

## SCHEDULE A: Applications with Recommendation

21/0314

Item No: 01

Date of Committee: 22/10/2021

**Appn Ref No:**  
21/0314

**Applicant:**  
Story Homes Limited

**Parish:**  
Cummersdale

**Agent:**

**Ward:**  
Multiple Wards

**Location:** Land off Orton Road, Carlisle

**Proposal:** Residential Development & Associated Landscaping & Infrastructure

**Date of Receipt:**  
29/04/2021

**Statutory Expiry Date**  
02/08/2021

**26 Week Determination**

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### REPORT

**Case Officer:** Stephen Daniel

#### 1. Recommendation

1.1 It is recommended that this application is approved with conditions, subject to the completion of a S106 agreement to secure:

- a) the provision of 30% of the units as affordable;
- b) an off-site open space contribution of £31,038 for the upgrading of existing open space;
- c) a financial contribution of £45,000 to support the off-site improvement of existing play area provision;
- d) a financial contribution of £33,327 to support the off-site improvement of existing sports pitches;
- e) the maintenance of the informal open space within the site by the developer;
- f) a financial contribution of £554,158 to Cumbria County Council towards secondary education provision;
- g) a financial contribution of £6,600 to Cumbria County Council for Travel Plan Monitoring;
- h) a financial contribution of £5,500 to Cumbria County Council for relocating the 30mph zone and a new gateway feature.

If the Legal Agreement is not completed, delegated authority should be given to the Corporate Director of Economic Development to refuse the application.

## **2. Main Issues**

- 2.1 Whether The Proposal Is Acceptable In Principle
- 2.2 Whether The Layout, Scale And Design Of The Dwellings Would Be Acceptable
- 2.3 Impact Of The Proposal Of The Living Conditions Of The Occupiers Of Any Neighbouring Properties
- 2.4 Provision Of Affordable Housing
- 2.5 Highway Matters
- 2.6 Drainage Issues
- 2.7 Open Space Provision
- 2.8 Education
- 2.9 Biodiversity
- 2.10 Impact On Trees/ Hedgerows
- 2.11 Crime Prevention
- 2.12 Impact Of The Proposal On Any Listed Buildings

## **3. Application Details**

### **The Site**

- 3.1 The application site, which extends to 5.6 hectares, comprises two agricultural fields and a narrow strip of land on the north eastern boundary. A hedgerow separates the two fields, which slope away from Orton Road in a general north-west to south-east direction towards Dow Beck.
- 3.2 The land is bound to the north-west by Orton Road. The north-eastern boundary is formed by a mature hedgerow beyond which is a primary residential area at St Edmunds Park and Hebden Avenue. This area includes a former children's play area which is still in Council ownership but is currently closed. The land is bound to the south-east by a mature hedgerow and mature trees beyond which is public open space associated with the Persimmon development at Wigton Road (known as Brackenleigh). Dow Beck runs within this boundary. The land is bound to the south-west by agricultural land known as Newhouse Farm which is allocated for residential development in the Carlisle District Local Plan 2015-2030. The land at Newhouse Farm has been granted outline planning permission subject to the completion of a S106 Agreement.

### **The Proposal**

- 3.3 This proposal is seeking to erect 156 dwellings on the site. The development would contain 13 different house types and these would include terrace, semi-detached and detached properties, with some bungalows also being provided. In total there would be 25 two-bed properties; 49 three-bed properties; 73 four-bed properties; and 9 five-bed properties. Of these 46 would be affordable dwellings, including 6 affordable bungalows.

- 3.4 The dwellings would have various designs and would utilise a range of features to add visual interest and variety. These include the use of: brick or reconstituted stone sills and lintels; open porches; bay windows; two-storey projecting gables; single-storey front and rear projections; pitched roof dormer windows; with some dwellings having integral single and double garages.
- 3.5 The dwellings would be constructed predominantly of brick with render and stone being used on the front elevations of some properties. Roofs would be covered in grey or red concrete tiles. Windows would be white upvc with rainwater goods being black upvc.
- 3.6 Vehicular access to the site would be from Orton Road via a new priority controlled T-junction. The main spine road into the site would measure 5.5m in width and would be adjoined by 2m footpaths to both sides. A clear hierarchy of streets is provided from the main spine road with pedestrian footpaths, to local individual streets, avenues, cul-de-sacs and private shared driveways.
- 3.7 An emergency access is proposed adjacent to the site access. The 5.5m spine road has also been extended up to the western site boundary to provide a potential secondary access/ emergency access into the adjacent allocation. Pedestrian links have also been provided to the boundary with the allocated land to the west and to the land to the east.
- 3.8 A SUDS pond would be provided in the south-east corner of the site (the lowest point of the site) adjacent to Dow Beck and this would take the surface water from the development.
- 3.9 A section of the hedgerow that runs through the site would be retained, together with the hedgerows that lie to the rear of St Edmunds Park and along the south-east and south-west boundaries. The trees that lie along the southern and south-eastern site boundaries would also be retained.
- 3.10 An area of public open space (POS) would be provided adjacent to Orton Road and this would be adjoined by a new electricity sub-station that would sit to the rear of 9 St Edmunds Park. Other areas of POS would also be provided adjacent to the main road into the site, to the south east of the hedgerow that runs through the site and to the east of the SUDS pond.
- 3.11 The proposal also includes the creation of a new off-site footpath which would be located on the eastern side of Orton Road. This would link the new development to existing footpaths at St Edmunds Park.

#### **4. Summary of Representations**

- 4.1 This application has been advertised by means of five site notices, a press notice and notification letters sent to 33 neighbouring properties. In response 5 letters of objection, 6 letters of comment and 2 letters of support have been received. A letter has also been received from Councillor James

Bainbridge who is the city councillor for Sandsfield & Morton West Ward.

4.2 The letters of objection raise the following issues:

Scale and Design

- too many dwellings are proposed;
- why is there not a like for like row of bungalows to match in with the existing bungalows already on St Edmunds Park?;

Residential Amenity

- loss of privacy owing to the proximity of the properties to boundary of existing dwellings and to the distance between the properties on the proposed site;
- houses are going to be built behind existing bungalows which have small rear gardens – this will lead to loss of privacy, overlooking and feeling claustrophobic and hemmed in;
- it would be far less intrusive if bungalows rather than houses were built directly behind the existing bungalows;
- note that bungalows are going to be built at the entrance to the development behind the boundary of St Edmunds Park – why can't bungalows continue down until the houses start of St Edmunds Park?;
- two-storey dwellings, immediately behind would make existing residents feel extremely claustrophobic;
- the majority of residents here are retired people that have chosen this quiet place to spend their remaining days not to have their peace, tranquility and perceived safety destroyed by this needless development and the pending one on Newhouse Farm;
- increased noise levels during construction and after completion. There are already heightened noise levels due to the C.N.D.R - the development will only add to the noise;
- noise and air pollution from increased vehicular traffic, during and after construction;
- while the building work is ongoing, the noise and / mess, dust etc blowing onto existing properties;
- amending the position of the planned bungalows would be a great improvement as far as the existing bungalow residents, are concerned as our rear garden space is limited;
- solar panels on existing houses, which put electricity into the grid, would be adversely affected by the proposed dwellings;
- loss of view will adversely affect the value of my property;
- the water pressure in this area leaves a lot to be desired. An additional burden like this development will not help;

Highway Matters

- concerned about the capacity of the road with extra vehicles it will entail;
- Orton Road is a country road that was not intended for the heavy traffic it receives today;
- proposal will add a significant amount of traffic and this will impact on the already busy Orton Road which has got busier since the introduction of the bypass;
- this development is for 156 dwellings and has 323 parking spaces, two cars

or vans per household, a further 1,000 plus cars to be added for the later development of Newhouse Farm making around 1,300 plus cars that will use Orton road on a daily basis;

- one of the main impacts on the locality will be the huge increase in traffic on Orton Road which is crossed daily by children of all ages and adults alike;
- exit and entry to and from St Edmunds Park and Sandsfield Lane and of the driveways of residence further down Orton Road would be severely compromised;
- the proposed access would, in my opinion, be dangerous;
- traffic emerging from the site will be very close to the junction with Sandsfield Lanning and will be unable to see traffic coming from Carlisle when it enters the dip at the entrance to St Edmund's Park.
- the road layout would have to be totally re-planned from the bypass through to Wigton Road, even in its present state it is totally inadequate;
- over the years the junction at Sandsfield Lanning has had a number of accidents because of the poor visibility on the corner and people driving too fast;
- the Transport Assessment says negligible increase in traffic, but can't see that as being the case;
- the pavements are very narrow and overgrown;

#### Infrastructure

- schools are at full capacity;
- the local amenities (Hospitals GP Practices and Schools and other services that are already stretched to breaking point) will be severely impacted and undoubtedly overwhelmed by such an increase in population, which would be further compromised by the numerous other proposed developments in and around the City of Carlisle;
- concerns about the impact on the general infrastructure. The NHS, schooling etc. have been told secondary education provision may be a problem;

#### Biodiversity

Loss of habitat to the wildlife in this area would be catastrophic. Birds, both migrant and local species, deer regularly roam these fields, as well as hedgehogs, foxes, amphibians and numerous insects;

- the land in question is a wildlife habitat, as well as viable farmland;
- thought needs to be given to the replacement of wildlife habitat which the proposal will inevitably destroy. This development, along with the proposed Persimmon one in the adjacent fields, will cause the loss of mature trees and hedging along Orton Road, as well as hedging in the fields themselves. Some of this loss could be made up by continuing the hawthorn boundary hedge from St Edmunds park along the rear of Hebden Avenue to the pond at the bottom of the field;
- object to the hedge being cut back, as this is used by a variety of birds to nest in and is a slight barrier against the constant road noise;
- have read that the hedge and 5/6 trees at the front of the scheme will be removed due to the narrow frontage of the estate, causing loss of habitat;
- there is a preservation order on the trees leading up to the site but again there is an intended pavement along there in the plans;

- a tree in G28 has been assessed as having bat roosting potential. There has always been bats around here and they are frequently seen foraging at night;

#### Other Matters

- this is not unproductive land, it is agricultural land vital for the production of food, in my view it is greenbelt - just because someone decided to move the boundary to the bypass, does not mean it has to be built on;
- was advised that the land in question was green belt, and have had no communication to say that this is no longer the case;
- also, the consultation carried out during lockdown conveniently, by Story Homes is completely null and void as it referred to a plan that bears no resemblance to the one now proposed;
- given the current level of house building, there is no need to build houses on every available acre of Carlisle's former 'urban fringe'.

#### 4.3 The letters of comment make the following points:

- could a second entrance to the proposed development be placed around the bottom of Hebden Avenue leading onto Queensway, thus easing pressure on Orton Road which is only a minor road;
- note that there is only one entrance - think that changing the southern access road on plan to a normal entrance and exit road would take the pressure off this narrow stretch of Orton Road between St Edmunds Park entrance and the western bypass;
- since the bypass opened this stretch of Orton Road has become a rat run for commercial vehicles, including skip wagons and various HGV's who constantly speed. This narrow stretch of road is not suitable for this type of traffic. Another T-junction would increase the risk of further traffic accidents. There is constant screeching of brakes at the existing T-junction close to where new T-junction is proposed;
- this narrow stretch of road needs road calming measures applied, e.g., road humps as in other parts of Carlisle where speeding is a problem;
- the surface quality of road to rear of 1 to 9 St Edmunds Park is of poor quality and the sound it creates is at times deafening. Increased traffic from the development would only make this worse;
- the entrance to the development is fairly close to Sandsfield Lane and we note that Story has recognised this by proposing that the existing controlled exit from Sandsfield Lane (a triangular anonymous sign with some indecipherable white road markings) should be enhanced and in our opinion upgraded to a Halt sign;
- agree with the Story proposal to extend the length of Orton Road which is currently 30 mph which terminates shortly after the access road to St Edmunds Park to a point beyond the Story development and in our opinion if possible to beyond the land covered by the adjacent Persimmon development;
- a lot of the traffic from Sandsfield Lane travels at excessive speed and on at least 3 occasions in recent years vehicles from Sandsfield Lane hit the hedge on the St Edmunds Park side, in one case travelling through the hedge at no 9 demolishing part of the garden fence and ending up on the patio. In January 2020 a vehicle continued across the junction to demolish

the road sign post (which has not yet been replaced and is still lodged in the hedge). In my opinion the 30 mph limit should be extended into the part of the Lane closest to Orton Road;

- it would have made more sense for the access points to the Story and Persimmon developments to be considered together as this could reduce the new Orton Road access points from 3 to 2 by providing access to the Story development via the roads to be provided by the Persimmon development;
- welcome the proposed extension of the footpath on the St Edmunds Park side but trust that this can be achieved without reducing the width of the existing hedge which is a valuable habitat for many small birds and also helps to reduce the traffic noise which has risen significantly since the A595 bypass was opened;
- what access will there be from the field site to maintain the hedge on the boundary with St Edmunds Park?;
- will a 1.8m wooden fence be erected the rear of dwellings that back onto existing dwellings and how far will this be from the existing hedge?;
- the electricity substation for the development is planned to be sited at roughly the location of the existing field gate and in the absence of vegetation screening would be an eyesore when viewed from no 9. The existing hedge at that point is a crab apple tree and hawthorn which are both currently about 3 metres high. We cannot see the height of the substation in the documentation but we note that its internal height will be not less than 244 centimetres in which case the existing hedge may be adequate but would request the developer to consider this;
- need to clarify who would be responsible for the future maintenance of the hedge between St Edmunds Park and the proposed new dwellings;
- the development will achieve economic and social objectives, but will not improve the environmental conditions of this area;
- the proposed footpath along Orton Road is unnecessary - the established path on the other side of Orton Road provides good access to local amenities and buses, and has potential for future shared pedestrian/cyclist use. Construction of a new footpath is likely to result in further hedgerow destruction, with a loss of habitat for local wildlife, and increased negative visual effect on pedestrians, cyclists and road users of Orton Road;
- plans show a footpath and 0.5m trip rail adjacent to the currently locked, neglected and unused park at the rear of Hebden Avenue - clarification is needed on whether this park will be developed as a much needed green space;
- the mix of dwelling types and sizes is good, and it is encouraging to see the inclusion of much needed bungalows. However, it is disputable whether affordable properties are well integrated within the scheme, with two large clusters of high density housing with limited soft landscaping;
- the substation would be situated on the highest point in the development and will probably be the least attractive property on the estate and will be the first part of the estate seen by anyone approaching the development from any direction - looks as though its location has been chosen to avoid spoiling the outlook from the proposed new dwellings - would any sound be generated by the transformer equipment;

#### 4.4 The letters of support make the following points:

- welcome the development and know that Story's will bring to the area a much needed development and will be sympathetic to the surroundings due to their high calibre houses and developments done to date;
- there is a desperate need for affordable 4 bedroom homes in this part of Carlisle - have been trying to buy a 4 bedroom home in city for past 18 months on HTB scheme - would really love for this development to offer the Emerson home under the HTB scheme;

#### 4.5 Cllr Bainbridge has raised the following issues:

- the issue of the roads and the backing of potential semi-detached properties onto the rear of some of the existing bungalows on St Edmunds Park have been the two main concerns, being mentioned by several residents;

Roads – until the CNDR Orton Road was a rather quiet road past Sandsfield Lane which mainly saw traffic onto the Sandsfield estate. After the CNDR it has become much busier, with traffic often cutting onto the CNDR by Orton Rd. As well as traffic numbers increasing - so has speed. The junction to the site will be near to the existing Sandsfield Lane and St Edmunds Park junction. Traffic in this area picks up speed to reach the 60mph limit and it is this closeness to the Sandsfield Lane junction and the proposed entrance which has been the biggest concern. The current proposals do very little to change the flow, speed or visibility of traffic - need more physical features such as a Speed Indicator Device and/or a Speed Table to make the speed drop. Additionally, if the application is approved the developed line will go beyond Sandsfield Lane and should look to be reducing speed there too, in order to prevent traffic travelling at speed to this junction, and over-shooting it or turning at speed into Orton Road.

Footpath on Orton Road – can see the argument the applicant has made for a continuation of the footpath line from the site entrance to St Edmunds Church, and there are impressions of a path being formed, have some concerns that a path and its associated installation works will have a negative impact on the mature and attractive hedges that run alongside this route, in addition there are a number of TPO's in place for the trees along this route. Would be concerned that they would be damaged by a footpath going in so close to their root system. Additionally, as you will see the hedges which are original to St Edmunds Park do come out across the line of the proposed path, and there isn't a lot of room to utilise for a path as a result. At present the nearest width of the footpath at the entrance is about pram width and nothing more, as a result you will have people meeting and stepping into the road. If we are going to try and improve road safety and reduce speed on that section of road a pedestrian island might be an option so that a footpath could join with the larger footpath on the other side of Orton Road.

Bungalow properties of St Edmunds Park – have been contacted by constituents who live in the bungalows on St Edmunds Park and have attended a site visit - concerned about the provision on the intended site of semi-detached properties which are backed against some of the strip of bungalows on St Edmunds Park. The St Edmunds Park bungalows don't have extensive gardens to the rear and whilst there is a required distance in the plans, concerned that this isn't good example of design and is contrary



to Policy SP6 (doesn't respond to the local context and the form of surrounding buildings in relation to density, height, scale, massing) - would hope that two further bungalows could be added to the intended bungalows at the entrance of the site to enable a better design. This would lead to a net drop of one dwelling in the total number of properties on the site, but do not feel that this is an unreasonable request to make under the circumstances. In addition, the property on St Edmunds Park nearest to the site entrance of the application has over the years become self-sufficient through the use of solar panels. The resident has expressed concern that the development would have potential to reduce light accessing the solar panels - hope that an assessment of this could be given consideration.

Play area provision – the site will not have a play area allocated to it, and whilst there is a redundant and closed play area at Hebden Avenue, that is in the ownership of the City Council, all equipment has been removed. Been contacted by residents there who would not wish for the site to be re-established as they encountered anti-social behaviour there in the past. Whilst there is a view that any play area contribution could be 'rolled into' the site next-door, which is also in the Local Plan, the timescales for this development are several years away, and I would not wish to see families that would live on this site having to wait years for a play area to access. Preferred option would be to use the Section 106 as a monetary sum to improve the play area by the Yewdale Community Centre, which is 0.4 miles away (and no more than a 7 min walk). The play area at Yewdale Park is a Priority 2 play area in our Active Spaces report, and work will be required to improve it. The Section 106 money could very much improve this area. It might also be the case that the goals and greenspace of Yewdale Park could also be improved on the back of this.

School Access – this is not a direct planning issue but does have merit. The nearest Primary School (Yewdale) has had past issues with congestion at school dropping off and collection times. The present arrangement of pinch points isn't really a good answer as it pushes the problem further along Yewdale Road. Whilst the school has been under capacity for a number of years, these developments and the improvement in the school's performance will cause numbers to rise and it is likely that these problems will come to the fore again. With additional sites coming forward in Yewdale, improving access to the school should be considered as a part of this overall expansion of residential dwellings as a result of the Local Plan.

Hedging – residents really want to retain the hedging at the back of their properties and where it borders the site and agree that it is important to them and the environment. The application proposes retaining the hedge, and the development will erect a fence on their side of the development. This will create a bit of a gap between the fence and the hedge. Can it be established clearly in the application who will be responsible for this and the upkeep of the hedge going forward? Could we have an agreement that when any work is needed on this area that the affected residents of St Edmunds Park are kept informed in advance?

Construction Traffic – would like to propose a condition similar to the one included by the Planning Inspector when considering the Deer Park Appeal, this being:- *"17.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).*" Would add the following to ensure that residents are not in disadvantaged - this would be that machinery is not started or deliveries of materials occur before 8am.

Employees should be able to arrive at the site to start work at 7.30am, but would wish to avoid the noise of machinery, and deliveries turning up early and particularly parking on Orton Road, waiting for the site to open - this has been an issue on other sites under the applicant's operation, and Orton Road is not a safe road for HGV's to be parked on.

Wildlife – the residents have experienced an abundance of nature locally as a result of the site and its neighbouring land having been left alone for a number of years. The use of hedges in this area is something that should actively be preserved, and residents are accustomed to deer, pheasants, etc in the field. During my visit to the site with neighbours the level of birdsong and activity was considerable. The hedges do need to be preserved, as they add much to the local biodiversity, and this would include the hedges and trees along Orton Road.

Site Visit – would wish to request a site visit to the application site, which would see the road junctions, proposed footpath and the hedge line with St Edmunds Park.

- 4.6 Following the receipt of amended plans, Cllr Bainbridge has raised the following issues:

- disappointed that the amended plans did not include a revisions to plots 7, 8 and 9 in terms of their replacement by bungalows - do not consider that moving the building line 1m away from the boundary is a suitable response to the concerns raised. The condition replacing these plots with two bungalows should be required by the committee if the developers are unwilling to amend the layout. The net drop of one dwelling could be picked up in the south-west area of the site;
- the developer has outlined the replacement of the pumping station with a drainage arrangement which links with the present drains on Hebden Avenue - understand that neither property owner is willing to enter into an agreement for drainage access - therefore, the submitted amended layout could not be achieved;
- there is a need for the development to not add additional speed to the road. A number of properties on Orton Road do still rely on having to reverse onto Orton Road from their drives. The slight lines do play a relevant part in this application as does the need to lessen the speed and increase the safety of the road through S106 improvements;

- 4.7 Two letters of objection have been received to the revised plans and these raise the following concerns:

- extremely disappointed and insulted with the small change Story Homes have made to the revised plan. Relocating the properties 2m further away from the bungalows on St Edmunds Park is not going to make any difference whatsoever and will not resolve the problems that will occur if planning permission were to be granted;
- feel very strongly that bungalows should be built behind the existing bungalows, this would resolve some of the concerns but most of all be the

right and considerate thing to do;

- this would at least go some way to lessen the massive impact on the residents that live in the bungalows who will be directly affected if houses were to be built behind their properties;
- disappointed that Story Homes have decided not to revise their plans to build bungalows on plots 7, 8 and 9 and still want to build houses, which will overlook the bungalows on St Edmunds Park despite moving them forward.

## 5. Summary of Consultation Responses

### **Cumbria County Council - (Highways & Lead Local Flood Authority):**

- initially requested additional information on: visibility splays; car parking provision; secondary access point to neighbouring sites; road layout; traffic calming; pedestrian connectivity; impact on A595/ Dunmail Drive/ Orton Road junction; detailed calculations for the surface water drainage design; detailed drainage design; and treatment of surface water prior to discharge;

Following the receipt of amended plans/ additional information has no objections to the proposals subject to conditions (construction details of highway; provision of visibility splays; no vehicular access other than the approved access; provision of footways to link to existing footways; provision within the site for parking, turning, loading; submission of Construction Traffic Management Plan; submission of surface water drainage scheme; submission of construction surface water management plan);

**Cumbria Constabulary - North Area Community Safety Unit:** - generally the dwellings are arranged to overlook the access roads and each other, with interlocking rear gardens. Need to ensure corner plots don't present blank gables. The land adjacent to Plot 27 is outside the curtilage of the dwelling and is not overlooked - this space should be incorporated into private gardens. Would be helpful if the applicant could provide further information on proposed security measures (demarcation of space, dwelling resistance to forced entry);

Following receipt of amended plans: encouraged by the inclusion of more active gables. Requested additional information on ownership of land adjacent to Plot 27. No further information has been provided on demarcation of space, lighting schemes or protection against burglary. Provided some security advice;

**Cumbria County Council - Development Management:** - the proposed development estimates a yield of 62 children: 36 primary and 26 secondary pupils. The catchment schools for this development are Great Orton (3.7 miles measured from the centre of the development site) with a small piece in the Yewdale catchment area (1 mile). The Secondary catchment schools are Caldew (3.8 miles) with a small piece in falling in the Morton Academy catchment (0.9 miles). There are insufficient places available in the catchment school of Great Orton Primary School to accommodate the 36 primary pupil yield after other development in the area is first considered. However, part of this development is in the catchment area of Yewdale which has spaces available. Therefore a contribution is not sought for

primary education. When considering the effect on pupil numbers from known levels of housing development across Carlisle, there will be only 4 places available of the required 26 to accommodate the secondary pupil yield from this development. Therefore, an education contribution for the remaining 22 places would be required of £554,158 (22 x £25,189). As there are places available Yewdale School which is within the statutory walking distance and on a safe route no contribution is sought for primary school transport. Subject to the education contribution being provided which will ensure there is sufficient capacity which will be within the statutory walking distance and on a safe route no contribution is sought for secondary school transport;

**Local Environment - Environmental Protection:** - conclusions of the Air Quality Assessment and proposed mitigation measures are acknowledged. The agreement to include electric vehicle charging points for each dwelling is welcomed. Need conditions to deal with contamination;

**Local Environment, Waste Services:** - no objections in principle;

**Natural England:** - as there is a hydrological connection from the proposed development site to the River Eden & Tributaries SSSI and River Eden SAC potential impacts need to be considered within a brief Habitats Regulations Assessment (HRA). As Dow Beck runs through the eastern edge of the site and discharges into the River Eden & Tributaries SSSI and River Eden SAC further east it will be essential to minimise pollution of this watercourse at both the construction and built phases. A CEMP should be produced for the site and for the built phase a finalised Surface Water Drainage Plan is required detailing the appropriate Sustainable Urban Drainage System (SuDS) that will be implemented to restrict run-off to pre-construction greenfield run-off rates to help minimise pollution of the watercourse, as well as to reduce the risk of flooding downstream where Dow Beck enters Flood Risk Zones 2 and 3 in Carlisle. The recommendations outlined in Section 5 the submitted Preliminary Ecological Appraisal (PEA) should be secured. Recommend the proposal seeks to achieve a biodiversity net gain, over and above residual losses, which should be mitigated for or compensated. A biodiversity net gain should be achievable for this development given its scale;

Following receipt of amended plans and a HRA: the following is required prior to works commencing on site: a Construction Environmental Management Plan; a finalised Surface Water Drainage Strategy; further work as outlined in the PEA; a provision of 10% biodiversity net gain;

**Sport England North West:** - has no comments to make on this application;

**Cumbria Fire & Rescue Service:** - no comments received;

**Northern Gas Networks:** - no objections;

**Cummersdale Parish Council:** - concerned that the revised layout does not include two extra bungalows on plots 7, 8, and 9 - two-storey dwellings have

been kept on these plots - the height of these is an issue to the back of St Edmunds;

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

**Environment Agency:** - should consult the Lead Local Flood Authority on the Flood Risk Assessment and surface water flooding;

**Health & Wellbeing:** - as the adjacent allocated sites develop a master plan approach to a central green space that is accessible from this development would be beneficial. The formal proposal should provide a total provision/contribution to 1.9 Ha of Open Space to maintain the Local Plan target of 3.6Ha/'000. The proposed plan appears to show 0.68 Ha, although the actual useable open space looks lower (c. 0.35Ha) as SUDS do not contribute towards POS. Therefore, there is a deficit of POS provision of 1.55Ha so an offsite contribution should be made of £38,839 to upgrade open space which is accessible from the development. The POS is limited but has the potential to link in to a central green space as adjacent allocated land gets developed. The open space should also allow walking and cycling routes to be established between the existing estate on Hebden Avenue, local primary and secondary schools, the Brackenleigh estate on Wigton Road and future developments on the allocated land adjacent. The site is too small for a play area so a contribution should be made to upgrade existing offsite play provision in Yewdale. The contribution would be £45,000. There is no provision for sports pitches on site and no scope to do this. The contribution to provide existing off-site sports and recreation provision within the District, based on an occupancy of 529 is £33,327. The developer will be required to ensure appropriate measures are put in place for the management of any new open space provided within this development;

**United Utilities:** - drainage proposals are acceptable in principle subject to conditions (surface water drainage; foul water; sustainable drainage management and maintenance plan).

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

### **Assessment**

- 6.1 Section 70(2) of the Town and Country Planning Act 1990/ 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 required to be assessed are the National Planning Policy Framework (NPPF), the Planning Practice Guidance (PPG) and Policies SP1, SP2, SP5, SP6, HO1, HO4, IP1, IP2, IP3, IP4, IP6, IP8, CC4, CC5, CM2, CM4, GI3, GI4 and GI6 of The Carlisle District Local Plan 2015-2030. The council's Supplementary Planning Documents (SPD) "Achieving Well Designed Housing", "Affordable and Specialist Housing" and "Trees and Development" are also material

planning considerations.

6.3 The proposal raises the following planning issues:

1. Whether The Proposal Is Acceptable In Principle

6.4 The site is allocated for housing in the Carlisle District Local Plan 2015-2030 as part of the wider Newhouse Farm allocation (Policy H01 - Site U7). The whole site covers 30.19 Ha and has an indicative yield of 509 dwellings. The remainder of the Newhouse Farm allocation was granted outline planning permission by the Development Control Committee in January 2018 (subject to the completion of a S106 Agreement which has not been completed) and the indicative layout plans showed 480 dwellings being erected on this part of the site. The application site forms the north-eastern most part of this allocation and the proposal to erect dwellings on this site would, therefore, be acceptable in principle.

2. Whether The Layout, Scale And Design Of The Dwellings Would Be Acceptable

6.5 The proposal is seeking to erect 156 dwellings on the site and this equates to just under 28 dwellings per hectare which is an acceptable density. The development would contain 13 different house types and these would include terrace, semi-detached and detached properties, with some bungalows also being provided. In total there would be 25 two-bed properties; 49 three-bed properties; 73 four-bed properties; and 9 five-bed properties. Of these 46 would be affordable dwellings, including 6 affordable bungalows.

6.6 The dwellings would have various designs and would utilise a range of features to add visual interest and variety. These include the use of: brick or reconstituted stone sills and lintels; open porches; bay windows; two-storey projecting gables; single-storey front and rear projections; pitched roof dormer windows; with some dwellings having integral single and double garages.

6.7 The dwellings would be constructed predominantly of brick with render and stone being used on the front elevations of some properties. Roofs would be covered in grey or red concrete tiles. Windows would be white upvc with rainwater goods being black upvc. The proposed materials would reflect those commonly found within the locality, particularly at Orton Road, St Edmunds Close, Hebden Avenue, Sandsfield Road and Holmrook Road. Similarly, the recent development at Brackenleigh, off Wigton Road to the south east of this site, displays complementary materials which are visible from the site.

6.8 Vehicular access to the site would be from Orton Road via a new priority controlled T-junction. The main spine road into the site would measure 5.5m in width and would be adjoined by 2m footpaths to both sides. A clear hierarchy of streets is provided from the main spine road with pedestrian footpaths, to local individual streets, avenues, cul-de-sacs and private

shared driveways. The spine road includes various surface materials and bends to create traffic calming measures. The use of adjacent public open space and supplementary tree planting and soft landscaping, along with the topography of the land, come together to frame long-distance views from Orton Road out towards the North Pennines Area of Outstanding Beauty (AONB). These long-distance views would become a key feature of the proposed development.

- 6.9 An emergency access is proposed adjacent to the site access. The 5.5m spine road has also been extended up to the western site boundary to provide a potential secondary access/ emergency access into the adjacent allocation. Pedestrian links have also been provided to the boundary with the allocated land to the west and to the land to the east.
- 6.10 A SUDS pond would be provided in the south-east corner of the site (the lowest point of the site) adjacent to Dow Beck and this would take the surface water from the development. The SUDS pond would be enclosed with hoop top railings to provide an attractive finish to the SUDS area along with soft landscaping.
- 6.11 A section of the hedgerow that runs through the site would be retained, together with the hedgerows that lie to the rear of St Edmunds Park and along the south-east and south-west boundaries. The trees that lie along the southern and south-eastern site boundaries would also be retained.
- 6.12 An area of public open space (POS) would be provided adjacent to Orton Road and this would be adjoined by a new electricity sub-station that would sit to the rear of 9 St Edmunds Park. Other areas of POS would also be provided adjacent to the main road into the site, to the south of the hedgerow that runs through the site and to the east of the SUDS pond.
- 6.13 The proposed layout plan includes multiple opportunities along the western boundary for footpath and road connections to the wider allocation, as well as the ability for green corridors and open space to flow seamlessly between the two parcels of land. The existing hedgerow which bisects the land from east to west is a particular feature which has been retained to accommodate this relationship with the wider allocation.
- 6.14 The proposed development has been designed to take account of the local character and would provide road and pedestrian connections through to the wider allocation at Newhouse Farm. In light of the above, the layout, scale and design of the proposals would be acceptable.

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

- 6.15 Policy SP6 'Securing Good Design seeks to ensure that proposals do not have an adverse effect on the residential amenity of existing areas, or result in unacceptable conditions for future occupiers of the development. The SPD on Achieving Well Designed Housing sets out guidance for the separation distances between existing and proposed dwellings. It 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)".

- 6.16 Six bungalows are proposed to be located to the rear of the existing bungalows at 10-13 St Edmunds Park. Whilst two-storey dwellings (plots 7 to 9) would be located to the rear of 14-16 St Edmunds Park, the rear elevations of the proposed dwellings would be a minimum of 21m from the rear elevations of the existing bungalows which would be in line with the separation distances set out in the SPD. The finished floor levels of the dwellings on plots 7 to 9 would also be lower than the finished floor levels of existing bungalows and the existing boundary hedge would be retained.
- 6.17 Plot 10 would have a two-storey rear elevation 19m from 16 St Edmunds Park. Whilst this is below the 21m guidance set out in the SPD, plot 10 would only lie to the rear of part of 16 St Edmunds Park. Plot 9 would also lie to rear of this dwelling and this would be 21m away. The existing hedgerow on the north eastern boundary with St Edmund's Park and Hebden Avenue is proposed to be retained and this would help to protect and retain the amenity of existing and future occupiers.
- 6.18 Plot 11 would be just over 20m from the rear elevations of 41 and 42 Hebden Avenue. The two-storey section of plot 13 would be over 24m from the side elevation of 43 Hebden Avenue. Plots 26 and 27 would have side elevations adjacent to the side elevations of 109 and 107 Hebden Avenue.
- 6.19 Plots 43 to 49 would lie to the rear of dwellings on Hebden Avenue. The former play area would lie between the existing and proposed dwellings, so the separation distances set out in the SPD would be greatly exceeded. Plots 52 and 55 would face the gables of 83 and 81 Hebden Avenue, with the separation distances exceeding those set out in the SPD.
- 6.20 An Air Quality Assessment has been submitted in support of this proposal. During the construction stage, the assessment found there is the potential for air quality impacts because of dust emissions from the site. Assuming good practice dust control measures are implemented, the report found the residual potential air quality impacts from dust generated by construction, earthworks and track-out activities would not be significant. Nevertheless, a condition has been added to the permission which requires the submission of a Construction Environmental Management Plan to ensure good practice and mitigation measures are employed as part of the proposed development.
- 6.21 During the operational phase (end-use), the modelling results indicated that annual emission concentrations across the site would be below the relevant air quality objectives at proposed sensitive locations.
- 6.22 In light of the above, the proposal would not have an adverse impact on the living conditions of the occupiers of any neighbouring properties which would be significant enough to warrant the refusal of the application.



#### 4. Provision Of Affordable Housing

- 6.23 Policy HO4 'Affordable Housing of the Local Plan identifies that the application site falls within Zone C, which requires the provision of 30% of dwellings as affordable homes on schemes with 11 or more units. A development of 156 dwellings would, therefore, require the provision of 46 affordable homes (rounded down in accordance with Housing SPD guidance).
- 6.24 This proposal includes a policy compliant provision of 46 affordable homes of which 23 (50%) would be intermediate (discounted sale or shared ownership) and 23 (50%) would be affordable rent. Of the proposed affordable housing mix, 25 (54%) would be two-bedroom dwellings and 21 (46%) would be three-bedroom dwellings. The proposal includes six two-bedroom bungalows for affordable rent. The affordable properties would be dispersed throughout the site.
- 6.25 The Council's Housing Development Officer has been consulted on the application. He considers that the affordable unit mix is acceptable and reflects the need identified in the SHMA and meets a variety of household needs. He also considers that the location of the proposed affordable dwellings is acceptable.
- 6.26 The Housing Development Officer initially raised concerns about the gross internal area (GIA) of the Fraser house type, of which 15 were proposed for discounted sale. The size of the unit type (75.8m<sup>2</sup>) is not compliant with the standards set out in the Affordable and Specialist Housing SPD for a three bed house (80m<sup>2</sup>) and he recommended that these properties should be replaced with the Harper property type.
- 6.27 The developer has responded positively to this request and the 15 Fraser house types have been replaced by 11 Harper house types and 4 Fulford house types. The Harper and Fulford units are larger than the Fraser units and the floor space that they provide complies with the requirements of the Affordable and Specialist Housing SPD.
- 6.28 The Housing Development Officer also initially raised concerns about the lack of bungalows and adaptable dwellings on the site. The Council's Affordable and Specialist Housing SPD recommends that on sites of over 100 units 10% of the dwellings provided are bungalows or other accommodation suitable for older persons. In the case of the application site, 156 units x 10% would equate to 15 bungalows or other adaptable unit types suitable for older persons (across the market and affordable sectors).
- 6.29 The developer has submitted some additional information which demonstrates that the Branford and Fulford house types are adaptable and comply with Part M4(2) Accessible and Adaptable Dwellings of the Building Regulations. There are 21 of these house types proposed plus six bungalows, so the proposal now complies with the requirements of the Affordable and Specialist Housing SPD.

- 6.30 Following the receipt of revised plans and additional information, the Housing Development Officer has confirmed that he has no objections to the proposed development, which complies with the requirements of the Council's Affordable and Specialist Housing SPD

## 5. Highway Matters

- 6.31 Policy IP1 'Delivering Infrastructure', Policy IP2 'Transport and Development' and Policy IP3 'Parking Provision' of the Local Plan seek to ensure that sufficient infrastructure is in place to support development proposals, including adequate highway capacity and achievable access. Development proposals will be assessed against their impact upon the transport network and will be required to demonstrate / provide convenient access to public transport. Policy IP3 of the Local Plan specifically requires appropriate parking provision, whilst the Cumbria Development Design Guide (CDDG) also sets out recommended parking provision standards.
- 6.32 Access would be from Orton Road via a new priority-controlled junction. Several traffic calming measures, including raised tables with changes in surface materials and bends in the carriageway, are proposed within the layout. This is compliant with Manual for Streets and ensures the layout incorporates predominantly 20mph road vehicle speeds and promotes walking and cycling.
- 6.33 An Emergency Vehicle Access (EVA) is also proposed off Orton Road via the private drive that serve plots 155 and 156. In the unlikely event that the primary access off Orton Road becomes blocked, the proposed EVA would provide an alternative point of access.
- 6.34 The Transport Assessment (TA) identifies that the site is well served by public transport options. The nearest bus stops are located around 550 metres from the centre of the site on Queensway to the east. Additional bus stops are located further along Orton Road and Holmrook Road. Up to ten services an hour are currently in operation providing access to destinations including Carlisle in an approximate 15-minute journey. These services operate from around 06:30 to 23:20 daily, making travel by public transport a real alternative to travelling by car.
- 6.35 In addition, an off-site footway is proposed on the south side of Orton Road and this would link the proposed development with the existing footpath leading from the west from the A595, to the existing footpath terminating at the junction to St Edmunds Park. This proposal would improve pedestrian connectivity to the existing bus stops and the services and amenities within the locality.
- 6.36 A Travel Plan has been submitted as part of the TA to further support and encourage sustainable modes of transport.
- 6.37 In terms of existing network capacity, the TA confirms the effects of the traffic likely to be generated by the proposal is forecast to be negligible. On

that basis, it can be assumed the impact of the proposals on the local highway network would be minimal, and could not be considered to be severe.

- 6.38 The Highways Authority has been consulted on the application. In order to address the Highways Authority's initial concerns, the applicant has submitted a revised TA and layout plan.
- 6.39 Previously the Highways Authority noted that the proposed vehicular access onto Orton Road was within a 40mph speed limit zone, with an amended 30mph zone located to the north east of the proposed access. The applicant has demonstrated within the revised TA, that the main access into the development incorporates visibility splays of 2.4m x 60m. Following a revision of the access arrangements, the access is within a revised 30mph speed limit zone in its entirety with the relocated 30mph speed limit zone being to the west of the access on Orton Road. The Highways Authority has assessed the visibility splays and has concluded that they are under the control of the applicant and are achievable. As such the Highways Authority has no objections with regards to the vehicular access into the development site. It should be noted that the revised 30mph speed limit zone would be delivered through a S278 agreement.
- 6.40 The applicant has detailed within the TA that a 3.7m wide emergency vehicular access (EVA) onto Orton Road is proposed to the west of the main access. Following an assessment of the layout, the EVA route is considered acceptable. Linkages to future phases of the adjacent allocated land are also provided.
- 6.41 Following previous concerns raised by the Highways Authority, the applicant has revised the layout of the development to include dropped kerbs for non-motorised users of the footways at all junctions. In addition, landscaping features are to be set back from the carriageway edge to allow for maintenance works to take place safely. The applicant has also confirmed that landscaping features within a visibility splay are to be no more than 0.6m in height to ensure that visibility splays are not compromised. This provision is acceptable to the Highways Authority and is to be ensured by conditions.
- 6.42 Within the TA, the study area as previously agreed with the Highways Authority was:
- A689/Orton Road roundabout; and
  - A595 Wigton Road/Orton Road/Dunmail Drive signalised junction

Within the previous comments regarding the TA, concerns were raised with regards to the impact of the proposed development on the A595 / Dunmail Drive / Orton Road junction and the modelling methodology behind the conclusions within the TA. In order to address these issues a revised TA has been submitted.

- 6.43 In order to better inform the TA, traffic surveys were undertaken at the A595

/ Dunmail Drive / Orton Road junction between Friday 3 September and Thursday 9 September 2021. The surveys were undertaken from 07:00 to 19:00 for each day of the survey. The junction modelling has been revised using the traffic survey data collected as requested by the Highways Authority and the applicant has stated that rather than using traffic flows based on the average of each day, the analysis has utilised the busiest AM, PM and inter peak periods. This methodology is acceptable to the Highways Authority.

- 6.44 The TA has identified using the TRICS database that the proposed residential development is forecast to generate up to 95 two-way trips during the AM peak hour, 105 two-way trips during the PM peak hour and 63 two-way trips during the inter-peak/Saturday peak. This equates to an increase in vehicular movements of less than two trips per minute. Within Table 3 of the revised TA the impact of the proposed development on the A595 / Orton Road / Dunmail Drive junction is assessed. It is noted that the development proposed is forecast to result in an increase in traffic through the junction of less than 3%. The applicant considers that this increase in traffic is less than what occurs as a result of daily fluctuations in traffic flows. Therefore, the applicant considers that the impact of the development on the A595 / Orton Road / Dunmail Drive junction would be negligible. The Highways Authority have assessed the results of the TA and have concluded that the proposed increase in traffic at the A595 / Orton Road / Dunmail Drive junction would not have a detrimental impact on highway safety and is, therefore, acceptable.
- 6.45 In order to address the concerns previously raised, the applicant has submitted a revised layout plan. In this revised layout plan there is an opportunity for pedestrian connectivity to the west, to the site which has outline planning permission for residential development (17/0883) and along the frontage of the site with Orton Road. In addition, the applicant has highlighted locations whereby footpaths can connect into Hebden Avenue to the east (between plots 43 and 44) along with an opportunity to connect to an existing footway which runs from Brackenleigh to Hebden Avenue. The Highways Authority has assessed the footway connection between plots 43 and 44 into Hebden Avenue and it is noted that the footway connects into a green space which is not under the applicant's control. The footway within the development site is to connect into the existing network between 95 and 97 Hebden Avenue and, therefore, the applicant is to work with the relevant landowners (which is Carlisle City Council) to develop this connection. The applicant should also note that all footways are to be 2m in width and surfaced in a bound material.
- 6.46 The applicant has detailed with the revised TA that the proposals would provide 392 parking spaces including garages. In accordance with the Cumbria Development Design Guide a total of 382 car parking spaces for residents are required for the proposed development along with 31 spaces for visitors. Therefore, the car parking requirement within the development site was previously considered to be 19 visitor car parking spaces below the requirements of the Cumbria Development Design Guide.

- 6.47 Following a review, the Highways Authority has determined that there are opportunities for on street car parking within the development site and spare capacity in-curtilage parking to encompass the extra 19 spaces required. As such, the Highways Authority has no objections with regards to the proposed car parking provision.
- 6.48 In light of the above, the Highways Authority has no objections with regards to the approval of planning permission subject to conditions and subject to the following financial contributions –
- Travel Plan Monitoring - £6,600
  - Relocating of the 30mph zone and new gateway feature - £5,500

## 6. Drainage Issues

- 6.49 Policy IP6 'Foul Water Drainage on Development Sites', Policy CC4 'Flood Risk and Development' and Policy CC5 'Surface Water Management and Sustainable Drainage Systems' of the Local Plan require proposals to satisfactorily demonstrate how foul and surface water would be managed. The Council seeks to ensure that new development does not result in unacceptable flood risk or drainage problems and encourages the use of sustainable drainage systems.
- 6.50 A Flood Risk Assessment (FRA) has been submitted with the application. The FRA confirms that the land is located within Flood Zone 1 and is at very low risk of flooding.
- 6.51 Surface water would drain into Dow Beck at greenfield rate via a SuDS pond located at the low point in the south eastern part of the site. This would mitigate any impact on Dow Beck and would effectively mimic pre-development conditions.
- 6.52 Foul water was originally intended to drain via a proposed foul pumping station located at the low part of the site before being discharged via a rising main to the existing sewer in St Edmunds Park. The pumping station and associated rising main are no longer proposed. It is now proposed to connect the foul water via gravity via an existing manhole in Hebden Avenue through third party land.
- 6.53 Temporary construction surface water would be managed using temporary silt traps on the boundaries which would drain to the proposed SuDS pond. A de-silt lagoon located on the high side of the SuDS pond would intercept any silt runoff from the site prior to entering Dow Beck.
- 6.54 The Lead Local Flood Authority (LLFA) has been consulted on the application. A FRA and Geo-Environmental Appraisal (GEA) have been submitted with the application and these indicate that surface water from the development would discharge into Dow Beck which is an ordinary watercourse to the south east of the site. In accordance with the hierarchy of drainage options as stated within the Cumbria Development Design Guide, the first option to be explored for the discharge of surface water is via infiltration. Following a review of the GEA, ground investigations were

undertaken through a series of boreholes and it is noted that groundwater is present throughout the site. As such the report concludes that infiltration is not a viable method of surface water disposal for the site. The LLFA has reviewed the GEA and agrees with the conclusion that infiltration is not viable for the site. Therefore, in accordance with the hierarchy, discharge of surface water into Dow Beck in line with the preferred option can be considered.

- 6.55 The discharge rate from the development into Dow Beck is to be equal to the greenfield runoff rate for the development site at 39.1l/s. Attenuation would also be required on site to accommodate a 1 in 100 year plus 40% (to account for climate change) storm event. The LLFA stated previously that within the detailed calculations submitted manholes S122, S126 and S127 experienced flooding during a 1 in 100 year plus 40% (to account for climate change) storm event. This was determined as being unacceptable as the drainage system is to be designed to accommodate a 1 in 100 year plus 40% (to account for climate change) storm event without increasing flood risk on site, or downstream. As such the applicant was to increase the attenuation being provided on site and submit revised calculations for comment. In addition, the applicant was also to demonstrate that the drainage proposals incorporate sufficient treatment of the surface water prior to discharge for a residential development in accordance with the SuDS manual.
- 6.56 Following on from these comments, a revised suite of Micro Drainage calculations have been submitted by the applicant along with a detailed drainage design. The calculations submitted demonstrate that sufficient attenuation is provided on site to accommodate a 1 in 100 year plus 40% (to account for climate change) storm event with the discharge limited to the greenfield runoff rate of 39l/s. Following a review, there are no longer any flooded volumes during the 1 in 100 year plus 40% (to account for climate change) storm event which is acceptable to the LLFA.
- 6.57 With regards to the treatment of the surface water prior to discharge, the applicant has detailed the sediment forebay information within the pond. The details provided within the drawing are acceptable; however, the applicant has not demonstrated that the drainage proposals incorporate sufficient treatment of the surface water prior to discharge for a residential development in accordance with the SuDS manual. The LLFA are content that the treatment information can be submitted at a later stage of the planning process and secured through the use of conditions. It should be noted that the layout may change when the treatment train is confirmed.
- 6.58 Therefore to conclude, the LLFA has no objections with regards to the approval of planning permission subject to conditions.

## 7. Open Space Provision

- 6.59 Policy GI4 'Open Space' of the Local Plan requires new housing developments of more than 20 dwellings to include informal space for play or general recreation or amenity use on site according to the size of the

proposal. In addition, all new developments should have safe and convenient access to high quality open space.

- 6.60 The proposed layout includes 0.68 hectares of public amenity space including two areas to the front of the scheme which create an open and attractive entrance, a linear area of open space adjacent to the existing hedgerow which bisects the middle of the scheme and an area of public open space to east of the SUDS pond.
- 6.61 The Health & Well Being Team has been consulted on the application. The site should provide 1.92 hectares of open space to maintain the Local Plan target of 3.6 hectares per 1,000 population. The proposed plan shows 0.68 hectares of open space, so there is a deficit of provision of 1.24 hectares. An offsite contribution of £31,038.75 should be provided to upgrade open space which is accessible from the development. The open spaces of Yewdale and Richmond Green are both accessible from the site and both have shown deficits in provision/quality from routine site safety surveys. The open space contribution would be spent on improvements to the footpaths and seating areas in Yewdale and Richmond Green to make them more accessible.
- 6.62 The site is too small for a play area so a contribution should be made to upgrade existing offsite play provision in Yewdale. Routine and independent inspections have shown a deficit in quality of play provision at Yewdale. The contribution would be spent on replacing swings, the infants multi-play unit and the Dutch Disc. A contribution of £45,000 is, therefore, required to upgrade the existing play equipment at Yewdale.
- 6.63 There is no provision for sports pitches on site and no scope to do this. The Local Football Pitch Facility Plan (July 2020) shows deficits in provision and the Sports Pitch Strategy 2014 (currently being updated) also shows deficits. A contribution of £33,327 is, therefore, requested and this would be spent towards the funding of an artificial football pitch. This artificial pitch, which would be a city wide facility, could be located at the Richard Rose Morton Academy or at another site in the west of the city.
- 6.64 The developer would be required to ensure appropriate measures are put in place for the management of any new open space provided within this development.

## 8. Education

- 6.65 A dwelling-led model has been applied as is outlined in the County Council's Planning Obligation Policy and the proposed development estimates a yield of 62 children: 36 primary and 26 secondary pupils. The catchment schools for this development are Great Orton (3.7 miles measured from the centre of the development site) with a small piece in the Yewdale catchment area (1 mile). The Secondary catchment schools are Caldew (3.8 miles) with a small piece falling in the Morton Academy catchment (0.9 miles).
- 6.66 There are insufficient places available in the catchment school of Great

Orton Primary School to accommodate the 36 primary pupil yield after other development in the area is first considered. However, part of this development is in the catchment area of Yewdale which has spaces available. Therefore a contribution is not sought for primary education.

- 6.67 When considering the effect on pupil numbers from known levels of housing development across Carlisle, there will be only 4 places available of the required 26 to accommodate the secondary pupil yield from this development. Therefore, an education contribution for the remaining 22 places would be required of £554,158 (22 x £25,189). The £25,189 is the £18,188 multiplier set out in the County Council's Planning Obligation Policy (2013) index linked to present day costs.
- 6.68 As there are places available Yewdale School which is within the statutory walking distance and on a safe route no contribution is sought for primary school transport. Subject to the education contribution being provided which will ensure there is sufficient capacity which will be within the statutory walking distance and on a safe route no contribution is sought for secondary school transport.

## 9. Biodiversity

- 6.69 Policy GI3 'Biodiversity and Geodiversity' and Policy GI6 'Trees and Hedgerows' of the Local Plan, collectively, seek to protect, and where possible, enhance biodiversity and the natural environment through the protection and integration of existing trees and hedges.
- 6.70 A Preliminary Ecological Appraisal (March 2021) (PEA) and Arboricultural Impact Assessment (March 2021) (AIA) have been submitted in support of the application.
- 6.71 The site is currently comprised of predominantly agricultural improved grassland and is bordered on all sides by hedgerows and trees lines. A further hedgerow bisects the site from east to west. A small area of scrub and coppiced woodland is present at the southern end of the site, with an area of scrub also being present at the eastern side. Tall ruderals are present within the field margins and a wet ditch is present to the south and east of the site.
- 6.72 The following ecological constraints have been identified on the site:
- one tree was assessed as having moderate bat roosting potential, with two trees having low bat roost potential
  - the site has moderate bat foraging and commuting potential
  - the site contains suitable habitats for nesting birds, hedgehogs and common amphibians
- 6.73 All trees with bat roosting potential are to be retained and protected. Precautionary working methods are to be followed during the construction phase for bats, hedgehogs, amphibians and invasive non-native species (which have been found recorded adjacent to the site). If any vegetation



requires removal, the works should be completed outside of the bird breeding season (March to September). If this is not feasible a nesting bird check should be completed by a qualified ecologist within 48 hours of the vegetation being removed.

- 6.74 The following ecological enhancements have been recommended
- bat and bird boxes could be placed on the new buildings/retained trees
  - 'hedgehog highways' should be included to facilitate movement of hedgehogs across the site
  - bug hotels and log piles should be provided to enhance the habitat for invertebrates, bats and birds
- 6.75 Natural England has been consulted on the application. As there is a hydrological connection from the proposed development site to the River Eden & Tributaries SSSI and River Eden SAC potential impacts need to be considered within a brief Habitats Regulations Assessment (HRA). As Dow Beck runs through the eastern edge of the site and discharges into the River Eden & Tributaries SSSI and River Eden SAC further east it will be essential to minimise pollution of this watercourse at both the construction and built phases. The CEMP should contain appropriate pollution prevention guideline measures to include materials and machinery storage, biosecurity, and mitigation for the control and management of noise, fugitive dust, surface water runoff and waste. We also advise a 10m exclusion zone along both sides of the water course during construction. The biosecurity recommendations from the Preliminary Ecological Appraisal (PEA) should be included in the CEMP, as well as the lighting recommendations to reduce impacts on bat species.
- 6.76 For the built phase, a finalised Surface Water Drainage Plan is required detailing the appropriate Sustainable Urban Drainage System (SuDS) that would be implemented to restrict run-off to pre-construction greenfield run-off rates. This would help to minimise pollution of the watercourse, as well as to reduce the risk of flooding downstream where Dow Beck enters Flood Risk Zones 2 and 3 in Carlisle. The Drainage Plan needs to incorporate a management plan for ongoing maintenance of the SuDS. If the attenuation basins are to be used during the construction phase for the purpose of settling out sediment, the basins and catch pits need to be monitored and maintained following rainfall events to prevent trapped silt from being remobilised. Consideration should also be given to using other emergency mechanisms such as a silt buster. Ordinary Watercourse consent from the County Council may also be required for any discharge to the watercourse during both construction and operational phases.
- 6.77 The recommendations outlined in Section 5 of the submitted PEA should be secured. Natural England recommends the proposal seeks to achieve a biodiversity net gain, over and above residual losses, which should be mitigated for or compensated. A biodiversity net gain should be achievable for this development given its scale. Natural England recommends the current Biodiversity Metric 2 be used to calculate the net gain in biodiversity for individual planning proposals. The metric has a hedgerow calculation section which we would recommend for this application as species rich

hedgerows are to be lost. For species, net gain biodiversity enhancements should be incorporated in the building design including bird and bat boxes as outlined in Section 7 of the PEA.

- 6.78 Conditions have been added to the consent which require the applicant to submit a revised CEMP and details of the proposed surface water drainage scheme. Following the response from Natural England, the applicant has submitted a Habitats Regulations Assessment Screening Report. This indicates that the proposed development has no significant risk of having any negative effect on the qualifying features for the River Eden SAC. After considering all potential direct and indirect impacts of the proposed development it is concluded that the works, both in construction and operational phase, would not significantly impact on the River Eden SAC.
- 6.79 Natural England has requested that the scheme should achieve biodiversity net gain. Some existing trees and sections of hedgerows would be removed to accommodate the development and new planting would be provided to mitigate for this loss and this would be secured by condition. A condition has also been added to the permission to secure wildlife enhancement measures and these could include the provision of bat and bird boxes, bug hotels and log piles. The provision of replacement planting, the creation of a SuDS pond, which would bring ecological benefits through associated soft landscaping, including the creation of a bio-diverse aquatic habitat associated with a natural ecological pond, the provision of wildlife enhancement measures and the creation of gardens should ensure that the site achieves biodiversity net gain.
- 6.80 In light of the above, the proposal would not have an adverse impact on biodiversity.

#### 10. Impact On Trees/ Hedgerows

- 6.81 The proposed development requires the removal of one tree, six groups of trees, parts of a further six groups of trees, one hedgerow and parts of a further three hedgerows. It is proposed to retain existing trees and hedgerows on the boundaries, where possible. No 'Category A' trees or hedges are proposed to be removed and the hedgerows on the boundaries with existing dwellings at St Edmunds Park and Hebden Avenue would be retained.
- 6.82 Additional supplementary planting is proposed throughout the scheme to mitigate for the loss of existing trees and hedgerows. Additional landscaping would reinforce the existing landscape structure of the land and would include the reinforcement of boundary trees and hedgerows and supplementary planting to create attractive tree lined streets.
- 6.83 The new footpath that is to be created along Orton Road would be located in close proximity to some protected trees. The applicant has submitted an Arboricultural Method Statement to ensure that the creation of the footpath would not have an adverse impact on the protected trees. A cellular confinement system, which would ensure that no excavation is required, would be used.

- 6.84 The proposal would be acceptable subject to the imposition of conditions to ensure that existing trees are protected by appropriate tree protection fencing during construction works; the Arboricultural Method Statement is adhered to; and new trees and hedgerows are planted to mitigate for the loss of existing trees and hedgerows.

## 11. Crime Prevention

- 6.85 Generally, the dwellings are arranged to overlook the access roads and each other, with interlocking rear gardens. Unfortunately, there is no detailed information relating to proposed security measures, although the Design and Access Statement (Design Principles and Development) advises the “form of open spaces with overlooking properties...” and “positive frontages will be provided onto areas of public open space providing natural surveillance and enclosure for sense of safety”. The developer needs to ensure that corner plots have active gables and the land adjacent to Plot 27, which is not overlooked, should be incorporated into the garden of that property.
- 6.86 Following receipt of amended plans, the Crime Prevention Officer is encouraged that the corner plots (plots 62 and 103) now feature ‘active’ gables. The status and ownership of land adjacent to plot 27, or issues pertaining to demarcation of space, lighting schemes or protection against burglary have still need been addressed. Exterior doors and ground floor windows should be certified to PAS 24:2016 and the applicant should consider achieving Secured by Design ‘Silver’ accreditation for this development.
- 6.87 The applicant has amended the proposals further and the area next to plot 27 has now been incorporated into the garden of that property. A plan has been submitted which shows the demarcation of public and private space. Details of the proposed windows and doors have also been provided to demonstrate the security measures to be incorporated.

## 12. Impact Of The Proposal On Any Listed Buildings

- 6.88 Bunkershill, which consists of three dwellings (West End, Centre House and East End) is Grade II Listed and lies on the opposite side of Orton Road to the application site.
- 6.89 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. The aforementioned section states that:
- "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".*
- 6.90 Paragraph 201 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 202, 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 (Listed Buildings) of the adopted Local Plan states Listed Buildings and their settings will be preserved and enhanced.

- 6.91 Bunkershill is located on the opposite side of Orton Road to the application site and is over 150m to the west. The building is set back from the road and is largely screened by a high wall to the front. Developing the application site for residential development would not have an adverse impact on the setting of this Listed Building.

## **Conclusion**

- 6.92 The application site is allocated for housing in the adopted Local Plan. The layout, scale and design of the development would be acceptable and the proposal would not have an adverse impact on the living conditions of occupiers of any neighbouring properties through loss of light, loss of privacy or over dominance, or on any listed buildings. Subject to the proposed conditions and a S106 agreement it is considered that the proposal would not raise any issues with regard to highway safety, foul and surface water drainage, biodiversity, trees, education, or open space. The proposal is, therefore, recommended for approval subject to the completion of a S106 Agreement.
- 6.93 If Members are minded to grant planning approval it is requested that “authority to issue” the approval is given subject to the completion of a S106 agreement to secure:
- a) the provision of 30% of the units as affordable;
  - b) an off-site open space contribution of £31,038 for the upgrading of existing open space;
  - c) a financial contribution of £45,000 to support the off-site improvement of existing play area provision;
  - d) a financial contribution of £33,327 to support the off-site improvement of existing sports pitches;
  - e) the maintenance of the informal open space within the site by the developer;
  - f) a financial contribution of £554,158 to Cumbria County Council towards secondary education provision;
  - g) a financial contribution of £6,600 to Cumbria County Council for Travel Plan Monitoring;
  - h) a financial contribution of £5,500 to Cumbria County Council for relocating the 30mph zone and a new gateway feature.

If the Legal Agreement is not completed, delegated authority should be given to the Corporate Director of Economic Development to refuse the application.

## **7. Planning History**

7.1 There is no planning history relating to this site.

## 8. Recommendation: Grant Permission

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

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

2. The development shall be undertaken in strict accordance with the approved documents for this Planning Permission which comprise:

1. the submitted Application Form received 6<sup>th</sup> April 2021 and part amended application form received 3<sup>rd</sup> August 2021;
2. the Amended Certificate of Ownership received 3<sup>rd</sup> August 2021;
3. the Statement of Community Involvement (April 2021) received 5<sup>th</sup> April 2021;
4. the Air Quality Assessment (28<sup>th</sup> January 2021) received 6<sup>th</sup> April 2021;
5. the Design & Access Statement received 6<sup>th</sup> April 2021;
6. the Heritage Impact Assessment (October 2020) received 6<sup>th</sup> April 2021;
7. the Material Samples document received 6<sup>th</sup> April 2021;
8. the Planning Statement (April 2021) received 6<sup>th</sup> April 2021;
9. the Flood Risk Assessment 882202-R1(01) – FRA (July 2021) received 3<sup>rd</sup> August 2021;
10. the Geo-environmental Appraisal 5110-G-R001 (December 2020) received 3<sup>rd</sup> August 2021;
11. the Landscape and Visual Appraisal (July 2021) received 3<sup>rd</sup> August 2021;
12. the Landscape Management & Maintenance Plan (July 2021) received 3<sup>rd</sup> August 2021;
13. the Transport Assessment (July 2021) received 3<sup>rd</sup> August 2021;
14. the Micro Drainage Calculations received 10<sup>th</sup> September 2021;
15. the Habitat Regulations Assessment (HRA) Screening Report (July 2021) received 3<sup>rd</sup> August;
16. the Engineering Appraisal (drawing ref 10-01 rev P7) received 10<sup>th</sup> September 2021;
17. the Arboricultural Impact Assessment (July 2021) received 10<sup>th</sup> September 2021;

18. the Construction Specification document (windows and doors) received 19<sup>th</sup> September 2021;
19. the Construction and Environmental Management Plan - Biodiversity (July 2021) received 10<sup>th</sup> September 2021;
20. the Highways Technical Notes received 24<sup>th</sup> September 2021;
21. the External Plot Finishes (SD-100– Issue 02) - Standard Construction Details, received 6<sup>th</sup> April 2021;
22. the Proposed offsite footpath (drawing ref 20082-POF) received 6<sup>th</sup> April 2021;
23. the Schneider GRP Substation Area of land required (drawing ref SH-SS-01) received 6<sup>th</sup> April 2021;
24. the Construction details for Schneider GRP unit substation (drawing ref 900350-002 Rev 3) received 6<sup>th</sup> April 2021;
25. Bailey (A) House Type Booklet, received 6<sup>th</sup> April 2021;
26. Harper (A) House Type Booklet, received 6<sup>th</sup> April 2021;
27. Harrison (A) House Type Booklet, received 6<sup>th</sup> April 2021;
28. Hewson (A) House Type Booklet, received 6<sup>th</sup> April 2021;
29. Masterton (A) House Type Booklet, received 6<sup>th</sup> April 2021;
30. Pearson (A) House Type Booklet, received 6<sup>th</sup> April 2021;
31. Spencer (A) House Type Booklet, received 6<sup>th</sup> April 2021;
32. Wilson (A) House Type Booklet, received 6<sup>th</sup> April 2021;
33. Branford M4(2)S House Type Booklet, received 6<sup>th</sup> April 2021;
34. Fulford (A) House Type Booklet, received 6<sup>th</sup> April 2021;
35. Newford M4(3)S House Type Booklet, received 6<sup>th</sup> April 2021;
36. Rushford (A) House Type Booklet, received 6<sup>th</sup> April 2021;
37. Sanderson (A) House Type Booklet, received 10<sup>th</sup> September 2021;
38. Landscaping Supporting Notes (drawing ref UG\_758\_LAN\_LSN\_DRW\_08 rev P01) received 6<sup>th</sup> April 2021;
39. Garage Booklet, received 6<sup>th</sup> April 2021;
40. Location Plan (drawing ref 20082-LOC) received 3<sup>rd</sup> August 2021;
41. Soft Landscape Proposals Plan Sheet 1 of 7 (drawing ref UG\_758\_LAN\_SL\_DRW\_01 rev P07) received 10<sup>th</sup> September 2021;
42. Soft Landscape Proposals Plan Sheet 2 of 7 (drawing ref UG\_758\_LAN\_SL\_DRW\_02 rev P05) received 10<sup>th</sup> September 2021;
43. Soft Landscape Proposals Plan Sheet 3 of 7 (drawing ref UG\_758\_LAN\_SL\_DRW\_03 rev P06) received 10<sup>th</sup> September 2021;
44. Soft Landscape Proposals Plan Sheet 4 of 7 (drawing ref UG\_758\_LAN\_SL\_DRW\_04 rev P05) received 10<sup>th</sup> September 2021;
45. Soft Landscape Proposals Plan Sheet 5 of 7 (drawing ref UG\_758\_LAN\_SL\_DRW\_05 rev P06) received 10<sup>th</sup> September 2021;
46. Soft Landscape Proposals Plan Sheet 6 of 7 (drawing ref UG\_758\_LAN\_SL\_DRW\_06 rev P05) received 10<sup>th</sup> September 2021;
47. Soft Landscape Proposal Plan Sheet 7 of 7 (drawing ref

- UG\_758\_LAN\_SL\_DRW\_07 rev P07) received 10<sup>th</sup> September 2021;
48. the Proposed Site Sections (drawing ref 20082-SS01 rev B) received 10<sup>th</sup> September 2021;
  49. the Proposed Site Layout (drawing ref 20082-PL01 rev F) received 10<sup>th</sup> September 2021;
  50. the Proposed Parking Layout (drawing ref 20082-PPL01 rev F) received 10<sup>th</sup> September 2021;
  51. the Man Co. Plan (drawing ref 20082-MCP01 rev C) received 10<sup>th</sup> September 2021;
  52. the Hard Surfacing Materials (drawing ref 20082-HSM rev C) received 10<sup>th</sup> September 2021;
  53. the Elevational Treatments (drawing ref 20082-ET01 Rev C) received 10<sup>th</sup> September 2021;
  54. the Proposed Site Layout Colour (drawing ref 20082-PL01 rev F) received 10<sup>th</sup> September 2021;
  55. the Boundary Treatment (drawing ref 20082-BT01 rev C) received 10<sup>th</sup> September 2021;
  56. any such variation as may subsequently be approved in writing by the Local Planning Authority.

**Reason:** To define the permission.

3. The materials to be used on the exterior of the dwellings shall be in strict accordance with the details submitted with the application.

**Reason:** To ensure the works harmonise as closely as possible with dwellings in the vicinity and to ensure compliance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

4. The proposed hard and soft landscape works shall be in strict accordance with the details submitted with the application. Any trees or other plants which die or are removed within the first five years following the implementation of the landscaping scheme shall be replaced during the next planting season.

**Reason:** To ensure that a satisfactory landscaping scheme is prepared and to ensure compliance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

5. The proposed boundary treatments shall be in strict accordance with the details submitted with the application.

**Reason:** To ensure satisfactory boundary treatment is erected in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

6. Prior to the SUDS ponds being brought into use, railings shall be installed in accordance with the details submitted.

**Reason:** To safeguard local residents.

7. Foul and surface water shall be drained on separate systems.

**Reason:** To secure proper drainage and to manage the risk of flooding and pollution.

8. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

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

**Reason:** To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in accordance with policies in the NPPF and NPPG and Policy CC5 of the Carlisle District Local Plan 2015-2030.

9. Prior to 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:
- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
  - b. 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.

10. No development shall commence until a Construction Surface Water Management Plan has been agreed in writing with the local planning authority.

**Reason:** To safeguard against flooding to surrounding sites and to



safeguard against pollution of surrounding watercourses and drainage systems.

11. No development shall commence until full details of the wildlife enhancement measures to be undertaken at the site, together with the timing of these works, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall then be carried out in strict accordance with the agreed details.

**Reason:** In order to enhance the habitat for wildlife in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

12. Prior to the commencement of development, tree protection fencing shall be installed in accordance with submitted details. The tree protection fencing shall be retained in place at all times until the construction works have been completed.

**Reason:** To ensure that the existing trees are protected, in accordance with Policy GI6 of the Carlisle District Local Plan 2015-2030.

13. The development shall be undertaken in strict accordance with the the Arboricultural Impact Assessment (July 2021) received 10<sup>th</sup> September 2021.

**Reason:** To ensure that the existing trees are protected, in accordance with Policy GI6 of the Carlisle District Local Plan 2015-2030.

14. Prior to the commencement of development, the applicant shall submit a Construction Environmental Management Plan (CEMP) for approval in writing by the local planning authority. The development shall then be undertaken in strict accordance with the CEMP.

**Reason:** To ensure that the proposed development does not have an adverse impact on ecology or on the living conditions of local residents in accordance with Policies GI3 and SP6 of the Carlisle District Local Plan 2015-2030.

15. The finished floor levels shall be in strict accordance with the details shown on the Engineering Appraisal (drawing ref 10-01 rev P7) received 10<sup>th</sup> September 2021.

**Reason:** In order that the approved development does not have an adverse impact on the living conditions of the occupiers of any neighbouring properties in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

16. 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.

17. Prior to the occupation of any dwelling, a 32Amp single phase electrical supply shall be installed to allow future occupiers to incorporate an individual electric car charging point for the property. The approved works for any dwelling shall be implemented on site before that unit is first brought into use and retained thereafter for the lifetime of the development.

**Reason:** To ensure the provision of electric vehicle charging points for each dwelling, in accordance with Policy IP2 of the Carlisle District Local Plan 2015-2030.

18. 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.

19. Prior to the occupation of each dwelling hereby permitted suitable receptacles shall be provided for the collection of waste and recycling in line with the schemes available in the Carlisle District.

**Reason:** In accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) there shall be no enlargement or external alterations to the dwellings to be erected on plots 3 to 11 in accordance with this permission, within the meaning of Schedule 2 Part (1) of these Orders, without the written approval of the Local Planning Authority.

**Reason:** To ensure that the character and attractive appearance of the dwellings is not harmed by inappropriate alterations and/or extensions and that any additions which may subsequently be

proposed satisfy the objectives of Policy SP6 of the Carlisle District Local Plan 2015-2030.

21. Prior to the occupation of the first dwelling the footpath that it is to be created along Orton Road (as shown on drawing Proposed Offsite Footpath Dwg No. 20082-POF) shall be constructed.

**Reason:** To ensure that the development has convenient pedestrian linkages in accordance with SP6 of the Carlisle District Local Plan 2015-2030.

22. The carriageway, footways, footpaths, cycleways etc shall be designed, constructed, drained and lit to a standard suitable for adoption and in this respect further details, including longitudinal/cross sections, shall be submitted to the Local Planning Authority for approval 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 and to support Local Transport Plan Policies LD5, LD7 & LD8.

23. The development shall not commence until visibility splays providing clear visibility of 60 metres measured 2.4 metres down the centre of the access road and the nearside channel line of the carriageway edge have been provided at the junction of the access road with the county highway. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) relating to permitted development, no structure, vehicle or object of any kind shall be erected, parked or placed and no trees, bushes or other plants shall be planted or be permitted to grown 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 and to support Local Transport Plan Policies LD7 & LD8.

24. Any existing highway fence/wall boundary shall be reduced to a height not exceeding 1.05m above the carriageway level of the adjacent highway in accordance with details submitted to the Local Planning Authority and which have subsequently been approved before development commences and shall not be raised to a height exceeding 1.05m thereafter.

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

25. There shall be no vehicular access to or egress from the site other than via the approved access, unless otherwise agreed by the Local Planning

Authority.

**Reason:** To avoid vehicles entering or leaving the site by an unsatisfactory access or route, in the interests of road safety and to support Local Transport Plan Policies LD7 & LD8.

26. Footways shall be provided that link continuously and conveniently to the nearest existing footway. Footways, to and from the site, shall be provided that are convenient to use.

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

27. Details showing the provision within the site for the parking, turning and loading and unloading of vehicles visiting the site, including the provision of parking spaces for staff and visitors, shall be submitted to the Local Planning Authority for approval. The development shall not be brought into use until any such details have been approved and the parking, loading, unloading and manoeuvring facilities constructed. The approved parking, loading, unloading and manoeuvring areas shall be kept available for those purposes at all times and shall not be used for any other purpose.

**Reason:** To ensure that vehicles can be properly and safely accommodated clear of the highway and to support Local Transport Plan Policies LD7 & LD8.

28. Development shall not commence 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:
- Pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;
  - Details of proposed crossings of the highway verge;
  - Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;
  - Cleaning of site entrances and the adjacent public highway;
  - Details of proposed wheel washing facilities;
  - The sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
  - Construction vehicle routing;
  - The management of junctions to and crossings of the public highway and other public rights of way/footway;
  - Details of any proposed temporary access points (vehicular / pedestrian)
  - Surface water management details during the construction phase

**Reason:** To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety and to support Local Transport Plan Policies WS3 &

LD4.





Story  
HOMES

Orton Road, Carlisle

### Location Plan

DATE	25/01/2022
CHECKED BY	
SCALE	1:10000
REVISION	
20082-LOC	
DATE	20082
REFERENCE	



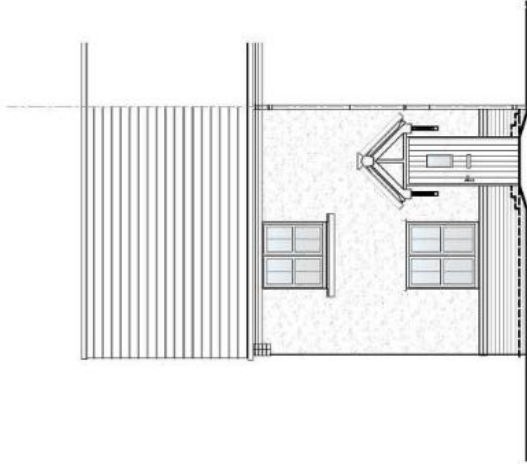




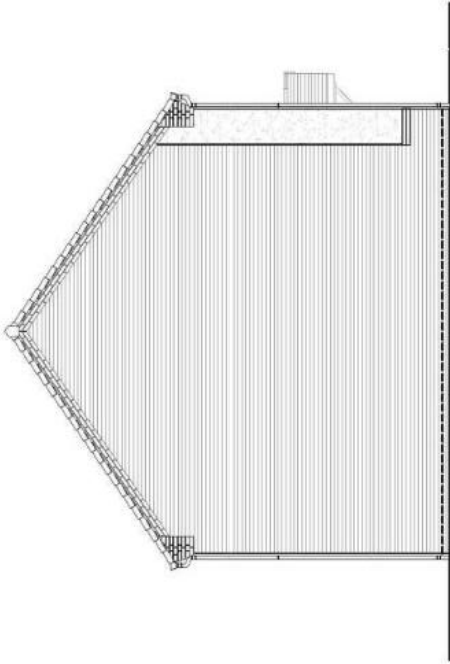




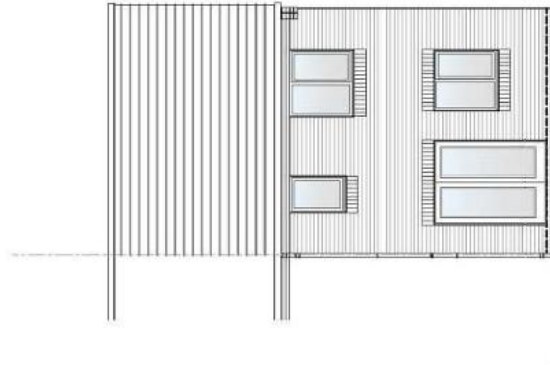
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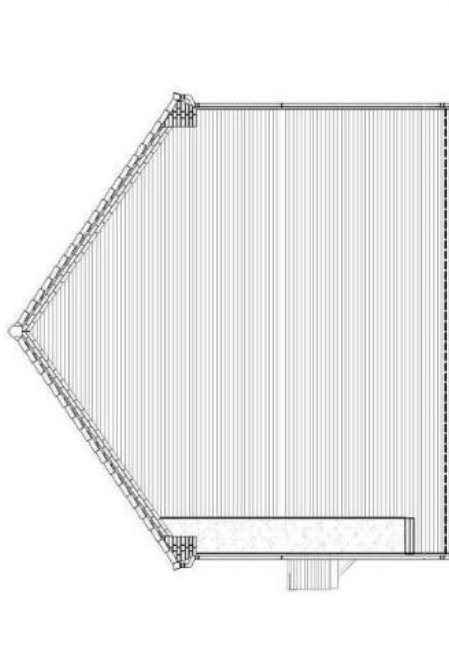
Front Elevation



Left Elevation



Rear Elevation



Right Elevation



HOUSE TYPE

BAILEY (A)

DRAWING

Planning Elevation 1/2

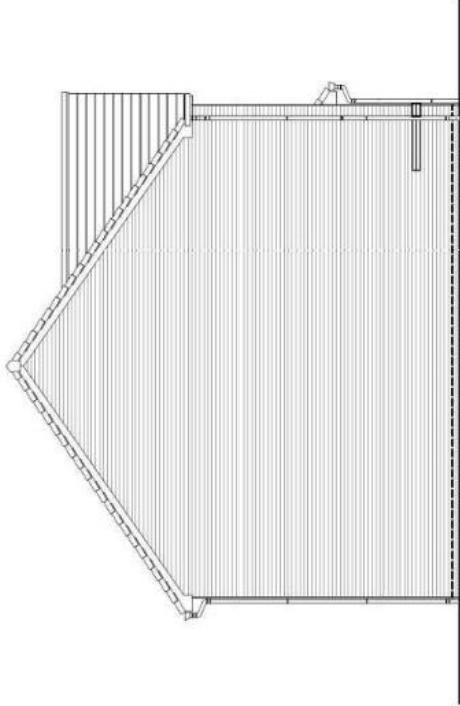
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CHECKED BY	AM	SCALE	1:1000 AS
DRAWN BY	AM	DRAWING NUMBER	18/01/21
NOV PLACE	A/03	BAY-PL1/2	A
REVISIONS	None		
DATE	18/01/21		

**Story Homes.**  
Story House, Lords Way, Kingmoor Business Park,  
Carlisle, Cumbria, CA4 4S.  
Tel: 01228 400390 Fax: 01228 400511

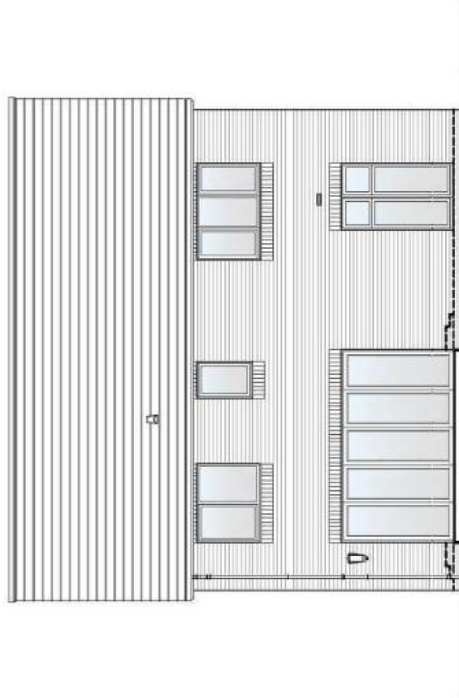
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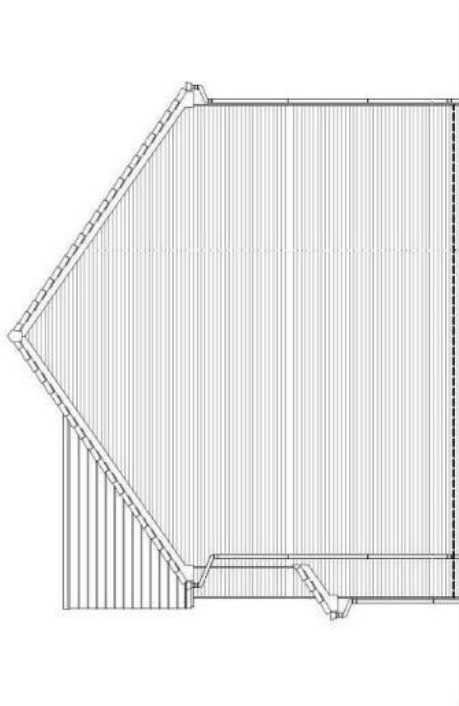
Front Elevation



Left Elevation



Rear Elevation



Right Elevation



HOUSE TYPE

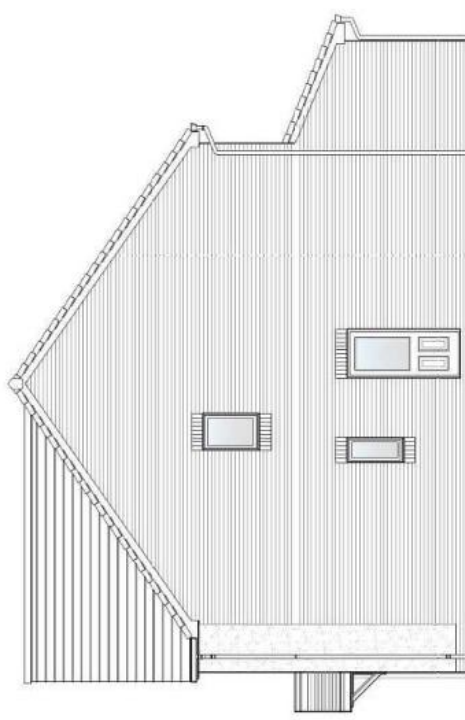
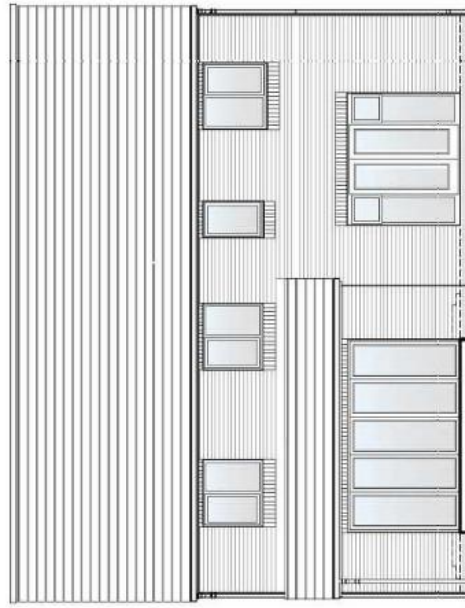
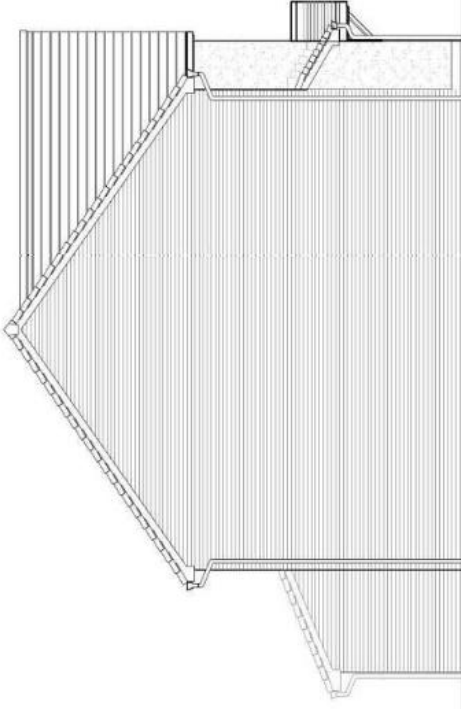
HARRISON (A)

DRAWING

Planning Elevation 1/1

DESIGN BY	AKS	DATE	01
CHECKED BY	AKS	SCALE	1:1000 A3
DRAWN BY	AKS	STANDARD NUMBER	REVISION
A/03	HRN-PL1/1	A	
REVISIONS	NAME	DATE	
A	En suite window incorporated	13/06/19	

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