

CARLISLE CITY COUNCIL

Report to:- Development Control Committee

Date of Meeting:- 25 April 2008

Agenda Item No:-

Public	Policy	Delegated: Yes	
Accompanying Comments and Statements		Required	Included
Environmental Impact Statement:		No	No
Corporate Management Team Comments:		No	No
Financial Comments:		No	No
Legal Comments:		No	No
Personnel Comments:		No	No
Title:-	Planning Application 06/1275 The Walled Garden, Holme Eden, Warwick Bridge, Carlisle		
Report of:-	Director of Development Services		
Report reference:-	DS.53/08		

Summary:-

This Report refers to a retrospective application considered by the Development Control Committee on 26 January 2007, which sought permission for modifications to a previously approved scheme, for the residential development of the walled garden at Holme Eden Abbey. Members granted approval, subject to the imposition of a condition requiring details of the collapsible plates to be installed to be submitted to and agreed by the Local Planning Authority. The applicant's agent submitted these details, which were agreed by Members at the September 2007 meeting of the Development Control Committee. The applicant now wishes to vary the agreed scheme through the omission of a single speed hump.

When this Agenda Item was presented to Members at the Development Control Committee meeting in March 2007 the following issues were raised:

- (i) are the collapsible plates working correctly;
- (ii) is the one way system being abused; and
- (iii) has the Highway Authority been consulted on the omission of the speed hump?

Recommendation:-

That Members resolve that for the reasons identified the variation from the previously agreed scheme, comprising the omission of one of the intended speed humps, is acceptable.

Catherine Elliot

Director of Development Services

Contact Officer: Sam Greig

Ext: 7176

Note: in compliance with section 100d of the Local Government (Access to Information) Act 1985 the report has been prepared in part from the following papers: None

1.0 Introduction

- 1.1 This Agenda item relates to application 06/1275, which sought permission for the modification of a previously approved scheme to erect 16 no. dwellings within the walled garden associated with Holme Eden Abbey, Warwick Bridge. The walled garden, which is a Grade II Listed Building, is located on the north side of the A69, to the east of Holme Eden Abbey. It is opposite Warwick Bridge School, and adjacent to a courtyard of sandstone cottages, known as Holme Eden Cottages.
- 1.2 Members may recall that the application, which was presented to the Development Control Committee in January 2007, sought retrospective permission for the regularisation of modifications to the house design to Plots 1, 3, 4, 6, 7, 9, 10 12 and 16, together with the installation of 3 no. collapsible plates and associated speed humps in order to ensure compliance with the one way road system. Members granted approval of the application subject to the imposition of a condition that required details of the collapsible plates to be installed to be submitted to and agreed by the Local Planning Authority.
- 1.3 Details of the siting and design of the proposed collapsible plates and speed humps were presented to the Development Control Committee in September 2007 where Members agreed that the details were acceptable.
- 1.4 The approved details have now been installed, with the exception of one speed hump that was to be positioned in front of the collapsible plate at the entrance to the walled garden development. The purpose of the speed humps is to slow traffic down before hitting the collapsible plate. In this particular situation, however, traffic speed is already slow due to the entrance to the site and the bend in the road that leads into the walled garden development, which is where the collapsible plate is situated. For these reasons, the developer decided not to install the speed hump. It is this variation to the approved scheme that Members are being asked to consider. A drawing illustrating the revised scheme is reproduced (Appendix).

2.0 Background Information

- 2.1 Members may recall that when planning permission was sought in 2001 and 2003 the principal concerns related to the access and egress arrangements from both the walled garden and the Abbey. After lengthy consideration by the Development Control Committee a one way system was agreed whereby vehicles would enter the site via the eastern entrance and exit the site adjacent to the Lodge, 60 metres to the east of Warwick Bridge. Any person entering the site would have to comply with the one way system, with the exception of the residents of Holme Eden Cottages who had an existing right to exit the site via the eastern entrance.

- 2.2 In respect of the 2001 and 2003 applications the Highways Agency provided an indicative scheme illustrating how the proposed one way system would work, which involved the installation of a series of 'no entry'/directional signs and four sets of collapsible plates to ensure that there was no means of abusing the one way system.
- 2.3 Following the occupation of the dwellings the City Council received complaints that the one way system was not being adhered to. Upon closer investigation it was evident that whilst the 'no entry'/directional signs had been erected the collapsible plates had not been installed.
- 2.4 The applicants had opted not to install collapsible plates for two reasons. Firstly, they had concerns that they may inhibit access by emergency vehicles. Secondly, they were concerned that the if the exit road were to become obstructed by either a fallen tree or localised flooding the collapsible plates would prevent the occupants of either the Abbey or the walled garden exiting the site.
- 2.5 Whilst the concerns of the applicants were noted, the Highways Agency took the view that the safe use of the A69 was paramount and that the collapsible plates were required to ensure this. In light of the strength of objection expressed by the Highways Agency the applicants agreed to install three collapsible plates, the locations of which were identified by the amended plans received 11th January 2007. The report to the Development Control Committee suggested that to overcome the applicants concern that the plates may inhibit access in the event of an emergency the prospective design details of the plates could include an override system should such a need occur.
- 2.6 When the application was presented to the Development Control Committee the Highways Agency had confirmed, verbally, that these details were acceptable to them. On the basis of this Members approved the application subject to the imposition of the following condition.

"Within 3 months from the date of this permission, details of the siting and design of the collapsible plates and speed humps to be installed shall be submitted to and approved, in writing, by the Local Planning Authority. The collapsible plates and speed humps shall be installed in accordance with the approved details within 2 months of those details having been approved by the Local Planning Authority.

Reason: *In the interests of highway safety and to ensure compliance with Policy H16 of the Carlisle District Local Plan".*

3.0 Whether The Amended Details Are Acceptable

3.1 The previously agreed scheme was acceptable to the Highways Agency as it ensured compliance with the one way system, which was the original traffic management objective of the 2001 and 2003 applications. The omission of the speed hump in question does not endanger that objective or prejudice highway safety. As the road on the approach to the collapsible plate bends sharply, its' geometry slows traffic down and, therefore, achieves the purpose of the speed hump. For this reason Members are advised that the variation to the previously agreed scheme is acceptable and that the requirements of Condition 1 have been adhered to.

4.0 Other Matters

4.1 In response to the issues raised by Members when this item was presented at the previous Committee meeting, the City Council's Planning Enforcement Officers have visited the site to inspect the collapsible plates. They have reported that there is no evidence to suggest that the collapsible plates are not working nor have they received any complaints that the one way system is being abused.

4.2 The Highways Agency has not been consulted on the proposed omission of the speed hump as its exclusion does not prejudice compliance with the one way system, which was their primary objective in order to ensure safe use of the A69. As stated earlier in this report the purpose of the speed hump is to reduce vehicle speed on the approach to the speed hump, which is achieved by the geometry of the road. In light of this it was considered unnecessary to consult the Highways Agency of the proposed change.

5.0 Recommendation

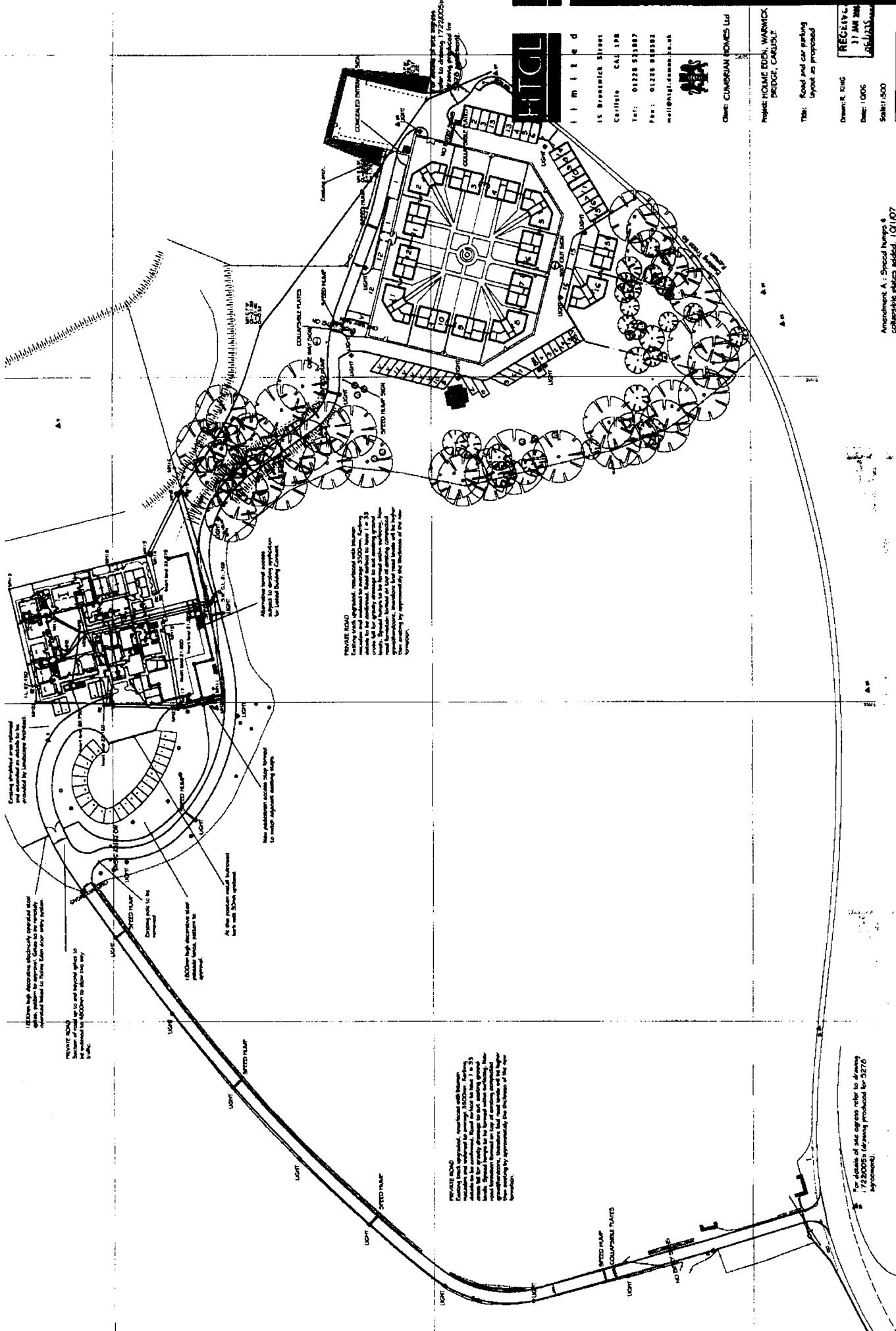
5.1 That Members resolve that for the reasons identified the proposed variation from the previously agreed scheme, consisting of the omission of the speed hump, is acceptable.

Catherine Elliot
Director of Development Services

Contact Officer: Sam Greig

Ext: 7176

Illustration of Revised Scheme



Existing proposed area retained and landscaped as detailed on drawings provided by Landscape Architect.

1:2500m high aluminium vertically extruded steel cladding. Prefabricated concrete panels to be externally finished with 'Tiling Effect' stone effect finish system.

PRIVATE ROAD
Sections of road for 10m and beyond shall be constructed to 10000mm to allow for 10m wide.

1000mm high aluminium steel cladding, finished in stone effect.

As the existing road is to be retained with 250mm pavement.

New asphalt roadwork to be laid to match adjacent existing steps.

Asbestos removal to be carried out by specialist contractor.

PRIVATE ROAD
Roadwork to be proposed, constructed with 100mm concrete and surfaced with asphalt. 1000mm high aluminium steel cladding to be provided. Road shall be 10m wide. 1:2500m high aluminium vertically extruded steel cladding. Prefabricated concrete panels to be externally finished with 'Tiling Effect' stone effect finish system.

PRIVATE ROAD
Roadwork to be proposed, constructed with 100mm concrete and surfaced with asphalt. 1000mm high aluminium steel cladding to be provided. Road shall be 10m wide. 1:2500m high aluminium vertically extruded steel cladding. Prefabricated concrete panels to be externally finished with 'Tiling Effect' stone effect finish system.

For details of site access refer to drawings 1/722000's (drawings produced for 5276 agreement).



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Client: CUMBRIAN HOMES Ltd

Project: HOLLIS EDPN, WARRICK BRIDGE, CARLISLE

Task: Road and car parking layout as proposed

RECEIVED
17 JAN 2006
06/215

Drawn: R. KING
Date: 1/06/06
Scale: 1:500

Amendment A: Speed humps & collapsible plates added. 10/1/07

