

# Committee Minutes

## Control of Development and Advertisements

The Development Control Committee received and considered the following applications:

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### Item no: 01

**Appn Ref No:**  
10/1116

**Applicant:**  
Stobart Air Limited

**Parish:**  
Irthington

**Date of Receipt:**  
14/12/2010

**Agent:**  
URS/Scott Wilson

**Ward:**  
Stanwix Rural

**Location:**  
Carlisle Lake District Airport, Carlisle, Cumbria  
CA6 4NW

**Grid Reference:**  
348000 561000

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Proposal: Erection Of A Distribution Centre (Inclusive Of Air Freight And Road Haulage, And Including Integrated +3 °C Chiller Chamber, +12°C Chiller Chamber, Workshop And Offices)(Use Classes B1 And B8), Gatehouse, Canteen/Welfare Facilities, Landscaping, New Access, Parking And Other Infrastructure Works (Such As Auxiliary Fire Station, Package Sewage Treatment Works, Fire Sprinkler System And Electrical Substation) And Raised And Re-Profiled Runway 07/25

Granted Subject to Legal 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 carried out in accordance with the approved documents for this planning permission that comprise:
  - The submitted planning application form (as amended by the contents/attachment of the e-mail from the Stobart Group sent on the 23rd January 2013 concerning the size of the LPG tank), Certificate C and the Agricultural Holdings certificate;
  - Drawing nos. PL-001 Rev A - Site Plan; PL-002- Development Plan; PL-010- Boundaries Plan; PL-020- Existing Site and Location Plan; PL-030- Detailed Site Plan Sheet 1 of 5; PL-031 -Detailed Site Plan Sheet 2 of 5; PL-032- Detailed Site Plan Sheet 3 of 5; PL-033- Detailed Site Plan Sheet 4 of 5; PL-034- Detailed Site Plan Sheet 5 of 5; PL-040- Site Access and Contractors Compound; PL-050- Proposed Runway

Long Section; PL-051 - Typical Runway Cross Sections; PL-060- Fence and Gate Location Plan; PL-061 -Car Parks Paladin Fence; PL-070- S278 Works Levels and Drainage Proposed Layout; PL-071 - S278 Works Site Clearance; PL-072- HGV Forward Manoeuvres around S278 Works; PL-073- Existing Drainage and Catchment Areas; PL-075 - Proposed Surface Water Drainage Plan; PL-076 Rev A- Proposed Foul Water Drainage Plan; PL-090- Typical Plant and Equipment Images; PL-091 -Terminal Parking; LA-001 -Landscaping Planting Proposals Woodland Planting Sheet 1; LA-002 - Landscaping Planting Proposals Woodland Planting Sheet 2; LA-003- Landscaping Planting Proposals Woodland Planting Sheet 3; LA-004- Landscaping Planting Proposals Woodland Planting Sheet 4; LA-005- Landscaping Planting Proposals Woodland Planting Sheet 5; PL-1001 -Ground Floor Plan; PL-1002 - Roof Plan; PL-1003- Warehouse Elevations and Sections; PL-1004- Warehouse Office and Operations Office Plan; PL-1005- Gatehouse Plans and Elevations; PL-1006 - Welfare Plans and Elevations; PL-1007 - Fire Station Plans and Elevations; PL-5050- Proposed External Lighting and CCTV; D133185/F/Figure A EH; and D133185/F/Figure B EH;

- The Environmental Statement (URS/Scott Wilson, 2010) as updated: Volume 1 - Environmental Statement; Volume 2- Technical Appendices; Volume 3 - Figures; Non-Technical Summary;
- Planning Policy and Position Statement (URS/Scott Wilson, 2010);
- Design and Access Statement (URS/Scott Wilson, 2010);
- Transport Assessment and Travel Plan (URS/Scott Wilson, 2010);
- Flood Risk Assessment and Drainage Strategy (URS/Scott Wilson, 2010);
- Bird Hazard Management Plan Wintering Bird Surveys 2010/2011 (URS/Scott Wilson, 2011);
- Potential Odour Impacts report (Air Quality Consultants Ltd, 2011);
- Economic Impact Appraisal Report (EKOS Ltd, 2008);
- Economic Impact Appraisal Report: Update (EKOS Ltd, 2010);
- Economic Impact Appraisal Update: Carlisle Airport (EKOS Ltd, 2012);
- Archaeological Walkover and Evaluation Report No. CP/471/07 (North Pennines Archaeology Ltd, 2007);
- Archaeological Evaluation Report CP No. 1416/11 (North Pennines Archaeology Ltd, 2011);

- Supplementary financial information attached as Appendix B to the URS letter dated 03 June 2014;
- Supplementary traffic data attached as Appendix C to the URS letter dated 03 June 2014;
- Supplementary Greenhouse Gas Emissions Study (Air Quality Consultants, June 2014) attached as Appendix D to the URS letter dated 03 June 2014; and
- Updated Ecology Survey (URS, June 2014) attached as Appendix E to the URS letter dated 03 June 2014;

**Reason:** For the avoidance of doubt.

3. No construction operations on the new access from the A689 shall begin until full details (including a safety audit) of the proposed roundabout junction and associated internal junction and access routes have been submitted to, and approved in writing by, the Local Planning Authority. The proposed access junction with the A689, and any associated internal junction and access routes, shall be completed in accordance with the approved details prior to the occupation of any element of the development hereby permitted.

**Reason:** To ensure that the highway network can accommodate the traffic associated with the development and to support Local Transport Plan Policies S3, LD5, LD7 and LD8.

4. No construction of the carriageways, footways and footpaths to be provided within the site shall begin until full details of their specification (inclusive of surface treatment and drainage) and a programme for their implementation, have been submitted to, and approved in writing by, the Local Planning Authority. The construction of the carriageways, footways and footpaths within the site shall be completed in accordance with the approved details prior to the occupation of any part of the development hereby permitted.

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

5. The development hereby permitted (or such lesser part of the development as may first be agreed with the Local Planning Authority) shall not be occupied until the lay-bys/bus stops, parking, turning and servicing areas for buses/coaches, lorries, cars, motor-cycles and cycles and the means of access thereto have been constructed, surfaced, drained and are available for use in accordance with details submitted to and approved in writing beforehand by the Local Planning Authority. All such facilities shall be kept available for such use at all times and shall not be used for any other purpose, unless otherwise approved in writing by the Local Planning Authority.

**Reason:** To ensure that vehicles can be properly and safely

accommodated clear of the highway and to support Local Transport Plan Policies LD7 and LD8.

6. A traffic signage strategy (inclusive of the roundabout access, the passenger terminal access and the Irthington/Laversdale junctions either side of the site access) including safety audits and designers exception reports shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented prior to the occupation of any part of the development hereby permitted.

**Reason:** In the interests of road safety and to ensure the safe and free flow of emergency vehicles and to support Local Transport Policies LD5, LD6 and LD7.

7. No part of the development hereby permitted shall be occupied prior to implementation of the pre-occupation requirements of the Approved Travel Plan as amended by the letter from URS Scott Wilson dated the 5th August 2011. Those parts of the Approved Travel Plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied, unless otherwise approved in writing by the Local Planning Authority.

**Reason:** To ensure sustainable modes of transport are available and managed throughout the life of the development.

8. The landscaping scheme (inclusive of any bunds) shall be carried out in accordance with the approved details during the first available planting season following the completion of each stage of construction operations and shall be maintained for a period of not less than 5 years thereafter. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority otherwise first approves in writing variation to the landscaping scheme.

**Reason:** To ensure an appropriate and effective landscaping scheme is implemented and that it fulfils the objectives of Policy CP5 of the Carlisle District Local Plan 2001-2016.

9. Prior to the commencement of the hereby permitted works to runway 07/25 plans showing further details (at a larger scale) of the works shown on drawings 'PL D133593/PL/001 Rev A', 'PL D133593/PL/050' and 'PL D133593/PL/051' shall be submitted to the Local Planning Authority for approval and the works shall thereafter be carried out in accordance with the approved details and plans.

**Reason:** For the avoidance of doubt and to safeguard the visual amenity of the area.

10. No development hereby permitted by this planning permission shall be initiated by the undertaking of a material operation as defined in section 56(4)(a)-(d) of the Town and Country Planning Act 1990 until a construction site management plan has been submitted to, and approved in writing by, the Local Planning Authority. The plan shall include:-

- the proposed date and sequence of works/construction phases;
- details of proposed normal working hours and intended start up and close down times;
- an outline of any work which may require construction outside of normal working hours (as above) together with any control that will be applied to mitigate against nuisance and complaints;
- details of measures to control noise emissions;
- the location of any proposed compounds, access points and the routes for construction vehicles, equipment and plant during construction;
- details of equipment and plant to be used (including type, make and expected number);
- the identification of any sensitive receptors (such as trees, watercourses, local residents and commercial businesses) which are likely to be affected by the works;
- the proposed method of delivery/removal of materials and plant;
- procedures (for all persons engaged in construction of the development) for dealing with major incidents, unexpected occurrences or finds during construction particularly related to air quality (such as dust), ground quality (contamination issues), noise and vibration, light nuisance and water resources;
- procedures for handling external communication, liaison and complaints;
- measures to prevent siltation and chemical pollution of the River Eden SAC during construction;
- biological monitoring of watercourses before and during construction;
- details of proposed wheel cleaning facilities for construction vehicles, and measures to remove any material that is deposited within the site by such vehicles;

- the measures to be undertaken to prevent contamination of the River Eden SAC through surface water drainage during construction;
- full details of an "emergency plan" or similar to deal with any specific pollution events during construction to minimise the risk of potential pollutants reaching the River Eden SAC;
- the measures to be undertaken to minimise risk of toxic pollutants arising from contaminated ground being transferred to the River Eden SAC via surface and/or ground water during construction;
- a lighting mitigation plan to ensure any spread of light outside the development, including the River Eden SAC and SSSI, is minimised during construction and operation;
- directional vegetation clearance to enable a means of escape for Biodiversity 2020 species (brown hare, common toad and hedgehog);
- the results of a further precautionary badger survey;
- the covering up at night or provision of escape ramps for any holes excavated during development to prevent injury to any badgers, otters and other mammals;
- full details of appropriate construction management practices to minimise soil compaction and localised flooding during construction, to minimise the risk of potential pollutants reaching the River Eden SAC; and
- a noise management plan to ensure that noise and vibration during construction will not adversely affect the integrity of the River Eden SAC.

The development shall not be constructed other than in accordance with the approved construction site management plan or such variation to the plan as is first agreed in writing by the Local Planning Authority.

**Reason:** To protect the environment, biodiversity, protected species, River Eden SAC, and prevent statutory nuisance during construction.

11. Any vehicle travelling to and from the development, during its construction, which is carrying material that has the potential to give rise to dust, shall be covered in such a manner so as to minimise the emission of dust during transit.

**Reason:** To protect the environment, prevent dust nuisance, and in the interests of highway safety.

12. Any material which is stored on site, during construction of the development, and has the potential to give rise to dust shall be stored away

from the site boundary, and any mounds of materials shall be profiled in order to minimise dust.

**Reason:** To protect the environment and prevent statutory nuisance.

13. No works of construction of any building hereby permitted shall begin until detailed plans, elevations and sections of that building (and any associated circulation area), together with a schedule and sample of finishes to be used on its external elevations, have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include any proposals intended to be employed to secure articulation of the principal facades, the intended site and finished floor levels to identify its physical relationship with the existing ground levels, the measures to be incorporated to secure a “good” BREEAM rating, and the intended use of appropriate materials and colour to assimilate the form and scale of the building within its rural setting. The development shall not be carried out otherwise than in accordance with the approved details.

**Reason:** To safeguard the visual amenity of the area and to comply with Policy CP5 of the Carlisle District Local Plan 2001-2016.

14. The development shall not be occupied until a service/haulage yard management plan has been submitted to, and approved in writing by, the Local Planning Authority. The plan shall include measures to:
- a) minimise the use of audible reversing alarms on site between the hours of 2300 and 0700 on any day;
  - b) minimise the need to undertake loading and unloading of HGVs outside the service/haulage buildings;
  - c) ensure the installation and operation of machine driven flaps (inclusive of arresting valves) at all docking stations; and
  - d) ensure the installation of noise mitigation of the chillers at the external technical services building (TSB) units.

All haulage activities, including the unloading and loading of vehicles, shall be undertaken in accordance with the approved service/haulage yard management plan, or such other variation of the approved plan as is first agreed, in writing by the Local Planning Authority.

**Reason:** To protect the living conditions of residents and businesses living and/or operating in the immediate locality of the Airport and to prevent statutory nuisance.

15. The hereby permitted works to the runway within the area of Watchclose Roman Camp SAM shall not commence until implementation of an archaeological watching brief has been secured in accordance with a Written Scheme of Investigation submitted to and approved in writing by the Local Planning

Authority. The area of Watchclose Roman Camp SAM shall be defined by all land within, and 10 metres beyond, the outer boundary of the SAM, whose location shall be marked out on the ground before works commence and are first agreed by the Local Planning Authority. The Written Scheme will include an archaeological watching brief to be undertaken during the course of the work; an archaeological recording programme; a post-excavation assessment and analysis; preparation of a site archive ready for disposition at a store approved by the Local Planning Authority; and completion of an archive report.

Any hereby permitted runway works within that agreed location shall subsequently be undertaken and completed in accordance with the approved Written Scheme of Investigation.

**Reason:** To ensure the successful preservation in situ of archaeological remains is achieved by avoiding the risk of damage to unrecorded archaeological features, advance the understanding of the significance of any heritage asset, and to make this evidence publicly accessible in accordance with Policy LE6 of the Carlisle District Local Plan 2001-2016 and paragraph 141 of the National Planning Policy Framework.

16. The hereby permitted development shall not be occupied until a report containing the results of archaeological fieldwork undertaken as part of this planning application has been produced in a form suitable for publication in a journal in accordance with details (inclusive of the journal) submitted to and approved in writing beforehand by the Local Planning Authority.

**Reason:** The site is located within an area of archaeological importance and the publication of the results will enhance understanding of and will allow public access to the work undertaken in accordance with paragraph 141 of the National Planning Policy Framework.

17. No works hereby permitted within 15 metres of the Stanegate Roman Road shall commence until implementation of a programme of supervised archaeological excavation and recording has been undertaken in accordance with a Written Scheme of Investigation submitted to and approved in writing beforehand by the Local Planning Authority. The Written Scheme will include a detailed drawing showing the area for excavation.

**Reason:** To ensure a reasonable opportunity is provided to finalise a drainage scheme that reduces the potential for any impact upon Stanegate Roman Road in accordance with Policy LE6 of the Carlisle District Local Plan 2001-2016.

18. The hereby permitted development shall not be occupied until a drainage scheme has been completed in accordance with details previously submitted to, and approved in writing by, the Local Planning Authority or such other variation of the details as is first agreed in writing by the Local Planning Authority. The scheme shall:



- a) where relevant, be produced in accordance with the Environment Agency's greenfield run off criteria;
- b) include details for the collection/containment and means of disposal to the foul sewer for all foul waste including domestic sewage, trade effluents, vehicle washings, and chemical toilet waste;
- c) include details of appropriate drainage methods to manage surface water from buildings, roads, car parks and service yards, including attenuation lagoons, oil/silt interceptors, discharge rates and water quality monitoring, to minimise the risk of pollutants reaching the River Eden SAC;
- d) details of an "emergency plan" to deal with any specific pollution events (including fire and facilities for on-site chemical/fuel storage arrangements) during site operation to minimise the risk of potential pollutants reaching the River Eden SAC;
- e) include measures to minimise the risk of amphibians of falling into and becoming trapped in drainage structures and attenuation lagoons; and
- f) include details of water quality monitoring.

**Reason:** To prevent the increased risk of flooding, protect ground and surface waters, the biodiversity of the area and the River Eden SAC by ensuring the provision of a satisfactory means of foul and surface water disposal in accord with Policies CP10, CP11 and CP12 of the Carlisle District Local Plan 2001-2016.

19. Notwithstanding condition 18 (above) and with respect to the south western 200m length of Runway 07-25, no drainage works shall commence until a drainage scheme comprising detailed plans (including at least one cross section) and a construction methodology have been agreed with the Local Planning Authority identifying how drainage works will be undertaken without causing detrimental impact to the Watchclose Roman Camp SAM. The drainage works shall be implemented in accordance with the approved drainage scheme.

**Reason:** To ensure reasonable opportunity is provided to finalise a drainage scheme that avoids the risk of damage to Watchclose Roman Camp SAM in accordance with Policy LE6 of the Carlisle District Local Plan 2001-2016.

20. Any proposed liquid storage tanks shall be located within bunded areas having a capacity of not less than 110% of the largest tank. If tanks are connected by pipework in such a way to allow equalisation of the level of contents, then the bund capacity should be 110% of the largest combined volume. The floor and walls of the bund shall be impervious to oil and water (and resistant to any stored chemicals). Any inlet/outlet/vent pipes and gauges must be within the bunded area. The bunds to be installed shall be in accordance with details

previously submitted to, and approved in writing by, the Local Planning Authority. The approved details must also include information on the frequency of maintenance. If contamination is found within the bund the contents shall be suitably disposed of. A record shall be made detailing the contamination, action taken and results of any investigation undertaken to identify the cause of the contamination.

**Reason:** To protect the environment biodiversity and prevent harm to human health.

21. Prior to the commencement of use all freight loading/off-loading areas shall either incorporate effluent containment facilities or shall allow drainage from them to be connected to the foul sewer in accordance with details submitted to and approved in writing beforehand by the Local Planning Authority.

**Reason:** To prevent pollution of the water environment.

22. No vegetation suitable for nesting birds shall be cleared or removed during the period 1 March to 15 August in any calendar year unless a breeding bird survey of the area to be cleared or removed has been undertaken (in accordance with a scheme previously submitted to, and approved in writing by, the Local Planning Authority) and the findings of the survey satisfies the standards and/or measures set out in the approved scheme.

**Reason:** To ensure no impact on nesting birds.

23. No development hereby permitted by this planning permission shall be initiated by the undertaking of a material operation as defined in section 56(4)(a)-(d) of the Town and Country Planning Act 1990, until a Biodiversity Management and Enhancement Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include:

- a) a timetabled programme for its implementation and review;
- b) proposals to identify, maintain and manage/monitor any features of biodiversity interest (inclusive of the lands designation as a County Wildlife Site; Biodiversity 2020 Species; all protected species such as badgers, otters, bats, amphibians and birds; and interest features of the Upper Solway Flats and Marshes SPA and the River Eden SAC);
- c) the recording and reporting to the Local Planning Authority of any otter and badger road traffic incidents and consequent mitigation action as necessary within the boundary of the development and the Airport;
- d) a noise management plan to ensure that noise and vibration from both the development and the airport will not adversely affect interest features of the Upper Solway Flats and Marshes SPA and the River Eden SAC;
- e) a lighting scheme, including a mitigation plan, that minimises any

potential impacts of light spilling on land outside the airport; and

- f) the biological monitoring of watercourses after construction.

The Biodiversity Management and Enhancement Plan of such other variation of the Plan as is first agreed in writing by the Local Planning Authority shall be implemented and thereafter fully carried out as approved.

**Reason:** To ensure the provision of habitat enhancement measures that also safeguard the interest features of the Upper Solway Flats and Marshes PSPA and the River Eden SAC.

24. Prior to any works commencing within 500 m of waterbodies 1 and 2, a great crested newt method statement of those works shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include an assessment of the requirement for a European Protected Species Mitigation licence and details of habitat enhancement works. The works shall be carried out in accordance with the approved method statement.

**Reason:** To ensure the provision of habitat enhancement measures in accordance with Policies CP2 and LE3 of Carlisle District Local Plan 2001-2016.

25. No development hereby permitted by this planning permission shall be initiated by the undertaking of a material operation as defined in section 56(4) (a)-(d) of the Town and Country Planning Act 1990, until the following components of a scheme to deal with the risks associated with contamination of the site have been submitted to and approved, in writing, by the Local Planning Authority or such other variation of the scheme as is first agreed by the Local Planning Authority:

- a) A document including:

- a full report of the detailed site walk over;
- a review of the previous contamination reports and conceptual model of the site indicating sources, pathways and receptors from previous works and its refinement following potentially unacceptable risks arising from contamination at the site; and
- the results of any supplementary intrusive works and additional rounds of groundwater monitoring that are found to be necessary.

- b) A detailed assessment of the risk to all receptors that may be affected, including those off site, and a further site investigation where necessary for significant source/pathway linkages identified in (a).

- c) An options appraisal and remediation strategy (including the

site investigation results and the detailed risk assessment) giving full details of the remediation measures required and how they are to be undertaken.

- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

**Reason:** To protect the environment and prevent harm to human health.

26. Notwithstanding the proposed measures identified within the application submission, in the event that contamination is found at any time when carrying out or during use of the approved development, 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 shall be subject to the approval in writing of the Local Planning Authority. 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 protect the environment and prevent harm to human health.

27. The applicant (or successor in title) shall make known and publicise locally all new employment opportunities arising out of the construction and operation of the Development and to work with local employment and regeneration agencies in order to make known and publicise such employment opportunities.

**Reason:** To ensure sufficient opportunities are afforded to the employment of local people and allowing opportunities to encourage the use of sustainable modes of transport for employees.

28. The total number of passenger aircraft movements\* per annum shall not exceed 3,650, and the total number of cargo air transport movements\* per annum shall not exceed 1,560.

\* For the purpose of this condition, an aircraft movement is defined as the taking-off or landing of an aircraft.

**Reason:** To protect the living conditions of residents and businesses living and/or operating in the immediate locality of the Airport; and to reflect that which has been assessed in the environmental information received.

29. Passenger and/or cargo fixed wing aircraft movements shall be limited to the following types of aircraft: Jetstream 41; DHC-8Q400; ATR 42; ATR 72; and

RJ146 (or aircraft of equivalent characteristics in terms of size, weight, carrying capacity, noise, and other polluting emissions).

**Reason:** To protect the living conditions of residents and businesses living and/or operating in the immediate locality of the Airport; and to reflect that which has been assessed in the environmental information received.

30. Notwithstanding condition 28 (above) no Scheduled Air Transport Movements\* permitted by the development will be scheduled to take place at the Airport between 23.00 hours and 06.00 hours.

\*For the purposes of this condition, Scheduled Air Transport Movements include both passenger carrying and cargo flights.

**Reason:** To protect the living conditions of residents in the immediate locality of the Airport; and to reflect that which has been assessed in the environmental information received.

31. Notwithstanding the above condition 28, (and with the exception of diverted aircraft, military aircraft, those wishing to land due to adverse weather conditions or due to any other emergency or life-saving activity) no more than eight general/business air traffic movements\* shall take place at the Airport between 23.00 hours and 06.00 hours.

\* For the purpose of this condition, an aircraft movement is defined as the landing and taking off (or the taking off and landing) of any one aircraft; the taking off of any such aircraft that has not previously landed and does not subsequently take off during the same night time period; or the landing of any such aircraft that has not previously taken off and does not subsequently land during the same night time period.

**Reason:** To protect the living conditions of residents in the immediate locality of the Airport.

32. The development hereby permitted shall not use runway de-icer or aircraft de-icer without the prior approval of the Local Planning Authority.

**Reason:** To protect the environment and biodiversity of the area.

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## **Relevant Development Plan Policies**

### **Carlisle District Local Plan 2001 - 2016**

#### **Spatial Strategy & Development Principles - Policy DP1 - Sustainable Development Locations**

All proposals for development will be assessed against their ability to promote sustainable development. Proposals will be considered favourably in the following locations, provided they are in scale with their location and consistent with other

## Policies of this Local Plan.

Urban Area	City of Carlisle	
Key Service Centres	Brampton Longtown	
Local Service Centres	Burgh by Sands Castle Carrock Cummersdale Cumwhinton Dalston Gilsland Great Corby Great Orton Hallbankgate Hayton	Heads Nook Houghton Irthington Raughton Head Rockcliffe Scotby Smithfield Thurstonfield Warwick Bridge Wetheral

Proposals for development within these locations will be assessed on the basis of the need for development to be in the location specified.

Within the Urban Area proposals for retail, office and leisure developments will be subject to a sequential approach which requires that locations be considered as follows: firstly within the City Centres; secondly edge-of-centre locations; and thirdly the remainder of the urban area.

Proposals for residential development will be considered against the need to give priority to the reuse of previously developed land, with particular emphasis on vacant and derelict sites and buildings.

Settlement Boundaries have been established on the Proposals Map to recognise the extent of built development or where planning permission already exists to judge proposals for development and are not indicative of land ownership.

Outside these locations development will be assessed against the needs to be in the location specified.

### **Carlisle District Local Plan 2001 - 2016**

#### **Spatial Strategy And Development Principles - Policy DP3 - Carlisle Airport**

Proposals for development at Carlisle Airport will be supported where they are related to airport activities and in scale with the existing infrastructure and minimise any adverse impact on the surrounding environment. Proposals for larger scale redevelopment to facilitate an improved commercial operation will have to take into account the impact of development on uses outside the perimeter of the airport including nature conservation interests, the historic environment including Hadrian's Wall World Heritage Site **and its Buffer Zone**, the existing highway network and road safety. A strategic employment site has been allocated in Proposal EC22.

### **Carlisle District Local Plan 2001 - 2016**

#### **Spatial Strategy And Development Principles - Policy DP7 - European Natura 2000 Sites**

Except where there are imperative reasons of overriding public interest, proposals

that would have an impact on a European Natura 2000 site\* will not be permitted unless it can be objectively demonstrated that they would be unlikely to have a significant adverse effect, either alone or in combination with other plans or projects.

\*For the purposes of this policy European Natura 2000 sites include Ramsar sites and provisional SPAs.

### **Carlisle District Local Plan 2001 - 2016**

#### **Core Development Policies - Policy CP1 - Landscape Character**

Proposals for development in the rural area must seek to conserve and enhance the special features and diversity of the different landscape character areas.

Development will be considered appropriate to the character of the landscape provided the proposal has regard to and conserves:

the landform and natural patterns of drainage;

- the pattern of trees and woodland;
- the habitats of species of importance for wildlife;
- the pattern and composition of field boundaries;
- the pattern of historic landscape features;
- the pattern and distribution of settlements

### **Carlisle District Local Plan 2001 - 2016**

#### **Core Development Policies - Policy CP2 - Biodiversity**

Proposals in both the rural and urban area should not harm the integrity of the biodiversity resource as judged by key nature conservation principles, and proposals should seek to conserve and enhance the biodiversity value of the areas which they affect.

In areas where species protected under national and European legislation are most likely to occur, special account will be given to their presence in the consideration of development proposals.

### **Carlisle District Local Plan 2001 - 2016**

#### **Core Development Policies - Policy CP3 - Trees And Hedges On Development Sites**

Proposals for new development should provide for the protection and integration of existing trees and hedges. Where trees and hedges are present, a survey will be required showing the following:

- 1 the location of existing trees and hedges;
- 2 the species, age, height and crown spread of each tree;
- 3 an assessment of the condition of each tree;
- 4 the location and crown spread of trees on adjacent land which may be affected by the development;
- 5 existing and proposed changes in ground level.

In order to protect and integrate existing trees and hedges within 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 identified in the tree

survey.

Layouts will be required to provide adequate spacing between existing trees and buildings, taking into account the existing and future size of the trees, and their impact both above and below ground.

The City Council will protect existing trees and woodlands where appropriate, by tree preservation orders, and by the use of planning conditions requiring protective fencing around trees to be retained to prevent site works within their crown spread.

### **Carlisle District Local Plan 2001 - 2016** **Core Development Policies - Policy CP4 - Agricultural Land**

Permission will not be given for development where it would lead to the loss of the best and most versatile agricultural land, unless:

- 1 there is an overriding need for the development; and
- 2 there is insufficient land of a lower grade available; or
- 3 available lower grade land has a statutory landscape, wildlife, historic or archaeological designation.

### **Carlisle District Local Plan 2001 - 2016** **Core Development Policies - Policy CP5 - Design**

All new development proposals will be assessed against the following design principles. Proposals should:

- 1 Respond to the local context and the form of surrounding buildings in relation to height, scale and massing, and by making use of appropriate materials and detailing;
- 2 Take into consideration any important landscape or topographical features and respect local landscape character;
- 3 Reinforce local architectural features, where appropriate, promoting and respecting local distinctiveness;
- 4 Ensure all components of the proposal, such as buildings, car parking, access routes, open space and landscaping, are well related to one another to ensure a well integrated, successful and attractive development;
- 5 Ensure there is no adverse effect on the residential amenity of existing areas, or adjacent land uses, or result in unacceptable standards for future users and occupiers of the development;
- 6 Ensure the retention and enhancement of existing trees, shrubs, hedges and other wildlife habitats where possible. Where environmental features are lost as a result of the proposal, appropriate mitigation measures should be put in place and on-site replacement of those features will be sought;
- 7 Include landscaping schemes (both hard and soft) to assist the integration of new development into existing areas and ensure that development on the edge of settlements is fully integrated into its surroundings;
- 8 Ensure that the necessary services and infrastructure can be incorporated without causing unacceptable harm to retained features;
- 9 Ensure that the layout and design incorporates adequate space for waste and recycling bin storage and collection.



**Carlisle District Local Plan 2001 - 2016**  
**Core Development Policies - Policy CP6 - Residential Amenity**

The amenity of residential areas will be protected from inappropriate development where that development:

- 1 is for a use inappropriate for residential areas; and/or
- 2 is of an unacceptable scale; and/or
- 3 leads to an unacceptable increase in traffic or noise; and/or
- 4 is visually intrusive.

**Carlisle District Local Plan 2001 - 2016**  
**Core Development Policies - Policy CP9 - Development, Energy Conservation And Efficiency**

Development proposals should take into account the need for energy conservation and efficiency in their design, layout and choice of materials. The principles should be introduced in the early stages of the design process in order to consider the orientation of buildings to maximise solar gain coupled with high levels of insulation to reduce heating costs. The efficient and effective use of land, including the reuse of existing buildings and the use of environmentally sustainable materials should also be encouraged. Landscaping schemes also may be used to shelter buildings in exposed positions to reduce heat loss.

These elements will contribute to the energy efficiency of a new development. Developers should also consider the possible incorporation of photovoltaic cells, active solar panels and other small-scale sources of renewable energy. Consideration should be given to recycled materials, waste minimisation and recycling measures within the design. Designers will be encouraged to include systems for collecting roof water to enable its re-use.

**Carlisle District Local Plan 2001 - 2016**  
**Core Development Policies - Policy CP10 - Sustainable Drainage Systems**

Sustainable drainage systems (SUDS) should be incorporated into development proposals when the following conditions apply:

- 1 The development will generate an increase in surface water run-off; and
- 2 The rate of surface water run-off is likely to create or exacerbate flooding problems

Where SUDS are incorporated the following details shall be provided:

- 1 The type of SUDS; and
- 2 Hydraulic design details/calculations; and
- 3 Pollution prevention and water quality treatment measures together with details of pollutant removal capacity; and
- 4 Operation, maintenance and adoption details (SUDS structures will not be adopted by the statutory sewerage undertaker unless maintenance and legal agreements are in place).

**Carlisle District Local Plan 2001 - 2016**

## **Core Development Policies - Policy CP11 - Protection Of Groundwaters And Surface Waters**

Proposals for development which would cause demonstrable harm to the quality, quantity and associated ecological features of groundwater and surface waters will not be permitted.

## **Carlisle District Local Plan 2001 - 2016**

### **Core Development Policies - Policy CP12 - Foul And Surface Water Sewerage And Sewage Treatment**

Development will not be permitted where inadequate foul and surface water sewerage infrastructure and sewage treatment capacity exists, or where such provision can not be made within the time constraint of the planning permission.

## **Carlisle District Local Plan 2001 - 2016**

### **Core Development Policies - Policy CP15 - Access, Mobility And Inclusion**

Development proposals should make provision for easy, safe and inclusive access to, into and within buildings and facilities. The layout and design of developments should meet the requirements of accessibility and inclusion for all potential users regardless of disability, age or gender. The Council will have regard to the following criteria when assessing development proposals:

- 1 The design of entrances and exits and ease of permeation through and between developments in terms of street furniture, circulation areas and pedestrian routes;
- 2 The location of any development proposal in relation to its potential users;
- 3 Accessibility to all transport modes and provision of adequate parking for disabled people;
- 4 Provision of on-site facilities such as public toilets, and appropriate signage

## **Carlisle District Local Plan 2001 - 2016**

### **Core Development Policies - Public Transport, Pedestrians And Cyclists**

New developments should offer a realistic choice of access by public transport, walking and cycling. Priority should be given to the provision for safe and convenient pedestrian and cycle access including secure cycle parking provision facilities, where appropriate, in all new developments accessible to the public.

## **Carlisle District Local Plan 2001 - 2016**

### **Core Development Policies - Policy CP17 - Planning Out Crime**

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.

The following points should be applied to all development proposals:

- 1 Security measures should be an integral part of the design
- 2 Developments should be laid out and buildings positioned to maximise natural surveillance with the intention of creating a sense of neighbourhood and deterring criminal and anti-social activity

- 3 Public and private spaces should have clearly defined boundaries.
- 4 Footpaths and cycleways should be designed to maximise their use and prevent opportunities for concealment, unauthorised access or provide a choice of escape routes.
- 5 Landscaping schemes be designed to ensure that they do not create secluded areas, opportunities for climbing or reduce natural surveillance.
- 6 Lighting should deter criminal and antisocial activity whilst minimising light pollution. CCTV may be considered necessary in certain circumstances.

Developers should, at the earliest stage possible, consult Architectural Liaison Officer to advise on measures to be incorporated for designing out crime.

### **Carlisle District Local Plan 2001 - 2016**

#### **Economic & Commercial Growth - Policy EC22 - Employment & Commercial Growth Land Allocations**

To provide for employment development needs, in addition to sites with planning permission, an additional 77 hectares are allocated for employment purposes, providing for a variety of employment needs including B1, B2 B8 industrial uses and A1 retail uses

Land is to be designated for potential redevelopment in the Rickergate Area of the City Centre to provide for additional retail/office and hotel development. This will be on land already in employment use. Any additional employment premises arising as a net gain to the stock will be monitored against the overall employment land provision (Use Class B1, B2 and B8). An Action Area Plan will be produced for the Botchergate South/St Nicholas area to consider the regeneration possibilities for the area between Crown Street and St Nicholas Bridges

#### **Employment Land Allocations - Urban**

The following sites are allocated for employment development under Proposal EC22:

EMPLOYMENT LAND MARKET SECTOR	2001-2006 Ha	2006-2011 Ha	2011-2016 Ha
Regional Investment Site			
SP requirement	15	20	15
Completions	15.72		
Available (permission or allocated)		34.867	
Allocated in this plan: Brunthill			10

Strategic Employment Site (B1 (b&c), B2, B8 and ancillary B1a)			
SP requirement	10	10	10
Completions	0		
Available (permission or allocated)	0		

Allocated in this plan: Brunthill Land south of Park Road		10 8.8	10
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Local Employment Site (B1, B2, B8)			
SP requirement	15	15	15
Completions	3.81		
Available (permission or allocated)	10.34 3	0.4	
Allocated/released in this plan		10.02 + Carleton clinic ❖	CR sites ricker- gate/ caldew riverside ≡

Business/Science Park (Class B1)			
SP requirement	5	10	10
Completions	3.83		
Available (permission or allocated) (Rosehill)		2.92	
Allocated in this plan: South West of Morton		12	

◆ The allocation of additional land for Regional Investment Site would replace part of the existing site with development constraints (11.4ha) in order to ensure a readily available supply and would extend overall provision into the following plan period

❖ This figure includes the land released from the relocation of the Auction Mart from Rosehill Industrial Estate. The figure for land at Carleton Clinic is dependent upon detailed proposals including transport assessments being undertaken.

≡ Carlisle Renaissance sites have a range of options for differing uses currently indicating a minimum of 35,000 sqm of business space

### Kingmoor Park

Kingmoor Park is designated on the Proposals Map as a Regional Investment Site in accordance with RPG13 and the North West Regional Economic Strategy. A central hub for the Regional Investment Site will be developed at the link with the CNDR where it traverses the site.

Ten hectares of land at Brunthill is designated as an extension to the Regional Investment Site at Kingmoor Park. Development will be concentrated on use Classes B1, B2 and B8. Development of the RIS extension will not be commenced before 2011 unless before that time available land supply within the Kingmoor Park RIS falls below 15 ha. A central hub for the Regional Investment Site will be developed at the southern part of this site at its link with the CNDR.

In addition 20 hectares of land are designated for a strategic employment site building on the growth of the Regional Investment Site.

A Development Guide/Masterplan approach will be adopted for the development of this site resulting in a Supplementary Planning Document adopted by the Council.

#### Employment Land Allocations – Rural

EMPLOYMENT LAND MARKET SECTOR	2001- 2006 Ha	2006- 2011 Ha	2011- 2016 Ha
Strategic Employment Site (B1 (b&c), B2, B8 and ancillary B1a)			
SP requirement	6	6	6
Completions	0		
Available (permission or allocated)			
Allocated in this plan	1.95	8.00	11.20

Local Employment Site (B1, B2, B8)			
SP requirement	5	5	5
Completions	3.66		
Available (permission or allocated)		5.68	
Allocated in this plan			5 ●

#### Morton District Centre

Land off Wigton Road, Morton is allocated for a district centre as part of the urban extension at Morton, to serve the resident population and the south-west of the City. The proposal includes an allocation for a single food retail store with a capacity of 2,500 square metres. Land will also be reserved for Park and Ride facilities, required during the Plan period

#### **Carlisle District Local Plan 2001 - 2016**

##### **Local Environment - Policy LE2 - Sites Of Special Scientific Interest**

Development proposals within or likely to affect the nature conservation or geological interest of Sites of Special Scientific Interest will be subject to special scrutiny and will not be permitted unless:

- 1 The reasons for the development clearly outweigh the nature conservation value of the site for which it is of special interest and therefore designated as part of the national series of SSSIs; or
- 2 the nature conservation interest of the site can be fully protected and enhanced by the appropriate use of planning conditions or obligations.

#### **Carlisle District Local Plan 2001 - 2016**

##### **Local Environment - Policy LE3 - Other Nature Conservation Sites**

Development which would have a detrimental effect on Regionally Important Geological/Geomorphological Sites, County Wildlife Sites and other sites of nature conservation significance, Local Nature Reserves and Ancient Woodlands will not

be permitted unless:

- 1 The harm caused to the value of those interests is clearly outweighed by the need for the development in that location; and
- 2 Where practical, any environmental feature lost is replaced with an equivalent feature.

**Carlisle District Local Plan 2001 - 2016**  
**Local Environment - Policy LE4 - River Corridors**

Permission will not be granted for developments which are likely to have a detrimental impact on nature conservation, public access, the quality of the landscape or recreational facilities found within the river corridors. Opportunities for economic development in relation to the rivers will only be considered provided there is no adverse impact on wildlife habitats, species or natural process associated with or affecting the rivers. Access for operational or maintenance purposes will be protected and culverting to provide access for maintenance will not be acceptable

**Carlisle District Local Plan 2001 - 2016**  
**Local Environment - Policy LE5 - Hadrian's Wall World Heritage Site**

Development will not be permitted where there is an unacceptable impact on the Hadrian's Wall Military Zone World Heritage Site.

**Carlisle District Local Plan 2001 - 2016**  
**Local Environment - Policy LE6 - Scheduled/Nationally Important Ancient Monuments**

Development will not be permitted where there is an unacceptable impact on scheduled and other nationally important ancient monuments and their settings.

**Carlisle District Local Plan 2001 - 2016**  
**Local Environment - Policy LE7 - Buffer Zone On Hadrian's Wall World Heritage Site**

Within the buffer zone of Hadrian's Wall Military Zone World Heritage Site, as defined on the Proposals Map, proposals for development which would have an unacceptable impact on the character and/or setting of the World Heritage Site will not be permitted. Development within or adjacent to existing settlements, established farmsteads and other groups of buildings will be permitted, where it is consistent with other policies of this Plan, providing that:

- 1 the proposal reflects the scale and character of the existing group of buildings; and
- 2 there is no unacceptable adverse effect on the character and/or appearance of the Hadrian's Wall Military Zone World Heritage Site.

Within the outer visual envelope, beyond the Hadrian's Wall Military Zone World Heritage Site, proposals for major development which would have an adverse effect on the character of the World Heritage Site will not be permitted unless the need for

the development outweighs the environmental costs.

**Carlisle District Local Plan 2001 - 2016**  
**Local Environment - Policy LE8 - Archaeology On Other Sites**

On land for which there is no archaeological information, but where there are reasonable grounds for believing remains to be present, the City Council will ensure that the archaeological aspects of development proposals are examined and evaluated before planning applications are determined. Planning permission will not be granted without adequate assessment of the archaeological implications.

**Carlisle District Local Plan 2001 - 2016**  
**Local Environment - Policy LE9 - Other Known Sites And Monuments Of Archaeological Significance**

Elsewhere in the Plan area, on other known sites and monuments of archaeological significance, permission for development will be granted, provided the applicant can demonstrate that the site will be either satisfactorily preserved or appropriate arrangements for excavation and recording have been made. These cases will be judged against the following:

- 1 the importance of the archaeological features;
- 2 the effects of the proposal on the archaeological features;
- 3 the need to retain and where possible enhance the features which have a particular archaeological and/or landscape significance;
- 4 the applicant's arrangements for in situ preservation of the features.

On the other known sites of archaeological significance, the City Council will ensure that the archaeological aspects of development proposals are examined and evaluated before planning applications are determined.

**Carlisle District Local Plan 2001 - 2016**  
**Transport - Policy T1- Parking Guidelines For Development**

The level of car parking provision for development will be determined on the basis of the following factors:

- 1 the Parking Guidelines for Cumbria as updated by additional requirements in PPG 13;
- 2 the availability of public car parking in the vicinity;
- 3 the impact of parking provision on the environment of the surrounding area;
- 4 the likely impact on the surrounding road network; and
- 5 accessibility by and availability of, other forms of transport.