

Development Control Committee Main Schedule

Schedule of Applications for
Planning Permission

7th February 2007

The Schedule of Applications

This schedule is set out in five parts:

SCHEDULE A - contains full reports on each application proposal and concludes with a recommendation to the Development Control Committee to assist in the formal determination of the proposal or, in certain cases, to assist Members to formulate the City Council's observations on particular kinds of planning submissions. In common with applications contained in Schedule B, where a verbal recommendation is made to the Committee, Officer recommendations are made, and the Committee's decisions must be based upon, the provisions of the Development Plan in accordance with S54A of the Town and Country Planning Act 1990 unless material considerations indicate otherwise. To assist in reaching a decision on each planning proposal the Committee has regard to:-

- relevant planning policy advice contained in Government Circulars, Planning Policy Guidance Notes, Development Control Policy Notes and other Statements of Ministerial Policy;
- the adopted provisions of the Cumbria and Lake District Joint Structure Plan;
- the City Council's own statement of approved local planning policies including the Carlisle District Local Plan;
- established case law and the decisions on comparable planning proposals
- including relevant Planning Appeals.

SCHEDULE B - comprises applications for which a full report and recommendation on the proposal is not able to be made when the Schedule is compiled due to the need for further details relating to the proposal or the absence of essential consultation responses or where revisions to the proposal are awaited from the applicant. As the outstanding information and/or amendment is expected to be received prior to the Committee meeting, Officers anticipate being able to make an additional verbal report and recommendations.

SCHEDULE C - provides details of the decisions taken by other authorities in respect of those applications determined by that Authority and upon which this Council has previously made observations.

SCHEDULE D - reports upon applications which have been previously deferred by the Development Control Committee with authority given to Officers to undertake specific action on the proposal, for example the attainment of a legal agreement or to await the completion of consultation responses prior to the issue of a Decision Notice. The Reports confirm these actions and formally record the decision taken by the City Council upon the relevant proposals. Copies of the Decision Notices follow reports, where applicable.

SCHEDULE E - is for information and provides details of those applications which have been determined under powers delegated by the City Council since the previous Committee meeting.

The officer recommendations made in respect of applications included in the Schedule are intended to focus debate and discussions on the planning issues engendered and to guide Members to a decision based on the relevant planning considerations. The recommendations should not therefore be interpreted as an intention to restrict the Committee's discretion to attach greater weight to any planning issue when formulating their decision or observations on a proposal.

If you are in doubt about any of the information or background material referred to in the Schedule you should contact the Development Control Section of the Department of Environment and Development.

This Schedule of Applications contains reports produced by the Department up to the 30/01/2007 and related supporting information or representations received up to the Schedule's printing and compilation prior to despatch to the Members of the Development Control Committee on the 30/01/2007.

Any relevant correspondence or further information received subsequent to the printing of this document will be incorporated in a Supplementary Schedule which will be distributed to Members of the Committee on the day of the meeting.

Applications Entered on Development Control Committee Schedule

Item No.	Application Number/ Schedule	Location	Case Officer	Page No.
1.	07/9002 A	Jewsons Builder's Merchants, Eastern Way, Carlisle, Cumbria, CA1 3QZ	AMT	1
2.	07/9001 A	Land adjacent to Newtown School, Raffles Avenue, Carlisle CA2 7EQ	AMT	28

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SCHEDULE A: Applications with Recommendation

07/9002

Item No: 1

Date of Committee: 07/02/2007

Appn Ref No:
07/9002

Applicant:
Mr Bernard Dolan

Parish:
Carlisle

Date of Receipt:
15/01/2007

Agent:
Cumbria County Council

Ward:
Harraby

Location:
Jewsons Builder's Merchants, Eastern Way,
Carlisle, Cumbria, CA1 3QZ

Grid Reference:
342004 554649

Proposal: New Community Fire Station, Divisional HQ & Emergency Planning
Centre

Amendment:

REPORT

Reason for Determination by Committee:

The application is brought before the Committee at the request of an elected member in view of the significance of the proposal.

Planning Policies:

Gas Pipeline Safeguarding Area

The proposal relates to land or premises situated within or adjacent to the Gas Pipeline Safeguarding Area.

Cumbria and Lake District Joint Structure Plan 2001 – 2016 Policy ST1: A Sustainable Vision for Cumbria

The overall quality of life within Cumbria should be enhanced through the promotion of sustainable development that seeks to protect the environment, ensure prudent use of resources and maintain social progress and economic growth.

Urban and rural communities should be sustained through measures that, in combination, advance the four objectives of sustainable development and achieve:

- a flourishing and diverse local economy
- access to good quality housing for all
- a full range of appropriate and accessible services
- good transport services and communications linking people to jobs,

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- schools, health and other services
- quality built, natural and historic environments
- places to live in a safe and healthy manner
- vibrant, harmonious and inclusive communities

Cumbria and Lake District Joint Structure Plan 2001 – 2016 Policy ST3: - Principles applying to all new development

All proposals for development including alterations to existing buildings and land use change will be required to:

1. seek locations consistent with policy ST5, ST6, and ST7 which will assist in reducing the need to travel, and then in the following order of priority :
 - a) the appropriate reuse of existing buildings worthy of retention, followed by
 - b) the reuse of previously developed land and only then
 - c) the use of previously undeveloped land,
2. seek sites that are or will be made accessible by public transport, walking or cycling,
3. reduce the risk of flooding within the development and elsewhere by a choice of location in the following order of priority:
 - a) sites with little or no flood risk, followed by
 - b) sites with low or medium flood risk, and only then
 - c) sites in areas of high flood risk

Design proposals should minimise or mitigate any flood risk and where practicable include sustainable drainage systems

4. ensure agricultural land of poorer quality is used for development in preference to the best and most versatile agricultural land.
5. avoid the loss of, or damage to, and where possible enhance, restore or re-establish, important nature conservation features,
6. avoid the loss of or damage to, and wherever possible enhance important or distinctive conservation features including landscapes, buildings, archaeological sites, historic parks and gardens and visually important public and private open spaces,
7. ensure high standards of design including siting, scale, use of materials and landscaping which respect and, where possible, enhance the distinctive character of townscape and landscape, promote a safe and secure environment that designs out crime and makes proper provision for people with restricted mobility and people with special needs, promote energy and water efficient design and the use of recycled materials and renewable energy technology, avoid reductions in air quality and the quality and quantity of

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groundwater and surface waters, ensure development makes efficient use of and is within infrastructure, community and service constraints, or that these can be satisfactorily overcome through planned improvements or at the developers expense without an adverse effect on the environment, Ensure minimal levels of light pollution and noise.

Cumbria and Lake District Joint Structure Plan 2001 – 2016

Policy ST5 : New development and key service centres outside the Lake District National Park

New development will be focused on the key service centres as set out below:

	Development emphasis	Major development of regional towns and cities	Sustained development of large towns	Moderate development appropriate to scale of town
City of Carlisle	Fostering regional role see Policy ST8	Carlisle		
North Cumbria	Sustaining rural services see Policy ST9			Brampton, Longtown, Wigton
Furness and West Cumbria	Securing regeneration see Policy ST10	Barrow In Furness	Maryport, Ulverston, Whitehaven, Workington	Aspatria Cleator Moor, Cockermouth, Dalton in Furness, Egremont, Silloth, Millom
South and East Cumbria	Meeting local needs, see Policy ST11		Kendal Penrith	Alston, Appleby, Grange over Sands, Kirkby Lonsdale, Kirkby Stephen, Milnthorpe

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The scale of development should be appropriate to the size and role of each key service centre and reflect the development emphasis of Policies ST8 – ST11, but as a minimum requirement provision should be made in each key service centre for:

1. a supply of new housing over the whole plan period,
2. an appropriate supply of readily available land in the Local Employment Site market sector,
3. a high level of transport accessibility, and
4. the ability to connect to high speed communications technology.

To ensure consistency with policies EM13 and H17 it will be the role of Local Planning Authorities to manage the above supply of land, particularly in areas of high demand to avoid over provision of development.

Cumbria and Lake District Joint Structure Plan 2001 – 2016 Policy ST8: The City of Carlisle

The City of Carlisle's importance will be fostered by new development that builds on its role as a regional centre for business, commerce, shopping, leisure and tourism. A range of employment opportunities including a Regional Investment Site at Kingmoor will be provided. Opportunities will be taken to strengthen links to employment uses at Kingmoor by all forms of transport. The role of Carlisle airport and its potential for contributing to economic activity within the city will be supported. New housing will be needed to sustain the city's economic potential. The release of land will be phased to minimise vacancies and ensure the refurbishment and redevelopment of the existing housing stock and to give priority to the use of previously developed land. In accommodating new development regard should be had to the city's historic character.

Cumbria and Lake District Joint Structure Plan 2001 – 2016 Policy EM14: Development of employment land for other purposes

Outside the Lake District National Park, the development of existing employment sites, premises and land allocations for non-employment or mixed uses will be considered where it can be demonstrated that over the Structure Plan period either:

- a) The site or premises is likely to remain unsuitable for employment purposes; or
- b) The retention of the site or premises in employment use is not needed to meet the requirements of Policy EM13 including the requirement that each Key Service Centre retains an appropriate supply of land within the Local Employment site Market Sector.

Within the Lake District National Park, permission will not be given for the redevelopment or use for other purposes of land and buildings with an established

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business use for Class B1, B2 or B8 of the Use Classes Order, or of land identified for employment use in a Local Plan or Local Development Documents, unless it can be demonstrated to be unsuitable for business purposes or, exceptionally, viable alternatives are readily available in the locality.

Carlisle District Plan Employment - Proposal EM2

Within Primary Employment Areas proposals for B1, B2 and B8 uses will be acceptable. Permission will not be given for redevelopment or changes of use within such areas for other purposes. Exceptions may be permitted where:

1. The existing use of the site adversely affects or could adversely affect adjacent residential properties; or
2. The proposed alternative use is essential for the redevelopment of the majority of the site for employment purposes; and
3. The alternative development would be appropriate in terms of scale and design to the surrounding area, and the amenity of adjacent properties would not be prejudiced.

Carlisle District Local Plan 2001 - 2016 Revised Redeposit Draft Development Principles - Policy DP1 - Sustainable Development Locations

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

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

Within these locations development proposals will be assessed against a sequential

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approach for the need to be in the location specified. In particular proposals for retail, office and leisure developments will all be subject to the sequential approach contained in paragraph 2.44 in PPS6. Residential proposals will be considered against sequential criteria based on PPG3.

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

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

Carlisle District Local Plan 2001 - 2016 Revised Redeposit Draft Development Principles - Policy DP2 - Regeneration

The City Council will develop proposals which seek to regenerate the economic, social and environmental capital of the District. These proposals will be developed in conjunction with, and will be informed and guided by Carlisle Renaissance strategic objectives.

Within the urban area there are four areas where redevelopment/regeneration activities will be concentrated. These areas are shown on the attached plans. In the Rickergate area a number of city centre uses will be considered based upon retail/commercial/office/hotel and residential development. This is a key site's in a prominent location for access to the city from the north

In the Viaduct Estate Road area (Caldew Riverside) proposals will be considered which optimise the use of this land, taking account of its setting. A mix of uses would be appropriate including residential, offices and retail.

In the Citadel Area there is potential for better utilisation of land and buildings catering for additional city centre uses integrated with the existing office and retail mix.

In the Raffles area residential development will be the main driver of regeneration supported by environmental improvements and community facilities.

The boundaries of these areas are shown on the proposals map (See extracts).

In Carlisle South area a combination of residential improvements/redevelopment, increasing employment opportunities and environmental improvements will be developed to address local needs.

In the rural area work on Longtown Market Town Initiative action plan will be supported where this addresses local needs. In other rural parishes, parish plans will be taken into account when considering proposals for development where they are consistent with the overall plan strategy and policies.

Consideration will be given to new schemes arising during the Plan period as well

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as where strategies are being progressed at the start of the plan period. In particular proposals that can demonstrate a regenerative effect will be favourably considered. Proposals must be able to demonstrate a positive impact by nature of their holistic approach and be based on sound sustainable development principles. In addition they must not compromise any strategic proposals or masterplanning.

Carlisle District Local Plan 2001 - 2016 Revised Redeposit Draft Economic and Commercial Growth - Policy EC1- Primary Employment Areas

Within Primary Employment Areas proposals for B1, B2 and B8 uses will be acceptable. Permission will not be given for redevelopment or changes of use within such areas for other purposes.

Exceptions may be permitted where:

1. the existing use of the site adversely affects or could adversely affect adjacent residential properties or the local environment; or
2. the proposed alternative use provides for needed community building or public amenity space; or
3. the proposed alternative use is essential for the redevelopment of the majority of the site for employment purposes; and
4. the alternative development would be appropriate in terms of scale and design to the surrounding area and the amenity of adjacent properties would not be prejudiced.

Proposals for public sales floorspace within employment units will be restricted to no more than 5% of the available floorspace. Restrictions will be placed on the hours of operation in order to ensure that the use remains ancillary to the prime use of the unit.

Employment uses have now become established at the former RAF14MU outlying sites at Harker, Heathlands and Rockcliffe. The sites are designated as Primary Employment Areas.

In the Sandysike/Whitesyke areas proposals for the redevelopment and extension to existing industrial and warehousing premises will be acceptable provided:

1. the proposal does not have an adverse impact on the landscape; and
2. the proposal does not involve the loss of existing tree cover; and
3. where appropriate, opportunities are taken to reinforce existing landscaping; and
4. adequate access and appropriate parking are provided.

Summary of Consultation Responses:

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Summary of Representations:

Representations Received

Initial:

Consulted:

Reply Type:

Details of Proposal/Officer Appraisal:

Planning History:

The proposed site relates to unused land forming part of a larger site that has been occupied as a Builders Merchant for many years (formerly Harcross now Jewsons).

Details of Proposal:

Members will be aware that following the severe flooding of January 2005, which seriously affected much of Carlisle (including the existing Fire Station on Warwick Street, north of the City Centre), the Fire Service has re-appraised its requirements for accommodation and operational facilities within the city.

That review has led to the emergence of proposals for the vacation of the existing Warwick Street premises and its replacement by two new Fire Stations geographically located in the west and east of the city. These are now subject of formal planning applications which the County Council will determine as the relevant planning authority (it is "operational development" by that Authority).

The proposed strategy envisages the larger, and most significant in operational terms, of those two new Fire Stations, which incorporates a new Divisional Headquarters, being located on land off Eastern Way. This Report describes that proposal while a separate Report on the planning application for a satellite station at Raffles Avenue follows in the Schedule.

The Durranhill proposal relates to a 0.6 hectare site situated off the north-west side of Eastern Way immediately north of Border TV's studios at the junction with Brunel Way. The proposed site, which is covered by scrub vegetation, comprises an area of unused land between the external yard at the rear of the main buildings occupied by Jewsons, the Builders Merchants, and the site boundary with the verge to Eastern Way. It is currently accessed only through Jewsons vehicle entrance from Stephenson Road, has "employment" land uses to 3 of its 4 sides and is bounded by concrete post and wire fencing. On its roadside frontage the site is set back behind an existing grassed verge and it faces towards The Inglewood Forest Public House and elderly persons's accommodation at Elizabeth Welsh House, adjacent to the junction of Eastern Way.

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The application is in "outline" form and is supported by a schematic site layout plan, a site analysis plan, a schematic accommodation plan, a Design and Access Statement (DAS), a Transport Assessment (TA) and related A4 plans showing the visibility splays to the access and the proposed arrangements for a "warning lights" system for vehicles approaching along both sides of Eastern Way. That system is intended to stop traffic to allow appliances to leave the proposed Fire Station when responding to an emergency call-out.

The salient elements of the proposals are the establishment of a new Fire Station that serves this sector of the city but also includes a new Divisional Headquarters for the Fire and Rescue Service, fire station training facilities, a community use facility and an Emergency Planning Centre. The proposed development would entail the provision of a building which would be sited close to the road frontage and extend across most of the site's width. At its northern end it would house 3 appliance bays (with space for a possible 4th appliance in the future) attached to a 3 storey building that would have the fire station ancillary accommodation on its lower floor and half of its 1st floor, the Divisional HQ on the remainder of the 1st floor with the Emergency Planning Centre occupying all of the second floor. A Training House and Tower would be sited adjacent to the Drill Yard at the rear of the site together with fuel tanks and pumps. The indicative layout also makes provision for 36 car parking spaces with that area.

Although there is currently no direct vehicle access from Eastern Way, the proposals include the formation of a new two-way access formed adjacent to the southern site boundary and incorporating 4.5m by 120m visibility splays to both sides. That access would be multi-purpose but the internal access road would be continued for fire appliance access (beyond the car parking areas) so that the fire vehicles can directly enter into the bays from the rear and exit via a forecourt from the front of those bays onto Eastern Way when attending call-outs. As indicated earlier, the application provides for advance signing and warning lighting so that vehicles emerge under traffic controlled conditions.

The proposed Fire Station would normally employ 15 operational staff with 30 staff working within the Divisional HQ and the Emergency Planning Centre. When the Control Centre for emergency planning is activated a further 20 persons may be called to duty. The normal car parking provision would be augmented at that time by use of the Drill Yard.

As an "outline" submission there is no detail of the future design of the development but the DAS indicates that the appliance bays would be broadly equivalent to 1 and a half storeys in height with the adjacent accommodation for the Fire Station administration/Divisional HQ/Emergency Planning Centre being 3 full storeys in height. That is considered to be appropriate in view of the site's general location and scale of other buildings in the area.

In Planning Policy terms, there is no specific guidance contained within either Structure or Local Plan policies that assists in dealing with community service proposals such as this. The site is located within a Primary Employment Area (PEA) shown on the Urban Inset Plan for Carlisle that forms part of the District Local Plan: Policy EM2 of the adopted Plan has a general presumption against the loss of such

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land to non-employment use (with some exceptions). However, the emerging Policy EC1 of the Revised ReDeposit Draft undertaken as part of the Local Plan review modifies the extant Policy EM2 by adding to those possible exceptions (new criterion 2 of Policy EC1) to allow for loss of PEA land in circumstances where *"the proposed alternative use provides for needed community building or public amenity space"*. Clearly, that is applicable in this instance

Human Rights Act 1998

Several provisions of the above Act can have implications in relation to the consideration of planning proposals, the most notable being:

Article 6 bestowing the "Right to a Fair Trial" is applicable to both applicants seeking to develop or use land or property and those whose interests may be affected by such proposals;

Article 7 provides that there shall be "No Punishment Without Law" and may be applicable in respect of enforcement proceedings taken by the Authority to regularise any breach of planning control;

Article 8 recognises the "Right To Respect for Private and Family Life";

Article 1 of Protocol 1 relates to the "Protection of Property" and bestows the right for the peaceful enjoyment of possessions. This right, however, does not impair the right to enforce the law if this is necessary;

This is a matter which will be assessed by the determining Authority, Cumbria County Council.

Recommendation: Observations

1. There is no objection to the proposals but the City Council would wish to see the evolving proposals employing a high standard of architectural design and finishes in view of the prominence of the site and for a high standard of landscaping to be included to ensure an attractive setting for the development.
-

Design and Access Statement

New Community Fire Station - Durranhill, Carlisle

15 JAN 2007
2007/19002

1.0 0 The site and Context (refer to *Site and Location Plan*)

The site is on vacant land on the Western side of Eastern way currently owned by Jewsons Builder's merchants. It is situated centrally, close to the residential area of Harraby and the City centre. Excellent access to the city centre and built up areas to the South and East is provided by Eastern Way and the A6. The M6 accessed at junction 43 offers alternative routes to these areas and others further afield. The area of the application site is approximately 0.6Ha. It is bounded on 3 sides by large manufacturing and wholesale businesses housed in buildings of little architectural merit, and on the fourth side by Eastern Way. The site is covered by scrub vegetation.

2.0 0 Proposed Use (refer to *Relationship Diagram and Accommodation Diagram*)

It is proposed to develop the site to provide a new Community Fire Station, Area HQ and Emergency Planning Centre. This station, together with the satellite station proposed for Newtown, would replace the existing station at Rickergate, which is housed in poor accommodation and subject to a high flood risk. Providing the service from these two new sites will enable Cumbria Fire and Rescue Service to achieve response standards as detailed in their integrated risk management plan (IRMP).

This operational station will be developed to provide the full range of ancillary accommodation together with training facilities and space for the maintenance and storage of equipment.

The site will also be used as a base for work promoting fire safety in the community but, at any one time, a larger proportion of the staff will remain on site. The community room, a little less than the size of an average classroom, is sufficient for groups of around 20. It would be used to promote fire safety; complementing work carried out in the community. It would also be available for use by community groups for meetings, seminars and training but not entertainment.

Typically there would be 15 operational staff on site. During the working day, 30 staff would be present working in the Area HQ and Emergency Planning Centre. In emergencies a further 20 staff may use the premises. In these infrequent circumstances, the drill yard would be used to accommodate vehicles.

The Fire and Rescue Service's Service Orders prohibit the use of sirens and lights on vehicles unless it is necessary to warn other road users of their presence. Between the hours of 11.30 and 7.00am they can only be used if it is to indicate danger to other users. In normal circumstances, it would not be necessary to use either audible or visual warnings.

3.00 Amount of Development (refer to *Accommodation Diagram*)

The schedule of accommodation indicates *usable* floor space colour keyed to the type of accommodation shown on the site layout. The area of the accommodation shown on the layout corresponds to an estimated *total* floor area, which allows for circulation space and a limited amount of 'elbow room' for development of the brief, in addition to the usable space indicated on the schedule. This additional allowance amounts to around 30% of the total for ancillary and community spaces. The area of bays already incorporates circulation and no additional allowances are made.

The Cumbria Guidelines for parking specify 1 non-operational parking space for every 25m² of gross floor area (category B1) This would generate a number of spaces which significantly exceed the total number of users on site at any one time. A common sense approach has been adopted using the projected numbers of users and providing 1 parking space for every two users. Parking would be provided in two separate areas: one for Fire fighters and the other marked to indicate office staff and visitors. Numbers of Spaces for use by disabled drivers, motorcyclists and cyclists are calculated separately for each category.

There would be 15 full time Fire-fighters based on this site, requiring 8 parking spaces, 1 motorcycle space and two push bike spaces.

The anticipated numbers of visitors and office staff are 20 and 30 respectively. The parking area would therefore provide 25 spaces plus 2 designated spaces for disabled drivers, 3 motorcycle spaces and 4 push bike spaces.

In the event of an emergency up to 20 more emergency planning staff could arrive on site. In these circumstances the drill yard would be used for parking

4.00 Layout

(refer to Relationship Diagram and Site Layout)

A significant factor in the site layout is the need for Fire appliance to return to its bay facing forwards thereby minimizing the amount of manoeuvring required for egress from the site. This generates the loop (in this case a flattened oval) for vehicular circulation that is characteristic of fire station layouts. This loop is also a key determinant of site area.

In this case, the appliance bays are positioned on the return leg of the loop with access directly on to Eastern Way. Most of the remaining floor space is provided within the loop. Operational spaces are provided adjacent to the bays on the ground floor for functional reasons with space for maintenance of equipment and storage on the opposite side of the bays. There is no functional necessity for close links between emergency planning, divisional HQ and the community room. Although each requires direct access from the parking areas and a ground floor location is preferred for the community room.

Training facilities in the form of a fire house and drill tower are best provided some distance from other accommodation to avoid disruption. In this case they are sited outside the 'loop' leaving the drill yard clear. The fuel pump would also be positioned on the periphery of the site, outside the loop

5.00 Scale

(refer to Accommodation Diagram and Site Layout)

The layouts show the footprint of a three-storey building alongside the appliance bays. The upper and lower limits of the plan dimensions shown may change by up to 25% within the total areas shown on the accommodation schedules

The height of the building would be determined by the roof structure, the aperture for the bay doors and the number of storeys. The appliance bays would be equivalent to 1 ½ storeys. Eaves heights could therefore be between 5.5m (approximately) for the appliance bays and 9m for a 3 storey block to accommodate the other uses. Ridges for pitched roofs are unlikely to be higher than 3m above eaves levels.

6.00 Landscaping

(refer to Site Layout)

It is proposed to use soft landscaping to cover surplus site area. Local species will be selected for low maintenance, year round interest and promotion of biodiversity. It is proposed

that other peripheral areas and areas beyond the 'loop' would be grassed with the possibility of some areas maintained as meadow to be investigated at a later stage.

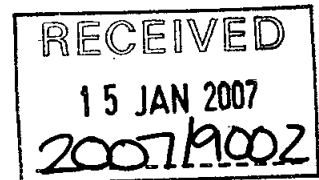
7.00 Appearance

The buildings surrounding the site have little architectural merit and do not exhibit a consistency of scale or treatment of detail. In this context a number of different approaches could be adopted for the design of the new building and be equally successful. It would therefore be unhelpful to be prescriptive about the appearance of the building at this stage. The new building will, however, be a prominent feature on Eastern Way and the opportunity to use the quality of its design to raise and the profile of the Fire and Rescue Service will form part of the design brief.

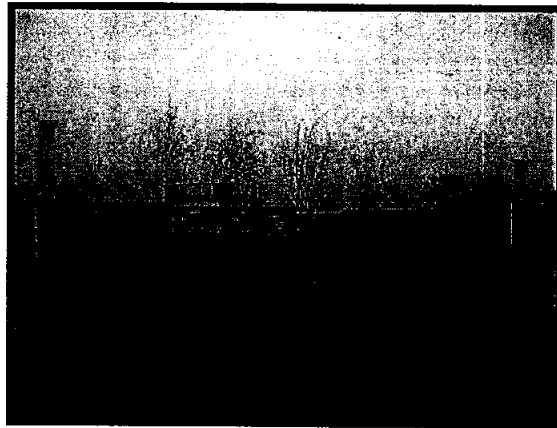
8.00 Access

The Transport Statement, which forms part of this application, deals with access to the site. Access within the site is subject to the developed site layout, which will accompany a detailed, planning application. This layout will incorporate provision for access to the buildings for visitors who may be visually impaired or use wheelchairs.

CAPITA SYMONDS



**Carlisle Main Fire Station
Eastern Way**



TRANSPORT STATEMENT

DRAFT

DECEMBER 2006

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APPENDICES

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1 INTRODUCTION

1.1 Commission

1.1.1 Capita Symonds has been commissioned by Cumbria Fire Service to produce a Transport Statement (TS) for four potential relocations of fire stations across Cumbria. Two sites will be located in Carlisle, with further sites at Workington and Whitehaven.

1.1.2 This report covers the main fire station site located adjacent to Eastern Way, Durranshill, Carlisle.

1.2 Contents

1.2.1 The report summarises the findings of the TS and considers the following: -

- The study area and the scope of the TS;
- The existing highway network in the area.
- The nature and scale of the development proposals;
- The site access arrangements;
- The accessibility to and from the site by motor vehicle;
- Accident history in the vicinity of the development site;

1.2.2 The main parameters of the TS have been agreed with the Local Highway Authority, Cumbria County Council.

2 DEVELOPMENT SITE

2.1 Carlisle Main Station

2.1.1 The proposed site of the main station in Carlisle is located to the southeast of Carlisle on the former Jewsons site, off Eastern Way.

2.1.2 A location plan is included at Figure A1, Appendix A.

2.2 Proposed Development

2.2.1 The land use for the proposed Carlisle Main Station is predominantly brownfield. The site is located on the periphery of Durrhill Industrial Estate.

2.2.2 The development consists of a three bay station with ancillary accommodation. It will also be the location for a Divisional Headquarters, which will also house an Emergency Planning Centre and training facility. The expected employment figures for the various sections are:

- 11 Regular Fire Fighters
- Up to 6 visitors
- 3 Administrative Staff
- 17 Area Head Quarter Staff
- 9 emergency planning staff

2.2.3 The traffic movements from these 46 people will not all occur during highway peak hours. The impact of the development will not detrimentally impact on the operation of the local highway network so no further capacity analysis has been undertaken for the site.

2.2.4 There is expected to be 1,200 annual appliance movements to and from the site. These movements are relatively random both for their time and direction of travel.

2.3 Parking

2.3.1 The site will provide 27 parking spaces. There are no specific maximum parking guidelines for fire stations parking provision. The provision of 27 parking spaces is considered to be reasonable for a development of this type at this location.

2.3.2 Cycle parking will be provided in a safe and secure location close to the entrance to buildings.

3 LOCAL HIGHWAY NETWORK

3.1 Extent of Highway Network

- 3.1.1 The extent of the local highway network being considered as part of this assessment consists of Eastern Way and its junctions with Arnside Road and Brunel Way

3.2 Eastern Way

- 3.2.1 Eastern Way is a single lane two-way carriageway linking Warwick Road to the North East and London Road to the South West. The width of eastern way is generally 7.3 metres.
- 3.2.2 Eastern Way has a 30mph speed limit along its length. A 2.5 metre segregated footway and cycleway travels along the north of the carriageway. Street lighting is present along the length of Eastern Way.

3.3 Eastern Way/Arnside Road Junction

- 3.3.1 The Eastern Way/Arnside Road Junction is a priority junction. A right turn lane aids north east bound traffic from Eastern Way to turn into Arnside Road.
- 3.3.2 A pedestrian refuge is provided immediately north east of the junction in the centre of the carriageway.
- 3.3.3 Arnside Road serves the residential area of new Harraby from the junction. Arnside Road has 20mph speed limit in operation.

3.4 Eastern Way/Brunel Way Junction

- 3.4.1 The Eastern Way/Brunel Way Junction is a priority junction. A right turn lane aids south west bound traffic from Eastern Way to turn into Brunel Way.
- 3.4.2 Brunel Way serves Durranhill Industrial Estate from the junction. Brunel Way has a 30 mph speed limit in operation.

4 Site Access

4.1 Site Access Arrangement

- 4.1.1 The site will be accessed via a two way access and egress from eastern way 90 metres north east of the existing Brunel Way/ Eastern Way priority junction. This will serve as a two way access and egress for standard vehicular traffic accessing the site.
- 4.1.2 Fire Appliances will use a one-way system through the site. Appliances will access the site through the same site access as standard vehicular traffic they will then continue behind through the drill yard and drive into the rear of the appliance bays. Egress from the site for the appliances will be onto the section of Eastern Way fronted by the appliance bays.
- 4.1.3 The site access arrangements can be seen on Figure A2 Appendix A.

4.2 Signing and Markings

- 4.2.1 Due to it being necessary for the appliances to exit the site quickly when called warning signing and carriageway markings will be provided in order to alert traffic to the presence of the fire station.
- 4.2.2 An 'other danger ahead' warning sign (TSR&GD 2002, 562) will be mounted above a 'Fire Station stop when lights show' sign (TSR&GD 2002, 563.1) on the approach to the appliance egress point.
- 4.2.3 Light Signals (TSR&GD 2002, 3014) will be provided on the approach to the appliance egress points. These will have associated stop lines on the carriageway and cycleway. When appliances answer emergency calls and exit the station the lights will flash to stop traffic on Eastern Way. This will improve highway safety in the area by reducing potential vehicle conflicts.
- 4.2.4 The proposed signing and Light Signal locations can be seen on Figure A2, Appendix A.

4.3 Visibility

- 4.3.1 Eastern Way currently has a 30mph speed limit in operation. Using the visibility requirements in TD:42/95 Geometric Design of Major/Minor Priority junctions this would require a 70 metre visibility splay at a 4.5 metre setback distance.
- 4.3.2 It is, however, likely that the 85th percentile speed on Eastern Way is greater than the posted speed limit of 30 mph. The visibility from the site access should, therefore, be at least 120 metres at a 4.5 metre setback distance, which is the requirement for a 40mph major road speed.
- 4.3.3 Visibility from the two-way access and egress junction is in excess of 120 metres in each direction. Visibility from the appliance bays is in excess of 150 metres in each direction.
- 4.3.4 The visibility splay for the site access junction is shown on Figure A3 Appendix A.

5 Accident History

5.1.1 The collision history for the previous three-year period from 30th October 2003 to 30th September 2006 was searched for personal injury accidents on the local highway network. In total there were 7 recorded accidents. 1 of these resulted in serious injury and the remaining 6 in slight personal injury.

- Three of the accidents occurred at the signalised junction of Eastern Way with London Road. One of these resulted in serious injuries and two in slight injuries. Two of the accidents including the accident that resulted in serious injuries were caused by vehicles passing through red lights and colliding with pedestrians crossing the road. The third accident at this junction was the result of a vehicle colliding with the rear of another vehicle queuing in traffic.
- Three accidents occurred outside the proposed fire station site. Two of the accidents occurred at the junction of Arnside Road with Eastern Way. One of these accidents involved a vehicle pulling out of the Arnside Road junction into the path of a vehicle on Eastern Way. The second accident at this junction involved a vehicle turning into Arnside Road from Eastern Way into the path of a vehicle on Eastern Way travelling in the opposite direction. The third accident involved a vehicle that came to a stop in traffic on Eastern Way and was struck from behind.
- The final accident occurred to the north of the proposed fire station site, close to the Durranhill Road junction. This accident involved a pedestrian running into the carriageway and being struck by a vehicle travelling on Eastern Way.

5.1.2 There are only a small number of recorded accidents along Eastern Way, and these are not localised around a single area. It is therefore considered that there are no inherent safety issues on the local highway network.

6 Accessibility

6.1.1 This section considers access to the site by sustainable transport modes including walking, cycling and public transport.

6.2 Walking

6.2.1 Footways are provided along Eastern Way with street lighting present its length. The large residential areas of Harraby and Botcherby are all within a 2km reasonable walking distance of the proposed development site.

6.2.2 Drop kerbs and footways will be provided for access into the development site. This will ensure that the site fully integrates into the existing pedestrian facilities on Eastern Way.

6.3 Cycling

6.3.1 A segregated cycleway travels along the north of the carriageway along Eastern Way. This connects to a dedicated cycleway on London Road, which provides access to the City Centre.

6.3.2 The majority of southern Carlisle including the residential areas of Harraby, Botcherby, Warwick road and Upperby are all within a 5km reasonable cycling distance of the development site.

6.4 Public Transport

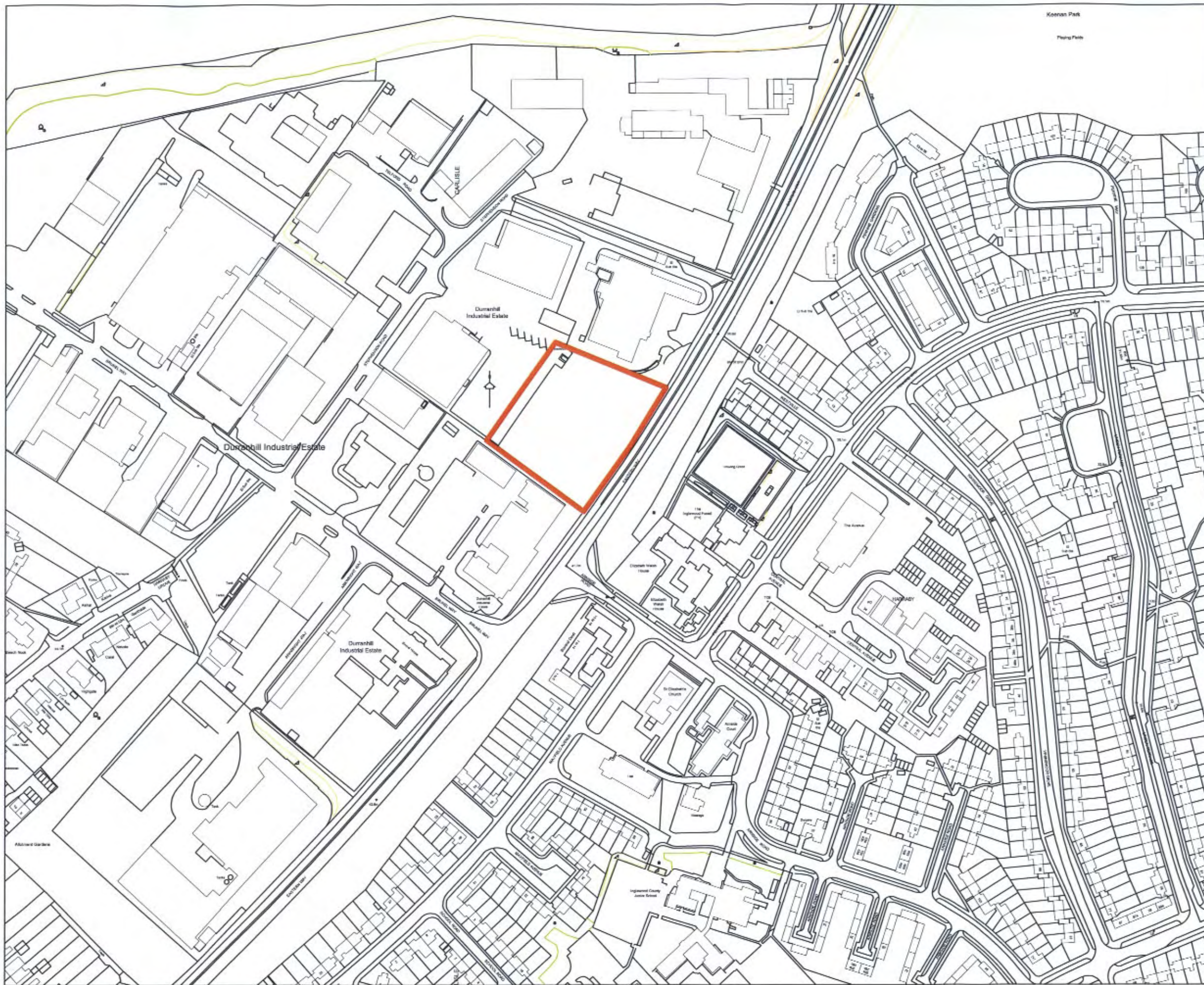
6.4.1 The nearest Bus Stop is on London Road close to the Eastern Way junction, approximately 600 metres from the site. Continuous pedestrian facilities link the site to this bus stop. A summary of the services serving the bus stop is provided in table 6.1 below:

Service	From	To	Via	Days	Frequency
60/60A	Sandsfield Park	Harraby	City Centre	All week	Every 15 minutes
61/61A	Morton Park	Harraby East	City Centre	All week	Every 8 minutes
104	Carlisle	Oasis Holiday Village	Penrith	All week	Hourly

6.4.2 This shows that the development is well served by existing public transport services.

7 CONCLUSION

- 7.1.1 This Transport Statement has explored the potential highway issues relating to the development of the proposed site for use as a fire station
- 7.1.2 These issues have been discussed with the Local Highway Authority to ascertain their views, and recommendations have been made for resolving any issues that may prohibit development of the site.
- 7.1.3 The proposed development of the site will not create any capacity problems on the local highway network. The site is adequately served by sustainable provision.
- 7.1.4 The accident history shows that there are no inherent highway safety problems on the local highway network that would be exacerbated by the development of the site.
- 7.1.5 The visibility from the site access and egress points is well in excess of the minimum standard visibility splay. The provision of advanced signing and warning lights will further improve the safety for all road users relating to the egress of fire appliances from the site.
- 7.1.6 In conclusion there are no reasons on highways grounds to refuse planning permission for the development of this site.



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Dimensions to be checked on site before commencing work. Any discrepancies should be reported to the project architect immediately.

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NO	DATE	REVISIONS	BY

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PROJECT

CUMBRIA FIRE AND
RESCUE SERVICE
SITE FEASIBILITY STUDIES

SITE LOCATION

CARLISLE

DRAWING TITLE

Duranhill, Carlisle
Rep'ment Fire Station
Application Drawing

DRAWING STATUS

OUTLINE PLANNING

SCALE @ A3
1:2500

PROJECT NUMBER

4069819

DATE

20 Dec 06

DRAWING NUMBER

1.01

DRAWN

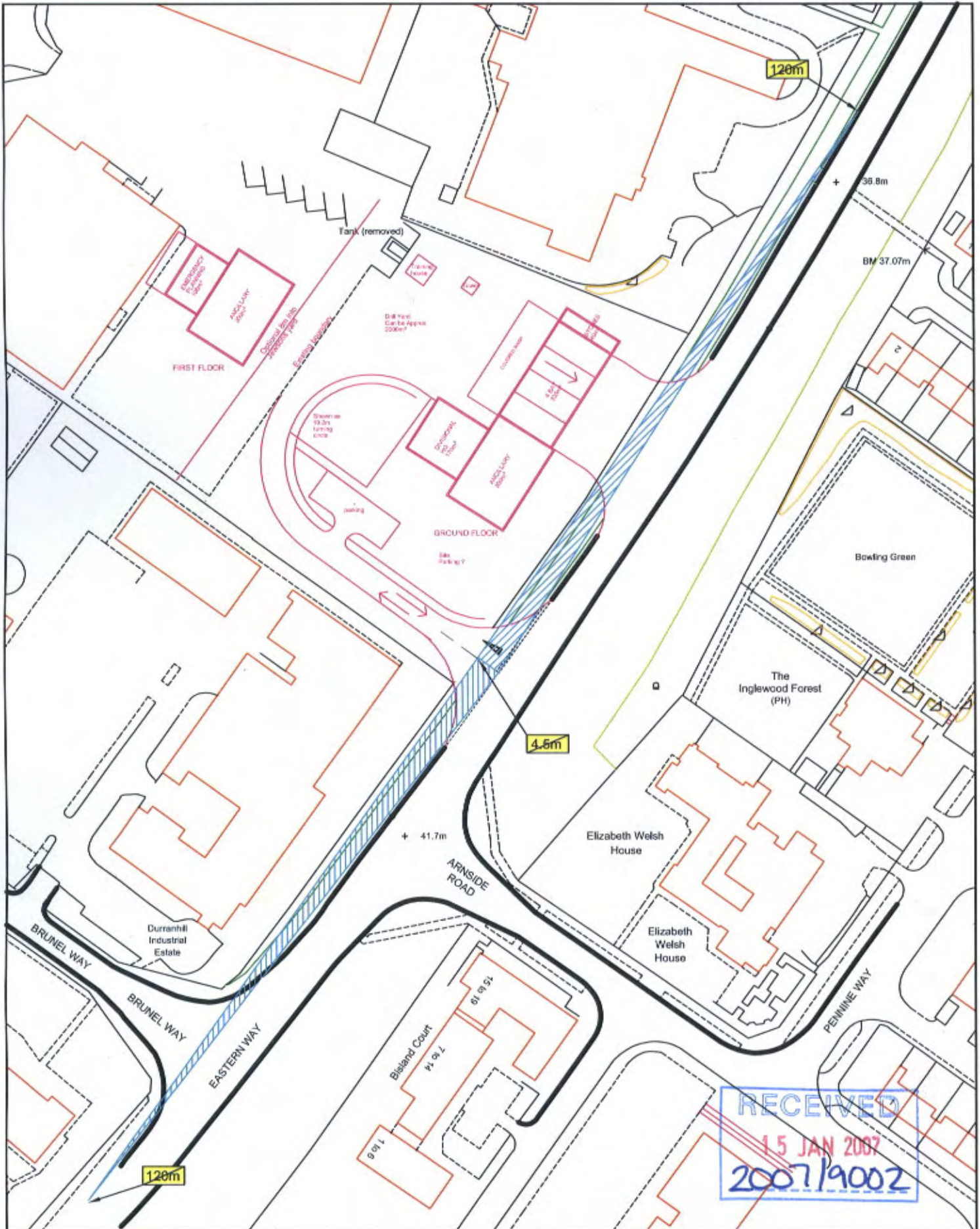
GB

CHECKED

MW

REVISION

0



CAPITA SYMONDS

The Capita Building
Kingmoor Business Park
CARLISLE
Cumbria
CA6 4SJ

Tel. 01228 873000
Fax. 01228 673111

**Main Station, Carlisle
Visibility Splay**

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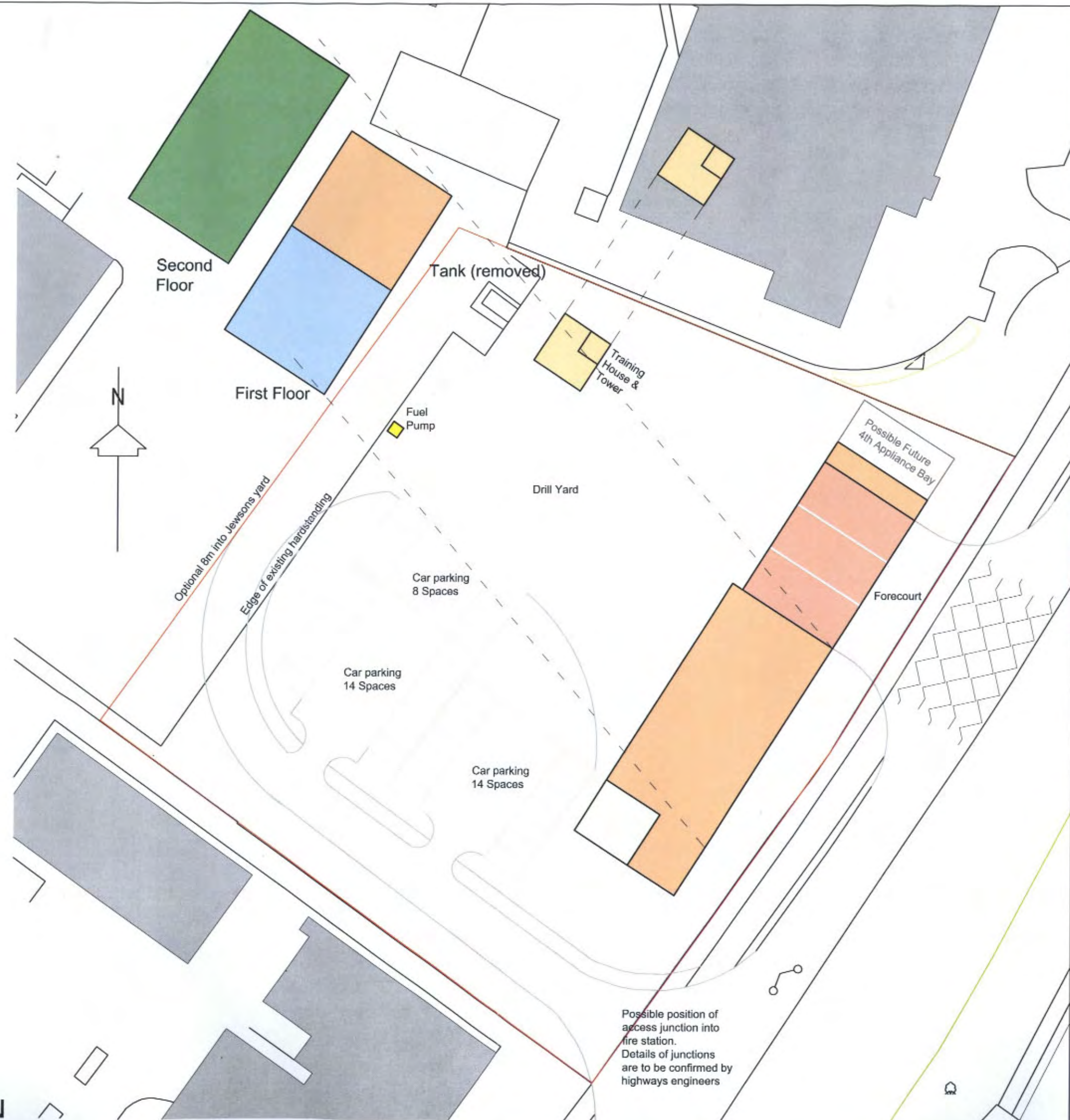
Drawing No. A3

Drawn by **RAC** Scale **NTS** Date **DEC '06**

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Key

- Fire Appliance Bays - 6.2 x 13.5m
- Fire Station Ancillary Accommodation
- Fire Station training facilities
- Fire Service Divisional Headquarters
- Community Use / facility
- Emergency Planning
- Fuel Pump
- Proposed application Boundary
- Proposed Road
- Manoeuvring Areas



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NO	DATE	REVISIONS	BY
C	05 Dec 2006	Revise boundary to application boundary Add colour for fuel pump	BN

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PROJECT
 CUMBRIA FIRE AND RESCUE SERVICE
 SITE FEASIBILITY STUDIES

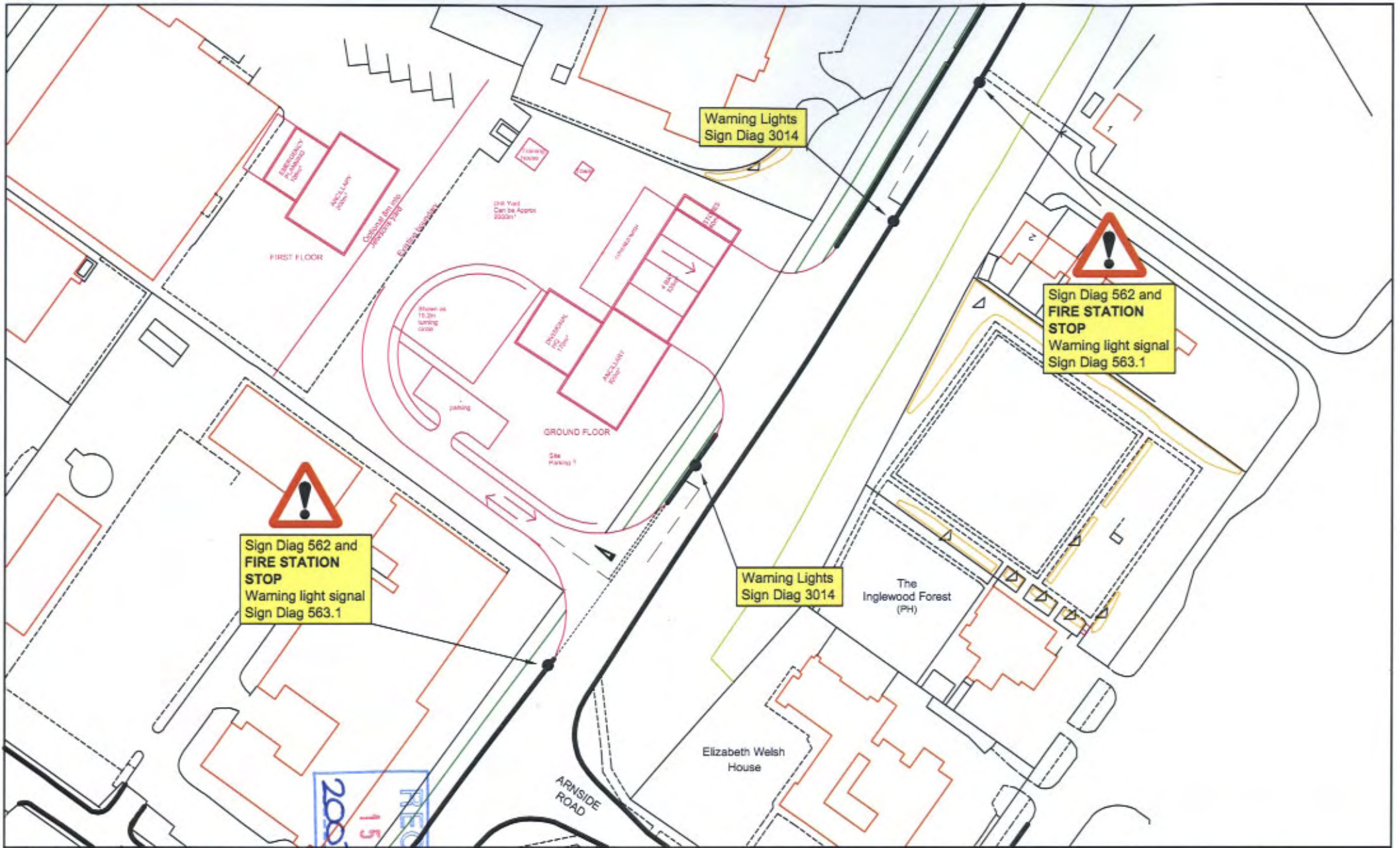
SITE LOCATION
 CARLISLE

DRAWING TITLE
 Duranhill, Carlisle
 Rep'ment Fire Station
 Proposed Layout
 Plan

DRAWING STATUS
 OUTLINE PLANNING

SCALE A3 1:500	
PROJECT NUMBER 9069819	DRAWN GB
DATE 20 Dec 06	CHECKED MW
DRAWING NUMBER 1.05	REVISION 0

1:500 SITE PLAN



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Main Station, Carlisle Site Location

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FIGURE A2

Drawn by RAC Scale NTS Date DEC '06

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x			

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PROJECT
CUMBRIA FIRE AND RESCUE SERVICE SITE FEASIBILITY STUDIES

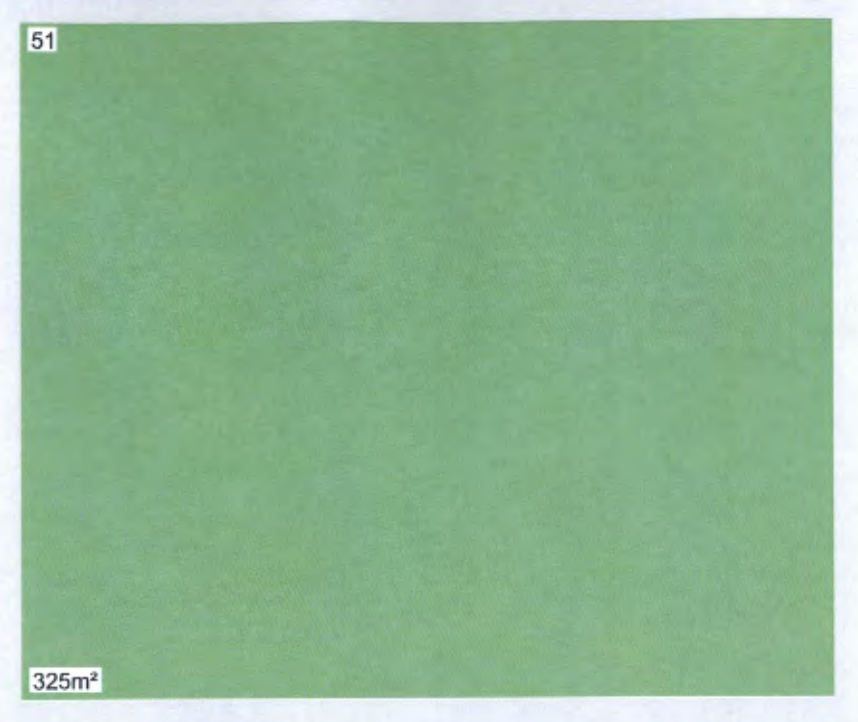
SITE LOCATION
CARLISLE

DRAWING TITLE
Durranhill, Carlisle Rep'tment Fire Station Accommodation Diagram

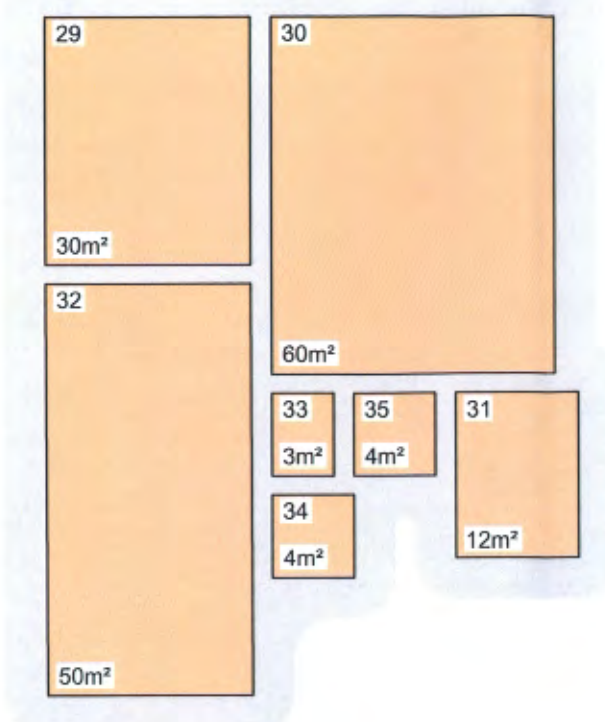
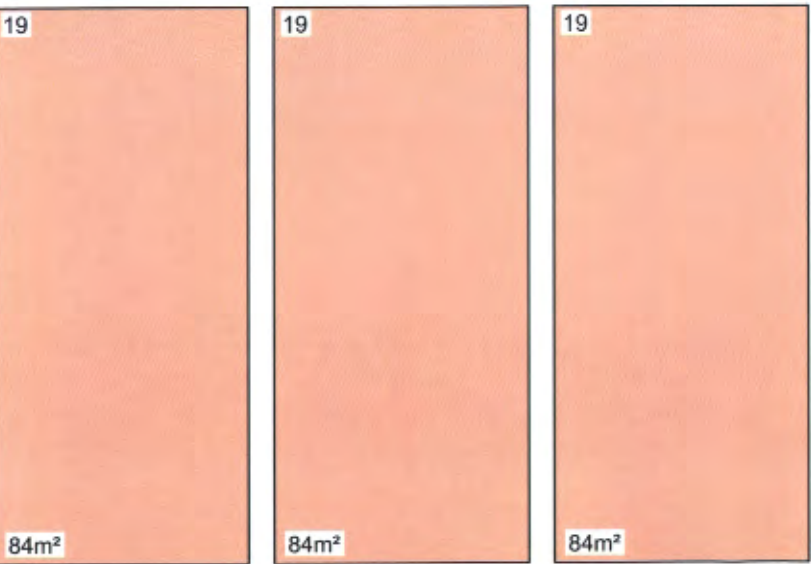
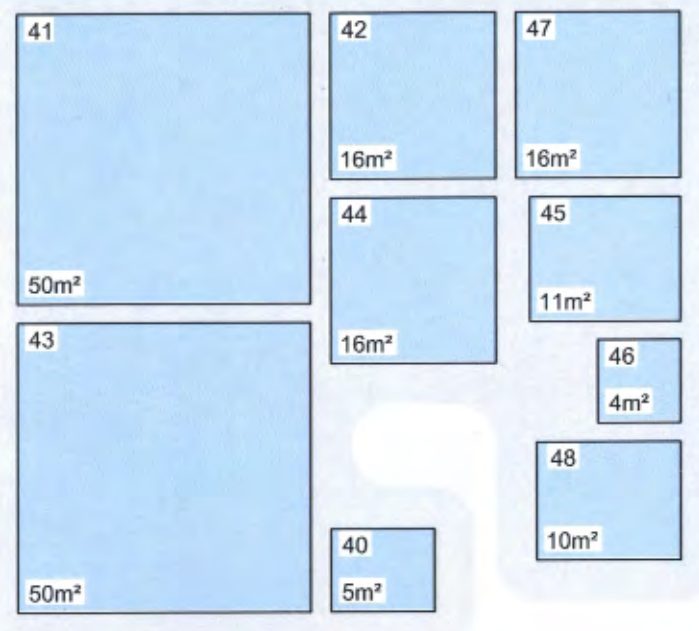
DRAWING STATUS Outline Planning	
SCALE @ A3 NTS	
PROJECT NUMBER 4069819	DRAWN GB
DATE 20 Dec 06	CHECKED MW
DRAWING NUMBER 01.04	REVISION O

Schedule of Accommodation	
Serial	Room name
1	Office (watch manager)
2	Gym
3	Switch room
4	Boiler room
5	Office (2 people)
6	Battery room
7	Cleaners Store
8	Supply Store
9	Gym Store
10	Locker room
11	Female toilets and Showers
12	Male toilets and Showers
13	Drying room
14	Laundry room
15	Reserve Fire Kit store
16	Kit room (muster Bay)
17	Watchroom
18	Communication room
19	Fire Appliance Bay
20	Fire Equipment Store
21	B. A. Maintenance room
22	B. A. Maintenance room
23	Compressor Room
24	Hose Room
25	Reception/General Office
26	Community Room
27	<i>Ground floor circulation (20%) on usable area exc. bays</i>
28	<i>Additional allowance for planning drawings (8%)</i>
29	Lecture Room
30	Kitchen/dining area
31	store
32	TV room/rec room
33	Cleaners Store
34	Male toilets
35	Female toilets
36	Disabled WC
37	<i>Circulation (20%) on usable area</i>
38	<i>Additional allowance for planning drawings (8%)</i>
39	<i>Training facility</i>
Area HQ First Floor	
40	store
41	Office (ops/general office)
42	Office (area manager)
43	Office (community risk)
44	Office/meeting room
45	Female toilets / Showers
46	Disabled WC
47	Male toilets / Showers
48	Kitchen/dining
First Floor HQ usable area	
49	<i>Circulation (20%) on usable area</i>
50	<i>Additional allowance for planning drawings (8%)</i>
Emergency Planning Unit Second EPU	
51	EPU
52	<i>Circulation (20%) on usable area</i>
53	<i>Additional allowance for planning drawings (8%)</i>

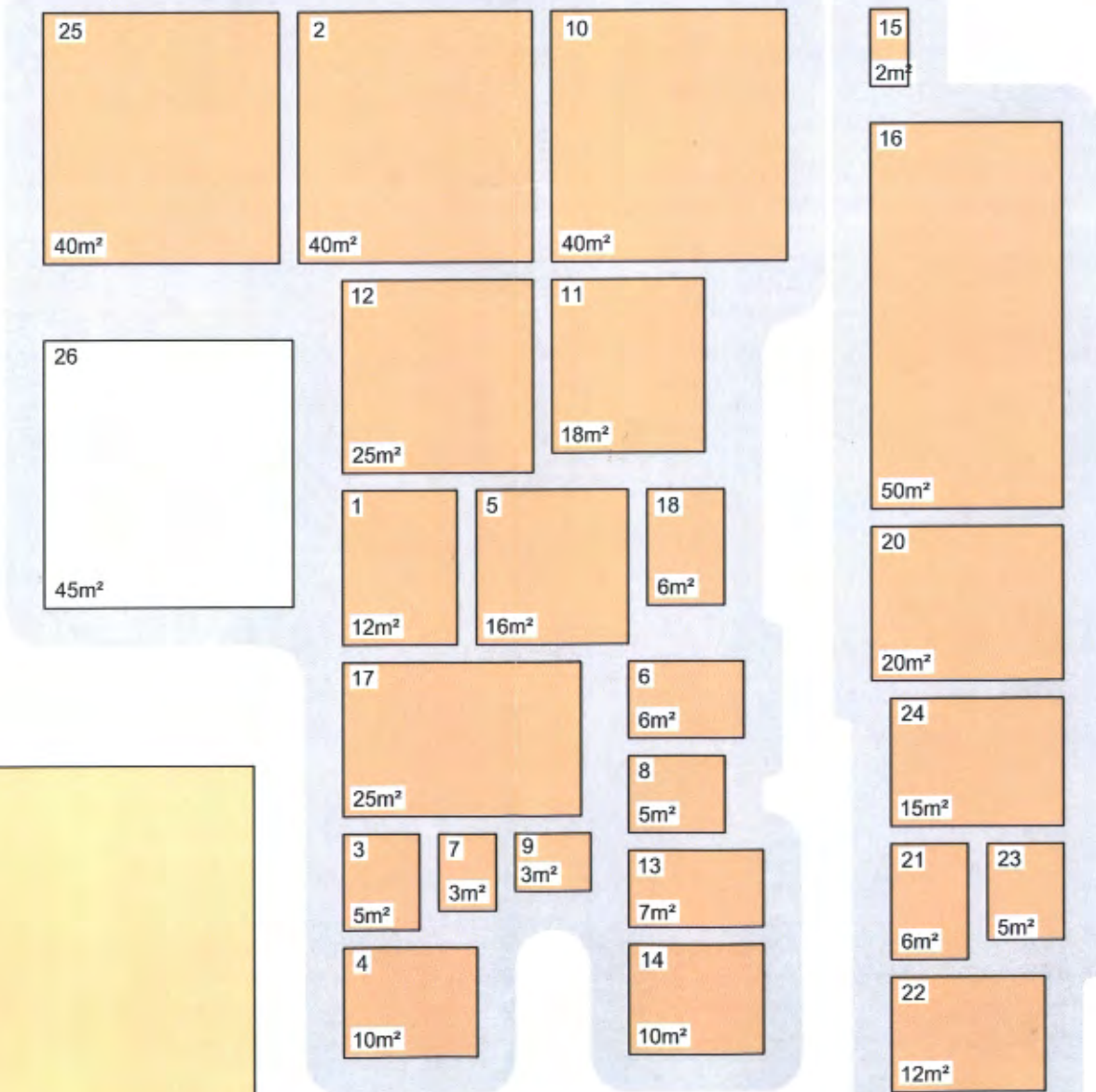
- Key**
- Fire Appliance Bays
 - Fire Station Ancillary Accommodation
 - Fire Station training facilities
 - Fire Service Divisional Headquarters
 - Community Use / facility
 - Emergency Planning
- (27) - 85m² Circulation Allowance
 (28) - 61m² Additional planning allowance
 (37) - 69m² Circulation Allowance
 (38) - 33m² Additional planning allowance
 (52) - 65m² Circulation Allowance
 (53) - 31m² Additional planning allowance



Second Floor



First Floor



Ground Floor

SCHEDULE A: Applications with Recommendation

07/9001

Item No: 2

Date of Committee: 07/02/2007

Appn Ref No:
07/9001

Applicant:
County Fire Service HQ

Parish:
Carlisle

Date of Receipt:
11/01/2007

Agent:
Cumbria County Council

Ward:
Belle Vue

Location:
Land adjacent to Newtown School, Raffles Avenue,
Carlisle CA2 7EQ

Grid Reference:
338276 555851

Proposal: New Community Fire Station

Amendment:

REPORT

Reason for Determination by Committee:

The application is brought before the Committee at the request of an elected member in view of the significance of the proposal.

Planning Policies:

Tree Preservation Order

The site to which this proposal relates has within it a tree protected by a Tree Preservation Order.

Cumbria and Lake District Joint Structure Plan 2001 – 2016 Policy ST1: A Sustainable Vision for Cumbria

The overall quality of life within Cumbria should be enhanced through the promotion of sustainable development that seeks to protect the environment, ensure prudent use of resources and maintain social progress and economic growth.

Urban and rural communities should be sustained through measures that, in combination, advance the four objectives of sustainable development and achieve:

- a flourishing and diverse local economy
- access to good quality housing for all
- a full range of appropriate and accessible services
- good transport services and communications linking people to jobs, schools, health and other services

- quality built, natural and historic environments
- places to live in a safe and healthy manner
- vibrant, harmonious and inclusive communities

Cumbria and Lake District Joint Structure Plan 2001 – 2016
Policy ST3: - Principles applying to all new development

All proposals for development including alterations to existing buildings and land use change will be required to:

1. seek locations consistent with policy ST5, ST6, and ST7 which will assist in reducing the need to travel, and then in the following order of priority :
 - a) the appropriate reuse of existing buildings worthy of retention, followed by
 - b) the reuse of previously developed land and only then
 - c) the use of previously undeveloped land,
2. seek sites that are or will be made accessible by public transport, walking or cycling,
3. reduce the risk of flooding within the development and elsewhere by a choice of location in the following order of priority:
 - a) sites with little or no flood risk, followed by
 - b) sites with low or medium flood risk, and only then
 - c) sites in areas of high flood risk

Design proposals should minimise or mitigate any flood risk and where practicable include sustainable drainage systems

4. ensure agricultural land of poorer quality is used for development in preference to the best and most versatile agricultural land.
5. avoid the loss of, or damage to, and where possible enhance, restore or re-establish, important nature conservation features,
6. avoid the loss of or damage to, and wherever possible enhance important or distinctive conservation features including landscapes, buildings, archaeological sites, historic parks and gardens and visually important public and private open spaces,
7. ensure high standards of design including siting, scale, use of materials and landscaping which respect and, where possible, enhance the distinctive character of townscape and landscape, promote a safe and secure environment that designs out crime and makes proper provision for people with restricted mobility and people with special needs, promote energy and water efficient design and the use of recycled materials and renewable energy technology, avoid reductions in air quality and the quality and quantity of groundwater and surface waters, ensure development makes efficient use of and is within infrastructure, community and service constraints, or that these can be satisfactorily overcome through planned improvements or at the

developers expense without an adverse effect on the environment, Ensure minimal levels of light pollution and noise.

Cumbria and Lake District Joint Structure Plan 2001 – 2016

Policy ST5 : New development and key service centres outside the Lake District National Park

New development will be focused on the key service centres as set out below:

	Development emphasis	Major development of regional towns and cities	Sustained development of large towns	Moderate development appropriate to scale of town
City of Carlisle	Fostering regional role see Policy ST8	Carlisle		
North Cumbria	Sustaining rural services see Policy ST9			Brampton, Longtown, Wigton
Furness and West Cumbria	Securing regeneration see Policy ST10	Barrow In Furness	Maryport, Ulverston, Whitehaven, Workington	Aspatria Cleator Moor, Cockermouth, Dalton in Furness, Egremont, Silloth, Millom
South and East Cumbria	Meeting local needs, see Policy ST11		Kendal Penrith	Alston, Appleby, Grange over Sands, Kirkby Lonsdale, Kirkby Stephen, Milnthorpe

The scale of development should be appropriate to the size and role of each key service centre and reflect the development emphasis of Policies ST8 – ST11, but as a minimum requirement provision should be made in each key service centre for:

1. a supply of new housing over the whole plan period,

2. an appropriate supply of readily available land in the Local Employment Site market sector,
3. a high level of transport accessibility, and
4. the ability to connect to high speed communications technology.

To ensure consistency with policies EM13 and H17 it will be the role of Local Planning Authorities to manage the above supply of land, particularly in areas of high demand to avoid over provision of development.

Cumbria and Lake District Joint Structure Plan 2001 – 2016 **Policy ST8: The City of Carlisle**

The City of Carlisle's importance will be fostered by new development that builds on its role as a regional centre for business, commerce, shopping, leisure and tourism. A range of employment opportunities including a Regional Investment Site at Kingmoor will be provided. Opportunities will be taken to strengthen links to employment uses at Kingmoor by all forms of transport. The role of Carlisle airport and its potential for contributing to economic activity within the city will be supported. New housing will be needed to sustain the city's economic potential. The release of land will be phased to minimise vacancies and ensure the refurbishment and redevelopment of the existing housing stock and to give priority to the use of previously developed land. In accommodating new development regard should be had to the city's historic character.

Carlisle District Plan **Housing - Proposal H2**

Within the Primary Residential Areas defined on the inset maps for Carlisle, Brampton, Longtown and Dalston, proposals for new residential development will be acceptable provided that:

1. Existing areas of open space and other amenity areas are safeguarded; and
2. The proposed development does not adversely affect the amenity of adjacent residential property; and
3. The proposed development complements or enhances existing adjacent residential areas and their amenity; and
4. Satisfactory access and appropriate parking arrangements can be achieved.

Proposals for uses other than residential will not be permitted in Primary Residential Areas other than where they do not adversely affect residential amenity. Development that would create unacceptable noise, smell, safety and health impacts or excessive traffic generation will not be acceptable. Such schemes falling within the scope of this Policy will be considered against the above criteria as well as other Policies of the Plan appropriate for the proposed use.

**Carlisle District Local Plan 2001 - 2016 Revised Redeposit Draft
Development Principles - Policy DP1 - Sustainable Development Locations**

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

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

Within these locations development proposals will be assessed against a sequential approach for the need to be in the location specified. In particular proposals for retail, office and leisure developments will all be subject to the sequential approach contained in paragraph 2.44 in PPS6. Residential proposals will be considered against sequential criteria based on PPG3.

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

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

**Carlisle District Local Plan 2001 - 2016 Revised Redeposit Draft
Development Principles - Policy DP2 - Regeneration**

The City Council will develop proposals which seek to regenerate the economic, social and environmental capital of the District. These proposals will be developed in conjunction with, and will be informed and guided by Carlisle Renaissance strategic objectives.

Within the urban area there are four areas where redevelopment/regeneration activities will be concentrated. These areas are shown on the attached plans. In the Rickergate area a number of city centre uses will be considered based upon retail/commercial/office/hotel and residential development. This is a key site's in a prominent location for access to the city from the north

In the Viaduct Estate Road area (Caldew Riverside) proposals will be considered which optimise the use of this land, taking account of its setting. A mix of uses would be appropriate including residential, offices and retail.

In the Citadel Area there is potential for better utilisation of land and buildings catering for additional city centre uses integrated with the existing office and retail mix.

In the Raffles area residential development will be the main driver of regeneration supported by environmental improvements and community facilities.

The boundaries of these areas are shown on the proposals map (See extracts).

In Carlisle South area a combination of residential improvements/redevelopment, increasing employment opportunities and environmental improvements will be developed to address local needs.

In the rural area work on Longtown Market Town Initiative action plan will be supported where this addresses local needs. In other rural parishes, parish plans will be taken into account when considering proposals for development where they are consistent with the overall plan strategy and policies.

Consideration will be given to new schemes arising during the Plan period as well as where strategies are being progressed at the start of the plan period. In particular proposals that can demonstrate a regenerative effect will be favourably considered. Proposals must be able to demonstrate a positive impact by nature of their holistic approach and be based on sound sustainable development principles. In addition they must not compromise any strategic proposals or masterplanning.

Carlisle District Local Plan 2001 - 2016 Revised Redeposit Draft Core Development Policies - Policy CP4 - Design

The suitability of any new development or redevelopment will be assessed against the following design principles. Proposals should:

1. Have regard to surrounding buildings in the context of their form in relation to height, scale and massing and making use of appropriate materials and detailing.
2. Take into consideration any important landscape or topographical features and respect local landscape character.
3. Reinforce local architectural features where appropriate promoting and respecting local distinctiveness rather than detracting from it.
4. Be well integrated- ensuring all components of a development are well related to one another e.g. buildings, associated parking, access routes, open space, and hard and soft landscaping to ensure a successful and attractive outcome.
5. Not adversely affect the residential amenity of existing areas-nor adjacent land uses, nor result in unacceptable standards for future users and occupiers of the development.
6. Ensure where possible the retention of existing trees, shrubs, hedges and other wildlife habitats and the replacement of any environmental feature lost to

- development
7. Recognise that landscaping schemes (both hard and soft) will be required to assist in integrating new development into existing areas and ensure that development on the edge of settlements is fully integrated into its surroundings.
 8. Ensure that the necessary services and drainage infrastructure can be incorporated without causing unacceptable harm to retained features.
 9. Through layout and design, encourage the promotion of energy and water conservation by its future occupiers, the incorporation of sustainable forms of energy production within the overall design should also be explored where appropriate
 10. Have a layout and design which minimises the potential for crime and antisocial behaviour.

Carlisle District Local Plan 2001 - 2016 Revised Redeposit Draft Housing - Policy H2 - Primary Residential Areas

Within the Primary Residential Areas defined on the Inset Maps for Carlisle, Brampton and Longtown, proposals for new residential development will be acceptable provided that:

1. existing areas of open space and other amenity areas are safeguarded; and
2. the proposed development does not adversely affect the amenity of adjacent residential property; and
3. the proposed development complements or enhances existing adjacent residential areas and their amenity; and
4. satisfactory access and appropriate parking arrangements can be achieved.

Proposals for uses other than residential will not be permitted in Primary Residential Areas other than where they do not adversely affect residential amenity. Development that would create unacceptable noise, smell, safety and health impacts or excessive traffic generation will not be acceptable. The traffic impact of new development upon existing residents through inconvenience and detrimental effect will be taken into account. Such schemes falling within the scope of this policy will be considered against the above criteria as well as other policies of the Plan appropriate for the proposed use.

Outside the Primary Residential Areas and sites allocated under Proposal H16, applications for residential development, including redevelopment and the change of use of vacant and underused buildings, will be permitted provided that:

1. satisfactory housing conditions can be achieved; and
2. the proposal will complement the existing character of the area; and
3. the proposal will not adversely affect the amenity of the area; and
4. satisfactory access can be provided; and
5. appropriate parking arrangements can be made.

Summary of Consultation Responses:

Summary of Representations:

Representations Received

Initial:

Consulted:

Reply Type:

Members attention is drawn to copies of letters from two Ward Councillors to Cumbria County Council: these are replicated at those Members' request.

Details of Proposal/Officer Appraisal:

Planning History:

The application site comprises part of what was formerly the H K Campbell Special School. In 1991, the County Council granted planning permission for the *"Demolition of school buildings and erection of dwellings for sheltered housing and the retention of part of the playing field for Newtown School"*.

A further application that year, but not determined until July 1992, obtained consent for *"Proposed adventure playground incorporating play equipment, surfacing, fencing and lighting"*. Approval for the *"Construction of playing field and associated landscaping works"* was obtained in 1994.

In September 1994, the City Council approved the County Council's application to renew the Outline Consent (new legislative provisions requiring the County to apply to the District Council rather than being the determining authority for applications on land the County owned and sought to dispose for development).

Details of Proposal:

Members will be aware that following the severe flooding of January 2005, which seriously affected much of Carlisle (including the existing Fire Station on Warwick Street, north of the City Centre), the Fire Service has re-appraised its requirements for accommodation and operational facilities within the city.

That review has led to the emergence of proposals for the vacation of the existing Warwick Street premises and its replacement by two new Fire Stations geographically located in the west and east of the city. These are now subject of formal planning applications which the County Council will determine as the relevant planning authority (it is "operational development" by that Authority).

The proposed strategy envisages the larger, and most significant in operational terms, of those two new Fire Stations, including a new Divisional Headquarters, being located on land off Eastern Way. A Report on the planning application for that development precedes in the Schedule.

The smaller Fire Station, described as a "community" facility and intended to provide cover for the western sector of the city, is the subject of this Report. It is a single fire

appliance facility with quite modest staff accommodation, which is proposed to be developed on a 0.28 hectare parcel of land situated to the immediate south of Newtown School utilising a new access to be formed from Raffles Avenue onto which the land has a small road frontage (circa 15m).

The proposed site is currently vacant and is part of a more extensive area of land that was formerly occupied by buildings and hardstandings associated with H K Campbell Special School prior to its closure and its subsequent demolition in the early 1990's. It is bounded by Newtown School to the north, the rear of residential properties on Raffles Avenue to the east, by land that is part of the Raffles Redevelopment area being undertaken by Lovell Homes to the south, and to the west by the residual area of the land that secured the previous "outline" consent for residential development. That land remains in County Council ownership but the submission suggests that this land will be sold off for housing development in the future. It is envisaged that the proposed new access, shown as part of this application, would also be extended to serve that area.

As outlined in the section on the site's previous planning history, Outline Consent for its development for housing was secured in 1991 and was renewed in 1994 but the consent has lapsed. Nonetheless, although no longer possessing planning consent, the land is included within a Primary Residential Area (PRA) shown on the Inset Plan for the Urban Area (part of the adopted Local Plan) and that is re-affirmed in the Carlisle District Local Plan review. Its' use as a housing site would therefore be supported by the PRA designation.

Members may recall from the Site Visit on 27th January, that the levels fall across the site from north to south and that it is presently somewhat unkempt and, in places, overgrown. It is fringed by a number of mature trees close to the eastern and southern boundaries, these being specimens of Sycamore, Lime, Ash and Birch, but the proposals provide for their retention. Other boundaries mainly consist of 1.8-2m high palisade fencing although the western boundary (with the "retained" land) is currently undefined.

Both applications are made in "outline" form: in this instance only "Access" is not "Reserved" for later approval. The application is supported by a "Design and Access Statement" (DAS), a "Transport Assessment" (TA) and indicative plans showing the scale of accommodation. Copies of these are appended to this Report, for information.

The schematic site layout plan and related accommodation diagram shows the broad disposition of accommodation that is anticipated. Members will note from the layout plan, following in the Schedule, that the building is proposed to be sited towards the rear boundary (west) with a circulatory vehicle route being proposed to facilitate the appliance always leaving in forward gear with no on-site manoeuvring. The overall accommodation being provided is relatively small with a 60 sq. m. appliance bay, 64 sq. m. of office, toilet/showers, stores, boiler room, rec room/tv room/gym facilities, muster bay and a 40 sq. m. community safety room with kitchen facilities. It is anticipated the building would reflect the height and scale of the houses on Raffles Avenue (1.5 storeys for appliance bay and possibly two storeys for staff and community areas). Parking space for 6 cars is shown adjacent to the eastern section of the "loop" road although the Design and Access Statement

indicates provision for 8 vehicles would be appropriate.

The proposed access point is positioned just to the north of 139 Raffles Avenue and lies about 25m (centre line to centre line) south of the access into Newtown School. The access is shown as a 6m wide two-way access and egress from Raffles Avenue but there is no footway illustrated (this would be essential if the road was extended to provide access to residential properties). It is also surprising that it is not provided at this stage as the DAS indicates that it is expected most people using the community room would be able to walk to the site.

The visibility requirements for a 30mph speed limited road normally require 70m visibility splay to each side; however, the Transport Assessment states that since Raffles Avenue is a one-way road, the visibility standard need only apply to vehicles approaching from the south. It further contends that at 2.4m set back into the site a 60m sight line can be achieved and considers this to be adequate due to the combination of traffic calming on Brookside and Raffles Avenue and the slower speed of vehicles turning from Brookside into Raffles Avenue.

The TA identifies that warning signing will be required to alert other road users (on Raffles Avenue) to the presence of the Fire Station. Accident history analysis of the 3 year period from 30th October 2003 to 30th September 2006 records one incident on local roads, at Newtown Road's junction with Shadygrove Road involving a right turn manoeuvre where a vehicle struck a parked vehicle.

The submission explains that the development is for a single bay station with ancillary accommodation and community room. Five full-time Fire Fighters would be attached to the Station but they would begin and end their shifts at the proposed main site at Eastern Way, Durranhill where parking facilities would be provided. It is stated that the fire appliance would normally only be on-site at the Newtown Fire Station for not more than 1 hour during a day as much of the role of the appliance and crew would be community based with visits to the main Station site for servicing. It is, thus, contended that there will be relatively low level demand for "call-out" services involving an emergency response since the appliance and crew will largely already be away from base. It is very much intended to operate as a "satellite" facility with the full range of facilities at Durranhill providing ancillary accommodation for support staff, and where training and maintenance/storage of equipment would take place.

The proposal has raised concerns from within the immediate locality and copies of letters sent to the determining Planning Authority by City Councillors representing Belle Vue Ward have been submitted with a request that they also be brought before this Committee for information. These follow in the Schedule.

From a Planning Policy point of view, there is no specific guidance in either the Structure or Local Plan to assist Members in judging proposals for uses of this nature i.e. community or public service facilities.

Clearly, however, the site is within a Primary Residential Area and Members are entitled to consider whether the use is compatible with the residential character of the area. In that regard, it has to be borne in mind that while the existing Warwick Street site is within the central area and close to other land uses, including other

public services, it is very closely adjacent to existing dwellings (opposite side of the road) and is near to other residential properties (Peter Street and Corporation Road) all of which are identified as PRA's. Indeed, there is closer proximity between the Warwick Street site and housing opposite to the existing fire station. That station is itself of significantly greater scale than is now proposed and conceivably its use might be potentially much more intrusive or a cause of disturbance to the living conditions of its residential neighbours.

The other issue that has been identified concerns the safety of the access given the use of a one-way road system and the sites' closeness to, and possible conflict with, the access into and pedestrian routes serving the adjacent Primary and Nursery School to the north, especially if the fire service vehicle is urgently responding to an emergency call. Similarly, there is concern that even when the children attending classes at the schools are not at immediate risk from vehicles responding to emergency situations, they might be disturbed by the sirens that could be used as part of a rapid response to an emergency.

Those aspects have, to some extent, been addressed in the submission where it is contended that the absence of the appliance and its crew from the station for most of the time would mitigate against both the safety and disturbance issues arising from emergency response. Moreover, the supporting Design and Access Statement indicates that the operating restrictions imposed on the use of lights and sirens by the Fire and Rescue Service's Service Orders prohibit such uses other than when absolutely essential i.e. to warn other road users of their presence and also imposes restrictions on use through the late evening through to 0700 hours. It is, thus, maintained that in normal circumstances it would not be necessary to use either audible or visual warnings.

Clearly, in considering the proposals Members have to balance the wider community and operational benefits of having a satellite station within this sector of the city against the localised site planning issues associated with this specific site. It is evident that, in comparison with the principal site at Durranshill, the Newtown site is much more dominated by residential properties and educational facilities while the immediate road system is much smaller scale, probably less accessible (because it is one-way) and is more localised in character. Against that, the scale of the proposal is much more modest and the applicants maintain there is considerable reliance upon the main site at Durranshill for operational purposes with this site being much lower key.

It is difficult for the City Council to make a proper judgement in the absence of background knowledge as to the operational criteria required to be met in the site search and the alternative options considered other than the application site.

Human Rights Act 1998

Several provisions of the above Act can have implications in relation to the consideration of planning proposals, the most notable being:

Article 6 bestowing the "Right to a Fair Trial" is applicable to both applicants

seeking to develop or use land or property and those whose interests may be affected by such proposals;

Article 7 provides that there shall be "No Punishment Without Law" and may be applicable in respect of enforcement proceedings taken by the Authority to regularise any breach of planning control;

Article 8 recognises the "Right To Respect for Private and Family Life";

Article 1 of Protocol 1 relates to the "Protection of Property" and bestows the right for the peaceful enjoyment of possessions. This right, however, does not impair the right to enforce the law if this is necessary;

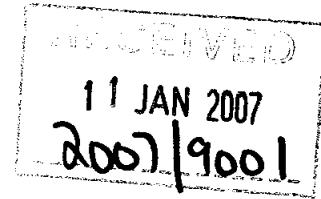
This is a matter which will be assessed by the determining Authority, Cumbria County Council.

Recommendation: Observations

1. No objections are raised but the City Council is concerned at the lack of analysis of alternative sites that have been considered and evaluated given the fact that the proposed site is in an extremely sensitive location due to the one-way road system, the close proximity of local Nursery and Primary Schools and the routes used by parents and children attending the schools.
-

New Community Fire Station - Newtown, Carlisle

Design and Access Statement



1.0 The Site and Context

(refer to Site and Location Plan)

The site is on vacant land to the south of Newtown Primary School, it is situated centrally within the residential area of Newtown and the larger built up areas to the North and West of the city centre. The site was formerly occupied by the buildings and hard play area of HK Campbell School. It is bounded by Newtown school to the North, vacant land designated for housing development to the South off Brookside, and by the back gardens of semi detached houses to the east and west. It is likely that the remaining site area will be sold and developed for housing in the future. There are several mature trees within the application area, which are subject to Tree preservation orders.

2.00 Proposed Use

(refer to Relationship Diagram)

It is proposed to develop the site to provide a new community fire station complementing the main station at Durranhill, which is the subject of a separate application. These new stations will replace the existing station at Rickergate, which is housed in poor accommodation and is subject to a high flood risk. Providing the service from these two new sites will enable Cumbria Fire and Rescue service to achieve response standards as detailed in their Integrated Risk Management Plan (IRMP).

Fire-fighters will be based at the main station at Durranhill and will be allocated shifts at the Newtown station, which will, in effect, operate as a satellite of the main station. Fire fighters would start and finish their shifts at Durranhill where the full range of ancillary accommodation for support staff, training facilities and maintenance and storage of equipment would be provided.

During the day it is intended that the crews will use the station as a base for work in the community promoting fire safety from where they will respond to emergency calls. The small community room, a little over half the size of the average classroom, is sufficient for use by groups of around 20. This room would be used to promote fire safety; complementing work carried out in the community, and would also be available for use by community groups for meetings or educational purposes but not entertainment. Typically the crew and appliance will be off site for most of the daytime shifts but will return to the Station for meals. During the night, calls will be dealt with from site or from the new station at Durranhill.

The Fire and Rescue Service's Service Orders prohibit the use of sirens and lights on vehicles unless it is necessary to warn other road users of their presence. Between the hours of 11.30 and 7.00am they can only be used if it is to indicate danger to other users. In normal circumstances, it would not be necessary to use either audible or visual warnings.

(refer to Transport statement for vehicle movements)

3.00 Amount of Development

(refer to Accommodation Diagram)

The amount of development on site is sufficient to house the appliance and accommodate the small community room and associated kitchen and toilet provision. The schedule of accommodation indicates *usable* floor space colour keyed to the type of accommodation shown on the site layout, the area of the accommodation shown on the layout corresponds to an estimated *total* floor area, which also allows for circulation space and a limited amount of 'elbow room' for development of the brief. This amounts to an increase in the usable area of

the ancillary and community spaces of around 30%. The area of bays already incorporates circulation and no additional allowances are made.

The Fire-fighters would start and finish their shifts at the Durranhill and therefore would not require parking space on this site. It is anticipated that most of the people using the community room would be able to walk to the site. Parking for 8 visitors, including one space for a disabled driver is appropriate in these circumstances. Spaces for 1 motorcycle and 1 bicycle would also be provided.

4.00 Layout

(refer to relationship diagram and site layout)

A significant factor in the site layout is the need for fire appliance to return to its bay facing forwards thereby minimizing the amount of manoeuvring required for egress from the site. This generates the loop (in this case an elongated 'O') for vehicular circulation that is characteristic of fire station layouts. It is also a key determinant of site area, which might appear generous relative to the size of the buildings.

The appliance bay is positioned on the side of the loop furthest from the houses on Raffles Avenue with a limited parking area for visitors positioned off the nearest side of the loop.

Access and egress for vehicles is made onto the top (North) end of the loop which links onto Raffles Avenue and terminates beyond the loop to the west to provide future access to the surplus site beyond.

5.00 Scale

(refer to accommodation diagram and site layout)

The layouts show the footprint of a single storey solution. Within the total areas shown on the accommodation schedules and site layouts the upper and limits of the plan dimensions would not change by a factor of more than 25%.

The height of the building would be determined by the roof structure, the aperture for the bay doors and the number of storeys for the ancillary accommodation. The storey height for the appliance bay would be equivalent to 1 ½ storeys. A two storey solution for the ancillary accommodation, sitting alongside the single storey appliance bay might therefore be a possibility. Eaves heights could therefore be between 2.4m and 5.5m with ridges of pitched roofs not exceeding 8m above adjacent ground levels. This would correspond to the scale of the houses adjacent to the site on Raffles Avenue

6.00 Landscaping

(refer to site layout)

It is not proposed remove or harm any of the trees subject to TPO's ; these are all positioned close to the site boundaries would be reinforced by new planting to soften site boundaries. Local species will be selected for low maintenance, year round interest and promotion of biodiversity. It is proposed that other peripheral areas and areas within the 'loop' would be grassed with the possibility of some areas maintained as meadow investigated at a later stage.

7.00 Appearance

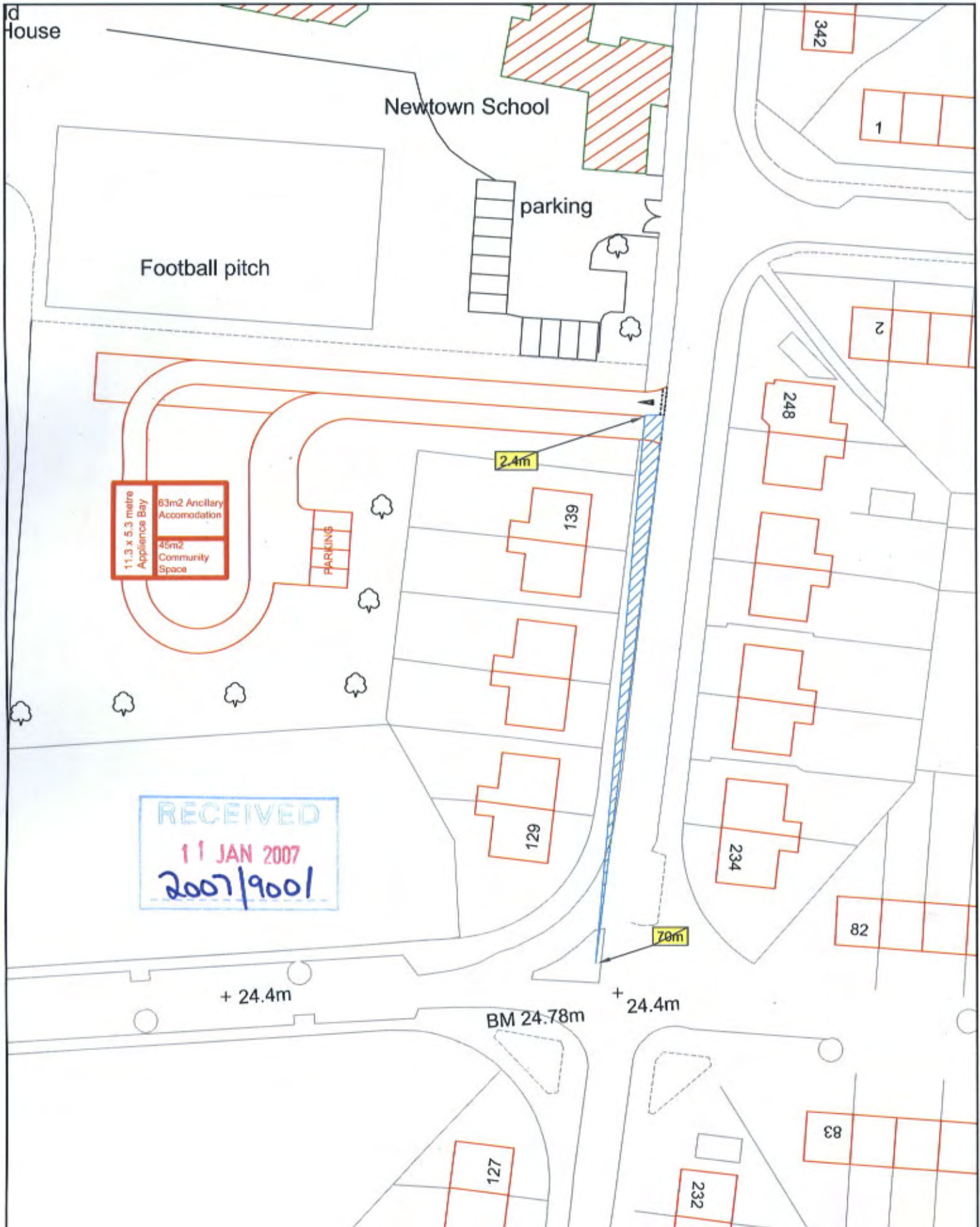
The building would not have any frontage directly onto Raffles Avenue although it would be visible from Brookside and, through the trees, from the rear of houses on Raffles Avenue and Shady Grove Road. The buildings in the immediate vicinity of the site are semi detached houses and the Victorian school buildings of Newtown school. Walling materials are

predominately red brick relieved occasionally and randomly by white/off white rendering. White rendering marks out the parish Church on Shady Grove Road, the most prominent building in the vicinity of the site.

In this context, the appearance of the new building should establish a distinct identity that is different from the adjacent houses and appropriate to its use. At the same time, the selection of colours and finishes for external surfaces should not stray too far or, in too large an area, form the range used for the surrounding buildings.

8.00 Access

The Transport Statement that forms part of this application deals with access to the site. Access within the site is subject to the developed site layout, which will accompany the detailed planning application. This layout will incorporate provision for access to the buildings for visitors who may be visually impaired or use wheelchairs.



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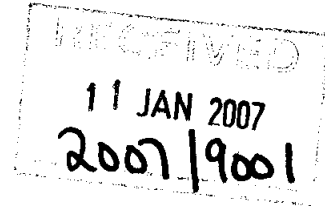
Satellite Station,
Carlisle
Visibility Splay

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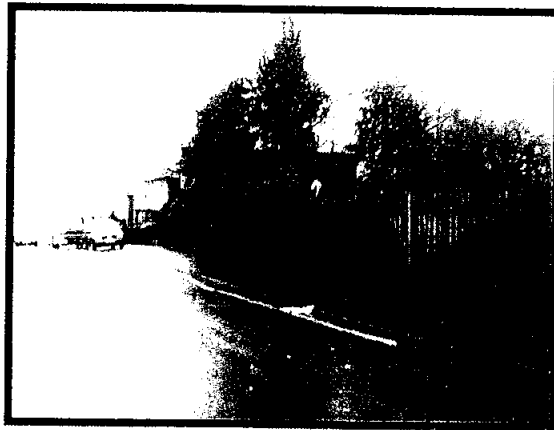
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CAPITA SYMONDS



**Carlisle Satellite Station
Raffles Avenue**



TRANSPORT STATEMENT

DECEMBER 2006

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APPENDICES

- APPENDIX A – PLANS
- APPENDIX B – ACCIDENT HISTORY

1 Introduction

1.1 Commission

1.1.1 Capita Symonds has been commissioned by Cumbria Fire Service to produce a Transport Statement (TS) for four potential relocations of fire stations across Cumbria. Two sites will be located in Carlisle, with further sites at Workington and Whitehaven.

1.1.2 This report covers the proposed fire station site located on land next to Newtown Primary School, on Raffles Avenue, Carlisle.

1.2 Contents

1.2.1 The report summarises the findings of the TS and considers the following: -

- The study area and the scope of the TS;
- The existing highway network in the area.
- The nature and scale of the development proposals;
- The site access arrangements;
- The accessibility to and from the site by motor vehicle;
- Accident history in the vicinity of the development site;
- Sustainable Transport Accessibility

1.2.2 The main parameters of the TS have been agreed with the Local Highway Authority, Cumbria County Council.

2 Development Site

2.1 Raffles Avenue Fire Station

2.1.1 The proposed site is located to the west of Carlisle Centre on Raffles Avenue, approximately 100 metres south of the Raffles Avenue/ B5307Newtown Road Junction

2.1.2 A location plan is included at Figure A1, Appendix A.

2.2 Proposed Development

2.2.1 The land use in the vicinity of the site is predominantly residential. Newtown Primary School is located immediately north of the development site.

2.2.2 The development consists of a single bay station. This will be accompanied by ancillary accommodation and a community room. Five full time fire fighters will be attached to this fire station. These Fire-fighters will start and finish their shifts at Durranshill where parking spaces will be provided.

2.2.3 The fire appliance will generally not be located at this site for more than 1 hour during a day. The appliance and associated crew will be used for carrying out community work and will visit the main station site for servicing. This will mean that there will be a relatively low level of demand.

2.3 Parking

2.3.1 The parking provision for the development site is outlined in the design and access statements, which form part of this application.

3 Local Highway Network

3.1 Extent of Highway Network

- 3.1.1 The extent of the highway network being considered as part of this assessment includes Shady Grove Road, Brookside and Raffles Avenue including the Raffles Avenue/Newtown Road junction. These roads are all considered since they form the one way system, which will be used to access the site.

3.2 Shadygrove Road

- 3.2.1 Shadygrove Road is a one-way road between the junctions of Newtown Road and Brookside. The land use on either side of the road is residential with some on street parking.
- 3.2.2 Shadygrove Road has a 30mph speed limit in operation with street lighting present along its length.

3.3 Brookside

- 3.3.1 Brookside is a one-way road between the junctions of Shadygrove Road and Raffles Avenue. Along this section there is publicly accessible parkland on either side of Brookside Road.
- 3.3.2 Brookside has a 30mph speed limit in operation with street lighting present along its length.
- 3.3.3 Brookside has buildouts to help to calm vehicle speeds. These allow the provision of parking bays for motor vehicle parking.

3.4 Raffles Avenue

- 3.4.1 Raffles Avenue is a one-way road between its junctions with Brookside and Newtown Road. The land use is mainly residential with Newtown Primary School and local shops also located close to the proposed site.
- 3.4.2 Raffles Avenue has a 30mph speed limit in operation with street lighting present along its length.
- 3.4.3 Raffles Avenue is traffic calmed to help to reduce vehicle speeds. There is some on street parking along both sides of Raffles Avenue.

4 Site Access

4.1 Site Access Arrangement

- 4.1.1 The site will be accessed via a two way access and egress from Raffles Avenue. This will serve as an access both for the fire appliance and standard vehicular traffic accessing the site.
- 4.1.2 The site access arrangements can be seen on Figure A2, Appendix A.

4.2 Signing and Markings

- 4.2.1 Due to it being necessary for the appliances to exit the site quickly when called warning signing will be provided in order to alert traffic to the presence of the fire station.
- 4.2.2 An 'other danger ahead' warning sign (TSR&GD 2002, 562) will be mounted above a 'Fire Station' nature of other danger ahead sign (TSR&GD 2002, 563.1) on the approach to the site access point
- 4.2.3 The proposed signing location can be seen on Figure A2, Appendix A.

4.3 Visibility

- 4.3.1 Raffles Avenue currently has a 30mph speed limit in operation. Using the visibility requirements in TD:42/95 Geometric Design of Major/Minor Priority junctions this would require a 70 metre visibility splay. Raffles Avenue is a one-way road so this splay would only need to be achieved to the right from the site access.
- 4.3.2 At a 2.4 metre setback distance a 60 metre splay can be achieved to the right up to Brookside. At this distance traffic from Brookside is turning onto Raffles Avenue so will be travelling at a reduced speed. In addition both Raffles Avenue and Brookside are subject to traffic calming, which is likely to reduce the 85th percentile speed below the posted 30mph speed limit.
- 4.3.3 The visibility splay for the site access junction is shown on Figure A3, Appendix A.

5 Accident History

- 5.1.1 The accident history for the previous three-year period from 30th October 2003 to 30th September 2006 was searched for personal injury accidents on the local highway network. In total there was one recorded accident, resulting in a slight injury.
- The only accident close to this location occurred at the junction of Shadygrove Road with Newtown Road. The accident involved a vehicle turning into the junction and colliding with the rear of a parked vehicle.
- 5.1.2 There is only one recorded accident close to this proposed fire station site. It is therefore considered that there are no inherent safety issues on the local highway network.
- 5.1.3 The detail of the accident including a location plan is included at Appendix B of this report.

6 Accessibility

6.1.1 This section considers access to the site by sustainable transport modes including walking, cycling and public transport.

6.2 Walking

6.2.1 Footways are provided along both sides of Raffles Avenue. The footways link in with footways on Brookside to the South and Newtown Road to the North.

6.2.2 The majority of western and central Carlisle is within a 2km reasonable walking distance from the development site.

6.3 Cycling

6.3.1 National cycle route 7 passes approximately 500 metres away to the north of the development site.

6.3.2 The whole of Carlisle city centre is within a 5km reasonable cycling distance from the development site.

6.4 Public Transport

6.4.1 The nearest Bus Stop is on Brookside approximately 70 metres south of the site. A summary of the services serving the bus stop is provided in table 6.1 below:

Table 6.1

Service	Route	Days	Frequency
60a	Sandsfield Park-Carleton	Mon-Sat	Half-hourly

6.4.2 This shows that the development is adequately served by existing public transport services.

7 Conclusion

- 7.1.1 This Transport Statement has explored the potential highway issues relating to the development of the proposed site for use as a fire station
- 7.1.2 These issues have been discussed with the Local Highway Authority to ascertain their views, and recommendations have been made for resolving any issues that may prohibit development of the site.
- 7.1.3 The proposed development of the site will not create any capacity problems on the local highway network. The site is adequately served by sustainable transport provision.
- 7.1.4 The accident history shows that there are no inherent highway safety problems on the local highway network that would be exacerbated by the development of the site.
- 7.1.5 The visibility from the site access and egress points is adequate to support the development site access.
- 7.1.6 In conclusion there are no reasons on highways grounds to refuse planning permission for the development of this site.

**CARLISLE
CITY COUNCIL**



www.carlisle.gov.uk

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Area Team Leader
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From Councillor:
Mrs Mary Styth
44 Ellesmere Way
Carlisle
Cumbria CA2 6LZ

Telephone: 01228 528349
E-mail: MaryS@carlisle.gov.uk

City Councillor for:
Belle Vue

29th January 2007

Dear Sir

New Community Fire Station – Belle Vue, Carlisle.

I write as City Councillor for the Belle Vue ward of Carlisle.

I wish to object to the proposal to site the Fire Station on land adjacent to Newtown School, Raffles Avenue, Carlisle.

My objections are that: -

- 1) The site being so close to Primary and Nursery School is wholly inappropriate from the aspect of safety of the children travelling on foot to and from the School.
- 2) The entrance to the development is largely a 'blind spot' positioned as it is between houses and trees on the school site.
- 3) Raffles Avenue is 'one way' and a bus route so the site is 'locked into' a one way system of Raffles Ave, Brookside and Shady Grove Rd. Vehicles wishing to access the site have to negotiate a circuitous route.
- 4) Appliances sounding sirens would be a disturbance to the school children, either inside or outside the school.
- 5) I note that the site is also to provide an access to future residential development on the adjacent land further posing a danger to children going to and from school.
- 6) I understand the Newtown School Chairman, Staff and Governors are also objecting to this proposal

While accepting the need for a Fire Station based in the west of the City I would need to be convinced that there has been a search for a more appropriate site which would give far better access to the west highway network.

I trust you will bring these my objections to the attention of the relevant committee.

Yours Sincerely

Councillor Mary Styth
Belle Vue, City Councillor.

Copied to Development Control Committee, Carlisle City Council.

Nick Long
Area Team Leader
Environment Unit
County Offices
Kendal
Cumbria
LA9 4RQ

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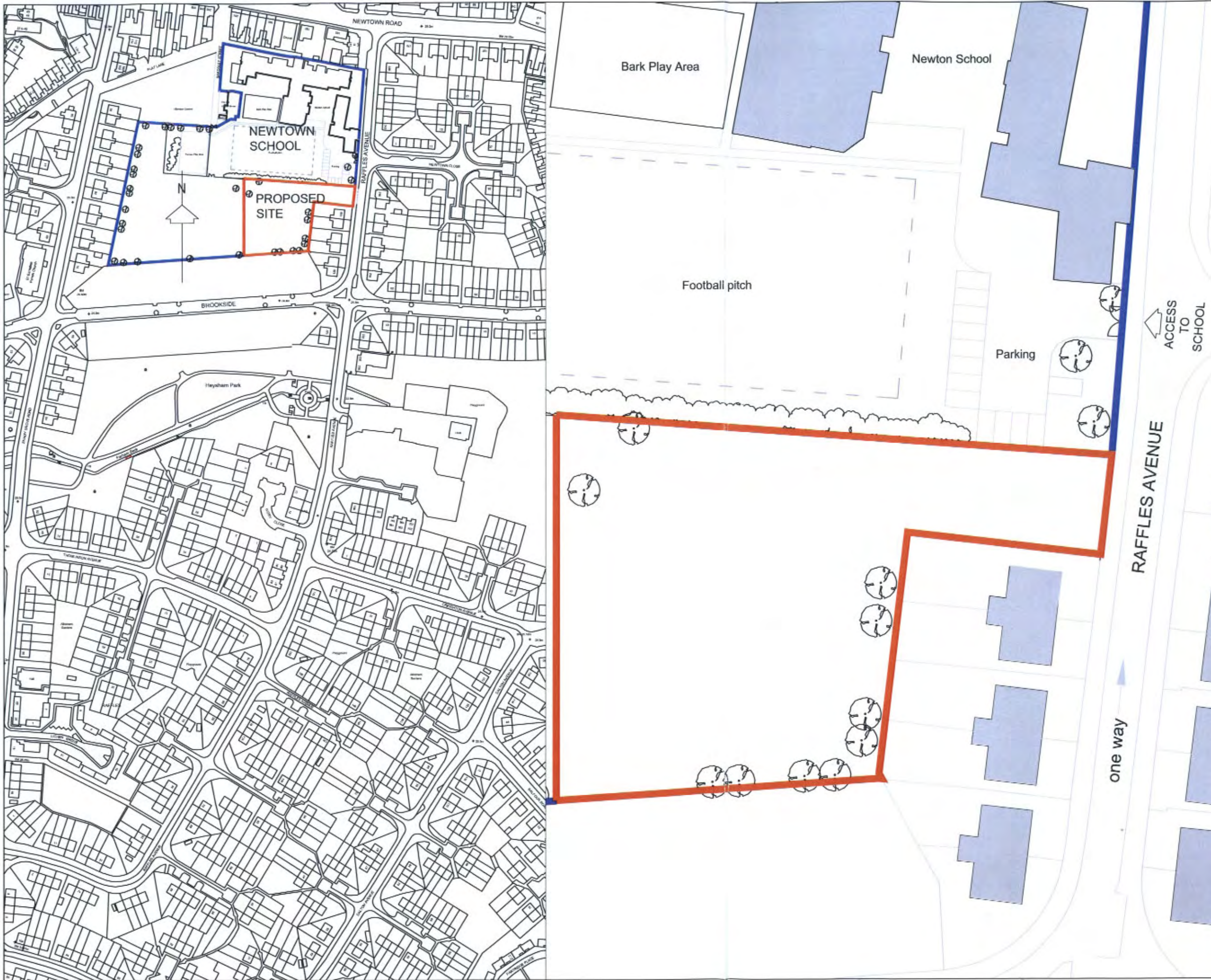
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Yours Sincerely

Councillor Jessica Riddle
Belle Vue, City Councillor.

Copied to Development Control Committee, Carlisle City Council.



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Dimensions to be checked on site before commencing work. Any discrepancies should be reported to the project architect immediately.

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NO	DATE	REVISIONS	BY
'a'	12.12.06	Additional survey info added	SJ

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PROJECT
**CUMBRIA FIRE AND RESCUE SERVICE
SITE FEASIBILITY STUDIES**

SITE LOCATION
CARLISLE

DRAWING TITLE
**Existing Site and Location Plan
Proposed Satellite Station, Newtown**

DRAWING STATUS
Outline Planning

SCALE @ A3
1:2500 and 1:500

PROJECT NUMBER	4069819	DRAWN	SJ
DATE	28 Nov 06	CHECKED	MW
DRAWING NUMBER	2.01	REVISION	"a"



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PROJECT
CUMBRIA FIRE AND RESCUE SERVICE
SITE FEASIBILITY STUDIES

SITE LOCATION
CARLISLE

DRAWING TITLE
Proposed Site Plan

Proposed Satellite Station, Newtown

DRAWING STATUS
Outline Planning

SCALE @ A3
1:500

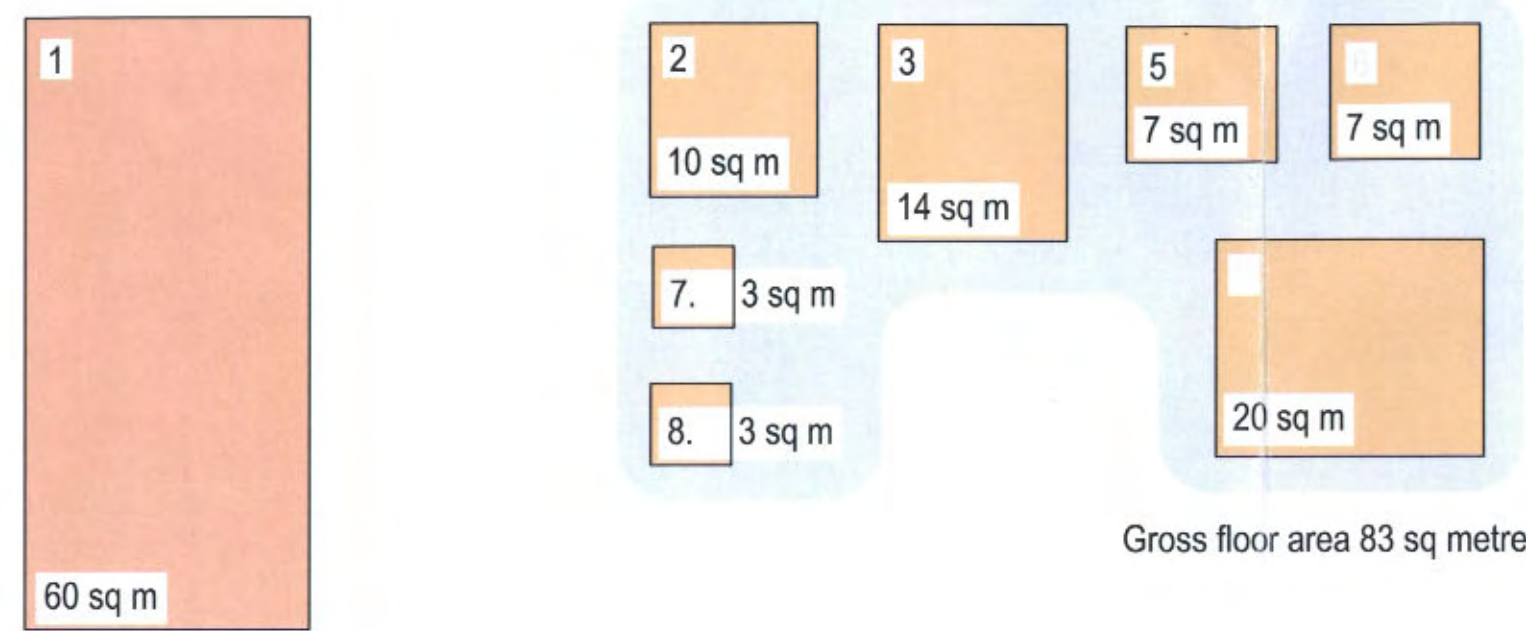
PROJECT NUMBER	4069819	DRAWN	SJ
DATE	28 Nov 06	CHECKED	MW
DRAWING NUMBER	2.05	REVISION	

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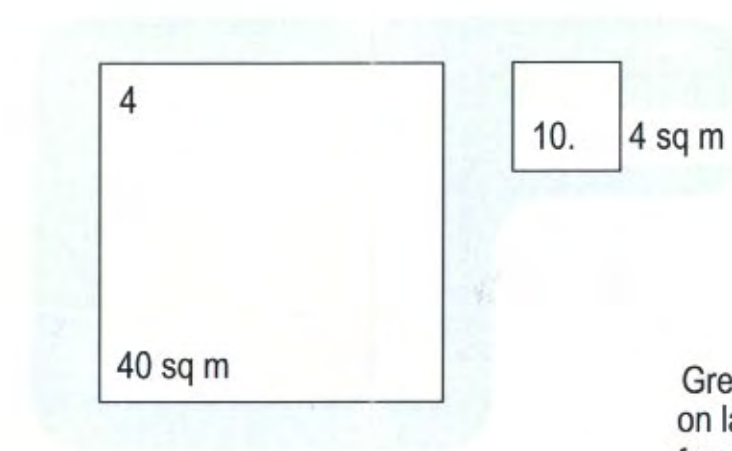
Dimensions to be checked on site before commencing work. Any discrepancies should be reported to the project architect immediately.

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NO	DATE	REVISIONS	BY



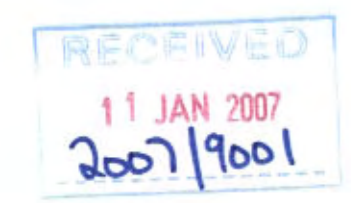
Gross floor area 83 sq metres



Gross floor area 57 sq metres

- 1. Appliance bay
- 2. Office
- 3. Muster bay
- 4. Community Safety Room (inc kitchen facilities)
- 5. Male Toilet/Shower
- 6. Female Toilet/Shower
- 7. Boiler Room
- 8. Store
- 9. Rec room/TV room/gym

Grey area indicates gross floor area shown on layout drawings - it includes an allowance for circulation and brief development amounting to approx. 30% of useable area.



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PROJECT
**CUMBRIA FIRE AND RESCUE SERVICE
 SITE FEASIBILITY STUDIES**

SITE LOCATION
CARLISLE

DRAWING TITLE
Accomodation Layout

Proposed Satellite Station, Newtown

DRAWING STATUS
Outline Planning

SCALE @ A3
NTS

PROJECT NUMBER 4069819	DRAWN SJ
DATE 21 Dec 06	CHECKED MW
DRAWING NUMBER 2.04	REVISION



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Existing boundary show dotted

New proposed boundary show dashed

11.3 x 6.3 metre Appliance Bay
63m² Ancillary Accommodation
45m² Community Space

Fire Station

Sign Diag 562 and Sign Diag 563

Note
Location of signing indicative only.

BROOKSIDE

+ 24.4m

BM 24.78m

+ 24.4m

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Satellite Station, Carlisle
Site Layout and Signing Positions

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FIGURE A2

Drawn by RAC Scale NTS Date DEC '06