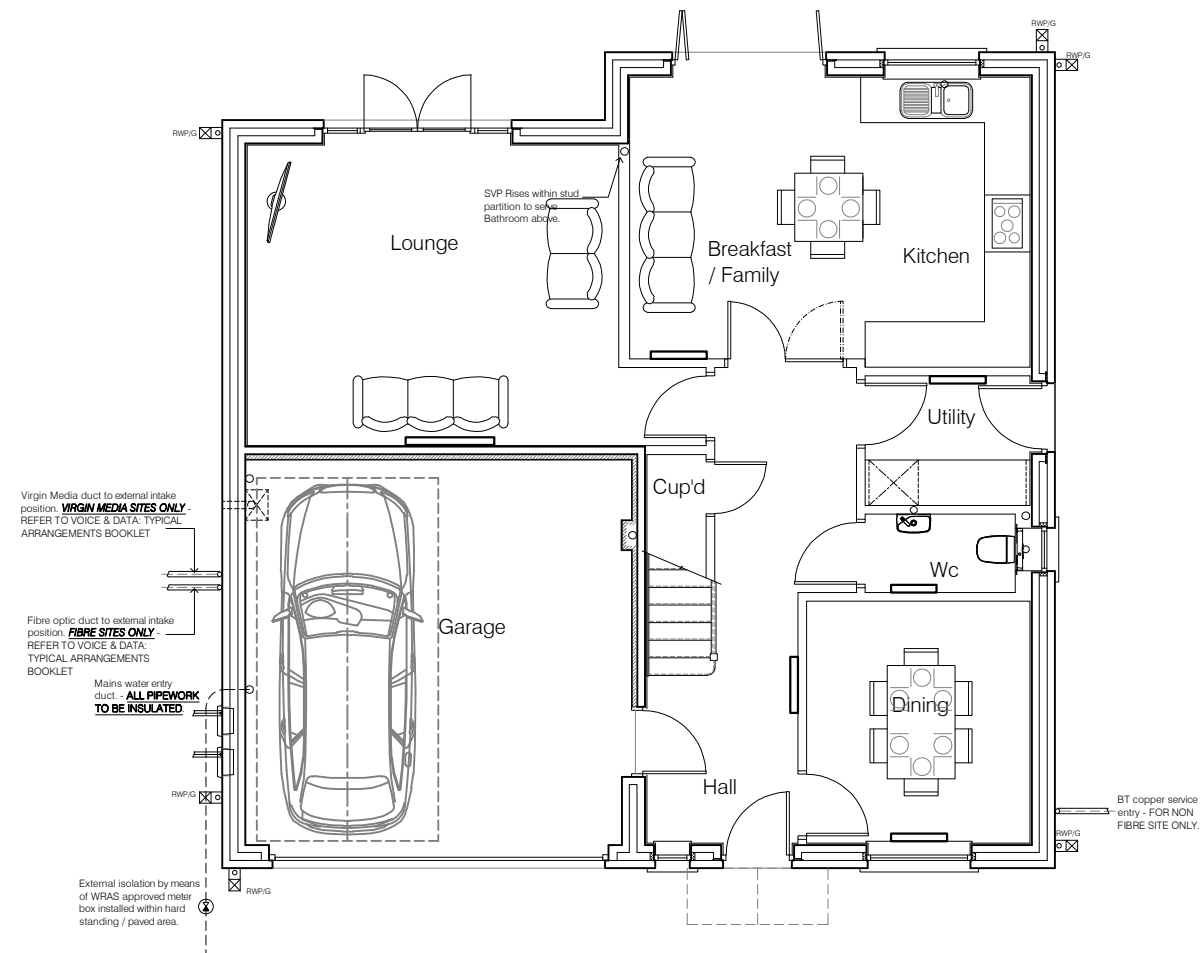
GF/FF 165.32m² (1779.49 sq.ft)
GARAGE 25.58m² (275.34 sq.ft)

© **Story Homes.**

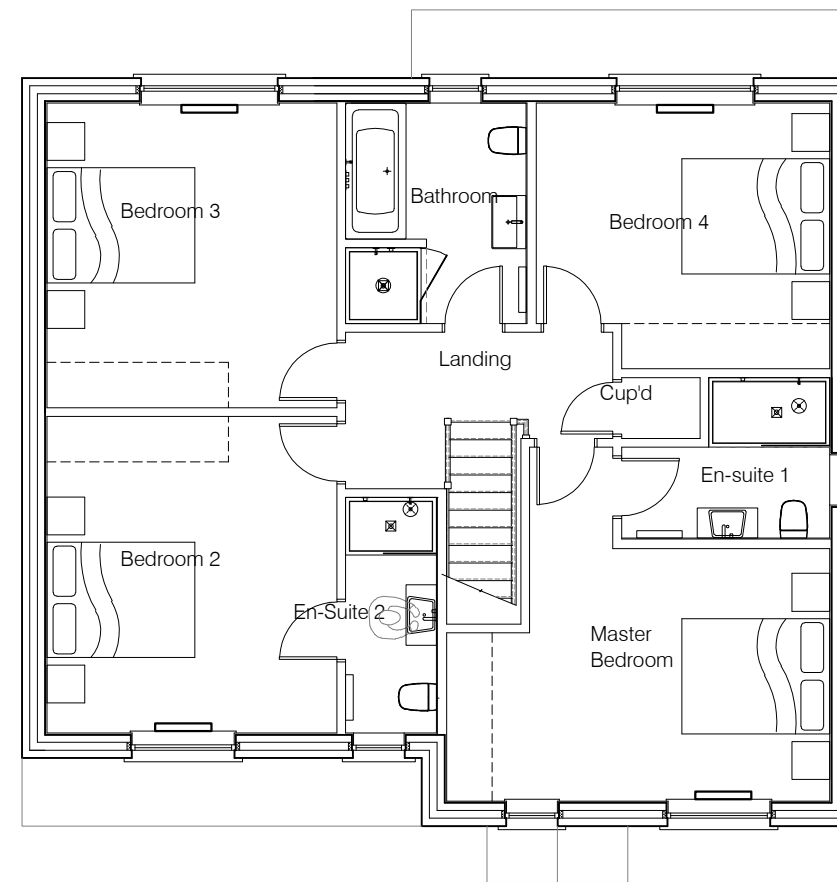
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan



HOUSE TYPE

The OXFORD v4

DRAWING

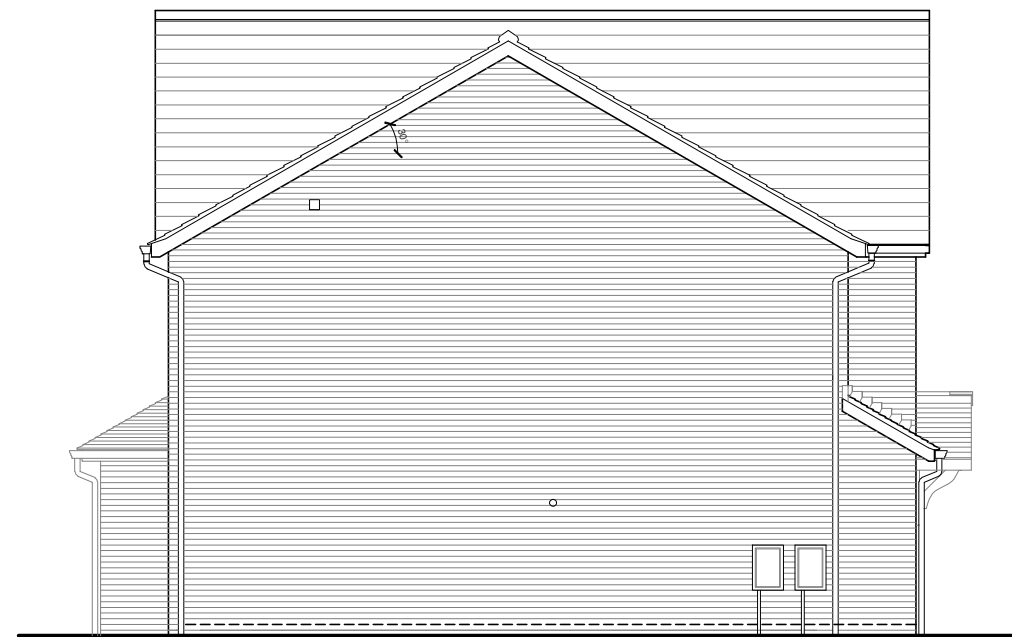
Planning Plan 1

DRAWN BY	DB	DATE	12/09/2016
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(1)	OXF-PLP1	-	

Revisions		



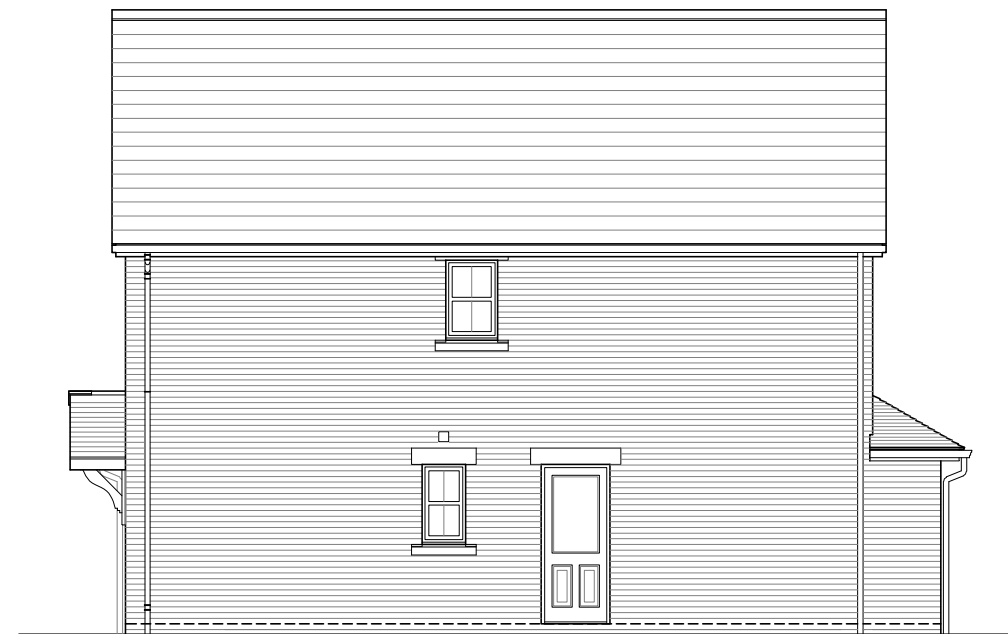
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The OXFORD v4

DRAWING

Planning Elevations 1/1

DRAWN BY DB DATE 12/09/2016

CHECKED BY - SCALE 1:100

ISSUE DRAWING NUMBER REVISION

(1) OXF-PLE1/1 -

Revisions

© Story Homes.

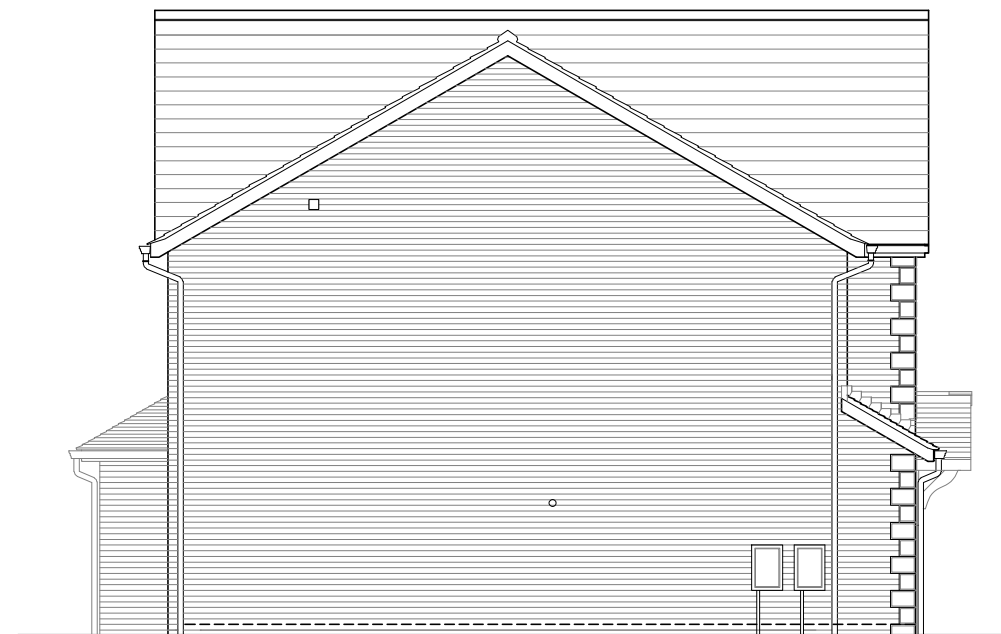
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL

Tel 01228 404550

Fax 01228 404551



Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The OXFORD v4

DRAWING

Planning Elevations 1/2

DRAWN BY DB DATE 12/09/2016

CHECKED BY - SCALE 1:100

ISSUE DRAWING NUMBER REVISION

(1) OXF-PLE1/2 A

Revisions

A Elevation treatment corrected 05-09-17-

© Story Homes.

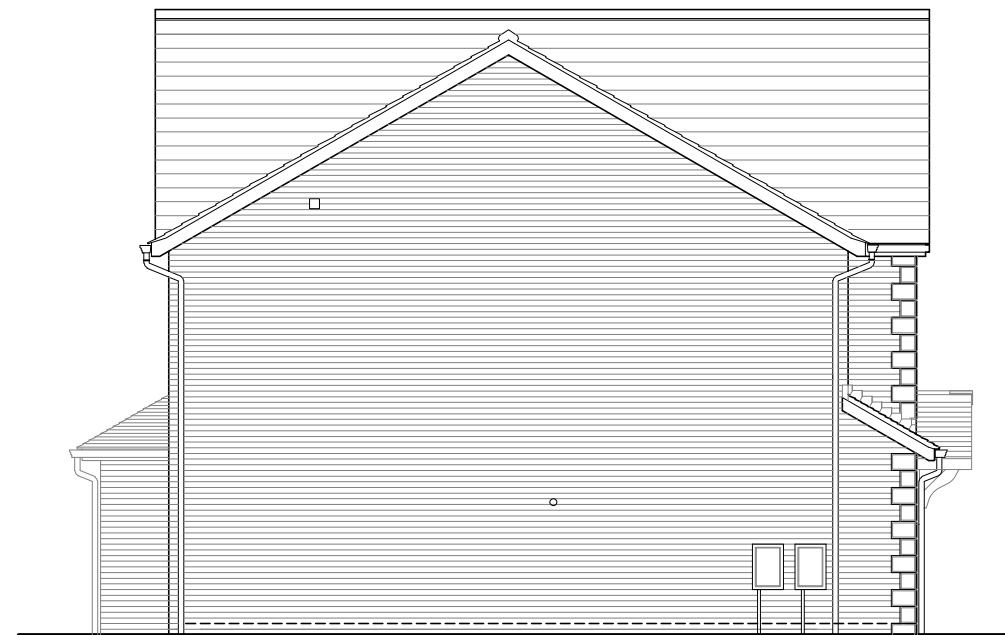
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL

Tel 01228 404550

Fax 01228 404551



Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The OXFORD v4

DRAWING

Planning Elevations 1/5

DRAWN BY	DB	DATE	12/09/2016
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(1)	OXF-PLE1/5	-	

Revisions		
-----------	--	--



House Type

The HAWTHORN

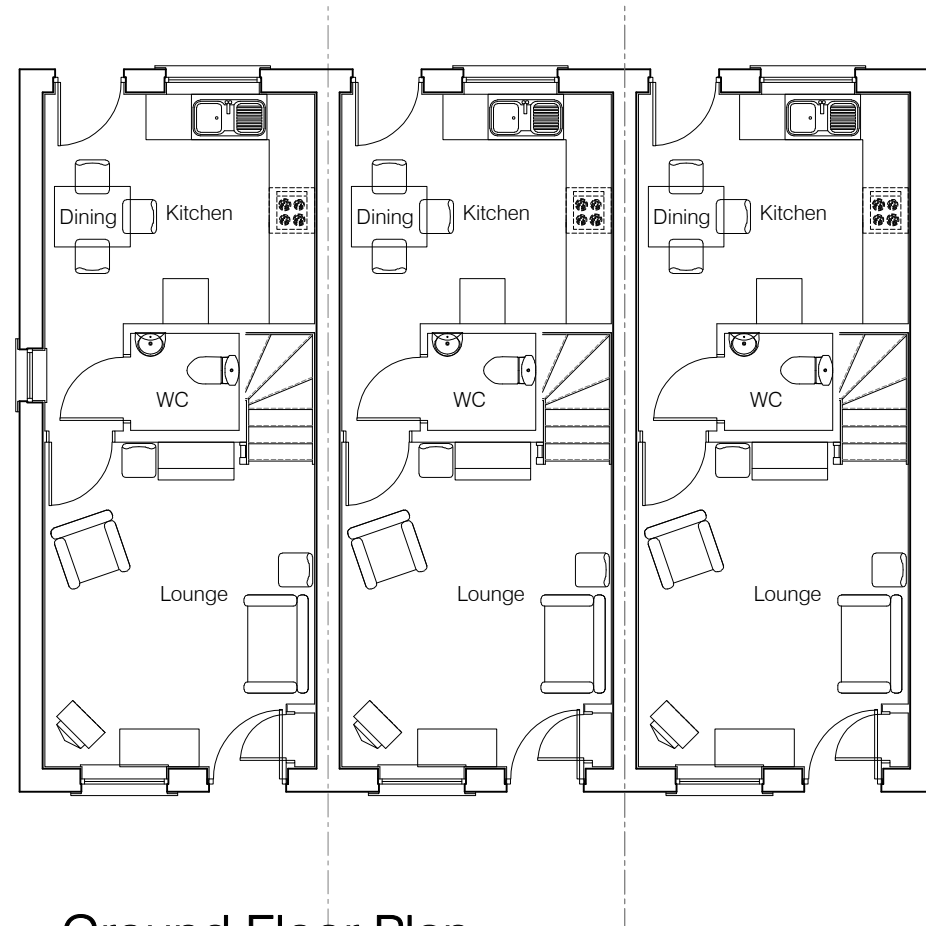
Two Bedroom / 3 Bed Space Unit
GF/FF 64.78m² (697.27sq.ft)

© **Story Homes.**

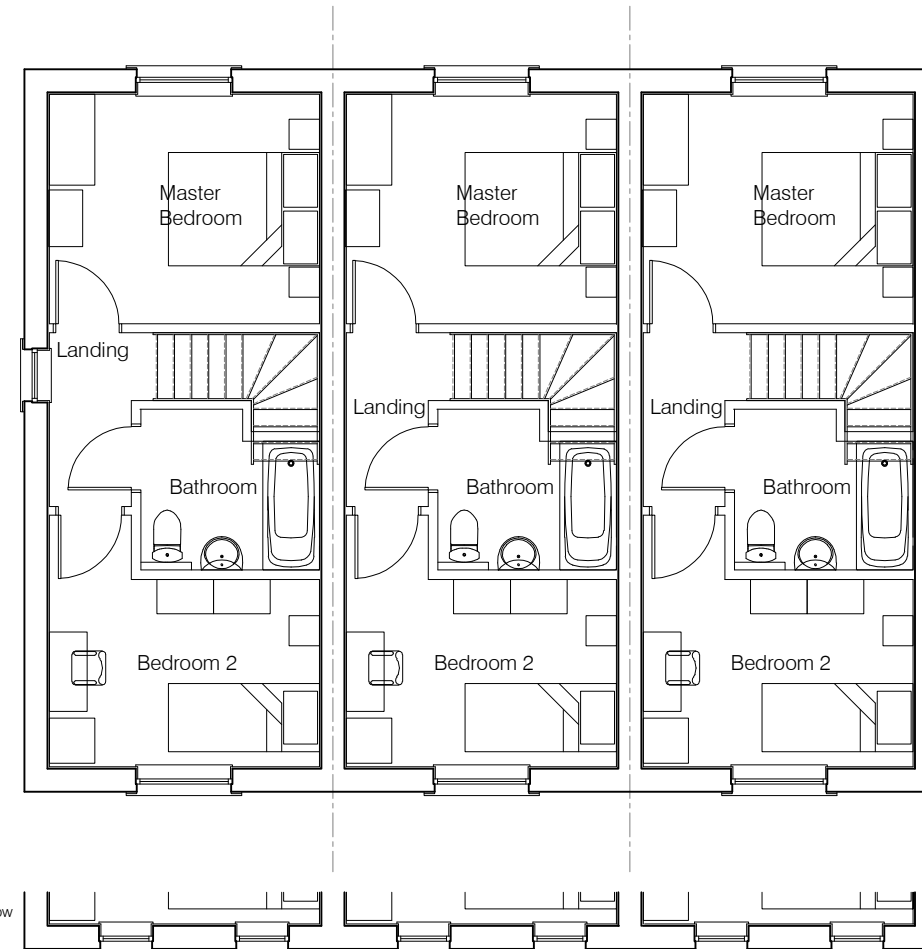
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



Ground Floor Plan



Note:
Alternative frontage window
arrangement required on
Elevations 2-9 only

First Floor Plan



HOUSE TYPE

The HAWTHORN

DRAWING

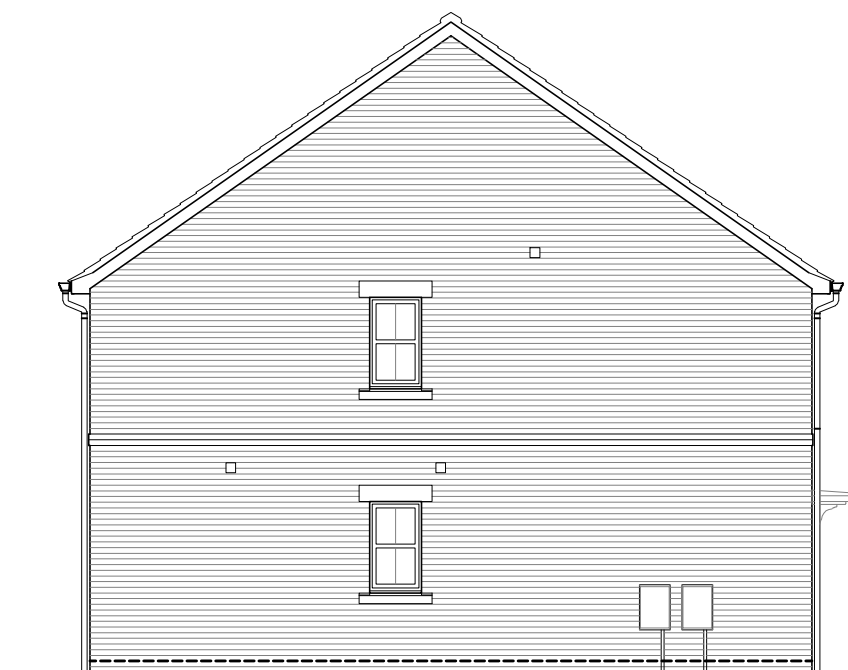
Planning Plans 2

DRAWN BY	CTM	DATE	20/04/2012
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(1)	HAW - PLP2	A	

Revisions		
A	Alternative frontage elevation added to First Floor Plan	20.03.17



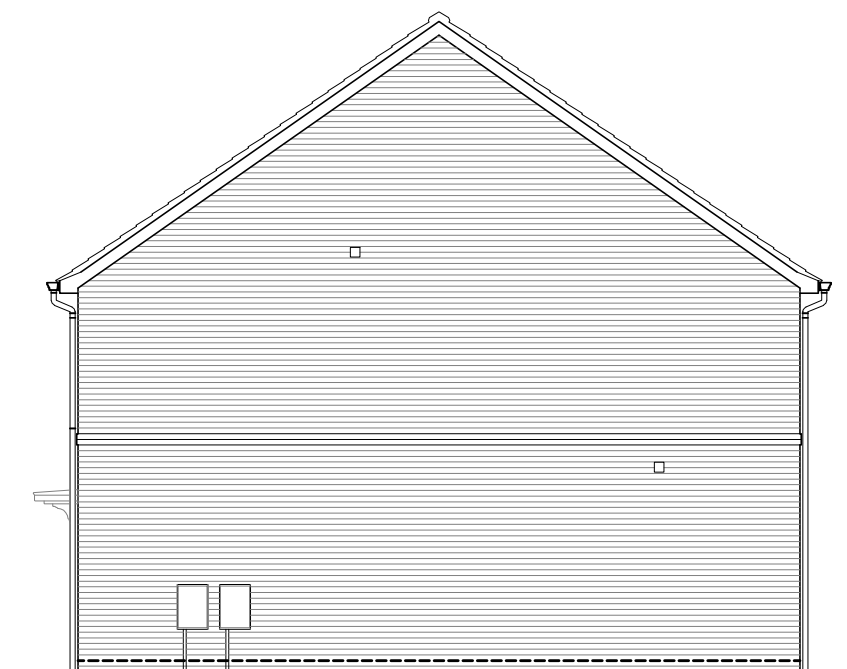
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The HAWTHORN

DRAWING

Planning Elevations 2/3

DRAWN BY	CTM	DATE	20/04/2012
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(1)	HAW - PLE2/3	-	

Revisions		



House Type

The ROWAN

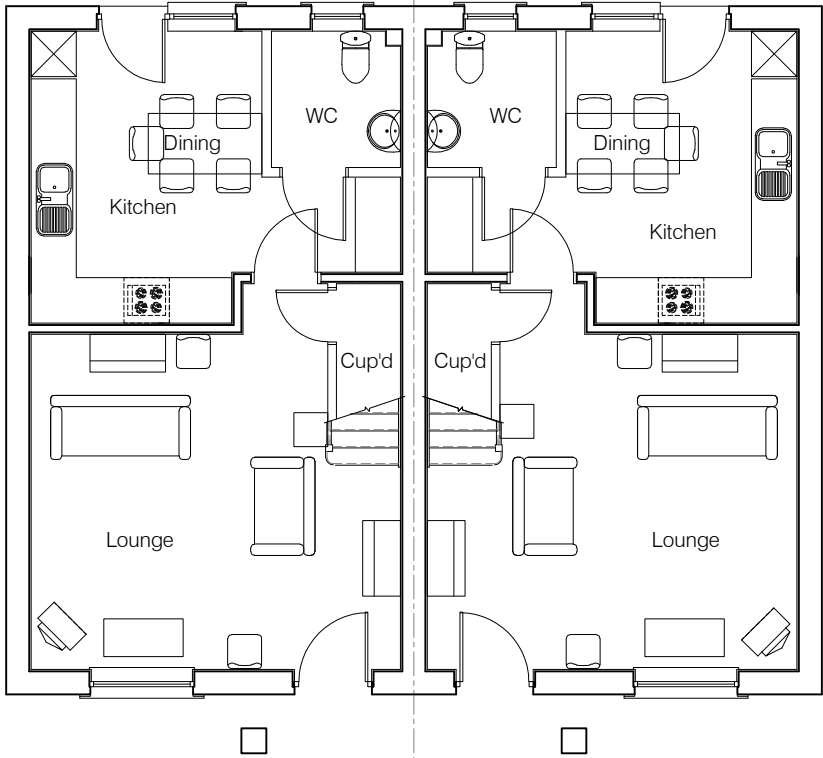
Three Bedroom / 5 Bed Space Unit
GF/FF 83.86m² (902.66sq.ft)

© **Story Homes.**

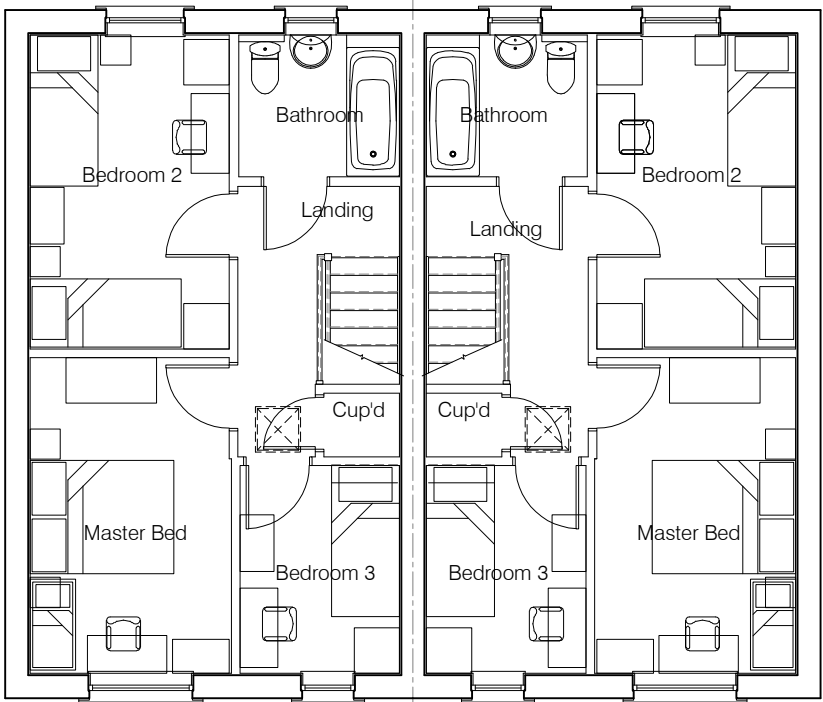
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

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
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(1)	ROW - PLP1	-	

Revisions

© Story Homes.

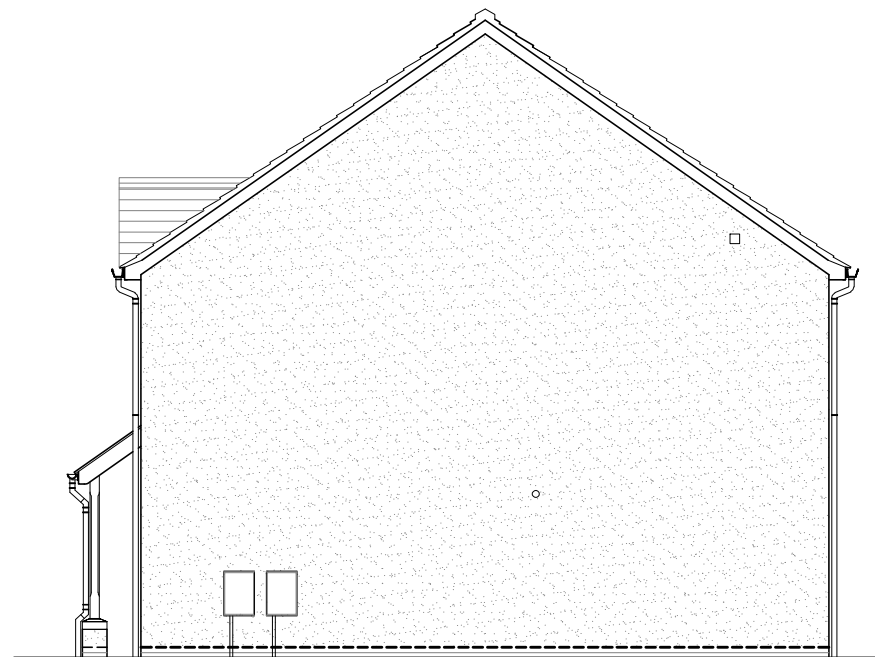
Burgh Rd Industrial Estate, Carlisle, Cumbria. CA2 7NA.

Tel 01228 640850

Fax 01228 640851



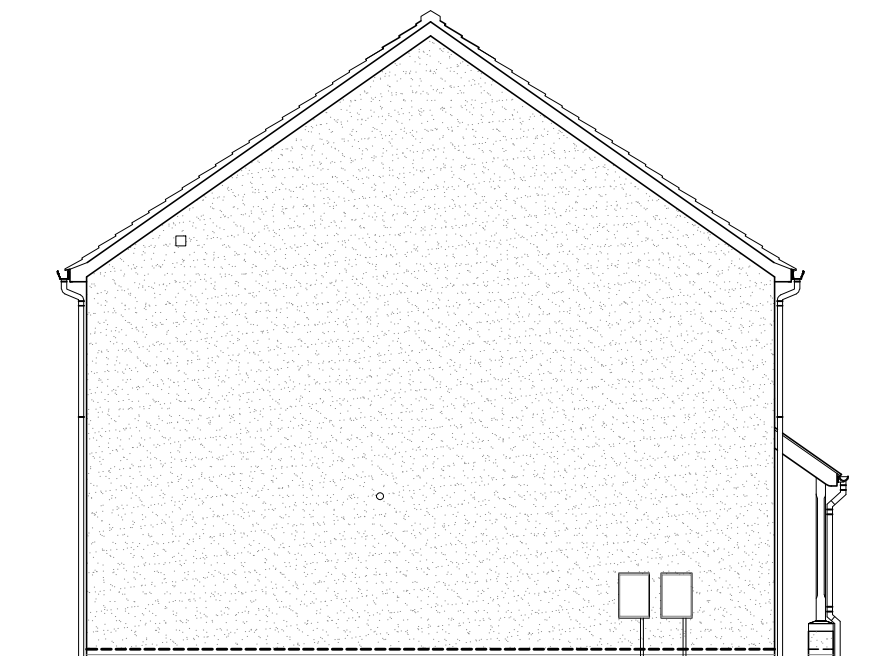
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The ROWAN

DRAWING

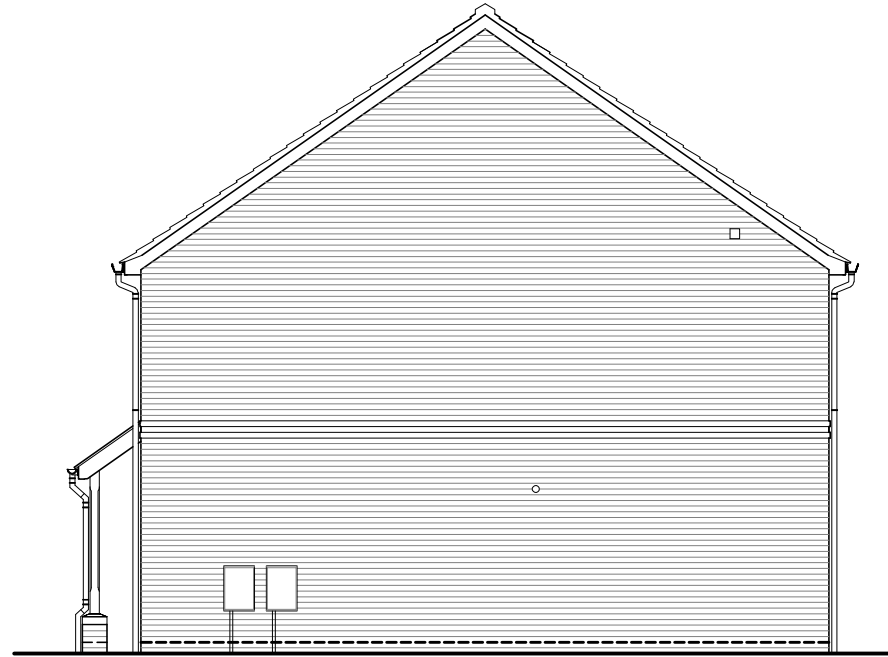
Planning Elevations 1/3

DRAWN BY	CTM	DATE	24/04/2012
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(1)	ROW - PLE1/3	A	

Revisions		
A	Window W7 (Rear Elevation Bathroom) corrected to scheduled height - 1050mm.	14-11-16



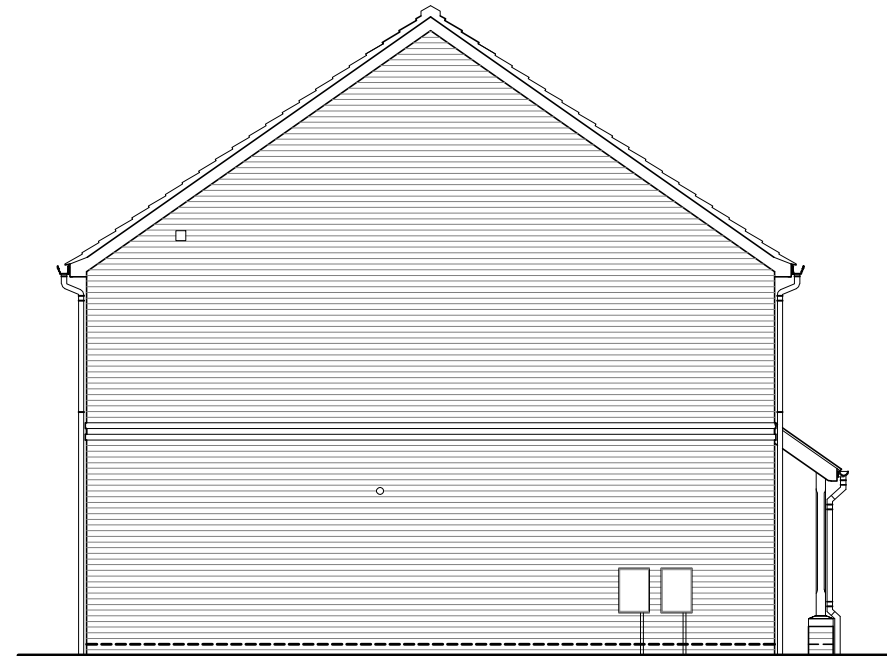
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The ROWAN

DRAWING

Planning Elevations 1/5

DRAWN BY	CTM	DATE	24/04/2012
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(1)	ROW - PLE1/5	A	

Revisions		
A	Window W7 (Rear Elevation Bathroom) corrected to scheduled height - 1050mm.	14-11-16



House Type

The GOSFORTH v4

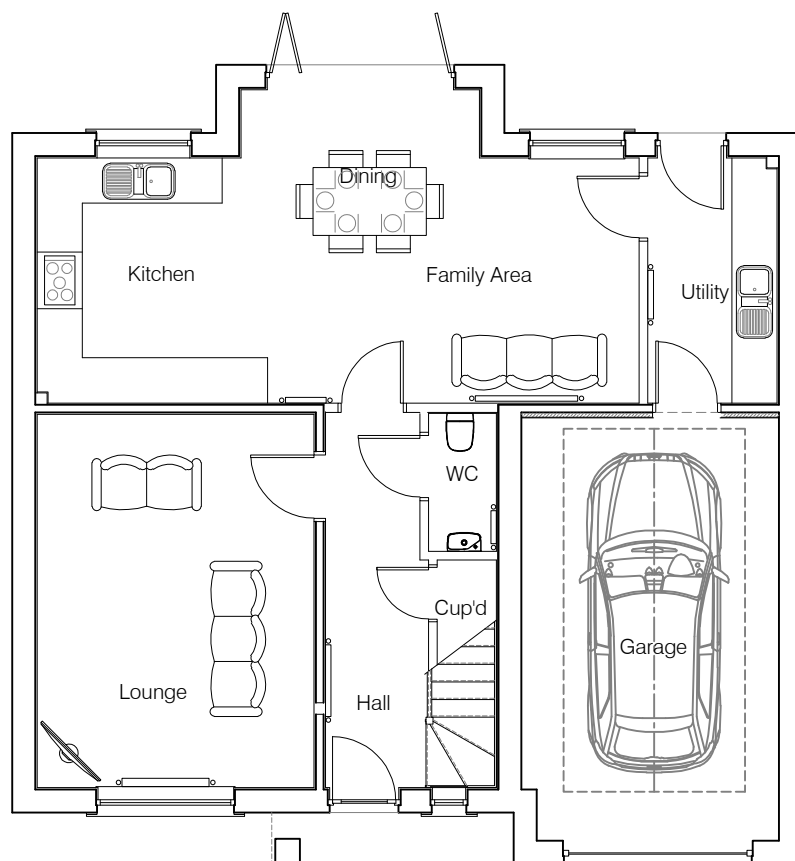
GF/FF 142.42m² (1533.00sq.ft)
GARAGE 20.53m² (221.0sq.ft)

© **Story Homes.**

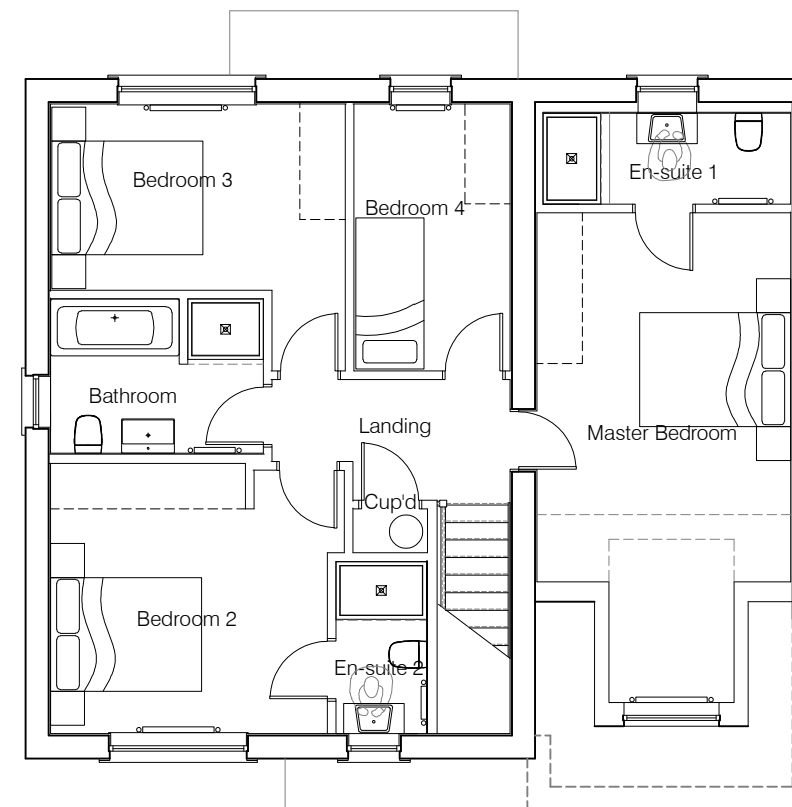
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan



HOUSE TYPE

The GOSFORTH v4

DRAWING

Planning Plans 1

DRAWN BY	DB	DATE	07/09/2015
CHECKED BY	-	SCALE	1:50
ISSUE	DRAWING NUMBER	REVISION	
(v4)	GSF - PLP1	-	

Revisions

© Story Homes.

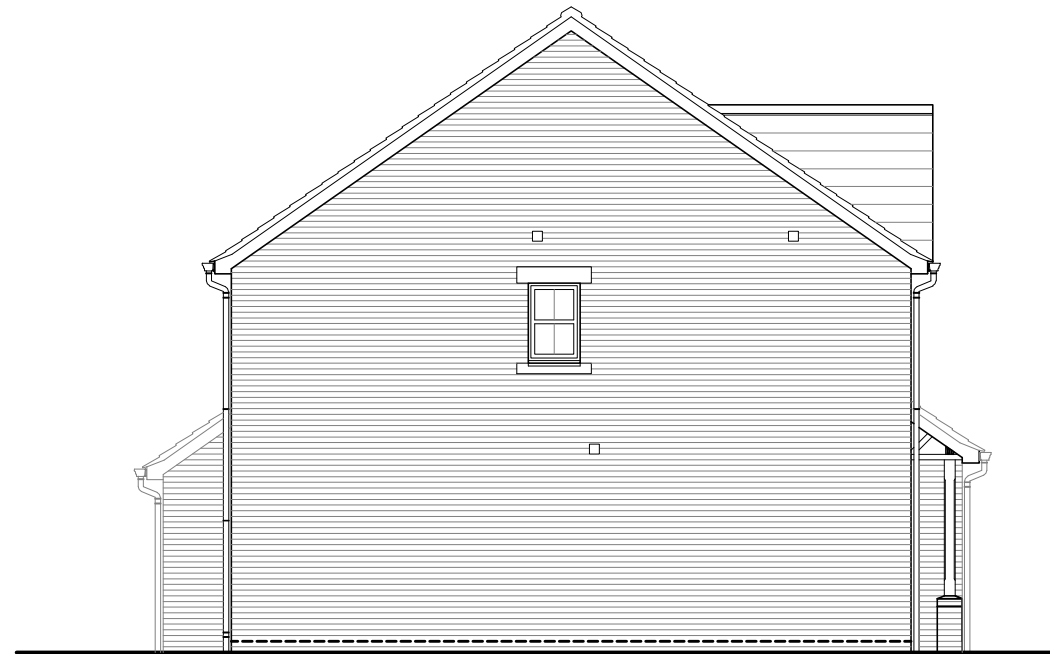
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL

Tel 01228 404550

Fax 01228 404551



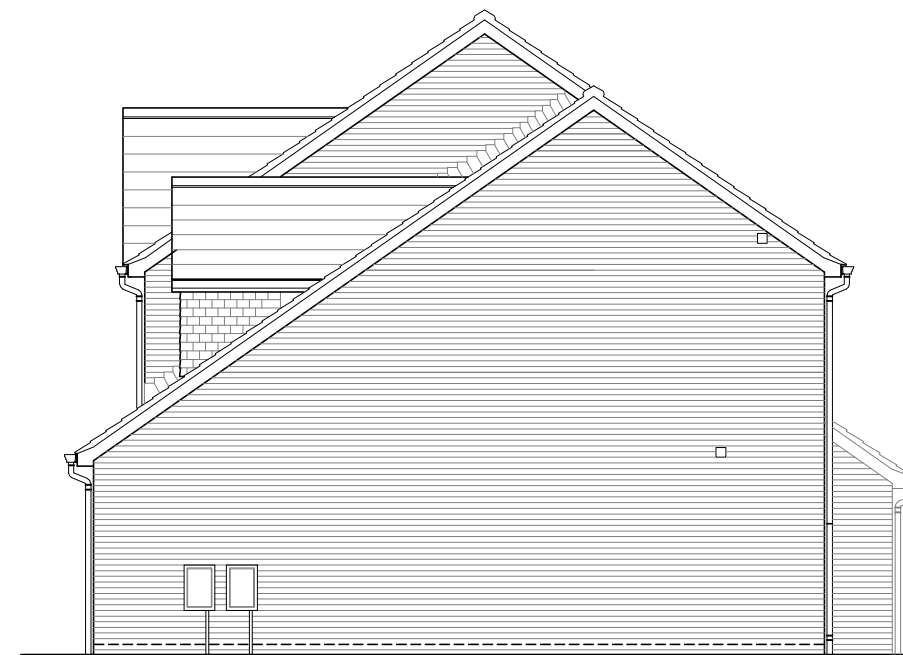
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The GOSFORTH v4

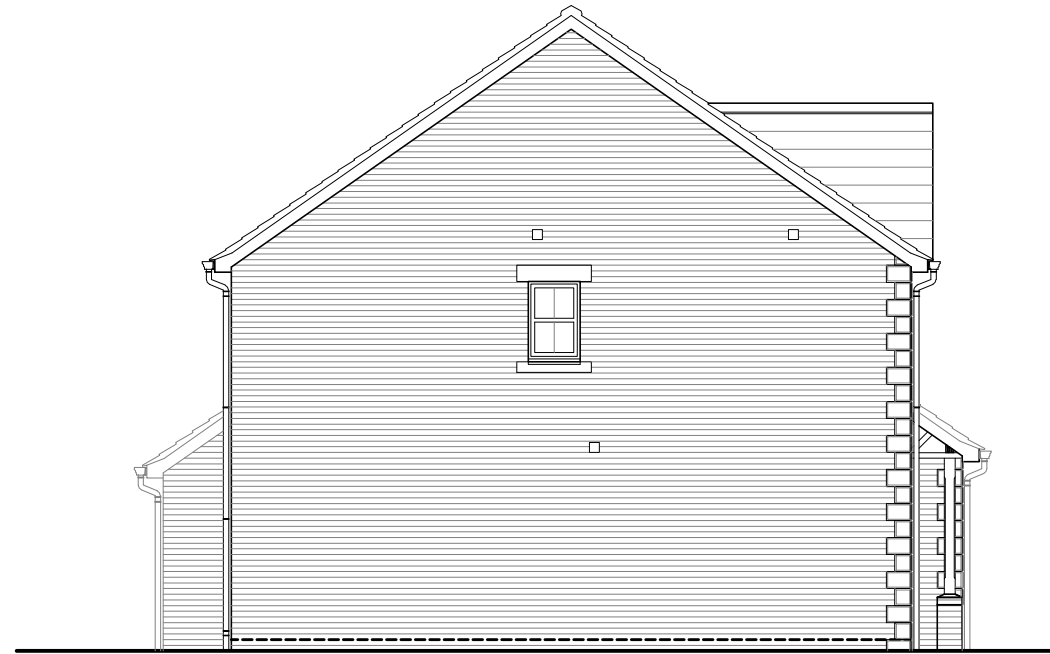
DRAWING

Planning Elevations 1/1

DRAWN BY	DB	DATE	07/09/2015
CHECKED BY	-	SCALE	1:50
ISSUE	(v4)	DRAWING NUMBER	GSF - PLE1/1
Revisions		REVISION	-



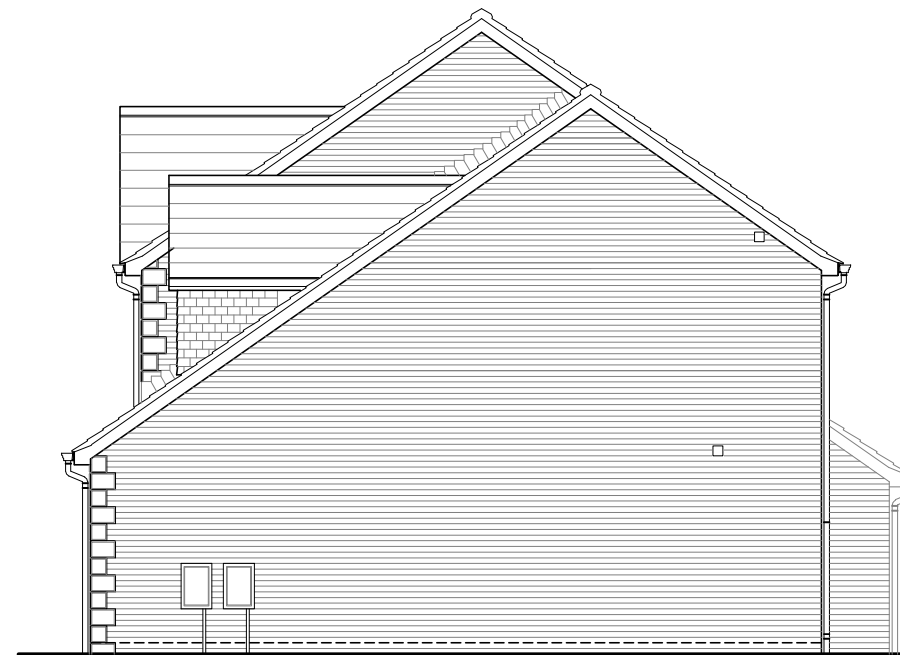
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The GOSFORTH v4

DRAWING

Planning Elevations 1/5

DRAWN BY	DB	DATE	06-04-2017
CHECKED BY	-	SCALE	1:50
ISSUE	DRAWING NUMBER	REVISION	
(v4)	GSF - PLE1/5	-	

Revisions		



House Type

The WARWICK v4

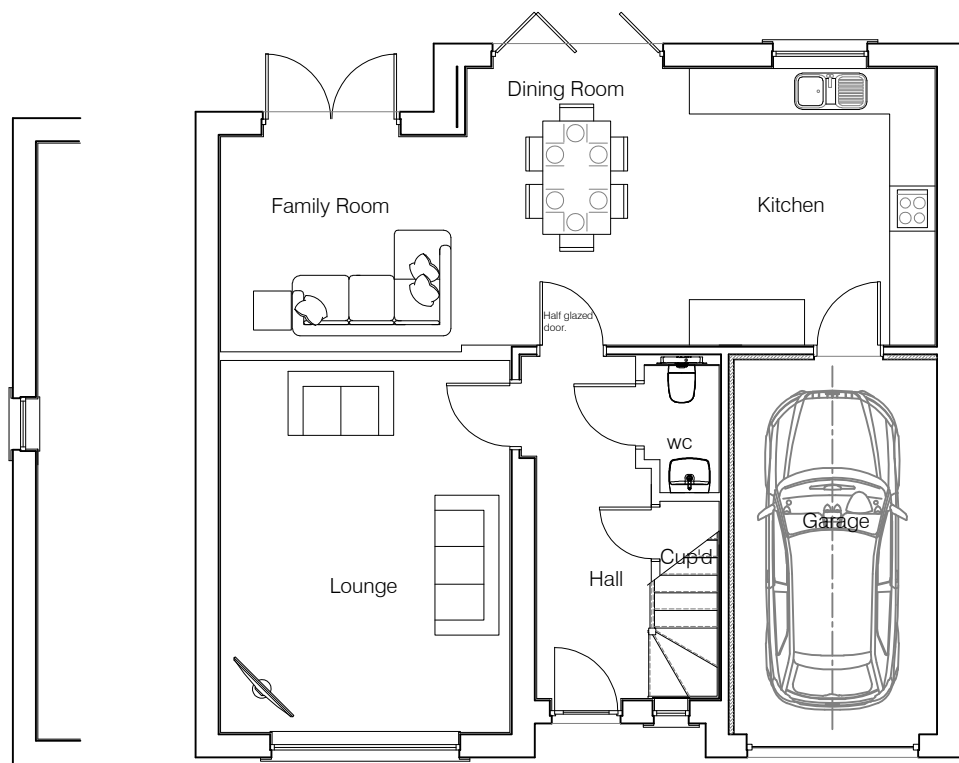
GF/FF 130.06m² (1399.95sq.ft)
GARAGE 13.51m² (145.42sq.ft)

© **Story Homes.**

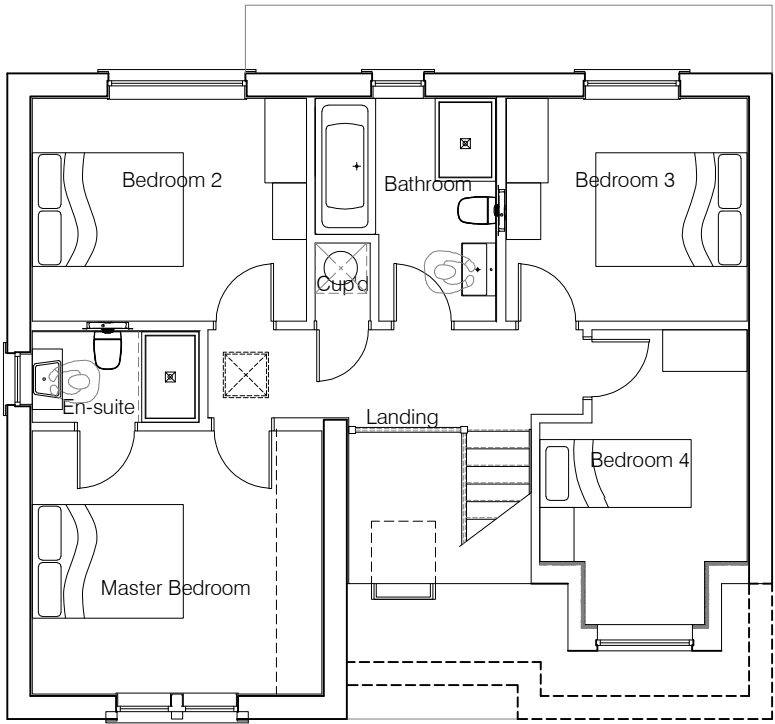
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan

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



HOUSE TYPE

The WARWICK v4

DRAWING

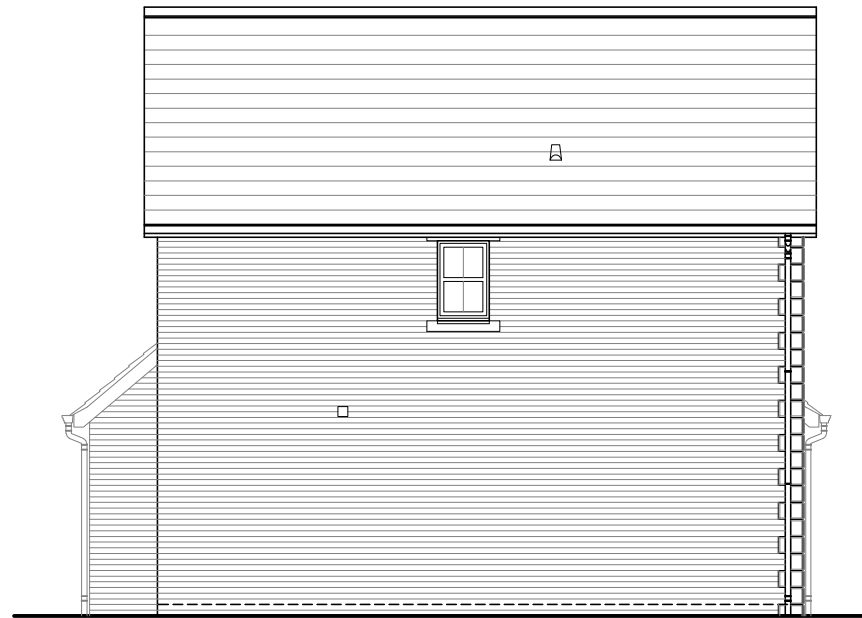
Planning Plans 1

DRAWN BY	CTM	DATE	05/10/16
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v4)	WAR - PLP1	-	

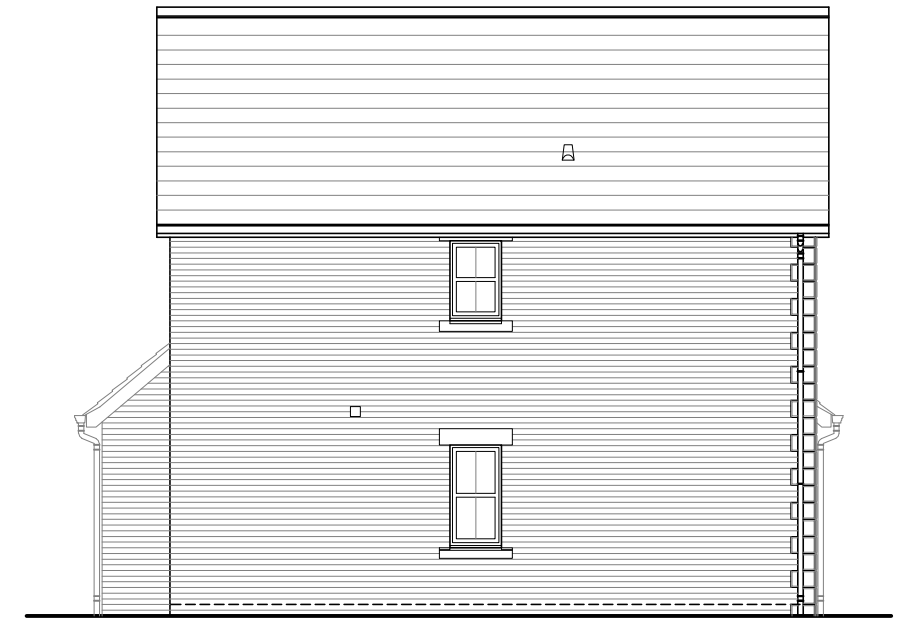
Revisions			



Front Elevation



Side Elevation

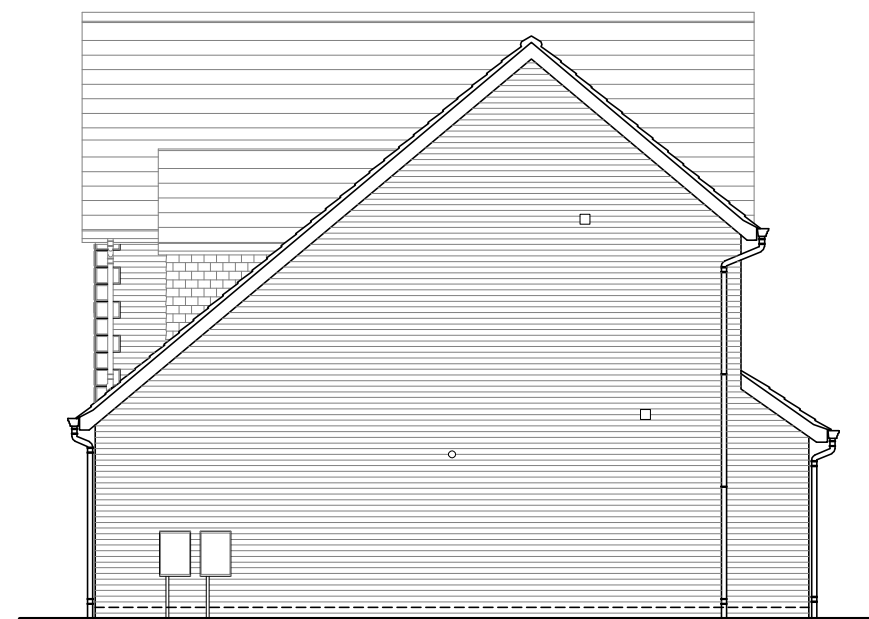


Alternative Side Elevation

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



Rear Elevation



Side Elevation



HOUSE TYPE

The WARWICK v4

DRAWING

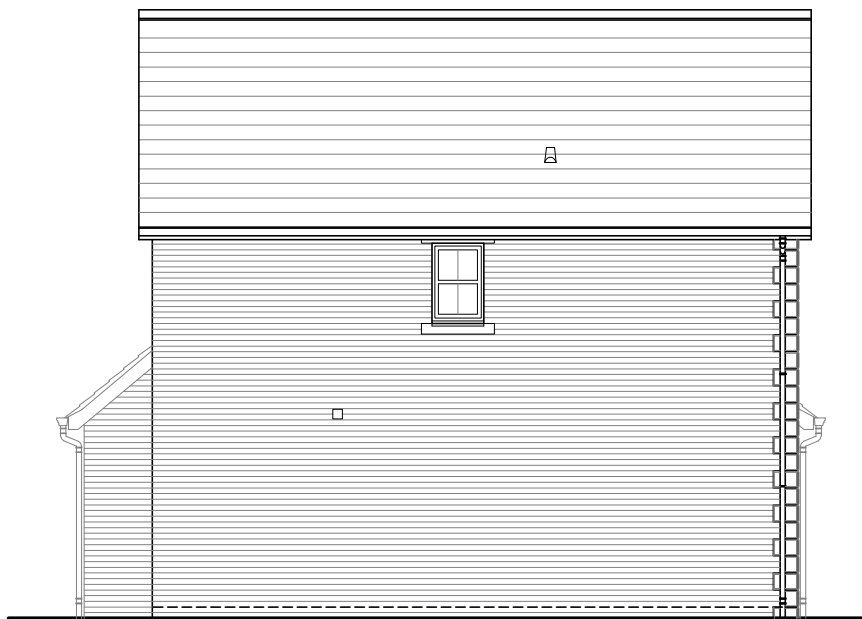
Planning Elevations 1/2

DRAWN BY	CTM	DATE	05/10/16
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v4)	WAR - PLE1/2	-	

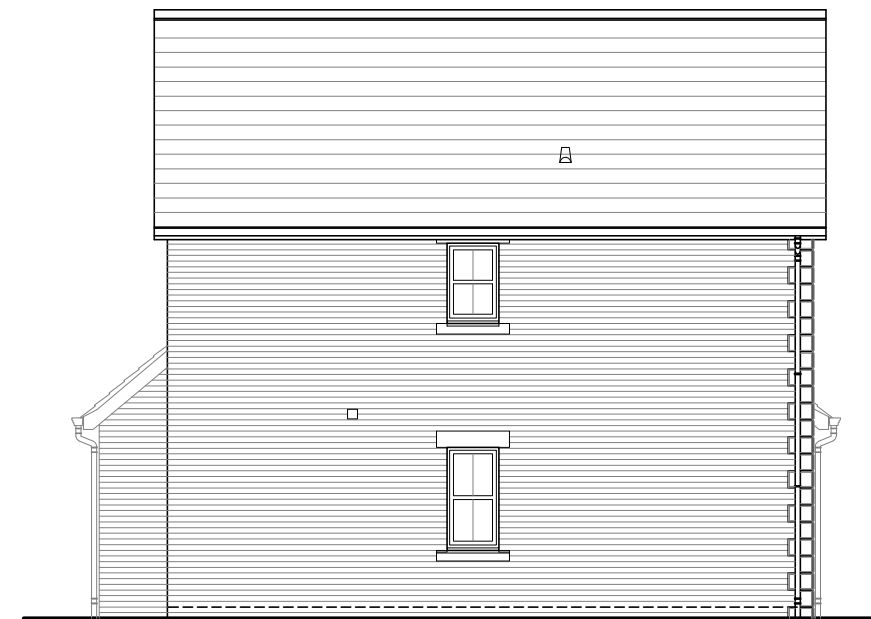
Revisions		



Front Elevation



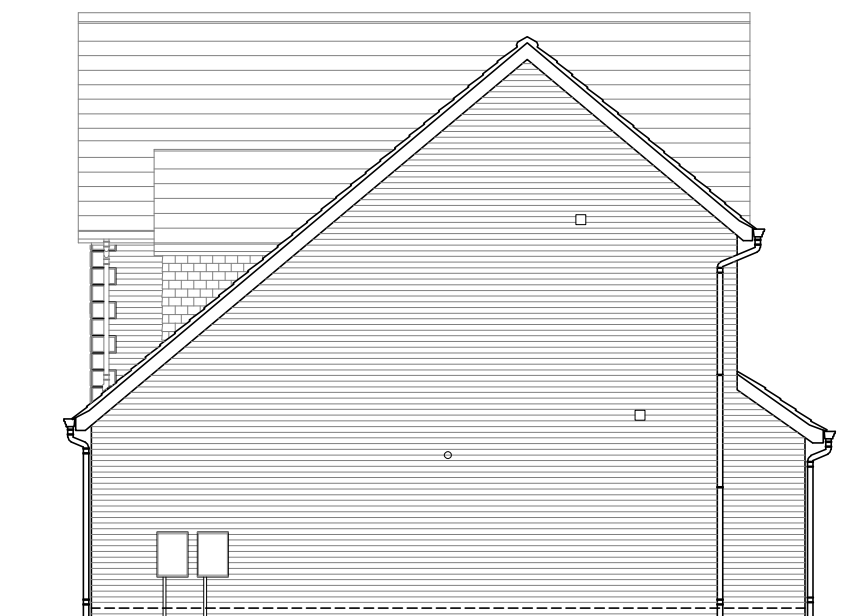
Side Elevation



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



Rear Elevation



Side Elevation



HOUSE TYPE

The WARWICK v4

DRAWING

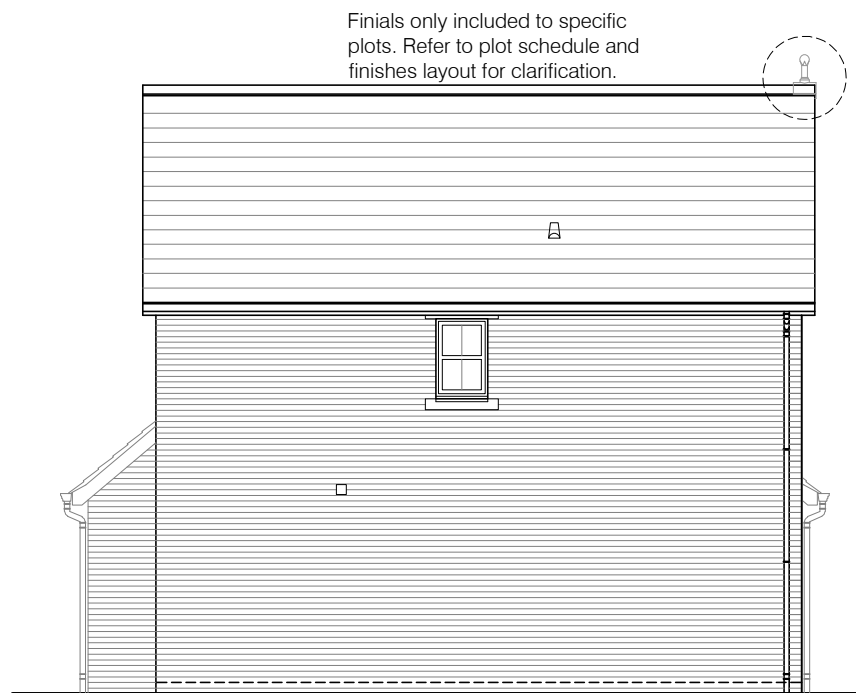
Planning Elevations 1/4

DRAWN BY	CTM	DATE	05/10/16
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v4)	WAR - PLE1/4	-	

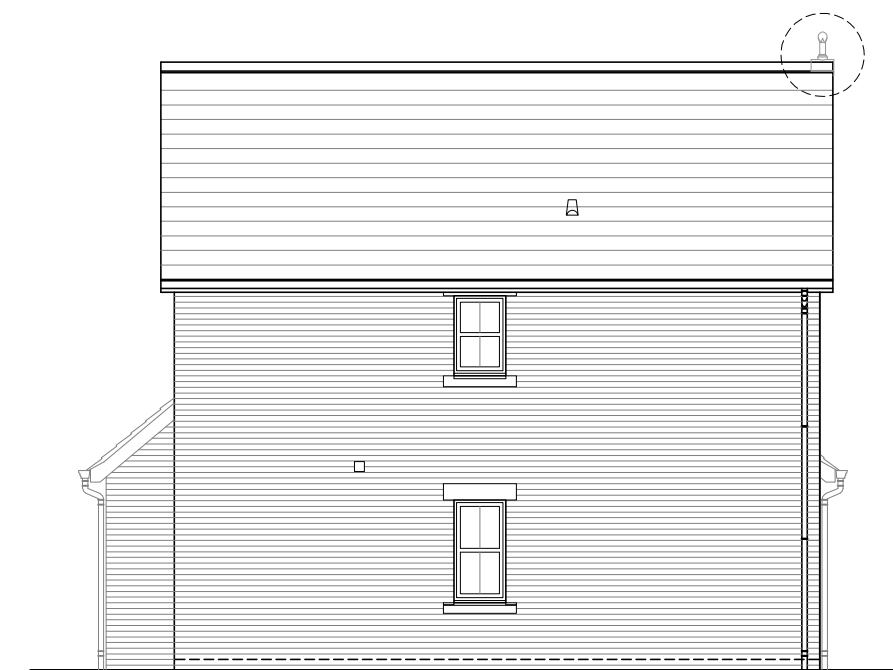
Revisions			



Front Elevation



Side Elevation

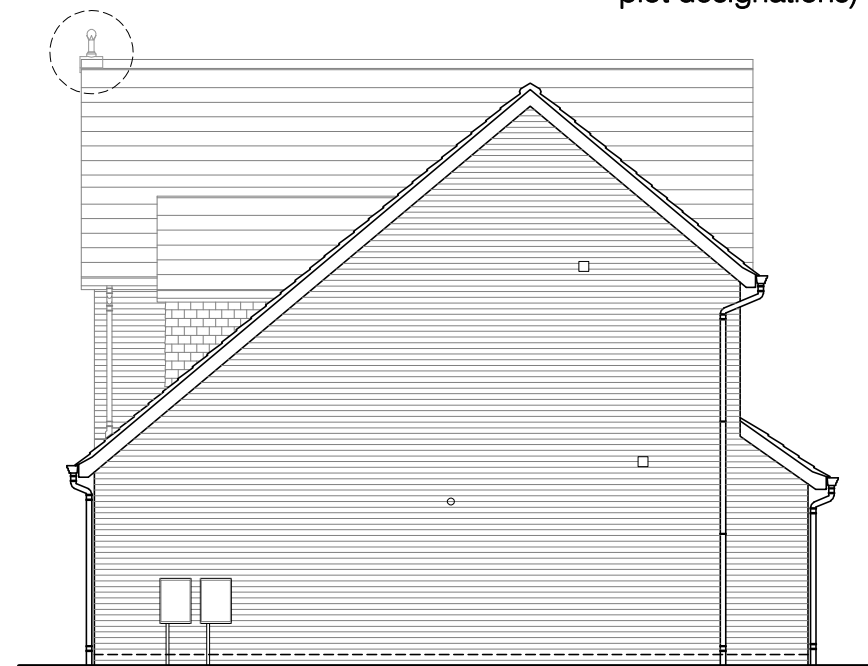


Alternative Side Elevation

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



Rear Elevation



Side Elevation



HOUSE TYPE

The WARWICK v4

DRAWING

Planning Elevations 1/6

DRAWN BY	CTM	DATE	05/10/16
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v4)	WAR - PLE1/6	-	

Revisions			



House Type

The STRATFORD v4

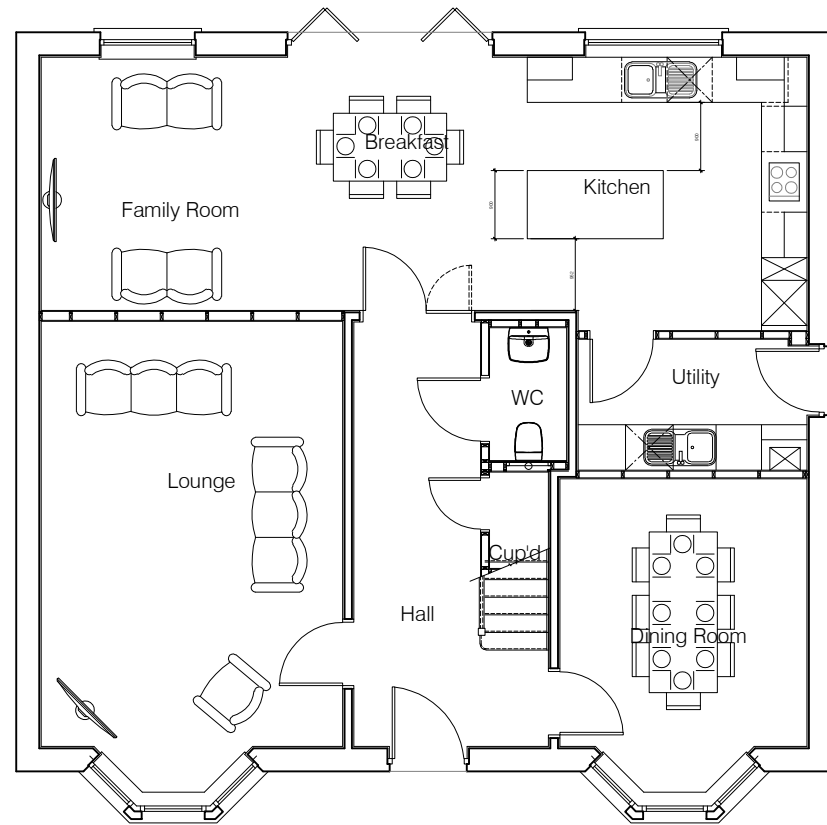
GF/FF 188.52m² (2029.21 sq.ft)

© **Story Homes.**

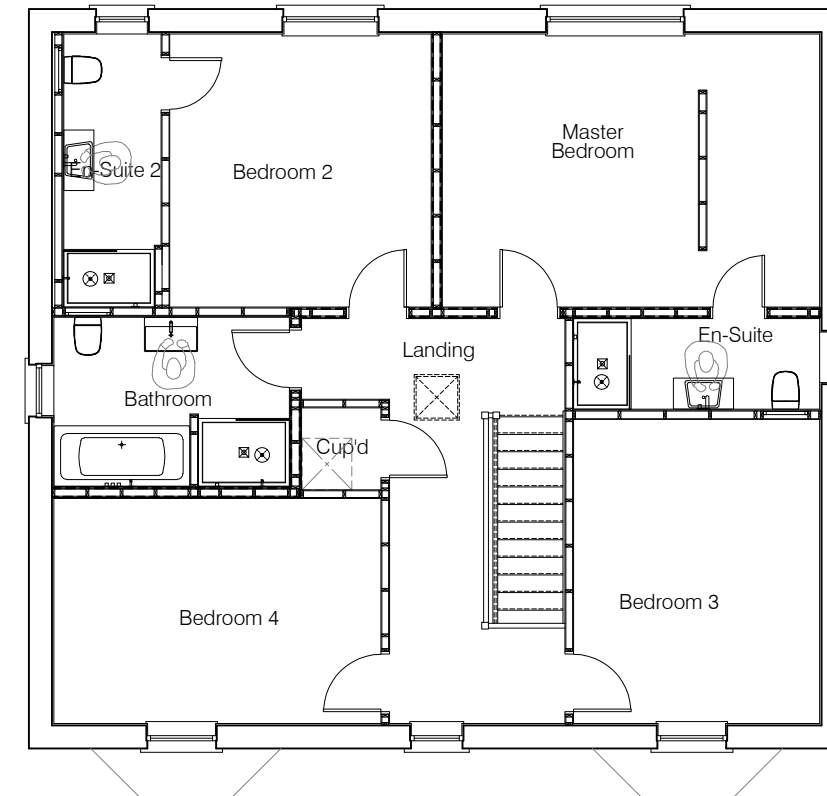
Story House, Lords Way, Kingmoor Business Park, Carlisle, Cumbria. CA6 4SL.

Tel 01228 404550

Fax 01228 404551



Ground Floor Plan



First Floor Plan



HOUSE TYPE

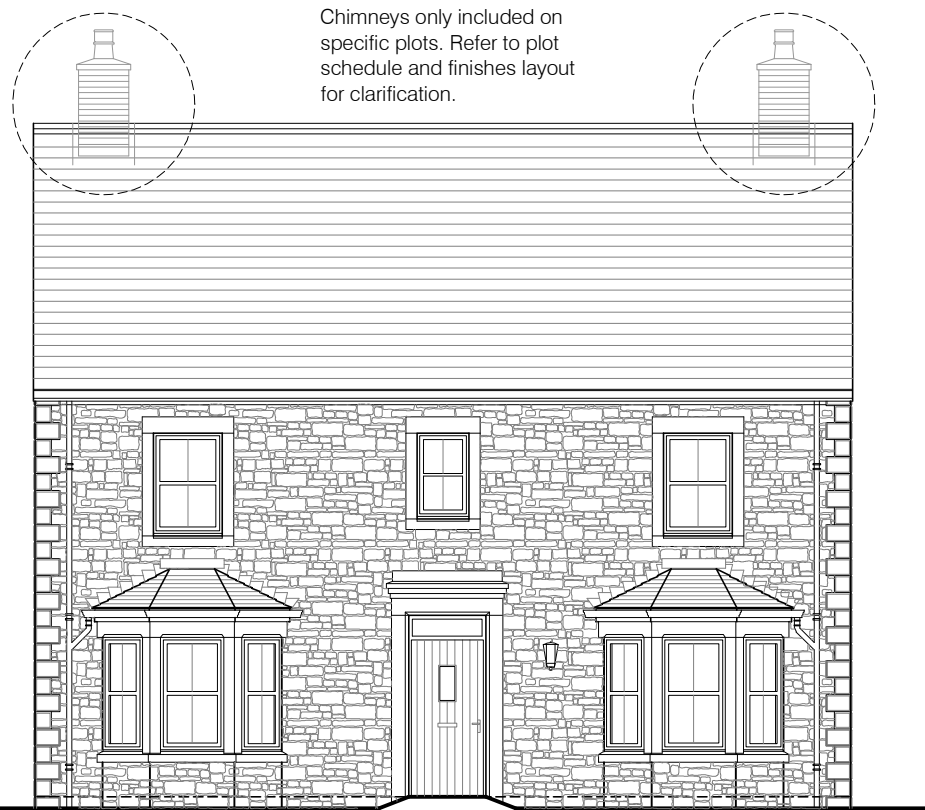
The STRATFORD v4

DRAWING

Planning Floor Plan 1

DRAWN BY	DB	DATE	12/09/2016
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v4)	STF - PFP1	-	

Revisions			



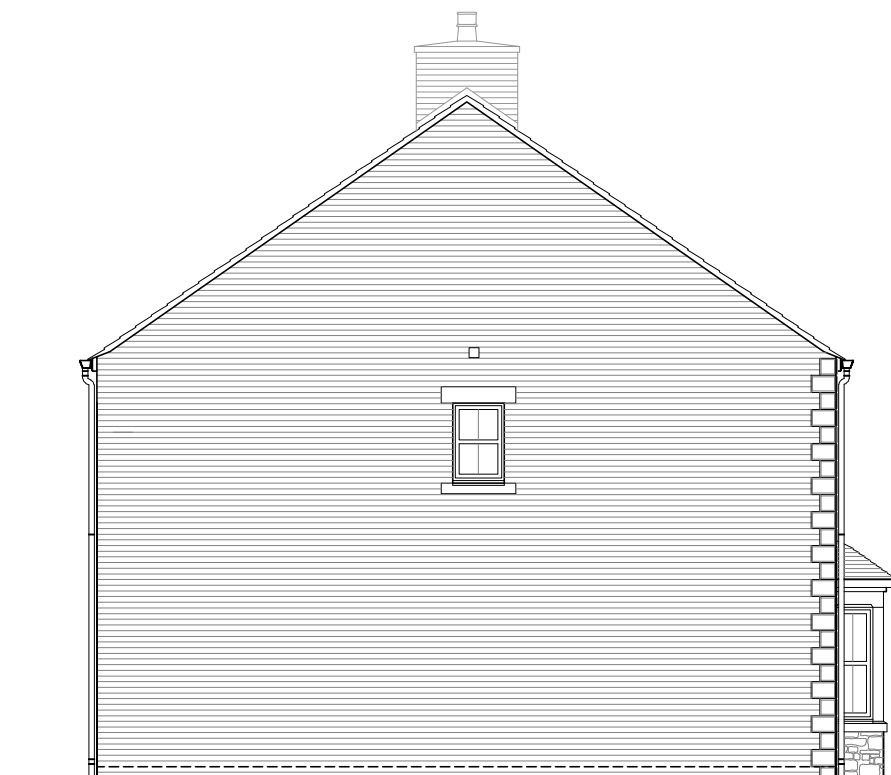
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



HOUSE TYPE

The STRATFORD v4

DRAWING

Elevations PLE1/5

DRAWN BY	DB	DATE	12/09/2016
CHECKED BY	-	SCALE	1:100
ISSUE	DRAWING NUMBER	REVISION	
(v4)	STF - PLE1/5	-	

Revisions			



Construction Details

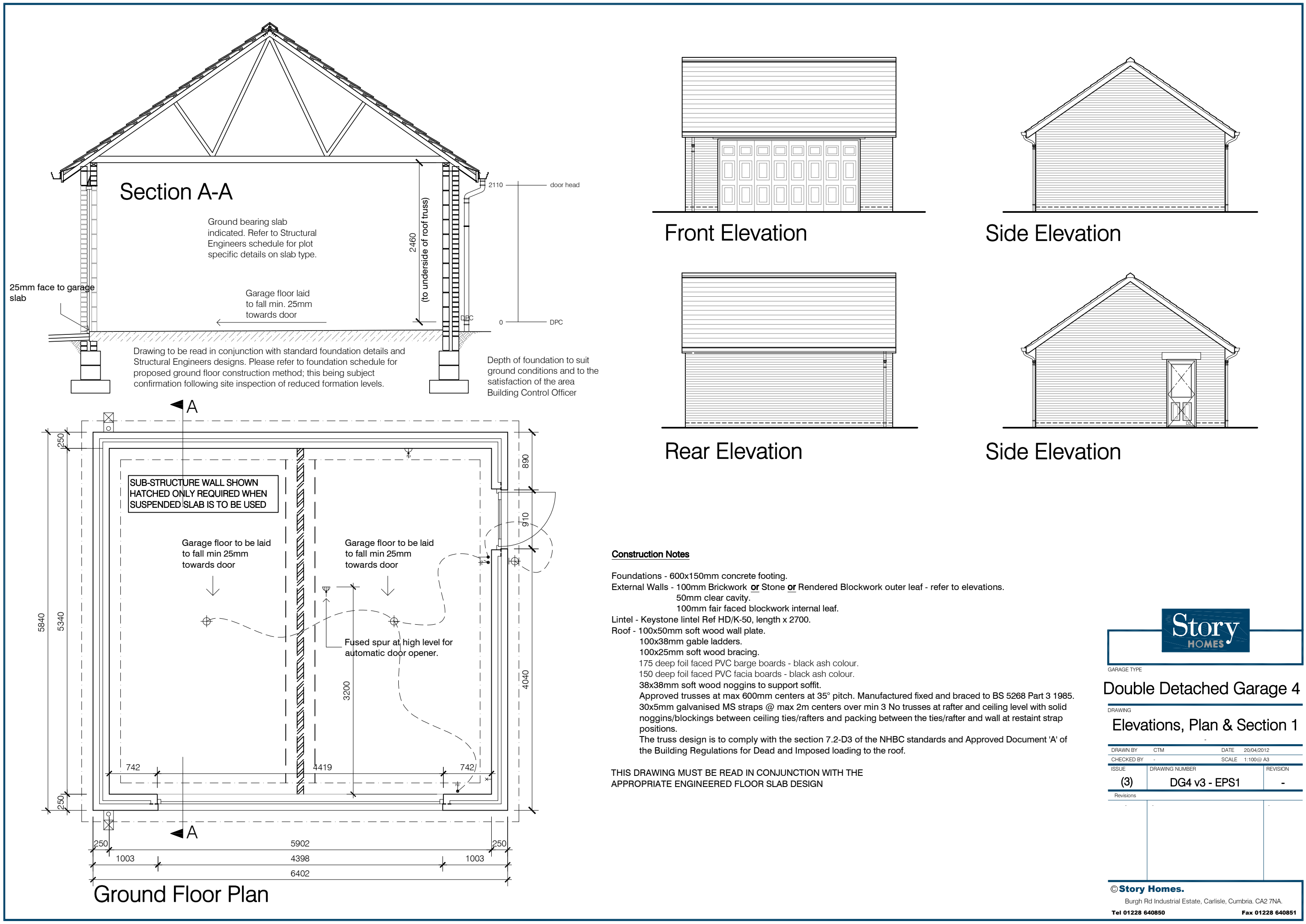
Garage Booklet

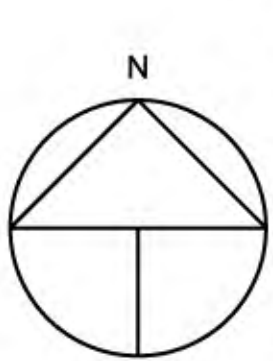
© **Story Homes.**

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

Tel 01228 640850

Fax 01228 640851





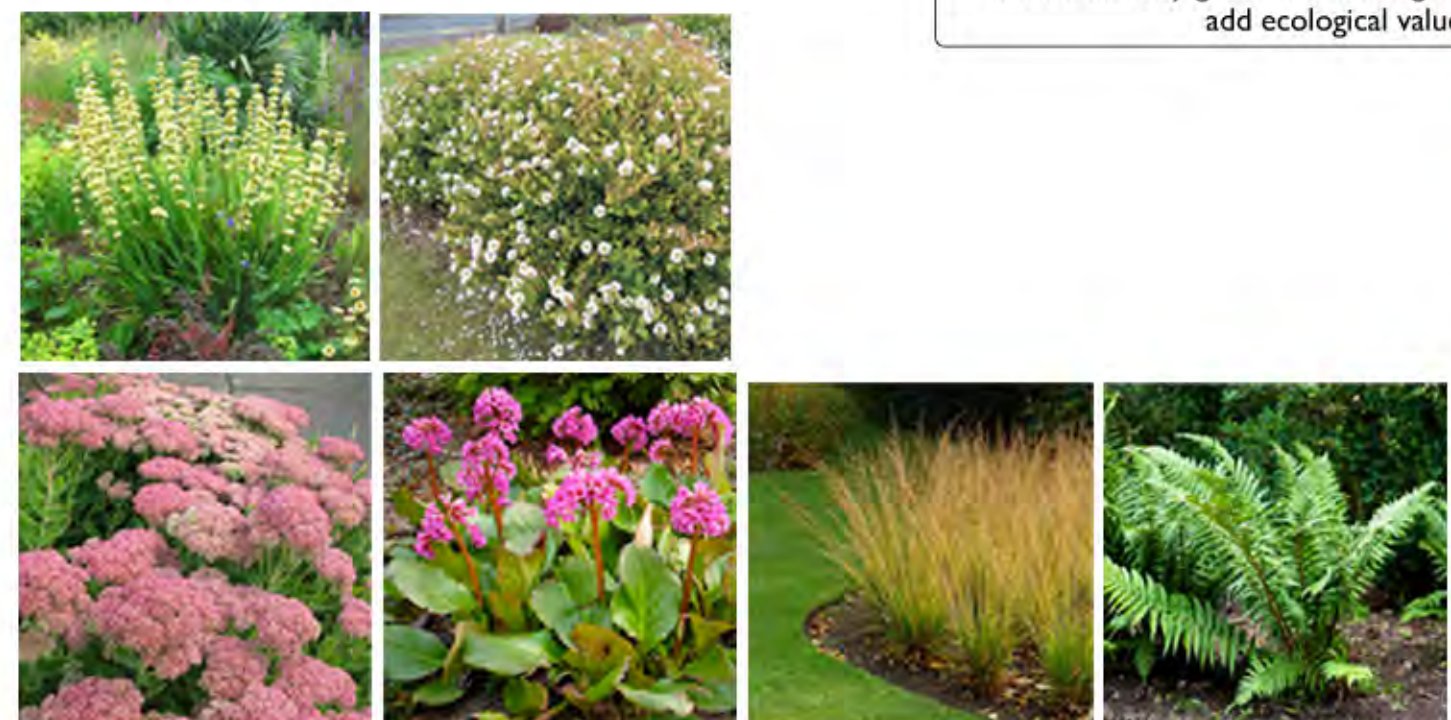
Do not scale this drawing (printed or electronic version).
Contractors must check all dimensions from site.
This drawing is copyright and is for use on this site only. This drawing should be printed in colour. This drawing should be read in conjunction with all relevant consultants drawings and specialist subcontractors / supply chain drawings and specifications.
All works to be carried out in accordance with the latest British Standards / Codes of Practice unless specifically directed otherwise in the specification.
Responsibility for the reproduction of this drawing in paper form, or issued in electronic format, lies with the recipient to check that all information has been replicated in full and is correct when compared to the original paper or electronic image.
Graphical representations of equipment on this drawing have been co-ordinated, but are approximations only. Please refer to the specifications and / or details for actual sizes and / or specific contractor construction information.

Species rich flowering native hedge to rear ameliorating building elevation.

Gateway feature tree groupings with an ornamental grass and native bulb planted understory

Boundary hedges used to tie into local treatments and strengthen entrance scene. Both native and flowering ornamental species used within the site.

ORNAMENTAL SHRUBS AND HERBACEOUS



TREES EXTRA HEAVY STANDARDS - SEMI MATURE AND MULTI STEM



Trees to frontages for avenue effect to main access road

Species rich wildflower area with mown amenity grass surrounding to add ecological value

Longer drifts of native bulb planting and neat form Hornbeam trees formalise and reinforce value at edge of POS

VEHICLE ACCESS THROUGH TIMBER GATES TO PUMPING STATION AND RETENTION POND

Species rich wildflower grass verge to existing hedgerow adds ecological value and flowering display with mown grass margin to maintain a well kept image

Bold planting blocks and hedges form divisions between front gardens

Multi stem flowering accent trees and shrubs provide features at cul de sac entrance with golden hedging

- KEY:
- SHRUB AND HERBACEOUS PLANTING
 - NATIVE BULB PLANTING
 - EMORSGATE EM8 SEEDED WET MEADOW WILDFLOWER MIX
 - EMORSGATE EP1 POND EDGE SEEDED MIX
 - NEW ORNAMENTAL CLIPPED HEDGE
 - NEW SPECIES RICH NATIVE HEDGE PLANTING
 - AMENITY TURF TO FRONT GARDENS AND SEEDED POS
 - EXISTING TREES RETAINED
 - PROPOSED NATIVE AND ORNAMENTAL TREE PLANTING
 - EXISTING NATIVE HEDGE RETAINED
 - 1800mm HIGH OPEN BOARDED FENCE
 - NOISE BARRIER minimum 1800mm HIGH ACOUSTIC FENCE or 1762mm HIGH BRICK WALL (mass 12.5kg/m2)
 - 1762mm HIGH BRICK WALL
 - 1200mm ESTATE RAILINGS
 - 1200MM STOCK FENCE (STORY DWG BD-25)
 - TIMBER BENCH MARSHALLS NOMO OR EQUIVALENT

HEDGING NATIVE AND ORNAMENTAL



NATIVE BULBS

D	Added acoustic fence and mass to key, will height 1762 changes fencing to estate railings to NE. (DH) 15/10/17	EM	18.10.17
C	Removed beds close to units under windows and replaced with segment beds to front. Revised all schedules and turf areas. Revised drawing title	EM	18.10.17
B	Removed hedges between plots, reduced planting beds added boundary to east in line with DH sketch 16.10.17	EM	16.10.17
A	Added hedging to POS units	EM	13.10.17

NOTES	REV	DATE	BY	SS	CHKD	EM	DATE	REV	DWG NO	CLIENT	SCALE
		06.10.17							1990716_LS01	STORY HOMES	1:500 A1

