

SCHEDULE A: Applications with Recommendation

19/0630

Item No: 06

Date of Committee: 22/11/2019

Appn Ref No:
19/0630

Applicant:
The Fryery

Parish:
Carlisle

Agent:
Centreplan

Ward:
Stanwix & Houghton

Location: 53/53a Scotland Road, Carlisle, CA3 9HT

Proposal: Change Of Use From A1 (Retail) To A5 (Hot Food Takeaway);
Installation Of New Shopfront And Insertion Of Side Window

Date of Receipt:
15/08/2019

Statutory Expiry Date
10/10/2019

26 Week Determination

REPORT

Case Officer: John Hiscox

1. Recommendation

- 1.1 It is recommended that this application is refused.

2. Main Issues

- 2.1 Whether the proposals would be prejudicial to the private amenity of residents;
2.2 Whether the proposals would be prejudicial to public amenity and safety;
2.3 Whether the new use would be compatible with other uses in the locality;
2.4 Whether impacts on the heritage environment are acceptable; and
2.5 Whether the development would be prejudicial to healthy living.

3. Application Details

The Site:

- 3.1 The property address is 53/53a Scotland Road, which is partially residential (mainly in the upper floors) and partially a ground floor shop last occupied by the Spar chain. It has been closed for approximately a year and all signage relating to the business has been removed.

- 3.2 The property is situated within Stanwix Conservation Area, but is not a listed building. It is a prominent corner building having its side elevation on Thornton Road and its frontage onto Scotland Road. The flat(s) upstairs are accessed by separate entrances on the Thornton Road and Scotland Road elevations, and occupy the first and attic floors. The shop is accessed via the corner entrance and has a separate rear service access gate off Thornton Road.
- 3.3 The Thornton Road elevation is principally rendered and painted including the outer wall abutting the pavement. An existing timber fascia board/canopy is integral to the shop section of the building, which includes a flat-roofed single storey projection to the front and side (the former dwelling was enlarged to provide the shop space). The corner is chamfered at 45 degrees to the front and side elevations – the shop door is located in this corner face of the building.
- 3.4 The front elevation contains the only shop window, a large glazed area covered presently (and previously outwith shopping hours) by a metal roller-shutter. The shutter box is located between the fascia and the window and is easily visible on the building, and within the street scene along with the shutter. A lighting fixture is present above the front fascia that would project downward lighting onto fascia signage.
- 3.5 The upper front wall of the original elevation above the shopfront is patterned brickwork akin to adjacent buildings. The northern/side face of the projection section (adjacent to 55 Scotland Road) at the front is brick-faced, and it may be noted that the fascia area returns around this end above the brickwork.
- 3.6 In front of the shop window is a hardsurfaced area set back from the line of the front boundary walls to properties in the same row to the north; presumably, this was removed when the building was converted to a shop or sometime subsequently.
- 3.7 Looking at the front elevation, the single-width sash and case window to the right of the shop window serves the shop area inside.
- 3.8 Adjoining the property to the north is the Sunrise Chinese takeaway, which has its own shop window and shopfront scheme including coloured paintwork and advertisements. Opposite on Scotland Road's eastern side is a row of terraced dwellings which are Grade II listed buildings. To the south is the end dwelling in a terrace, which is also Grade II listed. To the rear of the building are residential properties forming the terrace on the northern side of Thornton Road.

Background:

- 3.9 The applicant represents The Fryery, a local business with fish and chip

shops in the Carlisle town centre (Scotch Street) and on Newtown Road.

- 3.10 The current proposals have been modified in response to specialist consultation responses.
- 3.11 A separate, but related application for Advertisement Consent is also under consideration, under ref. 19/0635. The adverts are not to be considered as part of the planning application.

The Proposal:

- 3.12 The current use of the shop premises is A1 of the Use Classes Order (retail). The application proposes to change the use of the shop premises to a hot food takeaway establishment, which falls under Use Class A5. Alterations to the building including a replacement window, a replacement door, a new window opening and a fan motor relating to an odour control unit are to be considered as part of this application. The existing internal shop floorspace is to be adapted to accommodate the new use. Submitted drawings show the proposed layout of the takeaway. A submitted photograph of the Newtown Road premises intends to illustrate what the current proposals would look like.
- 3.13 The applicant originally specified opening hours as being from 1100-2200 hrs from Monday to Saturday, and from 1600 hrs to 2100 hrs on Sundays and Bank Holidays in the original submission, but has amended this to 1100 hrs to 1400 hrs and then 1630 hrs to 2100 hrs from Monday to Saturday, and 1630 hrs to 2100 hrs on Sundays.
- 3.14 The application is supported by a Heritage Statement (received with the original application). Highlights of this statement include commentary on changes to the extraction proposals in relation to heritage concerns, and justification of the external changes proposed (and explanation as to why other alterations are not proposed i.e. to parts of the overall building not included in the application).
- 3.15 A separate document entitled 'A Working Partnership designed to provide solutions to odour control', written on behalf of the applicants was submitted with the original application, but related to an external metal flue now not forming part of the proposals.
- 3.16 On 26 September 2019, a Supporting Statement was submitted on behalf of the applicants by Hyde Harrington consultants. The intention of the document was to address matters raised in representations and consultation responses submitted up to that date. A summary of the issues discussed in the document is as follows:

- * the Policy context of the proposal in relation to the Carlisle District Local Plan

2015-2030 is discussed, in particular with regard to Policies EC8 (Food and Drink), SP9 (Health and Thriving Communities) and HE7 (Conservation Areas)

- * consideration of how the proposals would affect amenity and living conditions of local residents and what measures may be taken to manage such issues as anti-social behaviour
- * how the development is considered not to give rise to overriding road safety concerns, taking into consideration nature of existing and proposed use and opportunities available in the locality
- * how the development would not give rise to a proliferation of takeaways, taking into consideration other development in the vicinity
- * how the proposals are considered to enhance the conservation setting, having regard to effects of the physical alterations
- * the potential impacts in terms of healthy living, considering the nature of the proposed use and its relationship with the local area/users/other establishments

4. Summary of Representations

- 4.1 The application was initially advertised by way of a site notice, press notice and neighbour letters sent to 10 addresses. 19 letters of representation were received in response to the initial consultation processes. Of these, 18 were submitted in Objection and 1 was submitted in support. Further to re-consultation, one of the original objectors supplemented their original submission with a new response.
- 4.2 Subsequent to the receipt of revised proposals and supporting information in September 2019, all previous contributors and neighbours were informed in writing and were allowed a further two weeks to make further comment on the new scheme/information.
- 4.3 A summary of the matters raised in objection that are relevant to the proposals is as follows:
- (i) exacerbation of current car parking issues causing danger/problems in the area including impact on residents' parking opportunities;
 - (ii) danger to pedestrians crossing road (zebra crossing/nearby bus stops/nearby school specifically mentioned)
 - (iii) scenario for this premises is different to the premises on Newtown Road, because there is adequate on-street parking to serve that shop
 - (iv) cars reverse parking and delivery vehicles stopping on Scotland Road giving rise to blockages, especially where there are double yellow lines; causing obstruction for drivers exiting Thornton Road
 - (v) too many takeaways/proliferation in the area (already 4/5); not diverse enough choice of services - contrary to Policy EC8 of the Local Plan

- (vi) other takeaways in Stanwix benefit from loading/unloading area in front whereas this premises does not
- (vii) statistics relating to (vehicular) crashes in the locality identify none have happened since Spar stopped trading
- (viii) proposed use incompatible with the residential nature of the area
- (ix) other uses alternative to fast food outlet preferable in this location
- (x) concerns about adverse impacts on human health due to fast food nature of use
- (xi) increase in local litter problems
- (xii) increase in anti-social behaviour with people hanging around
- (xiii) odour arising from the new use
- (xiv) overlooking from new window towards residences (Thornton Road elevation)
- (xv) proposals not visually in keeping with the character of the (conservation) area
- (xvi) noise emanating from new use

4.4 A summary of the matters raised in support that are relevant to the proposals is as follows:

- (i) having local business in the premises is preferable to empty shop/falling into disrepair
- (ii) applicants' other shops always look clean and tidy
- (iii) precedent set by other takeaways on Scotland Road
- (iv) traffic already a problem in the locality and will continue to be similar with new use

5. Summary of Consultation Responses

Local Environment - Environmental Protection (former Comm Env Services- Env Quality): - No objection.

Cumbria County Council - (Highways & Lead Local Flood Authority): - Objects on the grounds that the application has not been demonstrated to address matters relating to safe user parking and turning, in particular in the light of recent accidents on the stretch of road immediately adjacent to the site.

Cumbria Constabulary - North Area Community Safety Unit (formerly Crime Prevention): - No objection but provides advice relating to maximising crimeproofing of premises and potential for operations to impact on road safety. In relation to re-consultation, notes information provided by applicant in respect of (i) intruder alarm; (ii) CCTV and (iii) deterring nuisance/loitering but does not wish to make further observations.

Planning - Access Officer: - No objection.

6. Officer's Report

Assessment

6.1 Section 70(2) of the Town and Country Planning Act 1990/ Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires that an application for planning permission is determined in accordance with the

provisions of the development plan, unless material considerations indicate otherwise.

6.2 The relevant planning policies against which the application is required to be assessed are the NPPF and Policies SP1, SP6, SP7, SP9, EC7, EC8, IP2, IP3, CM4, CM5, HE3 and HE7 of the Carlisle District Local Plan 2015-2030.

6.3 The proposal raises the following planning issues:

1. Whether the proposals would be prejudicial to the private amenity of residents;
2. Whether the proposals would be prejudicial to public amenity and safety;
3. Whether the new use would be compatible with other uses in the locality;
4. Whether impacts on the heritage environment are acceptable; and
5. Whether the development would be prejudicial to healthy living.

Impact on Private Amenity of Residents:

6.4 The first consideration in this respect is the impact of the physical alterations to the building, which require planning permission. It must be noted that the illuminated fascia advertisements proposed within the Advertisement Consent application are not under consideration here. This limits assessment to the external alterations to the shopfront and to the introduction of the new window in the Thornton Road elevation.

6.5 The front elevation currently contains a timber-framed window which is protected outwith opening hours by a roller shutter. The shutter, and shutter box are unsightly and have a detrimental impact on the building and the wider setting, therefore their removal is welcomed. Permanent removal of this item would have a positive impact on private amenity, with residents in particular living on the opposite side of Scotland Road having an improved outlook. Changes to the front elevation are considered to be acceptable, in this context.

6.5 The corner elevation incorporating the access door for shop users would be the subject of only minor changes involving a replacement door. This would not impact on private amenity of nearby residents.

6.6 Introduction of the new window in the side elevation would not cause overlooking of private amenity space or any new direct window-to-window relationships. There are no ground floor windows in the nearest dwelling on the opposite side of Thornton Road. This element would not have a negative impact on the appearance of the building or the setting of the conservation area.

6.7 Turning to the impacts of the change of use from A1 retail to A5 hot food takeaway, this has several potential impacts on private amenity.

Clientele:

- 6.8 The last use was a corner shop ('Spar') selling a wide range of consumable products between 0700 and 2200 on weekdays and Saturdays. Hours of opening are likely to have been reduced on Sundays. The likely customer base would have represented a cross-section of local and passing people. It is highly likely that the new customer base would be similar. With the opening hours being notably less, and with the shop opening late morning, closing in the afternoons and closing earlier at night than the Spar shop, footfall would potentially be more intense for shorter periods. This would be at least equitable if the last use and proposed use are compared.
- 6.9 Objectors have raised concerns about anti-social behaviour arising from users of the takeaway hanging around, using the shop while intoxicated and generating noise. The applicants have attempted to address this by reducing opening hours so that it is not a late-night takeaway, and by discussing measures that may be taken to combat anti-social behaviour. It may be noted that the proposed usage has not promoted an objection from the Cumbria Constabulary as consultee, which has noted information relating to managing crime in the supporting information submitted in September. There is insufficient evidence to demonstrate that the new use would have any negative effect on private amenity due to criminal activity and/or anti-social behaviour.
- 6.10 Policy CM4 'Planning Out Crime' requires, in Criteria 1, that '*development should be laid out and buildings positioned with the intention of creating active and vibrant neighbourhoods and maximising natural surveillance opportunities*'. In this respect, the altered premises would reward operators with a more open aspect which enables regular observation of external areas looking outwards from the serving area, especially with the introduction of the new side window. This would have the potential to act as a disincentive to persons displaying anti-social behaviour, and allow the shop operators the opportunity to manage situations relating to the shop premises.

Odour:

- 6.11 The applicants propose to install an internal odour control system. The only external apparatus is a motor unit that would be installed behind the fascia on the Thornton Road elevation. This mode of control was utilised on the applicants' Newtown Road premises. Its usage is considered to be appropriate and to address not only potential odour concerns, but also visual amenity concerns relating to odour control, with no components visible externally. The Environmental Health Officer has not objected to the scheme on this basis.

Parking:

- 6.12 It is accepted that the proposed use would require customers and staff to park locally if they make the journey to the shop by vehicle. Because the premises does not have any on-site parking, and because the front and side roads immediately outside the shop are double-yellow lined, this would require users to park on-street, or within existing public parking facilities e.g.

Stanwix Bank, Sainsbury's.

- 6.13 The locality is on a busy road, which is also a main bus route. There is a fairly high density of residential properties, some of which do not have off-street parking and therefore a significant level of pressure exists. There are frequently issues of congestion in this area, which can be heightened during rush hour or during school pick-up/drop-off hours. With regard to the latter, the premises would not be open during school pick-up/drop-off hours and therefore would not exacerbate congestion during these times. During rush hour, when the shop is open, it would be anticipated that passing trade would be generated and therefore would have the potential to impact on local parking.
- 6.14 The impact of the new use on parking, and its related effect on private amenity with residents potentially competing with customers for spaces, would reasonably need to be compared to what may have been occurring when Spar was open. A successful local shop (A1 Use) will have a good amount of customers dropping in for a few items rather than doing a 'main shop', which could be the case at this premises and is the case at, for example, Sainsbury's on the opposite side of Scotland Road. In relation to the takeaway, there might be a slight intensification at peak times of customers looking for parking opportunities in areas where local residents would normally park, but for less hours during the day than for the former Spar shop. It is therefore considered, on balance, that the private amenity impacts of the change of use relating to residents' parking are unlikely to be particularly adverse.
- 6.15 Taking into account the potential customer base, previous and proposed opening hours, the nature of the proposals and the impact on private amenity, it is considered that there are no overriding issues, and the application would be compatible with Policies SP6, EC8, IP3, CM4 and CM5 in this specific context of Impact on the Private Amenity of Residents. Further, the proposals would be consistent with the advice in the NPPF Chapter 12 'Achieving well-designed places', in particular Paragraph 127 relating to achieving appropriate design.

Impact on Public Amenity and Safety:

- 6.16 To some extent, issues of amenity and safety have been explored in the previous section of this report. In addition to such issues, including crime/anti-social behaviour and impacts of the physical alterations, this section should specifically assess impacts on public amenity and safety.
- 6.17 Again, considering the physical alterations to the building on the front and side elevations, and taking into consideration that this is an opportunity to bring back an empty shop unit into active use, which would potentially add to the vibrancy and vitality of the local area, the resultant development would not be prejudicial to public amenity. It would offer greater choice for the public in a local centre which is acknowledged to have challenges in terms of keeping local shops and services open. The appearance of the shop would be appropriate insofar as the fenestrational arrangement would impact

satisfactorily on the local heritage setting.

- 6.18 Touching again on the potential effects of crime/anti-social behaviour, this time on public amenity, the proposed use is (for similar reasons as mentioned in Paragraph 6.10) considered to be agreeable and not to give rise to overriding amenity impact concerns.

Traffic Management and Parking

- 6.19 As mentioned in Paragraph 6.13, the locality experiences a high level of through traffic and congestion at certain times of the day, including rush hour and school pick-up/drop-off. The small Sainsbury's Local shop, in a block with a bookmakers and vet practice, generates a significant amount of traffic with users tending to park within the confines of the small car park in front of the block, but also on Scotland Road and on side streets beside, behind and opposite (e.g. Cheviot Road). Usually, perhaps with a short wait, persons wishing to use the Sainsbury's car park can achieve this aim because users tend to come and go after short stays. Local businesses are, however, also frequented by pedestrian users who have walked to the area.
- 6.20 Stanwix is a local centre for shops and services and therefore drivers will stop, park and leave their car while those shops and services are attended. Very locally, this includes the Sunrise takeaway next door to the application site, and would have included the Spar shop with users parking either as near as possible on Scotland Road, on Thornton Road, on Rosebery Road or in the Sainsbury's car park. It also includes the Angel Hair Studio in the first terraced building south of the Sainsbury's car park. This creates pressure on the stretch of road between Mulcaster Crescent and Rosebery Road, sometimes in a manner which may give rise to road safety concerns because it cannot be guaranteed that drivers will park or manoeuvre responsibly and safely. Perceived traffic safety concerns are exacerbated by the movement of pedestrians from one side of Scotland Road to the other and their interaction with vehicular traffic, with many pedestrians not using the nearby pedestrian crossings to save time.
- 6.21 It is suggested that the primary 'core' of Stanwix is a little further south and opposite the Stanwix Bank car park i.e. Spider and Fly pub, Brazzuca and Duke Hare barbers, the Stanwix Chippy, Caspian Express Takeaway, Tastys Chinese and Stanwix Tandoori. A little further north is the length of Scotland Road which includes The Crown pub, Stanwix Newsagent's, a sandwich shop and a further barbers'. 2 to 3 shop units on this stretch are closed (a former bakery, funeral shop and flower shop although one of the units may be in the process of accommodating a new business). On the opposite side of the road are the Cumbria Park and Angus Hotels and the Zenya Health and Beauty Salon. However, the more pinpointed local area relating to the Sainsbury's Local block, although not self-contained from a traffic point of view, gives rise to very localised effects due to the road layout, parking availability, alignment and width of the roads. The effects of local residents not being able to park off-street with their own vehicles, and therefore occupying on-street spaces in addition to visitors adds to apparent parking and manoeuvring pressures.

- 6.22 Paragraph 6.14 relates to the impacts of the proposed development on private amenity, and is relevant to how it would impact on public amenity and safety. It is argued by the applicants that there is in effect a 'status quo' and that the new use would not give rise to any additional road safety impacts; whereas the advice of the County Council Highways Officer, The Council's specialist advisor in matters of road safety, is that because the new use would offer no parking on-site, and because it has not been possible to present an effective traffic management strategy, taking into account a record of traffic accidents that have occurred in recent years in the immediate locality, support cannot be given. Despite supporting information received in September seeking to address road safety concerns, the original position of this specialist consultee is not changed.
- 6.23 For future users of the premises, that require planning permission for a new use, this matter would appear to be insurmountable because there are no on-site opportunities to provide parking, and any new use would generate more traffic than there is for the time being, with the shop unit being closed. It is acknowledged that a new A1 retail use could occupy the shop and that associated traffic would inevitably change current circumstances, but that would be within the planning use enjoyed by the premises and would therefore not require assessment through planning.
- 6.24 This issue is very finely balanced, mainly because it could be said that the transition from existing to proposed use, taking into account the intensity of use and the opening hours, would not necessarily worsen an existing set of circumstances relating to traffic impact. However, although the applicant has attempted to satisfy the concerns of the County Highways Officer in the Supporting Statement, there remains no strategy or scheme that will overcome concerns about road safety, particularly in the light of a number of accidents that have occurred in the immediate area.
- 6.25 Taking into account the above information, although the visual impacts are considered to be acceptable, and to respond positively to advice within the NPPF (in particular Paragraphs 127 relating to Design, and Chapter 16 relating to the historic environment) the change of use is found not to be able to fully comply with the objectives of Policies EC8, SP6, IP2 and IP3 of the Local Plan because of the unacceptable road safety impacts it would promote.

Compatibility With Other Uses In The Area:

- 6.26 Adjacent to the application premises is a well-established chinese takeaway. This would suggest that the principle may be acceptable because it would not introduce a virgin use to the immediate locale; residents and users of this part of Carlisle would not be presented with the first takeaway establishment at this point. It would re-use a vacant shop premises and add a level of vitality to the street, enhancing the appearance of the building by the introduction of an appropriate shopfront design. It would preserve the ability of the locality to provide a range of services to the public.
- 6.27 On the other hand, looking a little further afield to Stanwix Bank, this would

be the sixth establishment providing a takeaway service to the public in the slightly wider locale, plus another retail premises would be lost. Despite the aforementioned benefits described in Paragraph 6.26, it may be argued that it would be preferable for the premises to continue to be used as an A1 retail shop, which may be described as enabling greater diversity in the choice of shops and services available.

- 6.28 The application involves odour control with no concerns listed by the Environmental Health Officer, and no unsightly high level apparatus such as an external flue. None of the physical alterations present adverse visual or privacy impacts and are considered to be positively designed. The proposal would utilise existing floorspace, not creating any new floorspace so that it would be contained within the footprint of the former shop.
- 6.29 The circumstances of the four different takeaways being present at Stanwix Bank are almost self-contained, in that the block there has become a service industry environment, with the other three units being barbers (x2) and a public house. Their proximity to the site cannot be ignored and is of relevance, but is not so influential as to affirm a proliferation of takeaways to the extent that the proposed use could not be supported.
- 6.30 However, despite this position, those issues assessed in Paragraphs 6.19 to 6.25 of traffic management and parking, which were found to render the proposal unsupportable, would extend to this area of assessment. They would also suggest that the proposed use is not compatible with other uses in the area because the takeaway would promote road safety issues that are so significant, they promote a sustained objection from the County Council Highways Officer.
- 6.31 Essentially in the light of the road safety issues, the proposed change of use would be incompatible with the locality and would therefore be unable to comply with Policies EC8, SP6, IP2 and IP3 of the Local Plan.

Impacts On The Heritage Environment:

- 6.32 With the premises being prominent on Scotland Road, within the Conservation Area (although on the northern fringes of it) and having proximity to two groups of listed buildings, it is important to ensure that the proposed physical alterations would be compatible with this heritage environment.
- 6.33 The proposed alterations were altered to some extent in response to advice provided by the Heritage Officer at Carlisle City Council, which have led to the replacement window on the front elevation being re-designed more appropriately with greater subdivision of panes.
- 6.34 The existing premises, still displaying some of the detail of the Spar livery, appears tired and in need of refurbishment to enable it to present more positively to the street, and to other buildings forming part of the heritage environment. It is considered that the scheme, in terms of design and materials, would be appropriate to a non-listed building within the

conservation area and near to listed buildings. It would therefore be consistent with Policies HE3, HE7, EC8, SP6 and SP7 of the Local Plan in this specific context.

Impacts On Healthy Living:

- 6.35 This is a matter identified within the objections of a number of individuals who have written in, because they consider that it would present an additional fast food premises to the locality, enticing people to potentially eat less healthily than they ought to. For that reason, it might not be compatible with Policy SP9 of the Local Plan 'Healthy and Thriving Communities'.
- 6.36 It is valid to acknowledge that some of the food provided by takeaways may not be on the very healthy side of a balanced diet. But it is essential to recognise that offering choice to consumers is logical, reasonable and influenced by the consumer market. It also has to be considered that the scale of the business is modest by comparison to other national chains providing other forms of fast food. Furthermore, takeaway outlets tend to come and go if they are not self-sustaining, as can be witnessed in particular at the present time on Botchergate in Carlisle, where more than one former takeaway is closed, and have been for some time; whereas at least one new takeaway has begun trading there.
- 6.37 In relation to this issue, it is considered that the proposed use would not give rise to an unacceptable adverse impact on human health, therefore the proposal would be consistent with Policy SP9.

Conclusion

- 6.38 Although the principle of introducing the use into the vacant premises may be considered positively in terms of (i) design and visual appearance, (ii) private amenity impacts; and: (iii) harm to human health, and despite the A5 takeaway use being acceptable in terms of the range of other uses in the locality, the application fails to meet the objectives of the Local Plan because it would give rise to unacceptable road safety impacts.
- 6.39 The application is therefore found not to comply with Policies EC8, SP6, IP2 and IP3 of the Carlisle District Local Plan 2015-2030.

7. Planning History

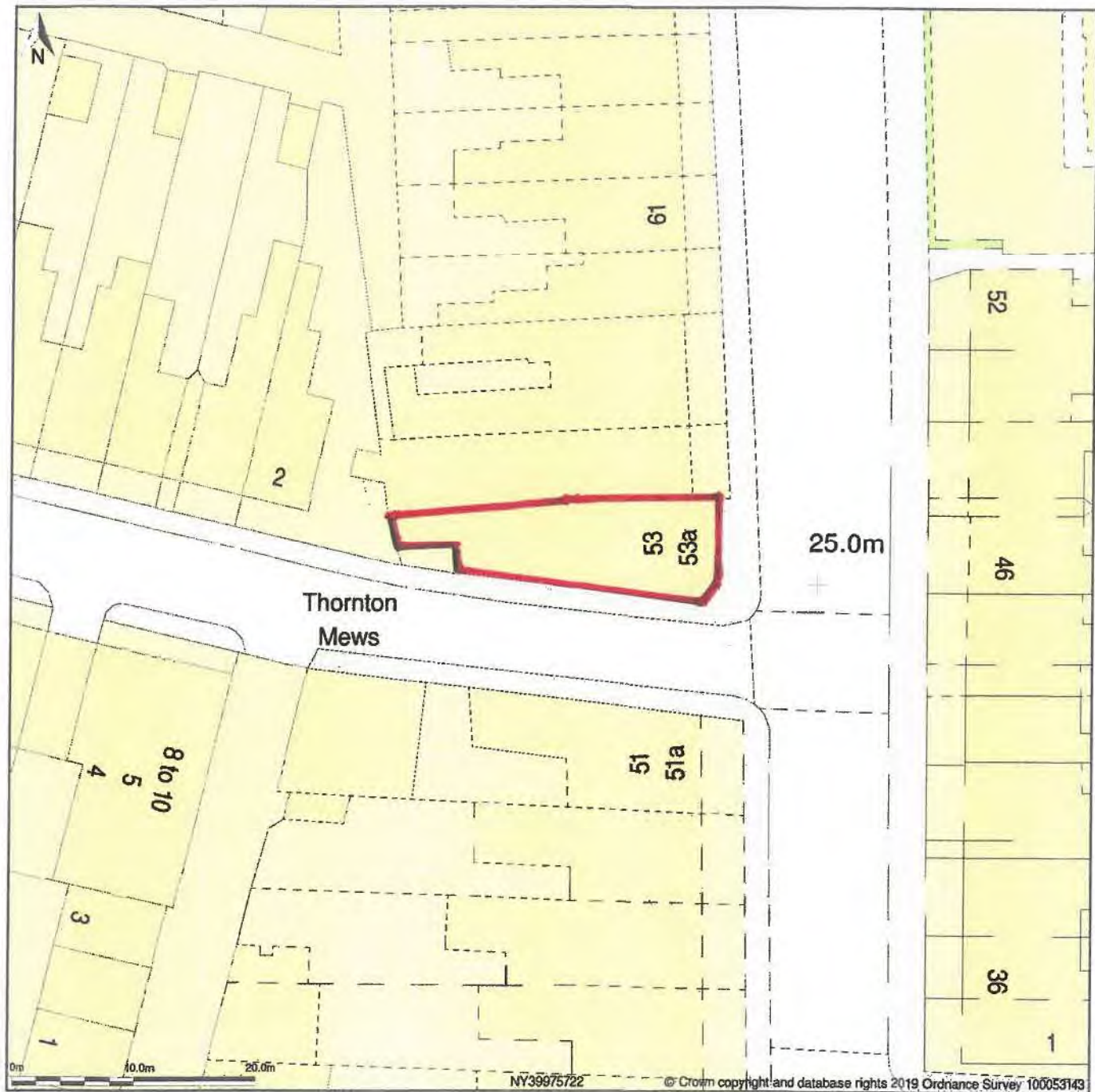
- 7.1 In March 1987, planning permission was granted for the conversion of the upper floors of 53 Scotland Road to a flat (87/0172)
- 7.2 In October 1985, planning permission was granted for the conversion of 1st and 2nd floors of 53 Scotland Road to bedsit accommodation (85/0360)
- 7.3 In August 1969, planning permission was granted for internal alterations and rebuilding a lean-to to enlarge shop (29692)

- 7.4 In March 1968, planning permission was granted for extension of existing shop premises and removal of internal walls to form store (28838)

8. Recommendation: Refuse Permission

1. **Reason:** The proposed change of use from Use Class A1 (Shops) to Use Class A5 (Hot Food and Takeaways) of the Town and Country Planning (Use Classes) Order 1987 would, by virtue of the unacceptable adverse impacts it would have on the safety of road users, and in the absence of an acceptable parking provision or strategy, fail to comply with the requirements of Policies SP6, EC8, IP2 and IP3 of the Carlisle District Local Plan 2015-2030.
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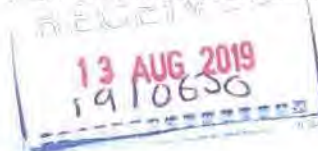
53a, Scotland Road, Carlisle, Cumbria, CA3 9HT



Block Plan shows area bounded by: 339934.22, 557182.97 340024.22, 557272.97 (at a scale of 1:500), OSGridRef: NY39975722. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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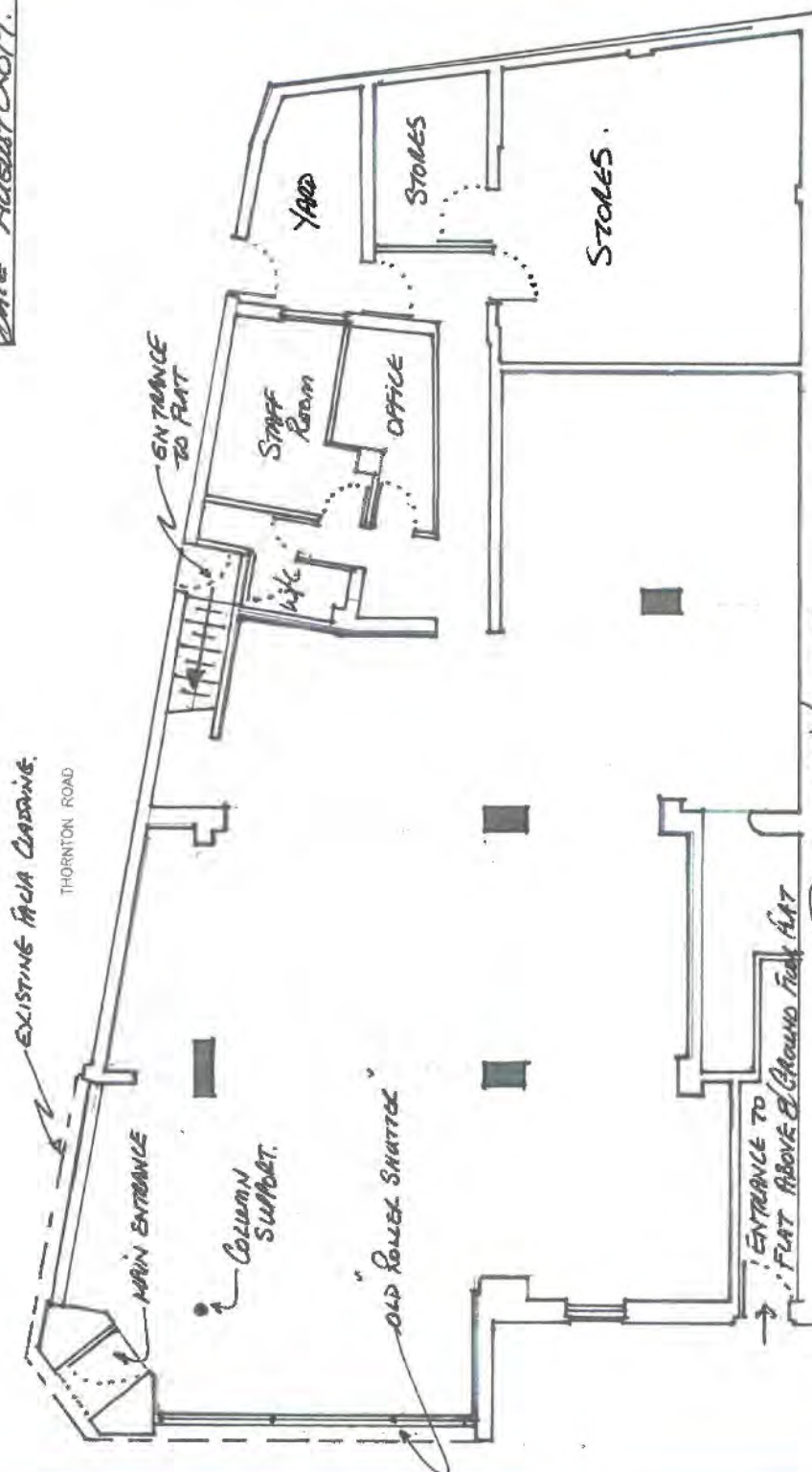
EXISTING FLOOR PLAN.

53 SCOTLAND ROAD
STANWYX, CARLISLE CA99HT

DRAWN BY V. YARLINGTON

SCALE 1:100

DATE AUGUST 2019.



Design & Planning Consultants for the Fast Food,
Restaurant & Leisure Industry

Mobile: 07973 187 081 Freephone: 0800 160 1188

Email: sales@centrepian.com Website: www.centrepian.com

Providence House, Abberton, Pershore, Worcestershire, WR10 2NR



RECEIVED
13 AUG 2019
19/0630

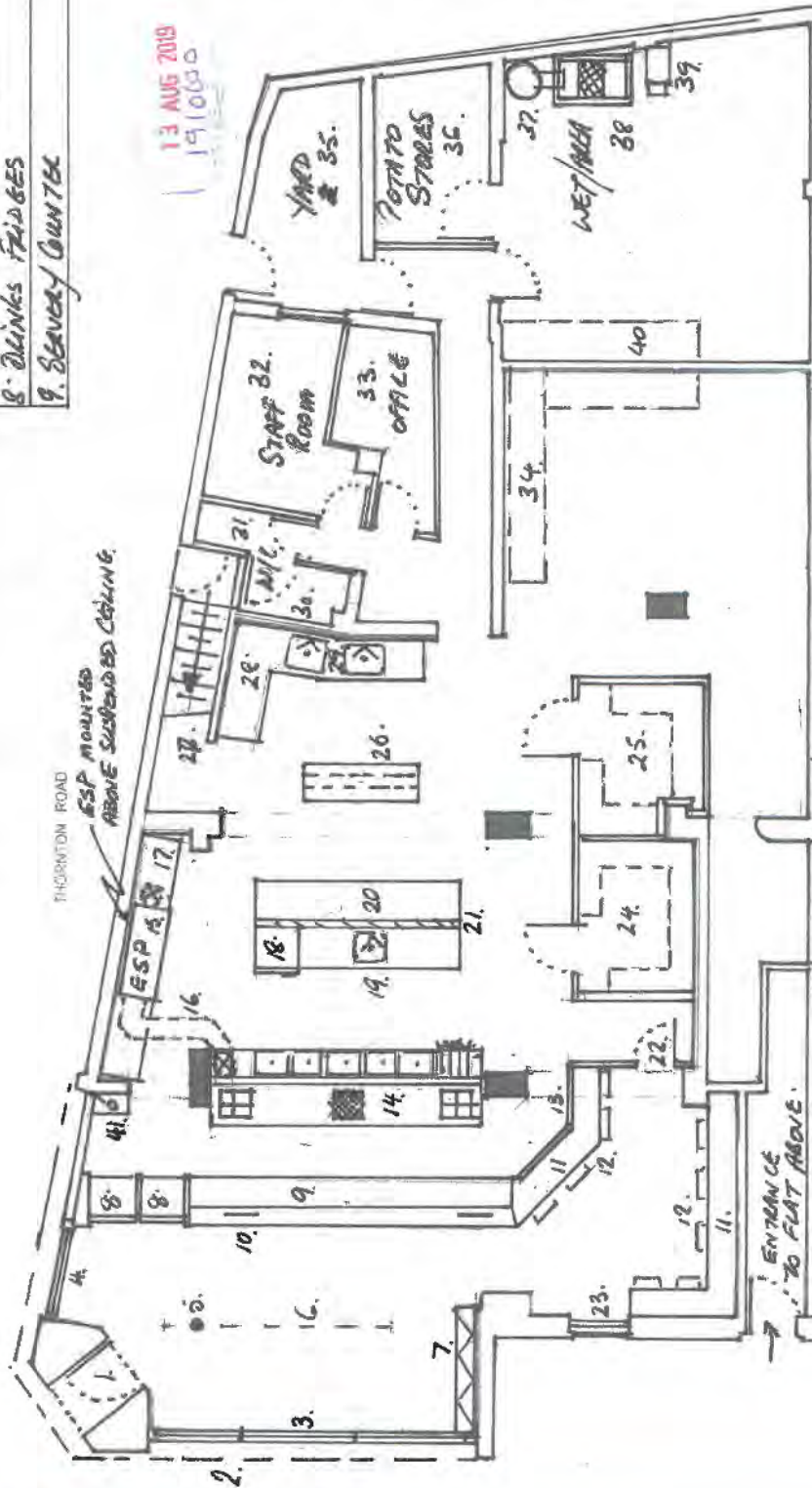
PROPOSED FLOOR PLAN THE FRIGER

53 SCOTLAND ROAD
STANDWIX - CARLISLE - CUMBRIA
CA3 9HT

DESIGN BY V. YARRENSTON
SCALE 1:100 - AUGUST 2019

1. MAIN ENTRANCE
2. NEW FACIA SIGN
3. NEW SHOP FRONT ALUMINIUM PLANT
4. NEW REINSTATE SIDE WINDOW
5. EXISTING COLUMN SUPPORT
6. CUSTOMER FLOW BARRIER
7. SERVICES CARPBOARD - ELEC - SUPPLY
8. DRINKS FRIDGES
9. SEVERITY COUNTER

10. YILL POINT
11. EXTENDED BAR TOP
12. BAR STOOLS
13. HALF HEIGHT @ EXISTING SCREEN
14. NEW FRYING PANTRY COOLER
15. DOUBLE CONTAINER UNIT
16. DUCTING ABOVE SUSPENDED CEILING
17. LOWER PREP - CHIPS READY
18. FISH FRIDGE - KEEPER
19. DEEP BOUL SINK - WASH
20. ROAR PREP - WORK TOP
21. LOW LEVEL SCREEN
22. ENTRANCE TO BACK OF HOUSE
23. RE-INSTATE EXISTING ARMED
24. Cold Room
25. FREEZER ROOM
26. ISLAND PREP - TABLE
27. STORAGE UNDER STAIRS
28. PREP TABLES - DOUBLE SINK
29. DEEP BOUL SINKS
30. STAFF W/C
31. LOBBY STAFF LOCKERS
32. STAFF REST ROOM
33. OFFICE
34. DAY STORE RACKING
35. OUTSIDE OPEN YARD
36. POTATO STABLES
37. POTATO FEELER
38. POTATO BATH
39. POTATO CHIPPED
40. DAY STORE RACKING
41. SMALL HAND WASH



DRAWING NUMBER
TFCP001

Design & Planning Consultants for the Fast Food,
Restaurant & Leisure Industry

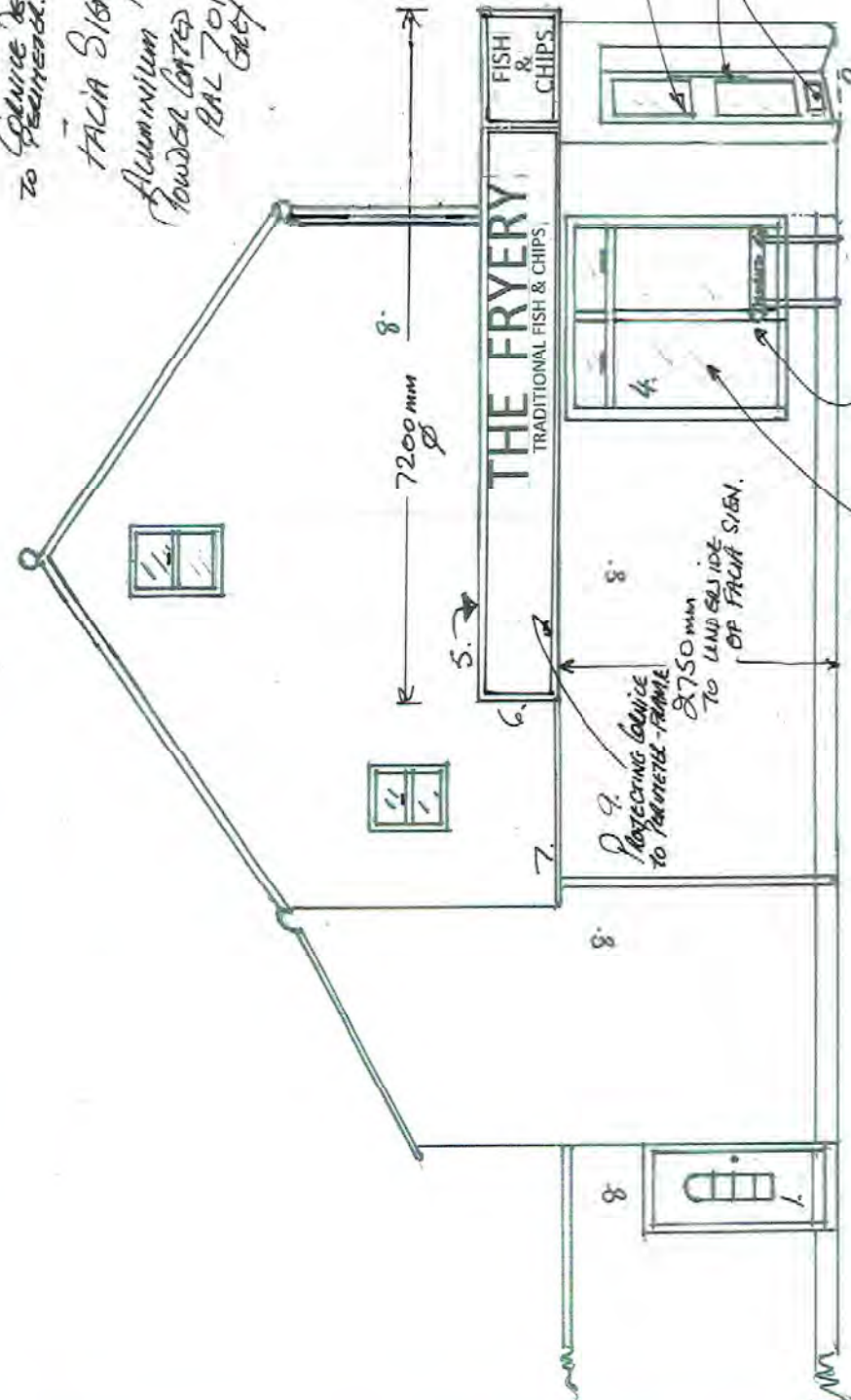
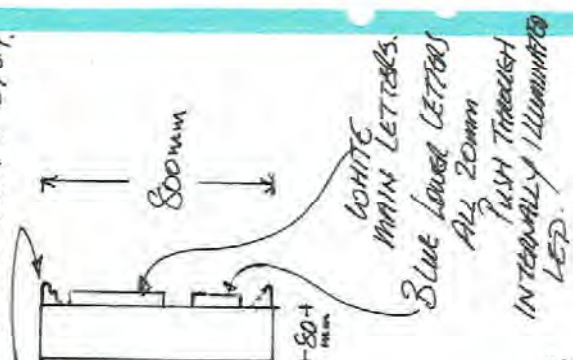
Mobile: 07973 187 081 FreePhone: 0800 160 1188
Email: sales@centraplan.com Website: www.centraplan.com
Providence House, Abberton, Peribore, Worcestershire, WR10 2NR



SECTION FROM FACIA SIGN

to provide detail to pediment.

FACIA SIGN/BOX
ALUMINIUM
POWDER COATED
RAL 7016
GREY



NEW SIDE WINDOW
ALUMINIUM POWDER COATED 7016 GREY.
2x OPENING LIGHTS

8.8mm LAMINATED
SAFETY GLASS TO SIDE OF FRONT
WINDOWS
(FRAME 100mm x 50mm)

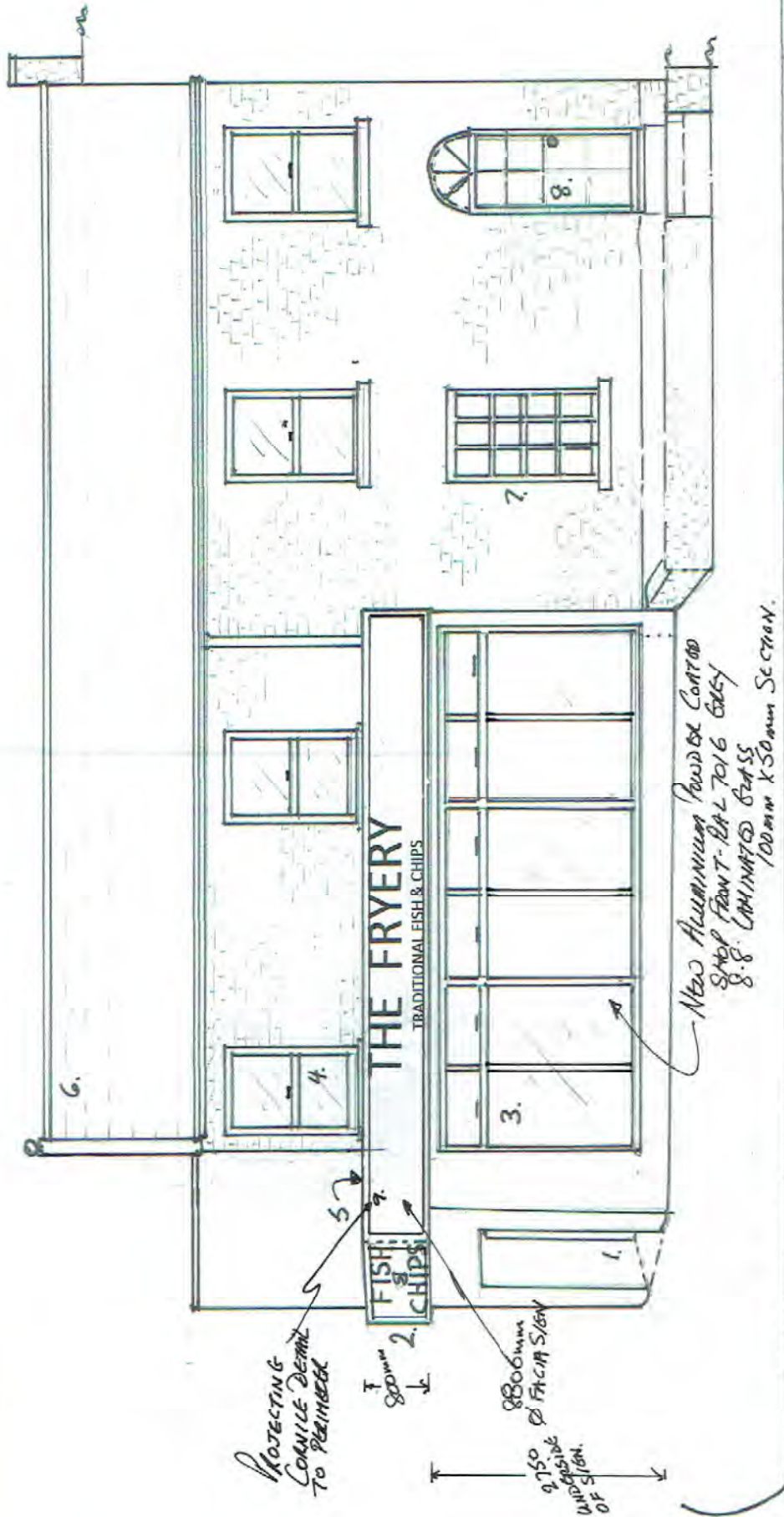
PROJECTING CORNICE
TO PEDIEMENT FRAME
2750mm
TO UNDERSIDE
OF FACIA SIGN.

PROJECTING CORNICE
TO SIDE OF FRONT
WINDOWS
(FRAME 100mm x 50mm)

| | | |
|--|-----------------------|-------------------------|
| 1. ENTRANCE TO REAR OF BUILDING & BACK FAN | 9. PROJECTING CORNICE | PROPOSED SIDE ELEVATION |
| 2. MAIN SHOP ENTRANCE | | THORNTON ROAD |
| 3. NEW FACIA BOX & SIGNAGE | | 53 SCOTLAND ROAD |
| 4. RE-INSTALL 2000mm W X 2250mm H SIDE WINDOW | | CARLSLE CAR GHT. |
| 5. FAN MOTOR LOCATED ON FLAT ROOF BEHIND FACIA SIGN | | DRAWN BY V. YARLINGTON |
| 6. EXTRACT POINT - ODOUR CONTROL UNIT LOCATED INTERNALLY | | SCALE 1:50 |
| 7. ACCESS POINT FOR MAINTENANCE OF FAN NOTED | | DATE - AUGUST 2014 |
| 8. BRICK WORK RENDERED & PAINTED AS EXISTING | | |



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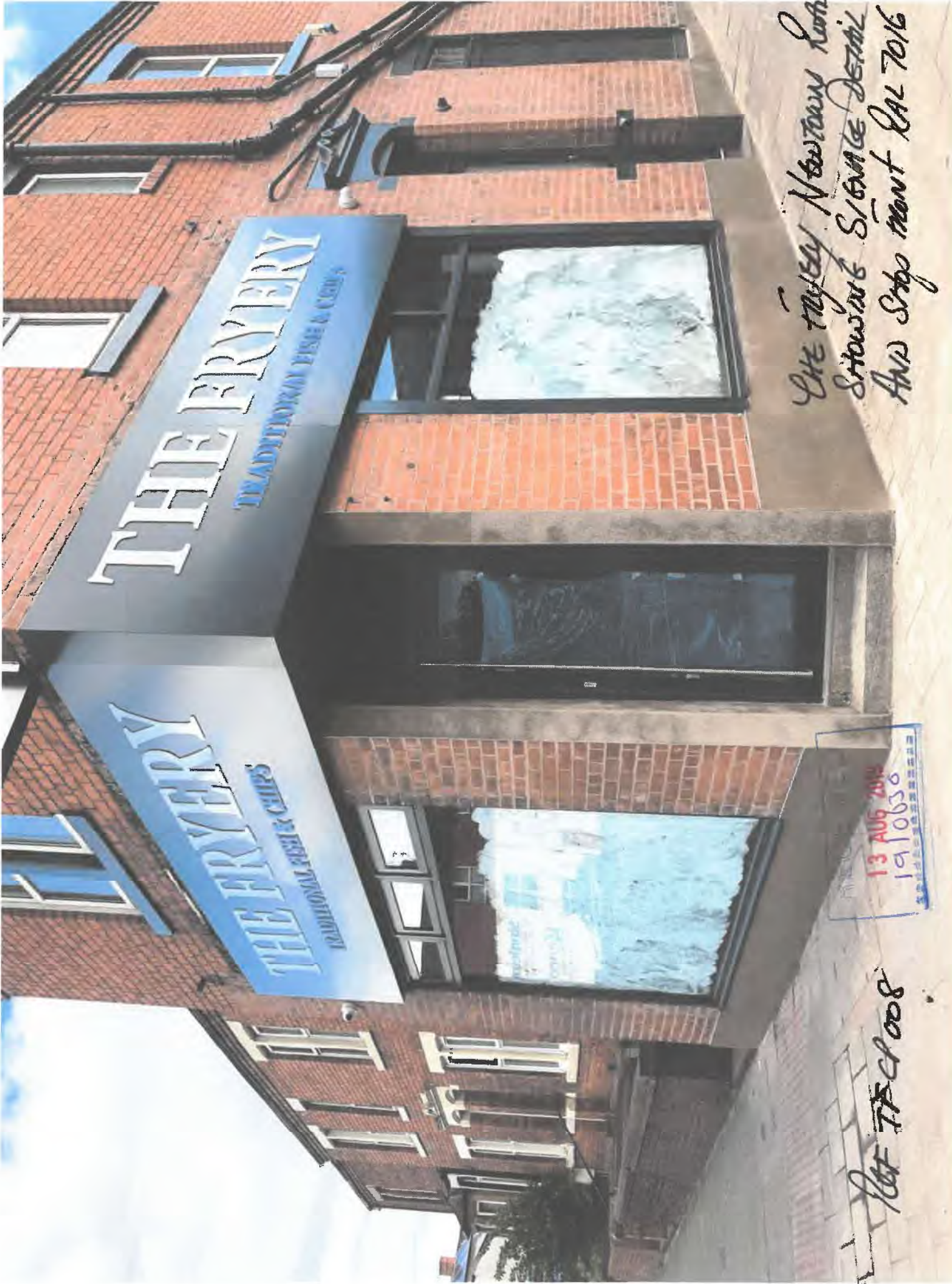
1. MAIN ENTRANCE
2. NEW FACIA SIGN
3. NEW ALUMINIUM POWDER COATED SHOP FRONT
4. EXISTING WINDOWS P.V.C.
5. FAN MOTOR LOCATED ON FLAT ROOF BEHIND FACIA
6. EXISTING SLATE GABLE ROOF
7. EXISTING WINDOW - AL IN STATE - REPAIRISH
8. FLAT ENTRANCE - LEAVE AS EXISTING - REPAIRISH
9. PROTECTING CORNICE DETAIL TO PERIMETER

PROPOSED FRONT ELEVATION
53 SCOTLAND ROAD.
CHALISLE CA3 9HT.
DRAWN BY V. HARRINGTON
SCALE 1:50
DATE AUGUST 2019

Centreplan

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the frivery Newtown Road
showing stone detail
and shop front LAL 7016

Ref TFC 008

13 AUG 2014
1910630