

# CARLISLE CITY COUNCIL

Report to:- **COUNCIL**

Date of Meeting:- 27th April 2004

Agenda Item No:-

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**Public**

**Policy**

**Delegated: No**

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Title:- **DEVELOPMENT BRIEF – FORMER CARLISLE  
ENGINEERING SITE, WAKEFIELD ROAD**

Report of:- **HEAD OF PLANNING SERVICES**

Report reference:- **P.27/04**

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## **Summary:-**

A report on a Development Brief for the Former Carlisle Engineering Site, Wakefield Road, Carlisle was considered by Executive on the 29<sup>th</sup> March 2004. A copy of report P.22/04 is attached. Executive decided:

That the draft Development Brief for the Carlisle Engineering Site be agreed and forwarded to the City Council for adoption as Supplementary Planning Guidance.

## **Recommendation:-**

It is recommended that Council adopt the Development Brief for the Former Carlisle Engineering Site at Wakefield Road as Supplementary Planning Guidance.

**Alan Eales**

Head of Planning Services

**Contact Officer:** Chris Hardman

**Ext:** 7190

**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**



# REPORT TO EXECUTIVE

## PORTFOLIO AREA: INFRASTRUCTURE, ENVIRONMENT AND TRANSPORT

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Date of Meeting: 29th March 2004

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Public

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Key Decision: Yes

Recorded in Forward Plan: Yes

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Inside Policy Framework

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**Title: DEVELOPMENT BRIEF: FORMER CARLISLE ENGINEERING  
SITE, WAKEFIELD ROAD**

**Report of: Head of Planning Services**

**Report reference: P.22/04**

### Summary:

This report outlines the development brief for the Former Carlisle Engineering Site at Wakefield Road/Lowry Hill. Consultation responses to the draft development brief have been included in this report, together with a revised development brief showing the changes which have been made reflecting the responses received as a result of the consultation exercise.

### Recommendations:

It is recommended that the draft development brief for the Carlisle Engineering Site be agreed and forwarded to Council for adoption as Supplementary Planning Guidance.

Alan Eales  
**Head of Planning Services**

## 1.0 BACKGROUND INFORMATION AND OPTIONS

- 1.1 The draft development brief for the Former Carlisle Engineering Site has been prepared as a consequence of a request by the Council's Property Service Business Unit. The City Council owns the freehold of the site and it is potentially surplus to the Council's requirements. The process through which this document has been prepared conforms with guidance set out in Planning Policy Guidance Note 12 and the Council's Supplementary Planning Guidance 'Dealing with Planning Matters'.
- 1.2 There has been renewed developer interest in the site for housing over the last couple of years and it was considered necessary for a development brief to be prepared for the site, prior to engaging in any formal discussions.
- 1.3 The site is currently identified as a Primary Employment Area in the Adopted Carlisle District Local Plan as well as land for allotments and whiteland. The proposed development brief guides more detail on existing and propose land uses.
- 1.4 The portfolio holder (for Infrastructure, Environment and Transport) approved the draft development brief for consultation. The consultation period lasted 6 weeks ending on 20 February 2004. Consultees included local residents in close proximity to the site, leaseholders on the site, allotment holders, statutory undertakers and other parties with an interest in the potential development and uses on the site. Officers presented the draft development brief to the Lowry Hill Residents Association meeting on the 1 March 2004 and the concerns have been addressed in the revised brief, where appropriate.
- 1.5 The content of the brief has been amended where necessary to take into account the representations received as a result of the consultation exercise and the points raised at the Infrastructure Overview and Scrutiny Committee on the 4 March 2004. Appendix 2 of this report sets out the amended development brief taking into account the consultation responses received.

## 2.0 CONSULTATION

### Consultation to Date

2.1 Consultation was undertaken between 9 January and 20 February 2004 with the following, plus a residents meeting on 1 March 2004.

- Belah Councillors.
- Allotment Holders.
- Statutory Undertakers.
- Occupiers of adjoining properties and those who live in close proximity of the site.
- Cumbria County Council- Highways and Planning.
- Leaseholders.

A list of the consultation responses received has been included in Appendix 1 of this report.

### Consultation Proposed

2.2 No further consultation is proposed, however those respondents to the consultation draft will receive an update when the brief is finalised.

## 3.0 INFRASTRUCTURE, OVERVIEW AND SCRUTINY

3.1 At the meeting of Infrastructure, Overview and Scrutiny Committee on 4 March 2004 Members resolved:

- 1) That the draft development brief for land at the Former Carlisle Engineering Site on Wakefield Road be referred to the Executive for adoption as Supplementary Planning Guidance with the Infrastructure Overview and Scrutiny's comments that the allotment area should be retained for use as allotments. If that were not possible then a suitable alternative site should be found.
- 2) That the comments with regard to housing type and density of any development of the site, needing to reflect the density and mix of housing within the surrounding areas be also submitted as the Committee's comments.

#### 4.0 IMPLICATIONS

- Staffing/Resources – None.
- Financial – None.
- Legal – Supplementary Planning Guidance forms part of the statutory development plan system.
- Corporate – Produced in accordance with Government Guidance.
- Risk Management -The adoption of this development brief as Supplementary Planning Guidance is not a guarantee that development will take place. It will shape any future development which takes place on the site.
- Equality Issues – Incorporated within the brief.
- Environmental – Incorporated within the brief.
- Crime and Disorder -Addressed within the brief.
- Impact on Customers – Provides additional information on the potential development of the site.

#### 5.0 RECOMMENDATIONS

- 5.1 It is recommended that the development brief for the Former Carlisle Engineering Site be forwarded to Council for adoption as Supplementary Planning Guidance.

#### 6.0 REASONS FOR RECOMMENDATIONS

- 6.1 Adopted as SPG this guidance will assist developers, Development Control Officers and the Development Control Committee on the type of development appropriate for the site and will ensure compliance with the Council's Code of Conduct.

Alan Eales

**Head of Planning Services**

Contact Officer: Helen Lewis

Ext: 7192

**Former Carlisle Engineering Site  
Development Brief Consultation**

**Representations Received,  
Responses and Proposed Changes to the Brief**

## Appendix 1

### Former Carlisle Engineering Site- Development Brief Consultation-

Representations Received, Responses and Proposed Changes to the Brief:

Source of Representation	Comments	Response	Proposed Changes
United Utilities- External Planning Liaison Officer	<p>No objection to the site being developed provided the site is drained on a separate system with only foul drainage connected into the foul sewer. Surface water should discharge into the watercourse/ soakaway/ surface water sewer. Sufficient water supply available for domestic purposes, for larger quantities additional information would be required. A separate metered water supply to each unit will be required at the applicant's expense.</p> <p>The water mains will need extending to serve any development on the site, the applicant may be required to pay a capital contribution and will need to sign an Agreement under the Water Industry Act 1991.</p> <p>24-hour access rights must be retained to the electricity substations around the site for maintenance reasons. Consideration must be given to the overhead lines underground cables and the substation when considering planting.</p> <p>The cost of any requirement to divert apparatus because of any proposed works will usually be borne by the applicant. Care should be taken at all times when working in the vicinity of apparatus.</p>	Response acknowledged	No change- advice already included within the brief
Environment	Detailed site investigation should be carried out to establish if the site	Acknowledged	No change- advice already

<p>Agency- Planning Liaison Officer</p>	<p>contains contaminants, the nature of the contaminants and the level of contamination and its potential for polluting the water environment. The method and extent of the investigation should be carried out prior to commencement of work on site to prevent pollution of the water environment.</p> <p>Consultation with United Utilities required to ensure there is sufficient capacity within the surface water sewer network to cater for the increased levels that a new development will create.</p> <p>Incorporation of some form of sustainable drainage techniques (SuDS) to limit the rate of discharge of surface water to the receiving catchment.</p>	<p>response, no further information required.</p>	<p>included within the brief from initial consultation.</p>
<p>Highways, Cumbria County Council</p>	<p>Initially the response was based upon the site area of 2.4 ha confirming that a transport assessment would be required. Subsequently, with the site area reduced, this is no longer the case instead a Transport Assessment Form should be completed by the applicant to ascertain whether the development proposal would materially add to local congestion and if additional assessment would be required for the junction at Lowry Hill Road/ Kingstown Road. Additionally a stage one safety audit in accordance with the ' Guidelines for the Safety Audit of Highways, IHT 1996' would be required for alteration to or provision of new highway infrastructure.</p>	<p>Acknowledged response</p>	<p>Change brief as appropriate in regards removing reference to the need for a Transport Assessment and replacing it with Transport Assessment Form. Plus adding in additional information provided.</p>
<p>Niall Tutton Regional Planning Surveyor NTL</p>	<p>Not opposed to development on the site, however if the site were to be developed for housing they request a 25m precautionary exclusion zone be imposed around the base of the telecommunications mast based upon MOA guidelines for mast sharing. They state that if housing development were to take place without the exclusion zone in place their mast sharing potential would be limited.</p>	<p>Acknowledged response, requested further information to enable an</p>	<p>No change to the brief as no evidence to suggest this is a requirement. PPG8 states local planning authorities should not impose such restrictions.</p>



		informed opinion over the exclusion zone as no further evidence of this requirement could be found	With potential housing adjacent and previous strong opposition from local residents and Councillors to an extension to the mast, planning permission for a higher mast is unlikely to be granted.
Parks Manager, Culture Leisure and Sport Services, Carlisle City Council	<p>Highlight the importance and popularity of the allotments with the local community – allotments full with a waiting list. The site expanded in 1994 to accommodate five plot holders displaced from the nearby Kingstown Nobles allotment site, part of which was sold off for development. Five plots in addition to this were also added. The site has since further expanded with an additional 9 plots being created.</p> <p>Prefer the option for housing rather than employment on the Carlisle Engineering site due to improved security on the allotments and help to deter the presently problematic rabbit population.</p> <p>Wish to ensure the retention of the allotments especially as they accommodate displaced allotment holders from the Nobles site and plots are well established with sheds and greenhouses.</p> <p>Any work on the site that would alter the present drainage patterns should be addressed in such a way to alleviate current and potential flooding problems on the site and allotments. However the wet nature of the wildlife site must be protected, any change in the hydrology there would have a detrimental effect upon the wildlife site where the wet conditions are of paramount importance. Contains protected</p>	No response required	<p>Allotments to be protected using policy L19 local plan.</p> <p>Comments relating to the hydrology of the site included in the brief to ensure that there is minimal impact upon the nature reserve.</p>

	species e.g. Great Crested Newt.		
Property Services Manager, Carlisle City Council	Question the extent of the site in the brief, feel a more strategic approach is required which includes the allotment land. The original request for the preparation for a development brief on this site included the allotments however it was considered that this would be problematical. The allotments could be relocated to a nearby site.	No response required	Include the allotments within the site area of the brief, however use the strength of local plan policy L19 to protect them from development and comments from Leisure Services.
Mrs.H.Ormandy 2 Lowry Hill Road	Query over the inclusion of the strip of land to the south of the site along Lowry Hill Road	Responded informing her that this would be required to provide an access from Lowry Hill Road to the site if it were to be developed for housing.	No change
E. Veitch 26 Sanderson Close	Highlighted issues associated with previous operations on the site in relation to excessive noise and ongoing traffic movements close to the residential area. Felt that provided the guidelines within the brief are followed any proposed development should be ok.	Acknowledged response.	No change
J Brian Cook Ass. Diocesan Secretary The Diocese of Carlisle	Enquiry over acquiring a plot of land on the boundary of St. Peter's Church as a potential site for a replacement parsonage.	Acknowledged receipt of letter, forwarded copy to	No Change

		Property Services.	
Mr. Shaw 19 Swinburn Drive	Ensure the retention of vehicular allotment access during and post construction on the site. Concern over housing density on the site. Request for the creation of a through route from Lowry Hill Road to Wakefield Road as part of any proposed housing development on the site	Acknowledge response	Mention in the brief that access to the allotment must be retained. Housing numbers to be altered in brief to reflect new site area, however density must be between 30-50 dwellings per hectare in line with government guidance PPG3. Through route should not be created as it would create the potential for a rat run through the new development.
Mrs. F. Wood 24 Liddle Close Lowry Hill	Concern over pedestrian safety with the potential creation of a new access to the site from Lowry Hill Road	Acknowledged response, awaiting comments from highways at that time, have subsequently received a response	No change as concerns would be considered in the Transport Assessment Form.
C. R. Ormandy 2 Lowry Hill Road	No objection to the principle of a housing development. Use of Wakefield Road for contractor's vehicles to ensure that traffic levels	Acknowledged receipt of	Include reference to the use of Wakefield Road for

	<p>do not become unacceptably high during development of the site. Consider relocating the telecommunications mast.</p> <p>Concerns over the potential number of houses on the site (mentioned the possibility of up to 120 houses?) and the increase in traffic levels (200 additional cars?) as a result. Also raised the issue of capacity in schools whether they could accommodate an increase in numbers of children, concerned that there could be an additional 200+ children.</p> <p>Development should be smaller in scale consisting of executive housing.</p>	<p>letter.</p> <p>Confirmed that the number of houses is likely to be a much lower figure than he suggests</p>	<p>construction traffic.</p>
<p>J H Bell 32 Lowry Hill Road</p>	<p>Concerns over the density of housing on the site and its potential impact upon the nature reserve and the allotments. Increase in population will result in the nature reserve becoming a play area.</p> <p>Increase in the number of cars (up to 100) on Lowry Hill Road as a result of a new access from the site would not be acceptable.</p> <p>The brief should also mention the retention of the hedgerow not just the trees on Lowry Hill Road to protect wildlife and provide screening.</p> <p>Feeling that the development brief contradicts itself by suggesting developing high density housing <u>and</u> the need for protecting residential amenity concluding that the Council is more interested in the income achievable from the sale of a site approved for high density housing than its own policies.</p> <p>Suggests the area needs more open amenity space, such as a park or extension to the nature reserve. Low density housing or a science park would also be considered more acceptable than high-density housing.</p>	<p>Acknowledged receipt of the letter. Clarified the boundaries of development site.</p> <p>Confirmed that the number of houses is likely to be lower as a result of reducing the site area.</p>	<p>Include in the development brief reference to the retention of the hedgerow where possible.</p> <p>Due to the proximity of the nature reserve additional amenity space is not required. The land is still available for employment use as stated in the brief however the size of the site is not sufficient for a science park.</p>

	Clarification of the boundaries as it unclear from the plan sent out.		
Mr & Mrs C Irwin 197 Kingstown Rd	Preference for industrial use on the site and that the allotments remain with no alteration to them. Increase in traffic levels and the impact upon schools- they don't have sufficient capacity. Housing could create noise in the daytime and at night. Street lighting could be a nuisance as the site is currently unlit. Capacity on the local sewer system- could it cope with the increase from a new development? Creating a new access from Lowry Hill Road would be intrusive and increase traffic levels. Fear of crime associated with being overlooked from potential new housing and the prospect of affordable housing provision. Electricity supply- the area has been affected by power cuts further development may affect this sensitive supply.	Acknowledged letter.	Allotments to be included in brief but to be protected using local plan policy L19.
Charles Foster Eden Veterinary Centre, 213 Kingstown Road	Suggestion of partitioning the site, using a quarter for small scale commercial/ employment based development using the existing access from Wakefield Road and the remaining three quarters could be used for housing accessed from Lowry Hill Road. Interest in the opportunity to purchase a small site for a purpose built veterinary centre.	Acknowledged letter. Passed onto property for their information.	No change to brief. Both uses would be possible provided residential amenity was protected.
Mrs Whytock 15 Sanderson Close	Concerns over the detrimental effects on the local community resulting from the inclusion of an element of affordable housing in any new housing development on the site. Request for more affordable properties for older people i.e. bungalows rather than for single people or families.	Acknowledged receipt	No change. Need will be identified at the time of planning applications.
Ken Cooper St. Peter's Close	Concerns over the implications on traffic levels of a housing development which will be accessed from Lowry Hill Road. He feels that traffic levels are already too high creating congestion at peak times. Despite opposing the use of the site for industry, he considers	Acknowledge receipt.	No change. It is not desirable to have residential access through an industrial estate.

	this may be a preferable option, as it would result in the continued use of the Wakefield Road entrance rather than the creation of a new access.		
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**Development Brief  
Former Carlisle Engineering Site  
Wakefield Road  
Kingstown**

**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**

**Draft Development Brief- Former Carlisle Engineering Site,  
Wakefield Road, Kingstown**

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(Note: text to be omitted from the brief is shown as crossed out, amendments to the text are highlighted within the brief).



## Draft Development Brief- Former Carlisle Engineering Site, Wakefield Road, Kingstown

### 1 Introduction

- 1.1 This development brief has been prepared to assist potential developers in identifying the planning principles and development requirements of the site in question.
- 1.2 Due to the size and status of the site a development brief rather than site appraisal has been prepared in line with Supplementary Planning Guidance 'Dealing with Planning Matters' (Jan 2002). The brief sets out the current status of the site and the characteristics of the surrounding area. It looks at principles for types of appropriate development- considering site constraints, local plan policy, structure plan policy, national Planning Policy guidance, as well as advice on related issues including access, landscaping and parking relating to the site.
- 1.3 The brief seeks to promote a high standard of design and layout for the site to meet the objectives of Government in relation to new development and the requirements of Carlisle City Council.
- 1.4 Supplementary Planning Guidance  
In line with guidance in Planning Policy Guidance (PPG) Note 12 – Development Plans (1999) Supplementary Planning Guidance (SPG), whilst not having the status of local plan policies in deciding planning applications, may be taken into account as a material consideration. Planning Policy Guidance note 12 advises that weight will be given to SPG that is consistent with the local plan and is the subject of a full consultation exercise.
- 1.5 Current Status of the Brief  
~~This development brief is an updated in draft form for following consultation with relevant and interested parties, following which it will be approved as SPG by Carlisle City Council to assist in the determination of planning applications for the former Carlisle Engineering site. The consultation period for this brief will run until 20<sup>th</sup> February 2004.~~  
This development brief is an updated draft following public consultation on 9<sup>th</sup> January until 20<sup>th</sup> February 2004. The points raised in the responses received have been included in the brief where applicable along with the comments from Infrastructure Overview and Scrutiny Committee on 4<sup>th</sup> March 2004.

## 1 The Site and Surrounding Environment

- 1.1 The former Carlisle Engineering site is located in the Kingstown area of Carlisle approximately 2.8 kilometres (1.75 miles) north of the City Centre. This brownfield site is located at the southern end of the Kingstown Industrial Estate Primary Employment Area, south of Kingstown Broadway. It is bounded by Lowry Hill a large residential housing estate to the south and west, housing to the east and Wakefield Road and the Kingstown Industrial Estate to the north of the site.
- 2.2 The site extends to 2.4 2.56 hectares. Located along the eastern edge of the site is an area designated as a statutory allotment that comprises 20 25 plots, all of which are currently occupied. The topography of the area is relatively flat and does experience some drainage problems on the land to the west of the site. Due to this factor this area adjacent to the site has been used for sometime for amenity/wildlife purposes, which has subsequently led to the establishment of the Kingstown Wildlife Pond part of the Kingmoor Nature Reserve.
- 2.3 The site is surfaced in concrete as hard standing for vehicles reflecting the past and current use of the site. There are buildings currently located on the north side of the site, which are in use as vehicle workshops. Also situated on the site adjacent to the vehicular entrance to the allotments is an electricity substation, a 15m high telecoms mast is located to the western boundary west within the boundary of the nature reserve.
- 2.4 The southern boundary to the site is tree-lined by a substantial hedgerow and trees providing an important screen between Lowry Hill Road, the site, and Kingstown Industrial Estate. Although these trees may not be considered suitable to be protected by a tree preservation order they currently enhance residential amenity along Lowry Hill Road. Therefore any development on the site would be subject to retaining the existing trees or replacing them with suitable replanting as part of a landscaping scheme where their removal would be vital for developing the site.

## 3 Planning History

- 3.1 The site has had a number of previous low intensity uses from general engineering, outdoor storage, manufacturing and joinery and most recently for classes B1, B2, and B8 uses. Part of the site currently has temporary planning permission, for 3 years, for a telecommunications contractor's depot which is due to expire on 30<sup>th</sup> September 2004, the operations relating to this permission have ceased and the associated buildings have been cleared. In 1997 a 15m high lattice

telecommunications tower and equipment store were erected adjacent to the site approximately 70m north of the dwellings on Lowry Hill Road, these structures are still in place.

#### 4 Policy Framework

- 4.1 The documents to be considered in conjunction with this development brief are the Cumbria and Lake District Joint Structure Plan July 1995 and the deposit joint structure plan 'Planning Cumbria' May 2003 - which sets out strategic policies for the County; the Carlisle District Local Plan (September 1997) which set out detailed policies that are either site specific or area based, and the Carlisle District Local Plan Review Issues Paper (Spring 2003). These documents make up the development plan for the Carlisle City Council area.
- 4.2 Regional Planning Guidance (RPG13) for the north west provides a broad development framework for the region and should therefore be considered where appropriate in this development brief. In addition Planning Policy Guidance notes (PPGs) set out the Government's national policies on different aspects of planning and they are a material consideration when considering planning applications. Under section 54A of the Town and Country Planning Act 1990, all planning decisions must be made in accordance with policies in the development plan, unless material considerations indicate otherwise.
- 4.3 PPG1 sets out the Government's approach to the planning system and their objectives in terms of sustainable development, mixed use and good design. The guidance recognises that in order to create sustainable patterns of development, urban regeneration and the efficient reuse of previously- developed land are important supporting objectives. It also recognises the importance of ensuring that the appearance of a proposed development complements the surrounding area which is a material consideration in determining planning applications. The government is committed to:
- Concentrating development for uses which generate a large number of trips in places well served by public transport, especially town centres, rather than out of centre locations; and
  - Preferring the development of land within urban areas, particularly on previously developed sites, provided that this creates or maintains a good living environment, before considering the development of greenfield sites.

## 5 Policy Considerations Relevant to the Site

- 5.1 Carlisle District Local Plan shows a significant proportion of the development brief site being designated as a primary employment area- policy EM2. This means that proposals for B1 (business), B2 (General industry) and B8 (storage or distribution) uses will in general be considered acceptable, with the remainder being 'white land' where no land allocation or change was envisaged on the site.
- 5.2 When considering development proposals for this site its close proximity to the residential area must be taken into account. In particular the fact that subsequent intensification of use may become unacceptably obtrusive on the neighbouring area, policy H17 states that the amenity of residential areas will be protected from inappropriate development in terms of scale, traffic levels and noise.
- 5.3 In The Cumbria and Lake District Joint Structure Plan (1995) policy 34 states that permission will not normally be given for the redevelopment or use for other purposes of employment sites or buildings which already exist or area identified in the local plan. The deposit structure plan reiterates this point in policy EM10, stating that the main need is to ensure that sites already identified for employment uses are retained, but emphasises that local planning authorities will need to review land allocated for employment purposes in existing plans to assess their suitability which is reaffirmed in policy UR5 of RPG 13.
- 5.4 PPG 4 states that up-to-date and relevant plans are essential if the development needs of commerce and industry are to be met, and reconciled with demands for other forms of development and for the protection of the environment.
- 5.5 However the current plan designation is subject to review and this brownfield site may be considered acceptable for residential development, and help contribute towards housing targets.
- 5.6 Consideration must also be given to the close proximity of the nature reserve local plan policy E12 states that:

*'Development which would adversely affect the nature conservation interests of wildlife sites and other sites of nature conservation significance will not be permitted unless:*

- 1. the harm caused to the value of those interests is clearly outweighed by the need for development; and*
- 2. where practical, any environmental feature lost is replicated with an equivalent feature.*

- 5.7 PPG 4 emphasises the importance of integrating environmental and economic objectives stating that paying attention to environmental issues makes good economic sense.

## 6 Design and Landscaping

- 6.1 Any proposal should take into consideration the close proximity of the adjacent residential area to ensure that the impact of development doesn't have a negative effect upon residential amenity. The trees and hedgerow currently screening the site from Lowry Hill Road should be retained and enhanced where possible alongside any additional environmental measures necessitated by the scheme put forward.
- 6.2 Government guidance emphasises the importance of good design stating it should be the aim of all involved in the development process, therefore it is important that consideration is given to the design of any proposal taking into account the site's surrounding character.
- 6.3 PPG1 General Policies and Principles states that applicants for planning permission should demonstrate how they have taken account of the need for good design and that they have regard to the surrounding area and relevant design policies in the local plan and any supplementary planning guidance. In addition to design and landscaping issues, thought must also be given to the nature reserve and its sensitive environment.
- 6.4 Due to the local plan allocation of the site for employment purposes consideration should be given to the scale of any proposed development to ensure that it has minimal impact on the surroundings. Existing buildings on the site are mainly two storeys in height, and surrounding developments are of both one and two storeys, therefore developments exceeding this are less likely to be considered suitable for the location.
- 6.5 The Government attaches particular importance to the environmental enhancement of developments referred to as the 'greening' of the environment. This incorporates good layouts, energy efficiency, landscaping- retaining existing trees, shrubs etc and sympathetic new planting schemes. These elements help to contribute to biodiversity.
- 6.6 Local plan policy E19, states that where appropriate existing trees, hedges and other wildlife habitats should be retained and any environmental feature lost due to development should be replaced. Due to these factors a landscaping scheme will be required as part of any planning application.
- 6.7 The design of any development should also ensure ease of access and movement around the site via a choice of means of transport.

Consideration should particularly be given to safety issues relating to cyclists and pedestrians.

## **7 Design and Crime**

- 7.1 Proposals for the site should take into account the issue of community safety and security when considering the design and layout of a new development. ODPM Circular 5/94 'Planning out Crime' states that *'there should be a balanced approach to design which attempts to reconcile the visual quality of a development with the need for crime prevention.'*
- 7.2 Carlisle City Council has produced SPG on Designing out Crime in Residential Areas (August 2000), in line with circular 5/94 which looks at ways to make new residential developments safer through their design and layout. It is recommended that this document be consulted for guidance on this matter. The principles of 'Secured By Design' and CPTED (Crime Prevention Through Environmental Design) should be applied to any new development on the site with advice being sought by developers as to how this can be achieved early on in the application process.

## **8 Energy Efficiency**

- 8.1 PPG12 and RPG 13 states that all new development should maximise energy efficiency through its design and the choice of materials used. By introducing energy saving measures money can be saved on heating and lighting whilst reducing the impact of the development on the environment.
- 8.2 Applicants should give due consideration to energy efficiency in their design with matters such as aspect being thought about in relation to layout. For example the orientation of developments should take advantage of the southern or westerly aspect to maximise use of natural light and solar gain.
- 8.3 The choice of building materials should also be considered including high standards of insulation to ensure that the environmental implications of a development are minimised as much as possible.

## **9 Access**

- 9.1 The site is linked to Carlisle City centre via Kingstown Road/ Scotland Road (A7) which lies to the east of the site. Current vehicular access into the site is via Wakefield Road to the north of the site.

Wakefield Road is accessed from Kingstown Broadway, the main entrance road to Kingstown Industrial Estate, the junction of which is traffic light controlled.

- 9.2 There are restrictions in place on the junction of Wakefield Road and Kingstown Broadway allowing only a left turn, depending on the development proposal improvements may be required to help this existing road network cope with any significant new development. Access via Wakefield Road would not be considered acceptable for a residential development on the grounds of residential amenity with the approach being through Kingstown Industrial Estate. The creation of a new road would be required from Lowry Hill to access any residential development on this site. During construction of the site use should be made of the existing Wakefield Road access for works traffic in order to minimise the impact on the existing residential area.
- 9.3 Policy T27 of the deposit structure plan states that transport assessments will be required for developments over a certain size: residential developments in excess of 100 units and employment uses in larger than 5,000sq m gross.
- 9.4 As any development on the site is likely to be of a smaller scale than this Cumbria County Council has confirmed that a completed transport assessment form would be required to assess whether the proposal would materially add to local congestion. A Transport Assessment may be required dependant upon the findings in the assessment form. ~~should be undertaken in order to assess the suitability of the site for any proposed residential use.~~ Policy T3 of the local plan also states that development proposals which materially increase traffic movements on a road network will need to be accompanied by a traffic impact assessment, with the cost of any necessary improvements etc identified being borne by the developer.
- 9.6 When considering applications for development, policy T1 of the local plan states that *'account will be taken of the availability of a choice of means of travel to and from the site'*. Despite the site currently being served by public transport (Lowry Hill and Kingstown Industrial Estate both have a regular bus service), further provision to ensure access by pedestrians and cyclists to any proposal should be explored in line with policy T15 of the local plan.
- 9.7 PPG13 recognises the need to reduce dependence on the private car by facilitating more walking and cycling by improving linkages by public transport between housing, jobs, local services and local amenity. It also emphasises the importance of placing the needs of people before ease of traffic movement.
- 9.8 Currently pedestrian flows on and around the site are mainly focused on the nature reserve 'Kingstown Wildlife Pond'. This links up with and is part of Kingsmoor Nature Reserve which lies to the west, creating a

wildlife and recreation corridor between the two sites. The area is also considered suitable for 'habitat walks' and is utilised by school and youth groups for environmental education. This is an important pedestrian route as well as a valuable education, leisure and recreation facility and should therefore be retained.

## 10 Planning Obligations

- 10.1 The City Council may consider it necessary in some situations to impose planning obligations on developers in connection with development proposals. ~~Further details on this matter are still under consideration and will be confirmed in the final brief.~~
- 10.2 In line with policy L9 of the local plan for new family housing developments of over 40 dwellings developers will be required to provide a children's play area. Due to distances from other play areas in the locality on site provision will be required. The City Council's Leisure and Community Development Department will oversee the design of play spaces. Any play space equipment should be located at least 30m from any existing or proposed dwelling. The area likely to be required for a play space on the brief site is approximately 400m<sup>2</sup>
- 10.3 The developer will be required to finance all highways works (including traffic calming) necessary for the development of the site including any works required outside the site. If the relocation of the bus stop/stops along Lowry Hill Road is required in order to provide an access to the site, the cost of this will be borne by the developer.
- 10.4 The provision of an element of affordable housing will be required on the site as part of any housing development, this affordable element will be secured through Planning conditions and Section 106 agreements to ensure that affordability is retained for present and future occupancy.

## 11 Public Utilities and Capacity Levels

- 11.1 A summary of the key points of comments received from statutory undertakers in respect of public utilities and services are included in the text below.
- 11.2 Water Supply and Drainage  
Following consultation with the Environment Agency and United Utilities it is considered that there would be adequate water supply for domestic purposes, however further details would be required to assess the capacity for a use with a more intensive demand.



- 11.3 The Environment Agency and Environmental Services have advised that an assessment be carried out to assess whether the site is contaminated and to what extent. This will help to determine the likelihood of pollution of the water environment as a result of development; measures can then be taken to prevent pollution of ground water and surface water prior and during construction on the site.
- 11.4 Development on this site will alter the rate of discharge of surface water into the sewer system therefore there must be sufficient capacity within the sewer network to cater for the increased run off flow which will result from developing the site. It may be appropriate to incorporate some form of sustainable drainage technique or water attenuation system into a development scheme in order to increase run off capacity, these should be considered early on in the application stage.
- 11.5 Electricity Substation  
Whilst no issues in relation to electricity supply provision have been highlighted, it has been expressed that great care should be taken when working/ planting close to the substation/underground and overhead cables to protect both the electrical apparatus and persons within the vicinity.

## 12 Site Constraints/Ownership Issues

12.1 A number of site constraints have been identified, these are as follows:

- **Allotments-** the entire eastern edge of the site is designated as a statutory allotment site. Policy L19 of the local plan states that

*The City Council will seek to retain all existing allotment sites unless:*

- *it can be demonstrated that the site is permanently surplus to requirements, or*
- *satisfactory alternative provision is made within the neighbourhood*

All the plots are currently let and there has been expansion from its original size implying a continual demand for the allotments. Unless satisfactory alternative arrangements can be made the allotment land should be protected from development. Measures should be taken to minimise potential conflict between existing allotment use and potential new development on the site.

'Kingstown Wildlife Pond' part of Kingmoor Nature Reserve- with a mature aquatic/pond habitat (relevant policies E12, E13, E19) Care must

be taken to reduce the impact of any development on the nature reserve so not to disturb the ecological balance. It is of paramount importance that the wet nature of the wildlife pond area is maintained at its current level, any changes would be detrimental to the nature reserve in particular the pond. Development on this site must ensure that no material changes occur to the flow into and out of the reserve.

- **Drainage issues-** western half of the site has acted as a hindrance to development in the past and as such has been used for amenity/wildlife purposes for some time (see above).
- **Ownership-** Carlisle City Council owns the freehold to the majority of the site which is currently leased by two parties. Land to the east and west of the site consists of City Council owned allotments and the nature reserve. The strip of land to the south of the site adjacent to Lowry Hill Road is in private ownership.
- **Telecomms Mast-** 15m high mast located adjacent to the site. The presence of a mast may have an effect on the suitability of the site for different types of development due to public perceptions and fears over health and safety issues as well as desirability.
- **Electricity Substation** - a substation is situated on the site covered by this brief therefore access and/or maintenance rights must be maintained during and after development. However if the applicant seeks to divert the apparatus due to the proposal, the cost of the works will be borne by the applicant.
- **Contamination-** it is likely as a result of past uses on the site that there would be some element of land contamination, it would therefore be recommended that a site survey be carried out prior to development to assess its extent.

### 13 Alternative uses for the site

- 13.1 As has been established in light of the current local plan designation some form of employment use would be most appropriate for this site. Section 54a of the Town and Country Planning Act 1990 requires all development control decisions to accord with the development plan unless material considerations indicate otherwise. Any alternative use/uses for the site that do not fall into the uses covered by policy EM2 in the local plan would be considered a departure from the plan. Therefore justification must be given as to why an alternative use has been chosen which is contrary to the designation.
- 13.2 The planning history for the site shows little indication as to any large scale developer interest for employment based development, in recent years, on the site. As a result the land has been underused which is

evident in the presence of littering on the site and its wasteland redundant appearance.

- 13.3 In light of this situation it is opportune to explore suitable alternative uses particularly if the site is considered to be surplus to needs as employment land due to the close proximity of better employment sites. Residential may be considered as an alternative use on the site as it is located adjacent to an existing residential area and would help to contribute towards housing development targets for brownfield sites.

## 14 Housing

- 14.1 As identified within the policy context section this site has a number of factors that make it potentially suitable for a residential scheme. Planning Policy Guidance Note 3 (PPG3) sets out the Government's policies and objectives on new housing development. The guidance recognises that some local planning authorities have an over allocation of land for employment and other uses which cannot realistically be taken up over the development plan period, and which may no longer be compatible with current policy. These sites should therefore be considered when looking for further housing sites.
- 14.2 The guidance considers this land to be a wasted resource especially for sites of previously developed land which may be more valuable as housing land or used for mixed-use development schemes. This guidance may therefore be applicable to this site.
- 14.3 PPG3 makes the distinction between brownfield and greenfield sites and the requirement for adopting a sequential approach to site selection when considering sites for new housing development i.e. seeking to re-use previously developed land to minimise the take up of greenfield land for development. This means that previously developed land (brownfield) within urban areas would be most favourable for housing development, followed by urban extensions and finally new development around nodes in good public transport corridors (para. 30) However this is not a blanket indication that any brownfield housing application would given planning permission.
- 14.4 Applicants will be required to demonstrate as part of their planning application how they have taken into account the need for good design in their development proposals and show that they have given due consideration to any supplementary planning guidance and relevant development plan policies. The requirement for good standards of design is emphasised in PPG1 General policies and principles and PPG3 Housing which considers the issues of layout and good design and the benefits of improving the quality and attractiveness of residential areas.

- 14.5 Whilst the site is surrounded by a considerable amount of open space in the form of the nature reserve and the allotments, developers may wish to include an element of on-site open space on the area of land adjacent to the telecommunications mast. This may be a favourable option as potential occupiers of houses in close proximity the telecomms mast may have concerns over its impact on their health. The creation of a buffer zone around the mast may help to alleviate these fears
- 14.4 Policy H16 of the local plan states that high standards in new housing design will be required, the plan also recognises the importance of integrating new development and existing residential properties through good design as well as hard and soft landscaping.
- 14.5 In addition to good design PPG 3 advises that energy efficiency should be promoted in new housing developments where possible, this advice is reflected in policy H16 of the Local Plan para. 4.91. Applicants should demonstrate how they have considered energy efficiency through the density and orientation of the proposed development and in the anticipated construction techniques.

## 15 Housing Density

- 15.1 Based on current government guidance in PPG3 it is recommended that residential development should be at a level of between 30-50 dwellings per hectare net, which supersedes local plan policy H1 that seeks 25 dwellings per hectare. This site would be suitable for a medium to high density scheme in line with the guidance as it is on a main transport route so is therefore easily accessible via a number of transport modes. Housing developments should meet a minimum of 30 dwellings per hectare and reflect the character of the surrounding area.
- 15.2 In addition it is within an existing settlement with good service provision as well as being within relatively close proximity of Carlisle City Centre. The surrounding uses whilst on one side being residential are mixed and therefore a development incorporating a variety of housing types may be considered appropriate increasing the sites likelihood of accommodating a higher density scheme (40+ dwellings per hectare).

The site is within an existing settlement with good service provision in relatively close proximity to Carlisle City Centre, the surrounding use is predominantly residential consisting of detached and semi-detached housing and bungalows as well as a small cul de sac of two storey maisonettes.

## 16 Affordable Housing

- 16.1 Structure Plan Policy 32 states that some provision, on large sites, should normally be made for affordable housing to meet proven local need. Local Plan policy H8 refers to the provision of affordable housing in line with government guidance, although the thresholds stated have been superseded by circular 06/98.
- 16.2 The threshold for affordable housing, circular 06/98 states that affordable housing policies where in place should be applied to housing developments of 25 or more dwellings or residential sites of 1 hectare or more irrespective of the number of dwellings. Therefore due to the size of the site in question an affordable housing element will be required.
- 16.3 In order to establish the correct mix and number of units for each site the Council's Housing Strategy should be consulted to ensure that local need is being addressed. ~~This site could accommodate approximately 400 units.~~ In line with the local plan between 10% and 20% of the housing on the site should be affordable depending on the identified need in the area. ~~Developers would therefore be required to provide 40-20 affordable housing units as part of a residential development.~~

## Carlisle District Local Plan Policies Referred to in Text:

### EM2 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 is 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 the adjacent properties would not be prejudiced.*

### E12 Wildlife Sites

*Development which would not adversely affect the nature conservation interests of wildlife sites and other sites of nature conservation significance will not be permitted unless:*

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

### E19 Landscaping of New Development

*In considering proposals for new development the City Council will where appropriate require the retention of existing trees, shrubs, hedges and other wildlife habitats, and the replacement of any environmental feature lost to development. Landscaping schemes to be implemented by the applicant will be required as part of most planning applications.*

### H8 Affordable Housing on Large Sites

*The City Council will, where appropriate, negotiate with developers for an element of affordable housing to be included in larger housing developments.*

## **H16 Design Considerations**

*High standards of design in new housing sites and dwellings will be required. Matters to be considered include: the layout of roads and buildings, footpaths and cycleways; the retention of existing trees and hedgerows; planning out crime; the provision of public open space; and the relationship to adjacent development.*

## **H17 Residential Amenity**

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

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

## **L19 Allotments**

*The City Council will seek to retain all existing allotment sites unless:*

- 1. it can clearly be demonstrated that the site is permanently surplus to requirements; or*
- 2. satisfactory alternative provision is made within the neighbourhood.*

## **T1 Choice of Means of Travel**

*In considering applications for development, account will be taken of the availability of a choice of means of travel to and from the site.*

## **T3 Development Affecting the Road Network**

*Proposals for developments which materially increase the traffic movement on the road network will need to be accompanied by a Traffic Impact Assessment. The City Council will usually require any road improvements or new highways, identified as being necessary by the assessment, to be funded by the developer. Such work should be consistent with the role and function of the highway. In the case of trunk roads all the costs will be borne by the developer and the scheme should be*

*designed to be consistent with the Office of the Deputy Prime Ministers design horizon.*

**T15 Cyclists and Pedestrians**

*Within the Plan area existing provision for cyclists and pedestrians will be protected. The improvement of provision for cyclists in the form of both highway improvements and secure parking facilities will be encouraged. All new development will be designed to provide safe and convenient access for cyclists and pedestrians. This should include the provision of secure cycle parking facilities where appropriate.*



## Appendix 2

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### Other Policy References:

#### RPG 13

UR5 Existing Commitments in Development Plans

### Planning Policy Guidance Notes

PPG1 General Policy and Principles (Feb 1997)

PPG3 Housing (March 2000)

PPG4 Industrial and Commercial Development and Small Firms (Nov 1992)

PPG12 Development Plans (Dec 1999)

### Cumbria and Lake District Joint Structure Plan, September 1997

#### 32 Land for Affordable Housing on Large Sites

*On large housing developments some provision should normally be made through negotiation for affordable housing to meet proven local need.*

#### 34 Protection of Employment Sites and Buildings

*Permission will not normally be given for redevelopment or use for other purposes of employment sites or buildings which already exist or are identified in Local Plans.*

### 'Planning Cumbria' Cumbria and Lake District Joint Structure Plan 2001-2016 Deposit Plan, May 2003

#### EM10 Employment Land Provision

*Local Plans will ensure that there is the following supply of readily available land for employment purposes (see table for list pg. 27 'Planning Cumbria')*

#### T27 Transport Assessments

Planning Services Development Brief  
Former Carlisle Engineering Site, Wakefield Road, Kingstown



March 2004

[www.carlisle.gov.uk](http://www.carlisle.gov.uk)

*Transport Assessments will be required for development proposals in accord with national guidance. In the interim proposals which either individually or cumulatively meet the following scale of development will require a Transport Assessment:*

- 1. residential developments in excess of 100 units, or*
- 2. employment uses in excess of 5,000 sq. m gross*

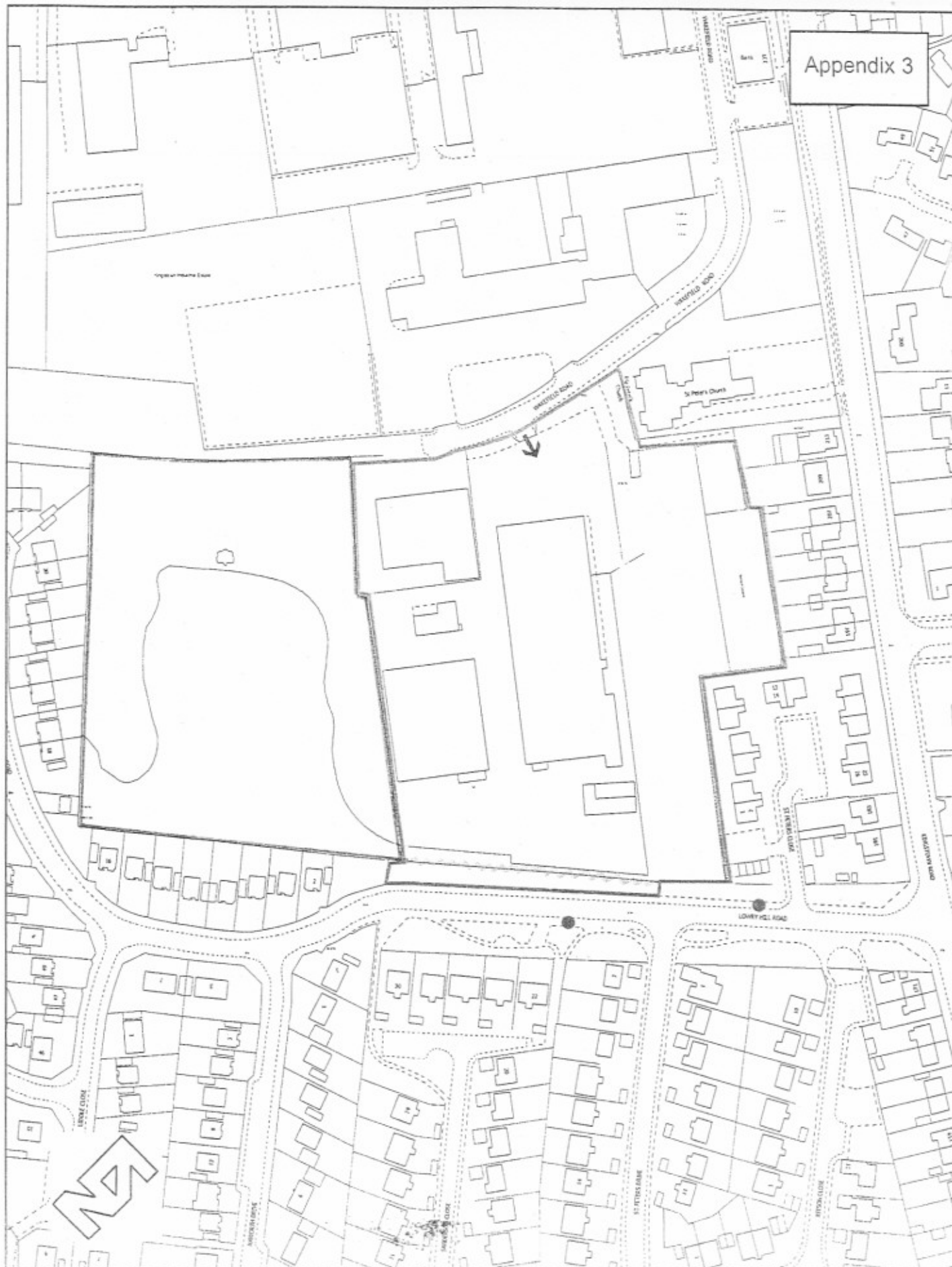
## **T28 Travel Plans**

*Travel Plans will be required for proposals for:*

- 1. retail and leisure facilities in excess of 100 sq. m gross,*
- 2. office, employment, education and service development in excess of 2500 sq. m gross,*
- 3. new and expanded school facilities*

## Appendix 3




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Land between Wakefield Road  
& Lowry Hill Road

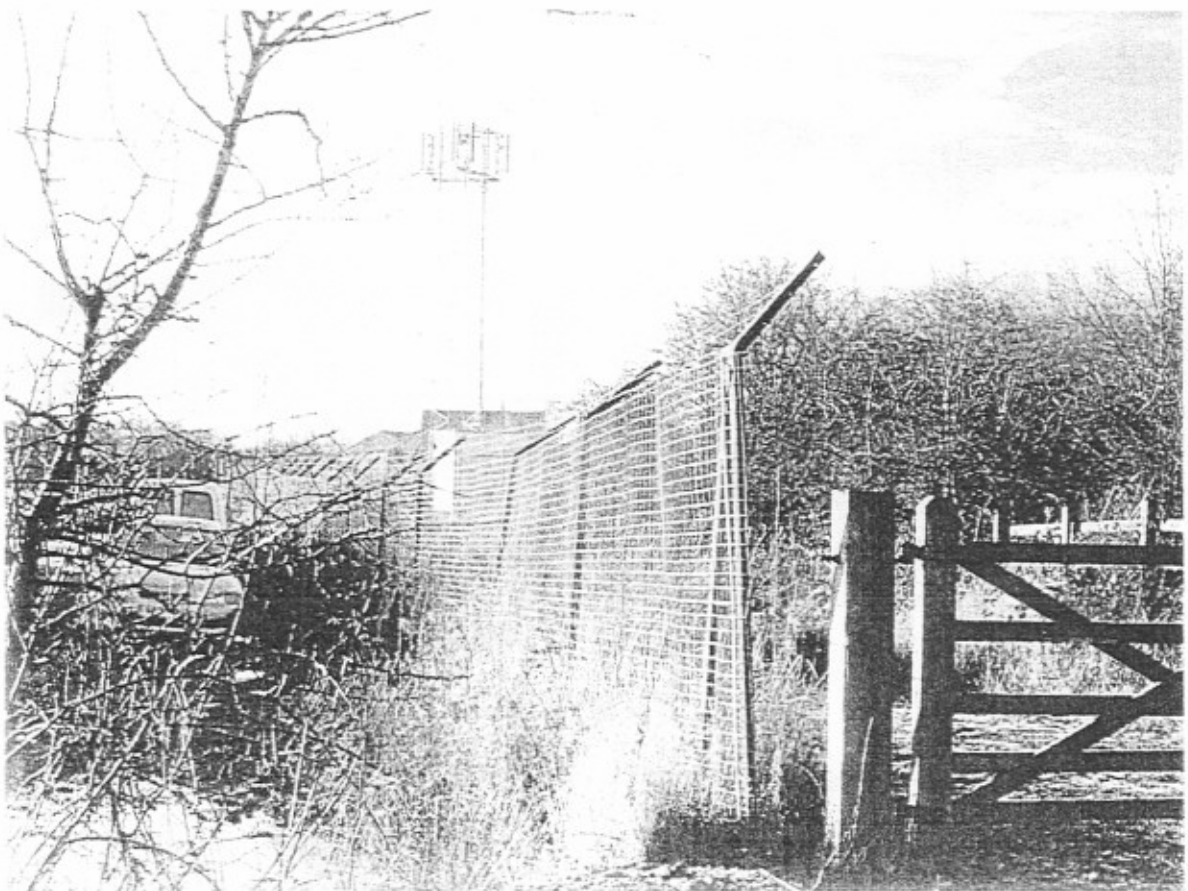
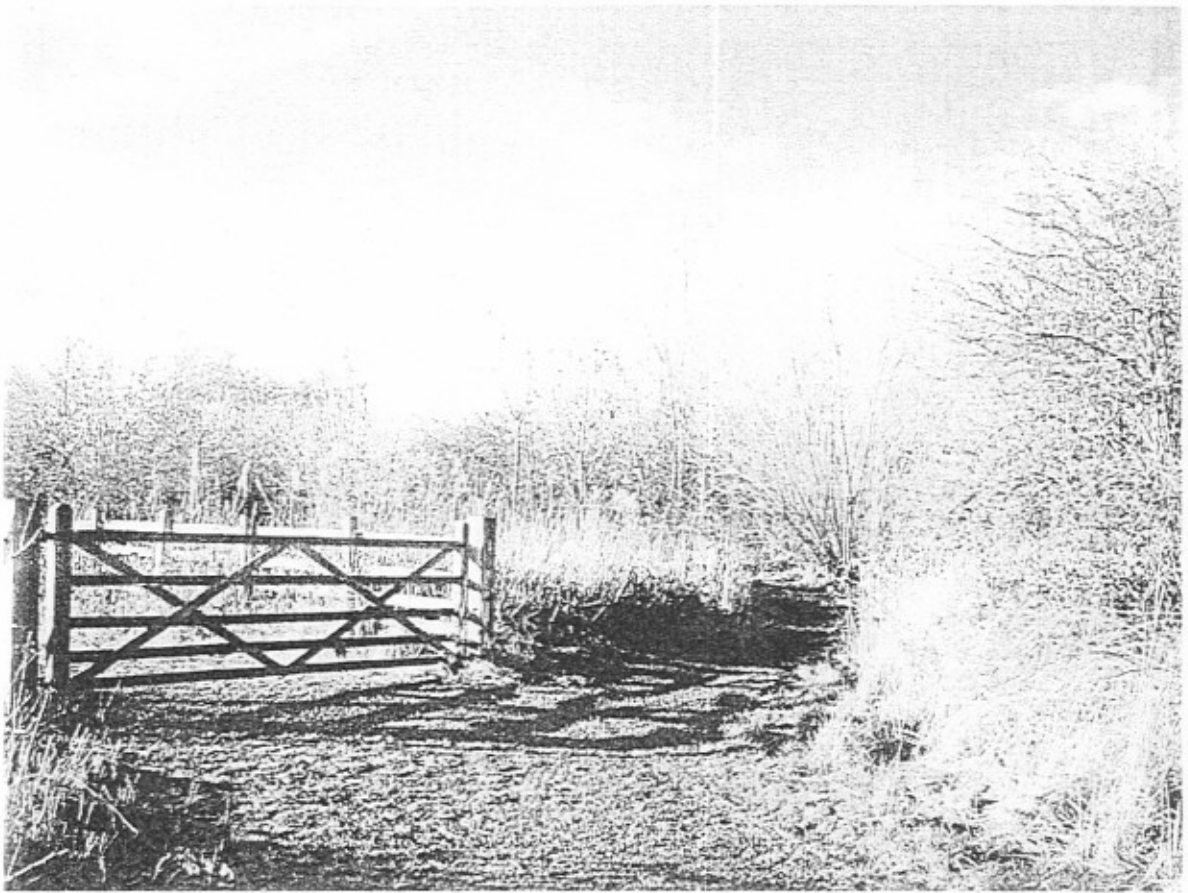
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Date February 2002

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-  Development brief area
-  Nature Reserve
-  Allotments

-  Access Point
-  Bus Stops
-  Hedgerow/ Trees





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**EXCERPT FROM THE MINUTES OF THE  
EXECUTIVE  
HELD ON 29 MARCH 2004**

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**EX.066/04    DEVELOPMENT BRIEF – FORMER CARLISLE  
ENGINEERING SITE WAKEFIELD ROAD (Non Key Decision)**

**Portfolio    Infrastructure Environment and Transport**

**Subject Matter**

Consideration was given to a report from the Head of Planning Services (P.22/04) enclosing a draft development brief for the former Carlisle Engineering Site at Wakefield Road/Lowry Hill, which had been prepared as a consequence of a request by the Council's Property Services Business Unit. The City Council owns the freehold of the site and it is potentially surplus to the Council's requirements. The process through which the Development Brief has been prepared conformed with guidance set out in Planning Policy Guidance Note 12 and the Council's Supplementary Planning Guidance 'Dealing with Planning Matters.' A summary of consultation responses to the draft development brief was submitted.

The Infrastructure Overview and Scrutiny Committee had considered the draft development brief on 4 March 2004 and a Minute excerpt was submitted. The Chairman of the Infrastructure Overview and Scrutiny Committee informed the meeting that the Overview and Scrutiny Committee had resolved to refer the Development Brief to the Executive for adoption as Supplementary Planning Guidance with the comment that the allotment area should be retained for use as allotments. If that were not possible, then a suitable alternative allotment site should be found.

The Overview and Scrutiny Committee also considered that the housing type and density of any development of the site needed to reflect the density and mix of housing within the surrounding areas.

The Portfolio Holder thanked the Overview and Scrutiny Committee for their input.

**Summary of options rejected**

None

**DECISION**

That the draft Development Brief for the Carlisle Engineering Site be agreed and forwarded to the City Council for adoption as Supplementary Planning Guidance.



## **Reasons for Decision**

Adopted as Supplementary Planning Guidance, the Development Brief will assist developers, Development Control Officers and the Development Control Committee on the type of development appropriate for the site and will ensure compliance with the Council's Code of Conduct.

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**EXCERPT FROM THE MINUTES OF THE  
INFRASTRUCTURE  
OVERVIEW AND SCRUTINY COMMITTEE  
HELD ON 4 MARCH 2004**

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IOS.43/04 DEVELOPMENT BRIEF – FORMER CARLISLE  
ENGINEERING SITE, WAKEFIELD ROAD

The Local Plans and Conservation Manager presented report P.18/04 concerning the preparation of a draft Development Brief for the former Carlisle Engineering Site, Wakefield Road.

Mr Hardman outlined the background to the matter, and commented that Development Briefs were prepared as a guide to developers indicating how the City Council interpreted the policies of the Adopted Local Plan for a particular site. In order for the briefs to be adopted as Supplementary Planning Guidance the local community and other interested parties were consulted during the preparation stage, with a view to getting feedback on the potential use of land and the content of the document.

He informed Members that in respect of the Local Plan, the site had been allocated as a primary employment area, meaning that proposals for B1 (Business), B2 (General Industry) and B8 (Storage or Distribution) uses would, in principle, be considered acceptable. However, the brief also considered the suitability of residential development due to the lack of interest in the site for employment-related development and the proximity of the site to the existing residential area of Lowry Hill, its services and existing transport network. PPG3 Housing, published in March 2000, also required local Planning Authorities to consider employment land allocations when looking for further housing sites.

Once adopted the guidance would act as a tool for Planning Officers and the Development Control Committee in the consideration of planning applications on the site.

Mr Hardman advised that a number of issues required to be satisfied before the Council could adopt the Development Brief as Supplementary Planning Guidance, i.e. that the brief conformed with national planning policy, the Local Plan, any other material considerations and that appropriate and sufficient consultation had been undertaken. He then explained the consultation process, which had been very constructive and which would enable the Council to produce a final document that reflected the views of the Council and those living in the locality.

In conclusion, Mr Hardman indicated that, due to the time available between the end of the consultation period and writing of the report and in light of the Lowry Hill Residents Association meeting on 1 March 2004, a revised copy of

the Brief had yet to be produced. The Brief would be amended to reflect the views received after 1 March 2004.

There was some discussion on the area of the site and the concerns raised by allotment holders, local residents and the Council's Parks and Countryside Officer over the inclusion of part of the allotments within the development brief had been noted and the area of the allotments had now been excluded from the development brief. Mr Hardman added that following a recent meeting of the Residents Association issues relating to traffic impact, the provision of affordable housing and disruption during constructions had been raised and he commented on the potential to minimise vehicular movements during the construction or development of the site and also on the guidelines used in determining the numbers of affordable housing units provided as part of any housing scheme. He also commented on discussions, which were proceeding with regard to the provision of an exclusion zone around the British Telecom mast, which was sited just outside the area of the brief.

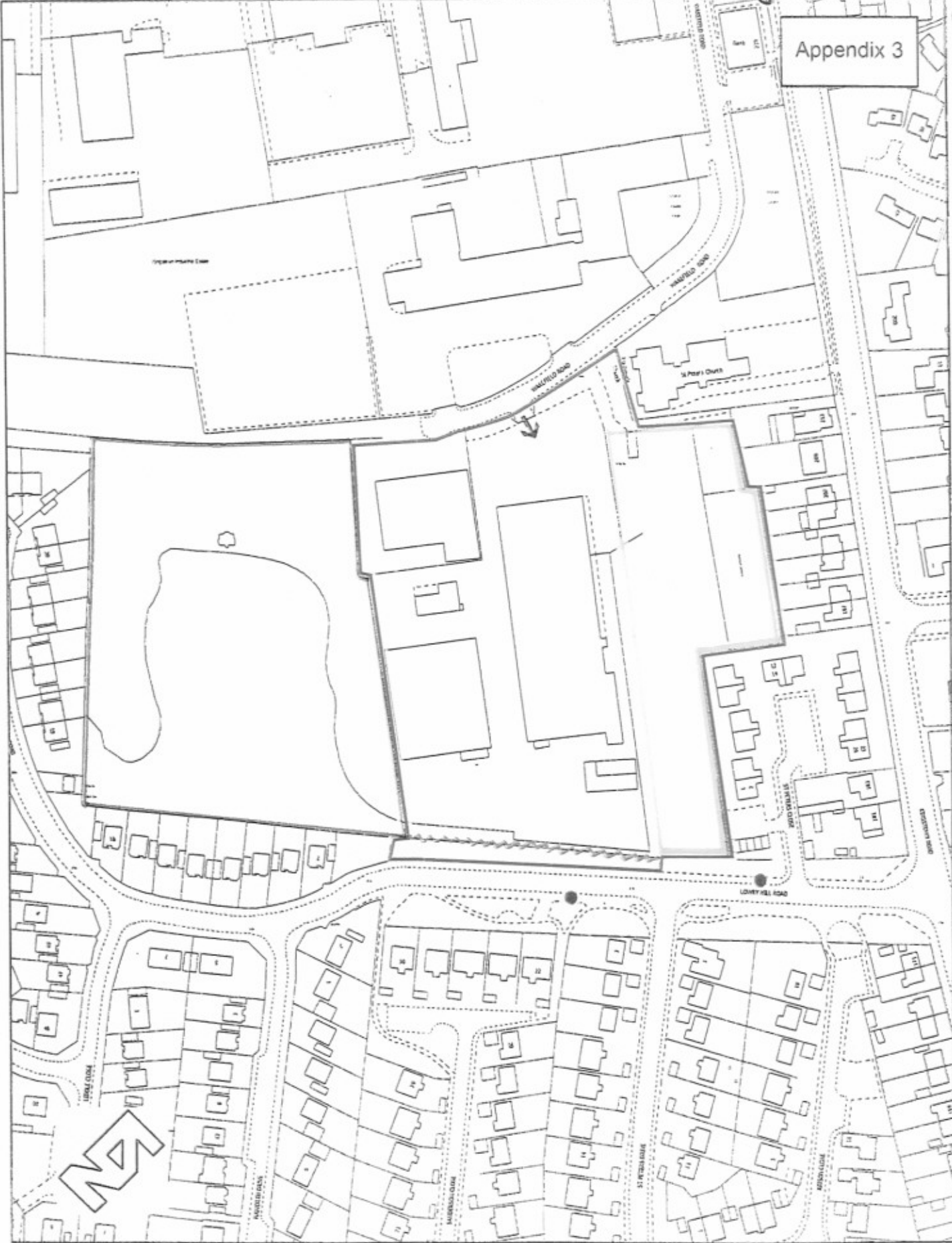
The Committee noted that the allotments were well used and in high demand and Members were not in favour of those allotment sites being included within the area of the development brief although it was noted that there would be capacity to re-locate any allotment use to an area on California Lane to the east of Kingstown Road. Members also commented on the housing density on the site and added that provision would also be needed for a play area to be included. Members noted that housing in the area surrounding the site was of a fairly low density and the provision of flats within the area covered by the development brief would not be in keeping with the surrounding areas. They felt that any affordable housing which would need to be provided as part of the development and the overall housing density for development of that site should reflect the mix and density of the surrounding area.

Members also noted that the nature reserve bounding the site would need to have fencing in order to protect access. It was also noted that it may be necessary to remove part of the hedgerow and some of the trees on the site frontage in order to facilitate an opening onto the site but the landscaping scheme could provide for the replacement of any trees lost.

RESOLVED – (1) That the draft development brief for land at the former Carlisle Engineering site on Wakefield Road be referred to the Executive for adoption as supplementary planning guidance with the Infrastructure Overview and Scrutiny Committee's comments that the allotment area should be retained for use as allotments. If that were not possible then suitable alternative allotment sites should be found to relocate the allotment holders.

(2) That the comments with regard to housing type and density of any development of the site needing to reflect the density and mix of housing within the surrounding areas be also submitted as the Committee's comments.

Appendix 3



Land between Wakefield Road & Lowry Hill Road

Scale 1:2000  
Date February 2002

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	Development brief area		Access Point
	Nature Reserve		Bus Stops
	Allotments		Hedgerow/ Trees