

SCHEDULE A: Applications with Recommendation

22/0219

Item No: 03

Date of Committee: 05/08/2022

Appn Ref No:
22/0219

Applicant:
Kingmoor Park Properties
Ltd

Parish:
Kingmoor

Agent:
WSP

Ward:
Belah & Kingmoor

Location: Land at Dukes Drive, Kingmoor Park North, Carlisle, CA6 4SD

Proposal: Erection Of Distribution Centre (Use Class B8) (Including Ancillary Office Space), Associated Car Parking & Service Yard; Associated Storage Of Vehicles & Trailers; New Access Road; & Associated Engineering, Infrastructure & Landscaping

Date of Receipt:
21/03/2022

Statutory Expiry Date
20/06/2022

26 Week Determination

REPORT

Case Officer: Richard Maunsell

1. Recommendation

- 1.1 It is recommended that this application is approved with conditions.

2. Main Issues

- 2.1 The Principle Of Development
- 2.2 Whether The Scale, Design And Impact On The Character Of The Area Is Acceptable
- 2.3 Effect On The Living Condition Of The Occupiers Of The Nearby Premises
- 2.4 Noise
- 2.5 Highway And Parking Issues
- 2.6 Foul and Surface Water Drainage
- 2.7 Hedges, Trees and Landscaping
- 2.8 Potential For Crime And Disorder
- 2.9 Biodiversity
- 2.10 Air Quality
- 2.11 Energy Efficiency

3. Application Details

The Site

- 3.1 The application site comprises two separate parcels of land located within and adjacent to Kingmoor Park, Carlisle. The first parcel of land and larger of the two is located between Kingmoor Park Central and Kingmoor Park North. The overall site area for this application as stated on the application form is 7 hectares. The main part of the site is located on land currently used for agricultural grazing. The topography is such that there is a rise in the land generally from south to north and again, rising from east to west. The land, along with neighbouring parcels of land, are bisected by hedgerows. To the north of the site is a public footpath and to the south, are commercial and industrial buildings which comprise part of Kingmoor Park Central. This land is allocated for employment.
- 3.2 The second parcel of land is located adjacent and to the west of Unit B, Dukes Drive. Unit B is a large detached metal prolife sheeted commercial building which occupies the majority of the site and with the length of the majority of the building being approximately 90 metres. The site subject of this application in comparison measures approximately 68 metres in width by 122 metres in length giving an overall site area of 0.082 hectares. Further to the east is a building currently under construction having obtained planning permission for the storage of tyres. Opposite the site are further commercial and industrial buildings. This land is designated as a Primary Employment Area and both parcels of land are within the Kingmoor Park Enterprise Zone.

The Proposal

- 3.3 The application seeks planning permission to create a warehouse and distribution centre. To facilitate this, a new access road would be taken from Dukes Drive near to the roundabout with the A689. This would lead north, across Cargo Beck, to the main part of the site. Improvement works would also be undertaken to the highway network in relation to the road leading east into Kingmoor Park Central and a section of Dukes Drive leading east.
- 3.4 Access into the site would be taken from the new spine road that would be formed from Dukes Drive. The first access would be formed in the south-east corner of the site that would serve a car park. From the northern edge of the spine road, a junction would be formed and a road constructed perpendicular to the spine road and from which the second access serving the main part of the site would be constructed.
- 3.5 The building would be constructed almost centrally within the site with an east-west orientation. It would provide an overall gross internal floor area of 5,787 sqm (62,286 sq ft). This would provide the warehouse facility of 4,981 sqm (53,615 sq ft) with ancillary office and staff welfare accommodation. The building would measure approximately 142 metres in length and 41.5 metres in width. The height to the eaves would be approximately 10.5 metres and to the ridge would be 12.7 metres.

- 3.6 The building would be constructed from concrete to the dock pit front wall with the majority being constructed from horizontally laid insulated and composite wall panels coloured black grey and silver. The roof would be broadly covered with a dual pitched roof coloured goosewing grey. Over the office and staff accommodation at the eastern gable would be a black grey coloured composite flat roof deck. The roller shutter doors would be silver but the doors, windows and curtain walling of the building would be black grey in colour.
- 3.7 Within the site, parking provision would be made for 181 vans, 20 heavy goods vehicles (HGVs), 120 cars including 8 for disabled persons. Of the 120 car parking spaces, 10 would be allocated for car sharing and overall two would have electric vehicle charging points with two charging points for vans.
- 3.8 Two detention ponds and two swales would also be constructed within the site. Generally the site would be bound by 2.4 metre high weldmesh fencing with 1.8 metre high gates to the entrance to the car park. The application is further accompanied by a detailed landscaping scheme.

4. Summary of Representations

- 4.1 This application has been advertised by means of two site notices, a press notice and direct notification to the occupiers of nine of the neighbouring premises. In response, two representations have been received
1. there is a relationship between the applicant and the council as some Officers and Members are part of the Kingmoor Park Enterprise Zone Strategic Partnership Group. As such, the application should be considered by the Planning Committee;
 2. no hours of use are provided despite the application form stating that these are relevant to the application. These are necessary to consider the times of vehicle movements;
 3. the application form says there will be 315 new employees. Its not clear if these are existing or new employees;
 4. the application form says that a public right of way will have to be diverted. This should be determined before this application is considered;
 5. the trailer park will be situated off Dukes Drive. No details of screening form nearby residential properties has been provided;
 6. concern about the cumulative impact pf the proposed development and the approved development in the locality on traffic flows at Parkhouse Roundabout;
 7. additional information is required to clarify HGV return times and, if there is the possibility HGVs returns to the national hub may coincide with evening peak travel times, that the applicant considers the traffic impacts on the roundabouts;
 8. what Passenger Car Units (PCU) values have been used for each vehicle type (car, van, HGV) have been used so that the appropriateness of the selected PCU values can be verified;
 9. the air quality assessment does not include the predicted emissions from

- committed developments such as the energy from recently approved waste plant that would emit many air pollutants;
10. the cumulative emissions should also include traffic emissions from all other additional committed developments. Cumulative emissions should include any other nearby operational plants that may not be included in background levels. It is unclear whether emissions from the peaking plant are sufficiently represented;
 11. the receptors in the Air Quality Assessment does not adequately represent many sensitive locations;
 12. Environment Agency guidance provides the Ambient Air Directive Limit Value. The figures in the Air Quality Objective figures used should be checked and consideration as to whether the presence of the Kingmoor Nature Reserves in the area requires a lower NO₂ Air Quality Objective figure to be used;
 13. the impact of the proposal on the council's ability to meet the proposed air quality limits should be assessed;
 14. the application should include several years of meteorological data (the Environment Agency usually requires 5 consecutive years) and to consider using nearer meteorological data;
 15. the cumulative impact of the proposal to the consented incinerator and the impact on the Kingmoor nature reserves and the River Eden SAC/SSSI should be considered;
 16. the applicant has estimated "model uncertainty" but this appears to have been determined based on a single year of meteorological data and after the application of "adjustment factors". The applicant's approach may significantly underestimate the model uncertainty when the "primary adjustment factor" was nearly a factor of 2;
 17. the development will result in increased air pollution including NO_x and particulates so it is appropriate to consider how air quality impacts may be minimised/ mitigated. Further mitigation measures should be considered and implemented;
 18. further electric vehicle charging points should be provided;
 19. the application should demonstrate that the development will have a sufficient electricity supply at the site for the vehicle charging that are expected in the coming years, and show that additional vehicle charging provision (for cars, vans and HGVs) will be able to be added economically and cheaply as required;
 19. the Energy Statement only refers to "potentially future photovoltaics located on the roof" and the proposal should provide a commitment to the installation of photovoltaics;
 20. the Air Quality Assessment states that the gas fired radiant heaters will heat the warehouse. The Energy Statement does not explain why alternative sources of heat, such as additional air source heat pumps, are not appropriate in light of the climate emergency.

5. Summary of Consultation Responses

Cumbria County Council - (Highways & Lead Local Flood Authority): - the following response has been received:

Transport Assessment

The applicant's pre application discussions are welcomed and has provided much needed background and operational particulars for the end user. The application was considered being mindful of the Enterprise zone status of Kingmoor Park as well as the modelled traffic flow undertaken in the traffic model for Carlisle.

In light of that and the details provided in the TA, it is confirmed that the parking numbers and traffic generation are accepted.

The comments from National Highways are noted. The matter relating the traffic impact on the Parkhouse Roundabout has previously been discussed and it was agreed that a modest increase in traffic is predicted to occur on the A689 eastbound approach with the predicted increases on the other three approaches being negligible. Increases in traffic of this magnitude are less than one additional vehicle per minute are unlikely to be detectable within the day to day variation in flow through the junction. Furthermore, the surveys conducted at the junction in 2022 recorded a total of 1,303 vehicles on the A689 westbound approach during the AM peak.

This modest increase will not cause a severe highway impact; however, this element will be scrutinised further in any subsequent application.

Travel Plan

The document provided is acceptable. The targets and measures proposed to allow for the reduction in private car usage stated in the document is acceptable. The applicant should provide funding for its monitoring by Cumbria County Council as normal to the amount of £6600.

In light of the above, it is confirmed that the local highways authority (LHA) has no objections to this application but would recommend that the imposition of conditions.

Lead Local Flood Authority (LLFA)

The Flood Risk Assessment and drainage strategies are well written and acceptable. It is however disappointing that the percolation tests and that the surveys of the capacities of the foul system are not complete.

The applicant should be made aware that these lacking elements, amongst others, (like the storage capacity of the basins, culverted watercourse and Swales/ Bioretention Zones) could potentially create issues during the discharge of condition application. The aforementioned is true for the main site.

Of some concern for the HGV parking area is the lack of petrol interceptors or for that matter drainage detail. The same applies to the new highway proposed. Drainage details will need to be provided to allow the both the LLFA and LHA to make an informed comment.

It is confirmed that the LLFA has no objection to the proposed drainage strategy and therefore this application; however, conditions should be imposed on the application to ensure that it complies with the NPPF and best practice.

Conclusion

The LHA and LLFA has no objections to this application subject to the imposition of conditions/ obligations being included in any consent granted;

Cumbria County Council - (Archaeological Services): - no comment;

Cumbria Constabulary - North Area Community Safety Unit: - it is apparent that crime prevention measures have been incorporated into the design of this development.

The comments in Item 5.2 Security of the Design and Access Statement are noted, although there is little detail. However from my interpretation of the Site Plan and External Lighting Impact Assessment, the proposals are concurred for :

- service yard and car park - 2.4m and 1.8m 'Paladin' welded mesh fencing;
- location of cycle shelter;
- exterior illumination of yard (good uniformity values).

There is no mention of deployment of a CCTV scheme or an intruder alarm. It is perceived that despite the distribution centre operating 24/7 (continuous presence of staff on site), these measures would still be worthwhile. Recurring crime trends across Cumbria and the North West region relate to thefts from vehicles to acquire catalytic converters. Any sites where favoured vehicles are stored may become a likely target;

Local Environment - Environmental Protection: - the air quality Assessment has been reviewed and accepted. It is noted that receptors in Crindledyke and Cargo were not included in the report, as was advised during the pre-application stage. This is acknowledged in the report.

The noise assessment has been reviewed. It is recommended that further mitigation, such as additional acoustic screening, is included to reduce noise impacts on properties on Elliot Drive and Maxwell Drive. An exceedance of +5dB above background between 06:00 and 07:00 has been identified in section 8.2 of the report. Ideally the noise impacts should be below background levels to protect the occupants of these premises.

The site plan appears to show provision of 4 electric vehicle charging points. It is not clear if this is the case. It is recommended to consider increasing this number, given the overall number of parking spaces and the likely future demand for EV charging. This can also encourage the uptake of electric vehicles;

Kingmoor Parish Council: - no response received;

Natural England: - this site has the potential to be hydrologically connected to the River Eden SAC and River Eden & Tributaries SSSI.

Kingmoor North Nature Reserve LWS.

Further clarification is needed to understand whether there will be land take within the Kingmoor NNR boundary, please can it be stated where exactly the land take will be and what will be lost.

Habitat Regulations Assessment

A Habitat Regulations Assessment is required, under the Conservation of Habitat and Species Regulation's 2017, in order to assess the potential impacts on the River Eden SAC due to the connection of Cargo Beck. The HRA should focus on the potential impacts to Cargo Beck and other water environments on site during the operational and construction phases of developments, listed below are some of the potential impacts.

The issues likely to be relevant during construction and operational phases for development proposals adjacent to watercourses include:

- potential for direct damage, modification, displacement of and / or disturbance to protected species and riverine / riparian habitat;
- potential for sediment or other polluting run-off to enter the river, both during the construction period (including earthworks, storage and use of machinery, materials and fuels) and any potential siltation, run-off or other pollution arising from the development in its construction / operational phase. Any discharge (including foul drainage) and / or run-off / drainage from the site must not lead to a deterioration in water quality in the watercourse;
- potential for impacts derived from use and / or disturbance of contaminated land;
- potential for introduction and / or spread of invasive non-native species.

Construction Environmental Management Plan

A Construction Environmental Management Plan is required. Appropriate pollution prevention guideline measures should be incorporated to include materials and machinery storage, biosecurity, and the control and management of noise, fugitive dust, surface water runoff and waste to protect any surface water drains and the SAC from sediment, and pollutants such as fuel and cement. There must be a 10m buffer strip to the river, and a bund across the track that leads down to the river to prevent any sediment and pollution in surface water run-off from reaching the SAC. All materials and equipment must be stored outside the buffer strip, and there should be a designated concrete mixing / refuelling site outside the buffer strip, with spill kits on site and drip trays used for refuelling.

The developer should produce a management plan on how they propose to manage surface water runoff in conditions of heavy rainfall to prevent the pollution of the SAC. If attenuation basins are to be used during the construction phase for the purpose of settling out sediment, the basins and catch pits need to be monitored and maintained following rainfall events to prevent trapped silt from being remobilised. Consideration should also be

given to using other emergency mechanisms such as a silt buster. EA discharge consent will be required for discharge to the watercourse during both construction and operational phases.

Preliminary Ecological Appraisal

Natural England agree with the mitigation proposed in the conclusion of the PEA and recommend that it is secured.

Biosecurity and Invasive Species

The council should follow the check-clean-dry procedure to reduce the risk of introducing and/or spreading invasive non-native species (eg Himalayan balsam, Japanese knotweed, *Crassula helmsii*, *Dikerogammarus villosus*) or infecting the river with the fungal spores of crayfish plague. Any machinery or equipment to be used in the river must be high pressure washed or steam cleaned with clean tap water (not river water) then dried. Once dry, the machinery/ equipment must be kept completely dry for 48 hours prior to use in the river.

Biodiversity Net Gain

Natural England recommend the proposals seek to achieve biodiversity net gain, over and above residual losses which should be accounted for and addressed. With careful planning this should be achievable for this development given its scale and opportunity for extensive blue/green infrastructure.

Natural England recommend the current Biodiversity Metric 3.0 be used to calculate the net gain in biodiversity for individual planning proposals.

The applicant subsequently submitted a shadow Habitats Regulations Assessment and following further consultation with Natural England, their additional response reads as follows:

This application site is hydrologically connected to the River Eden SAC.

Natural England agree with the conclusions in the Habitats Regulation Assessment but notes that even in an anoxic condition Cargo Beck could have fish and therefore if any de-watering to create dry workings areas take place in the beck a fish rescue should be carried out. The HRA also mentioned the unlikeliness for Otters in urban areas but as the PEA identifies a suitable habitat for holt creation we recommend that an ECOW is on site to check for otters/holts being work is undertaken. If otters are found then appropriate mitigation and a license will be required.

Comments in respect of the Construction Environmental Management Plan and Biosecurity and Invasive Species are still relevant;

Planning - Access Officer: - no objection;

National Highways: - 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 Policies SP1, SP2, SP6, EC1, EC2, IP2, IP3, IP6, CC3, CC4, CC5, CM4, CM5, GI1, GI3, GI5 and GI6 of the Carlisle District Local Plan 2015-2030 are also relevant. The proposal raises the following planning issues.

1. The Principle Of Development

- 6.3 Within the NPPF there is a presumption in favour of sustainable development. Paragraph 7 requires that:
- “The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”*
- 6.4 Paragraph 8 continues and identifies that to achieve sustainable development there are three overarching objectives. Paragraph 10 states *“so that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11).”*
- 6.5 The location of this type of operation in the rural area must also be justified. Policy SP2 of the local plan requires that development proposals will be assessed against their ability to promote sustainable development. Outside of the specified settlements, development proposals will be assessed against the need to be in the location specified.
- 6.6 Paragraph 81 of the NPPF states that:
- “Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”*
- 6.7 The land is adjacent to a Primary Employment Area, within the Enterprise Zone and would expand the range of businesses in the locality. In addition, the land on which permission is sought for the erection of the building forms

part of a larger parcel of land allocated for employment use within the local plan. The Planning Statement identifies that there are currently 130 full time roles and the existing facility and the proposal would generate a further 250 full time roles; however, taking applying tolerances for displacement and multiplier effects, the overall number of full time roles is likely to be 315. The development would be an appropriate development and expansion of employment uses on adjacent Primary Employment Area, which is supported by the objectives of the NPPF and there would be no conflict with Policy SP2 of the local plan.

2. Whether The Scale, Design And Impact On The Character Of The Area Is Acceptable

- 6.8 Paragraphs 126 to 136 of the NPPF which emphasises that the creation of high quality buildings and places is fundamental to what the planning system and development process should achieve. The Framework has a clear expectation for high quality design which is sympathetic to local character and distinctiveness as the starting point for the design process. Paragraph 130 outlines that:

“Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

- 6.9 It is further appropriate to be mindful of the requirements in paragraph 134 of the NPPF which states:

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to

ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used)."

- 6.10 Policies seek to ensure that development is appropriate in terms of quality to that of the surrounding area and that development proposals incorporate high standards of design including siting, scale, use of materials and landscaping which respect and, where possible, enhance the distinctive character of townscape and landscape. This theme is identified in Policy SP6 of the local plan which requires that development proposals should also harmonise with the surrounding buildings respecting their form in relation to height, scale and massing and make use of appropriate materials and detailing.
- 6.11 In the context of the proposal, the building is a substantial commercial structure; however, its visual impact would be relatively minimised by the characteristics of the locality. When approaching from the south, it would be set in the background of existing buildings with the land rising to the rear. Further to the east of Dukes Drive, is an existing area of mature vegetation and trees and to the west, is agricultural land and the west coast railway line. The design and use of materials is reflective of large, modern commercial buildings but nevertheless, would be appropriate to the setting of this site. As such, the proposal would have a limited impact on the character and appearance of the area which in any event would be appropriate in the context of the site and existing development.
- 6.12 The application is accompanied by a detailed landscaping plan which is considered to be appropriate. In the event that Members are minded to approve the application, it would be appropriate to include a condition requiring the landscaping scheme to be implemented in the first planting season following the development having been brought into use.

3. Effect On The Living Condition Of The Occupiers Of The Nearby Premises

- 6.13 Policies SP6 and CM5 of the local plan require that proposals ensure that there is no adverse effect on residential amenity or result in unacceptable conditions for future users and occupiers of the development and that development should not be inappropriate in scale or visually intrusive.
- 6.14 There are commercial properties adjacent and to the east of the site with residential properties further to the west. The proposed building would be approximately 200 metres from the nearest residential property, 11 Maxwell Drive.
- 6.15 Given the orientation of the application site with the neighbouring properties it is not considered that the occupiers would suffer from an unreasonable loss of daylight or sunlight. The siting, scale and design of the development will not adversely affect the living conditions of the occupiers of the neighbouring properties by virtue of over-dominance.

4. Noise

- 6.16 A Noise Impact Assessment accompanies the application which identifies the nearest noise sensitive receptors and assesses the elements of the development and potential impact on these. The report concludes that:

“This assessment identifies that noise levels from a new DPD parcel depot facility and its associated trailer park are acceptable and will result in no, or a low observed adverse effect level. Predicted noise levels indicate the only instance where noise levels may exceed background levels may occur during peak HGV activities within the trailer park when compared to lowest background levels at the nearest sensitive receptors.

BS 4142 identifies ‘Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact’. Based on guidance set out in the Government’s Planning Practice Noise guidance, noise levels are expected to result in no observed adverse effect level or the lowest observed adverse effect level in the case of worst-case night-time noise events. This means that the impact on the nearest sensitive receptors will be low.

The assessment of the new site aligns with the Carlisle District Local Plan 2015-2030 in that ‘Where noise may be an issue, a noise impact assessment will be required and will be sought at the earliest possible stage of the planning process.’

This report demonstrates that noise is a consideration but not a constraint for the successful approval of planning permission for this site.”

- 6.17 A condition is recommended requiring the submission of a Construction Environmental Management Plan (CEMP) which includes, amongst other matters, details of the construction hours. Given the nature of the development, the proximity to other commercial uses and distances from nearest noise sensitive receptors, the CEMP would adequately address any issue and the proposal is acceptable in this regard.

5. Highway And Parking Issues

- 6.18 The site would be located adjacent to existing employment areas that are served by good road links and infrastructure to the city, west Cumbria and to wider parts of the country via the A698, A7 and M6 motorway. A bus service and also serves the estate and there are cycle links from the A689. A Transport Assessment accompanies the application and provides an assessment of the highway and traffic issues. The report concludes:

“The number of staff car parking and operational van parking spaces have been calculated specifically for the new facility. This will ensure that the site will operate efficiently, without any risk of overspill parking on adjacent roads, or vehicles queueing on the highway to gain access.

The predicted traffic generation and its distribution on the adjacent highway

network has been derived using data provided by the DPD Logistics Team for the new facility and from vehicle routing information from the existing DPD facility.

Forecast traffic flows and multi-modal trips have been identified and it is noted that the predicted level of demand for walking, cycling and public transport can be easily accommodated within the existing provision.

The operational performance of the revised A689 Kingsway Roundabout and the Site Access / Kingmoor Park Central / Dukes Drive junctions have been tested against the baseline traffic flows and the predicted operational traffic flows for the AM and PM peak hours for opening year (2023) and opening year +5 (2028) scenarios. It is noted that both junctions will operate well within their capacity thresholds in both scenarios. The existing highway network is therefore considered appropriate to accommodate development generated traffic and no mitigation is required.

In terms of transport impacts, the findings of this TA identify no reason why the proposed development should not be granted planning permission.”

- 6.19 The main site would be serviced by some employees who would remain at the site as their place of work but the majority of vehicle movements would be from the delivery vans and the HGVs which would come and go. The parking facilities, including those for disabled persons, motorcycle and bicycle provision will be provided in accordance with the with the Cumbria Development Design Guide Appendix 1 – Parking.
- 6.20 The facility would be occupied by a business who already operates in the locality but requires larger premises. It is considered that over both sites, there would be adequate access and parking provision for both elements of vehicle movements.
- 6.21 National Highways initially raised some issues in terms of highway issues and potential impact on J44. Following further discussions with the applicant's highway consultant, a revised response which has been received which raises no objection following clarification of their points raised. The proposal is therefore considered acceptable in this regard.
- 6.22 A public right of way (PROW) exists approximately 200 metres to the north of the application. Initially, the documents stated that the development would affect the PROW; however, this isn't the case and the documents have been amended.
- 6.23 In response to third party representations, the applicant has submitted further comments to the points raised. In respect of the highway issues, the following comments have been made:
- the scope of the Transport Assessment (TA) has been agreed with Cumbria County Council;
 - the proposed development will not result in any material traffic impacts on the adjacent highway network given the modest levels of traffic generation

- (particularly in the AM and PM peak hours;
- with regards to the Parkhouse Roundabout, the TA identifies that the largest predicted increase in traffic at the junction is 58 vehicles on the A689 westbound approach during the AM peak hour;
- furthermore, it should be noted that the traffic surveys conducted at the junction in 2022 recorded a total of 1,303 vehicles on the A689 westbound approach during the AM peak hour. An additional 58 vehicles equates to an increase in flow of only 4%, which will not materially change the operation of this approach;
- the traffic generated by the proposed development and its timing on the network have been derived using a first principles approach based on forecast vehicle timing information provided by the applicant;
- the time gap noted between vans arriving at the depot and HGVs departing is related to sorting operations which need to be undertaken by staff in the warehouse.
- HGV traffic generation for the entire facility has been considered throughout the day (24hrs) and it should be noted that 2 inbound and 2 outbound HGVs (relating to operations at the trailer park) are accounted for in the PM peak hour assessment;
- the traffic flows used in the model assembled to assess traffic impacts at the A689/ Kingsway/ Site Access (Dukes Drive) roundabout are based on PCU values and is industry standard practice;
- the HGV flows are minimal in the peak hours, so the application of PCU factors result in a negligible change to the predicted development traffic flows.

6.24 Cumbria County Council as the Local Highways Authority has confirmed that the predicted level of vehicle movements can be accommodated within the highway network and has raised no objection.

6. Foul and Surface Water Drainage

6.25 In accordance with the NPPF and the NPPG, the surface water should be drained in the most sustainable way. The NPPG clearly outlines the hierarchy when considering a surface water drainage strategy with the following drainage options in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

6.26 In order to protect against pollution, Policies IP6 and CC5 of the local plan seek to ensure that development proposals have adequate provision for the disposal of foul and surface water. The application documents, submitted as part of the application, outlines that foul drainage would be disposed of into the private network which serves the industrial estate.

6.27 The application also states that surface water would also be disposed of into the mains sewer. Alternative means of disposal should be considered in accordance with the hierarchy of drainage options.

- 6.28 Cumbria County Council as the LLFA and the depth of additional information required which they state should be provide prior to determination to that a further assessment can be made.
- 6.29 Paragraph: 001 Reference ID: 21a-001-20140306 Revision date: 06 03 2014 of the NPPG states:

“Why are conditions imposed on a planning permission?”

When used properly, conditions can enhance the quality of development and enable development to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects. The objectives of planning are best served when the power to attach conditions to a planning permission is exercised in a way that is clearly seen to be fair, reasonable and practicable. It is important to ensure that conditions are tailored to tackle specific problems, rather than standardised or used to impose broad unnecessary controls.”

- 6.30 A condition could be imposed requiring the submission of this further information as part of a drainage strategy that would still meet the relevant criteria required as it is necessary; relevant to planning; relevant to the development to be permitted; enforceable; precise; and reasonable in all other respects.
- 6.31 Therefore, provided that the condition is imposed and subsequently discharged through the submission of an appropriate scheme, which would be subject to consultation with the LLFA, the scheme would be acceptable in terms of the drainage issues.

7. Hedges, Trees and Landscaping

- 6.32 The application is accompanied by a Tree Survey which identifies that although the majority of trees on the site are of little value, there are some trees worthy of retention which are shown to be retained on the Planting Strategy Plan. In addition to identifying the Tree Survey within the list of approved documents, it is also necessary to require these trees to be protected by appropriate fencing during the construction works and limiting works within the protected area, the imposition of an additional condition would achieve this.

8. Potential For Crime And Disorder

- 6.33 Policy CM4 of the local plan requires that *“new development should make a positive contribution to creating safe and secure environments by integrating measures for security and designing out opportunities for crime. Proposals should be designed with the following principles in mind in order to create secure environments which deter crime...”*
- 6.34 Cumbria Constabulary has commented on the application and whilst highlighting additional measures that could be in place, has raised no objection. The applicant is aware of the response to consider these measures

separately to this application. Notwithstanding this, the proposal does not raise any issues in terms of the crime and disorder and is acceptable in respect of this matter.

9. Biodiversity

- 6.35 Planning Authorities in exercising their planning and other functions must have regard to the requirements of the EC Habitats Directive (92/43/EEC) when determining a planning application as prescribed by regulation 3 (4) of the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended). Such due regard means that Planning Authorities must determine whether the proposed development meets the requirements of Article 16 of the Habitats Directive before planning permission is granted. Article 16 of the Directive indicates that if there is reasonable likelihood of a European protected species being present then derogation may be sought when there is no satisfactory alternative and that the proposal will not harm the favourable conservation of the protected species and their habitat.
- 6.36 Ordinarily, the local planning authority would prepare the Habitats regulation Assessment and submit this to Natural England. In this instance, the applicant has provided a Shadow Habitats Regulations Assessment (SHRA), hence the reference to a 'shadow' document which is an acceptable means of addressing the issue. A further consultation was undertaken with Natural England in respect of this information and their response is reproduced in Section 5 of this report. Subsequently, reports have been submitted in respect of Protected Species, a Bats Survey and a Great Crested Newts.
- 6.37 With regards to the Protected Species Report, it assessed the impact on badgers, otters, water voles, aquatic receptors, reptiles, invasive non-native species and nesting birds and concluded that no species were evident on the site although there was evidence of some presence in the past. The report recommends a series of recommendations to ensure that the development is undertaken in an appropriate manner.
- 6.38 The Bat Survey found that:
- "Whilst no bat roosts have been recorded during the surveys, suitable roosting, commuting and foraging bat habitat is present within the Site; comprising of mature trees, hedgerows that border pasture fields and tall ruderal habitat."*
- 6.39 The report recommends suitable mitigation measures including appropriate landscaping, a suitable lighting scheme and the provision of bat boxes. The agent has confirmed that the landscaping scheme accords with the report and would provide an appropriate corridor for foraging bats. In addition, a condition is recommended requiring the provision of bat boxes and a suitable lighting scheme.
- 6.40 The Great Crested Newt Survey found that whilst Smooth Newts were caught during the survey period, no Great Crested Newts (GCNs) were caught but the report acknowledges that there is suitable habitat with the locality for

newts (GCNs). It advises on a series of mitigation measures that are recommended to form part of a method statement to support an application for a European Protected Species Mitigation licence to Natural England.

- 6.41 Informatives should be included in any decision notice advising of the need to obtain appropriate licences and furthermore ensuring that if a protected species is found all work must cease immediately and the local planning authority informed.
- 6.42 Alongside other local planning authorities, Carlisle City Council has received a letter dated 16th March 2022 from Natural England about nutrient pollution in the protected habitats of the River Eden Special Area of Conservation (SAC). The letter advised that new development within the catchment of these habitats comprising overnight accommodation (which includes new dwellings) can cause adverse impacts to nutrient pollution.
- 6.43 Under Section 4 of Natural England's letter, it states:

“Other types of business or commercial development, not involving overnight accommodation, will generally not need to be included in the assessment unless they have other (non-sewerage) water quality implications. For the purposes of the Methodology, it is assumed that anyone living in the catchment also works and uses facilities in the catchment, and therefore wastewater generated can be calculated using the population increase from new homes and other accommodation. This removes the potential for double counting of human wastewater arising from different planning uses.”

- 6.44 As the proposal relates to commercial development and no accommodation is provided as part of this application, the proposal does not fall within the umbrella of the development that is prohibited by nutrient neutrality and as such, the council is lawfully able to determine the application.

10. Air Quality

- 6.45 An Air Quality Assessment has been submitted in support of the application which concludes that:

“The construction works have the potential to create dust. During construction it is recommended that a package of mitigation measures to reduce the impact of medium risk sites is put in place to minimise the risk of elevated PM10 concentrations and dust nuisance in the surrounding area.”

- 6.46 The conclusion continues:

“The effect of vehicle exhaust emissions associated with proposed development during the operational phase on local air quality will be not significant. Warehouse heating will be provided gas fired radiant heaters. Emissions from the heaters will be released from a flue discharge on the North side of the building and will not have a significant effect on local air quality. Overall, it is concluded that there are no air quality constraints to the proposed development.”

- 6.47 In response to issues raised through third party representations, an Air Quality Technical Notes has been submitted which addresses the individual points. Overall, it concludes that:

“There can be no doubt that the proposal will result in increased air pollution including NOX and particulates so it is appropriate to consider how air quality impacts may be minimised/mitigated.

A combination of some or all of the following mitigation suggestions may make the facility more acceptable. Mitigation Suggestion 1: Probably the mitigation that would reduce adverse air quality impacts the most would be the acceleration of the assist with measures to promote car sharing set out within the travel plan. - A total of 2 electric vehicle charging parking spaces are proposed within the car park. It is envisaged that “trickle chargers” will be provided in the car park with spare duct ways for 2 additional spaces. - The proposals include a total of 24 cycle parking spaces, provided within the main car park. The cycle parking provision will be in covered shelters suitable for long stay cycle parking. A total of 82 lockers and 4 showers within segregated male and female changing facilities will also be provided to further promote cycling.”

- 6.48 The amount of electric vehicle (EV) charging points is sufficient to satisfy the requirement under the Building Regulations. In addition, the applicant has confirmed that their approach to EV charging is that some are provided on site for staff and/ or visitors as well as for the drivers; however, the drivers are supported financially with off-site charging options. Whilst it may be aspirational to provide more EV charging points, provision has been made on site for future installation. The matter has been highlighted with the applicant’s agent but at present, the amount is compliant with the site’s requirements.
- 6.49 It should be borne in mind that the land proposed for the depot is allocated for employment development and as such, some change will occur that is likely to affect air quality; however, the technical reports which accompany the application also accept this but also confirm that there are measures within the development which will mitigate any impact which in itself would be minimal.
- 6.50 Based on the results of the Air Quality Assessment, the site is considered to be suitable for the proposed end use.

11. Energy Efficiency

- 6.51 Policy CC3 of the local plan requires that:

“New development should make the fullest contribution to creating environments which enable carbon reduction and are resilient to the effects of climate change.”

- 6.52 To achieve this, development proposals must take into account the need for

energy conservation and efficiency in their design, layout and choice of materials. The applicant has confirmed that the building has been designed to take solar panels should this option be explored in the future. Electric vehicle charging points are being provided with infrastructure in place to install additional facilities in the future.

- 6.53 In terms of the heating of the building, the applicant has confirmed that other options such as air source or ground source heat pumps have been explored but at present, these are currently ineffective in an industrial environment. As such, the gas-fired heating tubes are the most efficient option in this instance.

Conclusion

- 6.54 In overall terms, the principle of development relates to land which is either allocated or designated for employment purposes and is adjacent to other commercial uses. The development effectively forms part of an-fill between Kingmoor Park Central and Kingmoor Park North.
- 6.55 The building would be large in scale and of modern appearance. The development and layout of the site takes appropriate account of the land form and topography in the locality and is acceptable. The development would be supported by an appropriate landscaping scheme.
- 6.56 The proposed development would be occupied by an existing business which operates elsewhere on Kingmoor Park. A total of 315 full-time jobs would be provided on the site, which includes those relocated from the existing premises. Notwithstanding this, the application is accompanied by several technical documents which address highway issues and Cumbria County Council has raised no objection to the application subject to the imposition of conditions and a financial contribution for the monitoring of the Travel Plan.
- 6.57 The detailed noise issues and the impact of the development relating to the area for the parking of HGV trailers is subject to a planning condition which includes the requirement to provide a Noise Mitigation Strategy. The imposition of this condition adequately addresses the issues raised, subject to satisfactory details being submitted.
- 6.58 Subject to the imposition of conditions, no issue is raised in respect of surface water drainage. No further issues are raised in respect of hedges, crime, biodiversity, air quality or energy efficiency.
- 6.59 In all aspects the proposals are considered to be compliant with the objectives of the relevant local plan policies.

7. Planning History

- 7.1 In 2006, outline planning permission was granted for a proposed 'hub' development for uses to include: A1 & A3/ A5 small scale retail and cafe facilities; creche; A3 restaurant; A4 public house/ restaurant; petrol filling station; and B1 offices together with a small bus interchange, associated

infrastructure, servicing and parking areas (application reference 05/0531).

- 7.2 Outline planning permission was granted in 2007 for a proposed development of a 130 bedroom hotel with ancillary conference centre, health and fitness centre, restaurants and bar together with associated infrastructure, servicing and parking areas (application reference 07/0715).
- 7.3 In 2008, full planning permission was granted for the variation of condition 9 of planning permission 05/0531 to seek an amendment to the access arrangement from the roundabout (application reference 08/0151).
- 7.5 Outline planning permission was granted in 2010 for a proposed B1, B2 and B8 development with associated infrastructure and minor relocation of previously consented hotel (application reference 07/0015) and pub/ restaurant (application reference 05/0531) (application reference 09/0170).
- 7.6 In 2010, planning permission was granted for a new link road and associated infrastructure within the hub area of Kingmoor Park (application reference 10/0342).
- 7.7 Also in 2010, outline planning permission was renewed for the unexpired permission of previously approved application 07/0015 for proposed development of a 130 bedroom hotel with ancillary conference centre, health and fitness centre, restaurants and bar together with associated car parking (application reference 10/0815).
- 7.8 Full planning permission was granted in 2011 for the erection of a pub/ restaurant (application reference 11/0475).
- 7.9 Later in 2011, outline planning permission was granted for the renewal of unexpired permission of previously approved application 05/0531 for proposed 'hub' development - uses to include: A1 & A3/ A5 small scale retail and cafe facilities; creche; A3 restaurant; A4 public house/ restaurant; petrol filling station; and B1 offices together with a small bus interchange, associated infrastructure, servicing and parking areas (application reference 11/0484).
- 7.10 Also in 2011, advertisement consent was granted for the display of an externally illuminated direction sign (application reference 11/0498).
- 7.11 An application was approved in 2012 to discharge conditions 4 (surface water scheme); 6 (contamination scheme) and 9 (provision of ramps) of the previously approved permission 11/0475 (application reference 11/1029)
- 7.12 Later in 2012, advertisement consent was granted for the display of 6no. non-illuminated free standing signs (application reference 12/0344).
- 7.13 Also in 2012, advertisement consent was granted for the display of 3no. non-illuminated free standing signs (application reference 12/0957).
- 7.14 Reserved matters approval was granted in 2013 pursuant to outline

permission 09/0170 for ambient storage and distribution facility (use class B8) with ancillary office accommodation (use class B1 (a)) and associated gatehouse and access arrangements, service station, car parking and landscaping (application reference 13/0709).

- 7.15 Planning permission was granted in 2013 to create a landscaping bund and retaining structure (application reference 13/0771).
- 7.16 Later in 2013, an application was approved for the variation of conditions 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 19, 21 and 23 of previously approved permission 09/0170 (application reference 13/0912).
- 7.17 An application was approved in 2014 for the variation of condition 10 (roundabout) of the previously approved application 11/0484 (application reference 13/1001).
- 7.18 Later in 2014, an application was approved to discharge of conditions 5 (landscaping plan); 8 (archaeological written scheme of investigation); 11 (drainage strategy); 13 (highways detail); 19 (habitat management plan); 21 (construction environmental management plan) and 23 (lighting strategy) of previously approved permission 09/0170 and condition 3 (phasing plan) of variation of condition application 13/0912 (application reference 13/1010).
- 7.19 Also in 2014, an application was approved to discharge of condition 15 (contamination) of the previously approved application 09/0170 (application reference 14/0080).
- 7.20 An application for a non material amendment of the previously approved planning application 13/0709 was approved in 2014 (application reference 14/0145).

8. Recommendation: Grant Permission

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

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
- 2. The development shall be undertaken in strict accordance with the approved documents for this Planning Permission which comprise:
 - 1. the Planning Application Form received 18th March 2022
 - 2. the Site Location Plan received 18th March 2022 (Drawing no. 0001 P5);
 - 3. the Site Plan As Proposed received 19th May 2022 (Drawing no. 0001 P13);
 - 4. the DPD Trailer Park, Site Plan As Proposed received 18th March 2022 (Drawing no. 0002 Rev P3);
 - 5. the Elevations As Proposed received 30th May 2022 (Drawing no.

- 21044-FRA-0001 rev P6);
6. the GA Plan As Proposed – Level 00 received 18th March 2022 (Drawing no. 0001 Rev P4);
7. the GA Plan As Proposed – Level 01 received 18th March 2022 (Drawing no. 0002 Rev P3);
8. the Proposed Site Sections received 30th May 2022 (Drawing no. 0001 Rev P3);
9. the Proposed GA Sections received 30th May 2022 (Drawing no. 0001 P2);
10. the Proposed Waste Compound Details received 18th March 2022 (Drawing no. 0001 P1);
11. the Proposed Cycle Shelters Details received 18th March 2022 (Drawing no. 0002 Rev P1);
12. the GA Plan As Proposed - Level 00 received 18th March 2022 (Drawing no. 0001 P4);
13. the GA Plan As Proposed – Level 01 received 18th March 2022 (Drawing no. 0002 P3);
14. the Plot 100/ DPD Planting Strategy Plan received 18th March 2022 (Drawing no. 0002 P01);
15. the Plot 100/ DPD Planting Schedule received 18th March 2022 (Drawing no. 0003 P01);
16. the Arboricultural Impact Assessment Report received 18th March 2022;
17. the Archaeological Desk-Based Assessment received 18th March 2022;
18. the Design & Access Statement received 18th March 2022;
19. the Desktop Environmental and Geotechnical Site Assessment received 18th March 2022;
20. the Renewable Energy Statement received 18th March 2022;
21. the Flood Risk Assessment received 18th March 2022;
22. the External Lighting Impact Assessment received 18th March 2022;
23. the Noise Impact Assessment received 18th March 2022;
24. the Planning Statement received 18th March 2022;
25. the Statement of Community Involvement received 18th March 2022;
26. the Transport Assessment received 18th March 2022;
27. the Travel Plan received 18th March 2022;
28. the Air Quality Assessment received 25th March 2022;
29. the Plant Schedule received 18th March 2022;
30. the Protected Species Report received 21st July 2022;
31. the Great Crested Newt Survey received 21st July 2022;
32. the Bat Surveys received 21st July 2022;
33. the Notice of Decision;
34. any such variation as may subsequently be approved in writing by the local planning authority.

Reason: To define the permission.

3. Full details of the surface water drainage system (incorporating SUDs features as far as practicable) and a maintenance schedule (identifying the responsible parties) shall be submitted to the Local Planning Authority for written approval prior to the development being commenced (except site

clearance and ground works). Any approved works shall be implemented prior to the development being occupied and shall be maintained thereafter in accordance with the schedule.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. To ensure the surface water system continues to function as designed and that flood risk is not increased within the site or elsewhere in accordance with Policies SP6 and CC5 of the Carlisle District Local Plan 2015-2030.

4. Prior to the commencement of development hereby approved, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall include and address the following matters (where appropriate):
 1. provision of appropriate protective barriers/ boundary hoarding and lighting;
 2. dust management and details of the proposed means of dust suppression;
 3. details of deliveries times to the site during the construction phase;
 4. the construction hours of working;
 5. noise management measures;
 6. programme of works (including measures for traffic management and operating hours);
 7. loading and unloading of plant and materials;
 8. piling techniques;
 9. location and nature of compounds and storage areas (including maximum storage heights) and factors to prevent wind-whipping
 10. waste storage and removal and litter management;
 11. temporary buildings and boundary treatments;
 12. details of checks of vehicles and other plant for leaks;
 13. static plant to be placed on drip trays;
 14. preparation of cement and other construction materials;
 15. waste minimisation and management measures;
 16. bio-security measures to prevent the introduction of disease and invasive species;
 17. measures to prevent pollution including the management of site drainage such as the use of silt traps during construction;
 18. the checking and testing of imported fill material where required to ensure suitability for use and prevent the spread of invasive species;
 19. noise and vibration management (to include arrangements for monitoring, and specifically for any concrete breaking and any piling);
 20. there shall be no burning of materials on the site; and
 21. any external lighting associated with the development during any ground works/ construction for the purposes of security and site safety shall prevent upward and outward light radiation;
 22. protocols for contact and consultation with local people and other matters to be agreed with the local planning authority;
 23. wheel washing;
 24. vibration management;

- 25. vermin control;
- 26. vehicle control within the site and localised traffic management.

The agreed scheme shall be implemented upon commencement of development and shall not be varied without prior written agreement of the local planning authority.

Reason: To avoid hazard and obstruction being caused to users of the public highway and in the interest of public safety in accordance with Policies SP6, IP3 and CM5 of the Carlisle District Local Plan 2015-2030.

- 5. Development shall not commence until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the local planning authority.

The CTMP shall include and address the following matters (where appropriate):

- retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;
- 1. cleaning of site entrances and the adjacent public highway;
- 2. details of measures to prevent mud from vehicles leaving the site during construction including wheel washing facilities and their management;
- 3. the sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
- 4. construction vehicle routing;
- 5. the management of junctions to and crossings of the public highway and other public rights of way/ footway;
- 6. details of any proposed temporary access points (vehicular/ pedestrian);
- 7. details of provision to ensure pedestrian and cycle safety;
- 8. parking and turning for vehicles of site personnel, operatives and visitors.

The agreed scheme shall be implemented upon commencement of development and shall not be varied without prior written agreement of the local planning authority.

Reason: To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety in accordance with Policies SP6 and IP3 of the Carlisle District Local Plan 2015-2030.

- 6. The carriageway, footways, footpaths, cycleways etc shall be designed, constructed, drained and lit to a standard suitable for adoption and in this respect further details, including longitudinal/ cross sections, shall be submitted to the Local Planning Authority for approval before any highway work commences on site. No highway works shall be commenced until a full specification has been approved in writing. These details shall be in accordance with the standards laid down in the current Cumbria Design Guide. Any works so approved including the carriageway, footways, footpaths and cycleways shall be constructed in strict accordance with the

approved details and completed prior to the development being brought into use.

Reason: To ensure a minimum standard of construction in the interests of highway safety in accordance with Policies SP6 and IP3 of the Carlisle District Local Plan 2015-2030.

7. The roadside ditch shall be piped at the access prior to the development being brought into use, in accordance with details which have first been submitted for approval by the Local Planning Authority. The construction shall be in accordance with a specification which has been approved by the Local Planning Authority.

Reason: In the interests of safety and in accordance with Policies SP6 and IP3 of the Carlisle District Local Plan 2015-2030.

8. Prior to the heavy good vehicle trailer parking area being brought into use, details of a Noise Mitigation Strategy shall be submitted to and approved in writing by the local planning authority. The development shall then be undertaken and completed in strict accordance with the approved details and retained as approved thereafter unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the amenity of existing and future occupiers of neighbouring premises and residential properties are not adversely affected by the development in accordance with Policies SP6 and CM5 of the Carlisle District Local Plan 2015-2030.

9. Prior to the installation of any external lighting within the development hereby approved, details shall be submitted to and approved in writing by the local planning authority. The development shall then be undertaken and completed in strict accordance with the approved details and retained as approved thereafter unless otherwise agreed in writing by the local planning authority.

Reason: In order to ensure no adverse impact on European Protected Species in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

10. Prior to the development being brought into use, bat boxes shall be installed in accordance with details which have been submitted to and approved in writing by the local planning.

Reason: In order to ensure no adverse impact on European Protected Species in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

11. Before any development is commenced on the site, including site works of any description, a protective fence in accordance with Fig. 2 in B.S. 5837: 2012 shall be erected around the trees and hedges to be retained at the

extent of the Root Protection Area as calculated using the formula set out in B.S. 5837. Within the areas fenced off no fires shall be lit, the existing ground level shall be neither raised nor lowered, and no materials, temporary buildings or surplus soil of any kind shall be placed or stored thereon. The fence shall thereafter be retained at all times during construction works on the site.

Reason: In order to ensure that adequate protection is afforded to all trees/hedges to be retained on site in support of Policies SP6 and GI6 of the Carlisle District Local Plan 2015-2030.

12. The development hereby approved shall not be carried out otherwise than in complete accordance with the mitigation measures and recommendations in the Protected Species Report received 21st July 2022; the Great Crested Newt Survey received 21st July 2022; and the Bat Surveys received 21st July 2022.

Reason: In order to ensure no adverse impact on European Protected Species in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

13. The new access road as detailed on Site Plan As Proposed received 19th May 2022 (Drawing No. 0001 P13) shall be constructed and brought into use prior to the use hereby permitted commencing.

Reason: To ensure that the proposed new access road is constructed within a reasonable timescale, in the interests of highway safety and in accordance with Policies SP6 and IP3 of the Carlisle District Local Plan 2015-2030.

14. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out within a timeframe that has first been submitted to and approved in writing by the local planning authority and maintained thereafter in accordance with maintenance measures identified in the approved landscaping scheme. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: To ensure that a satisfactory landscaping scheme is implemented and maintained, in the interests of public and environmental amenity, in accordance with Policies SP6 and GI6 of the Carlisle District Local Plan 2015-2030.

15. Prior to the building being brought into use, the application should enter into and have completed a S106 to secure a financial contribution for the monitoring of the Travel Plan.

Reason: To secure appropriate funding for the monitoring of the Travel Plan in accordance with Policies SP6 and IP3 of the Carlisle



General Notes

Do not scale from this drawing. Only work to written dimensions.
All site dimensions shall be verified by the Contractor on site prior to commencing any works.

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Property Schedule

Name	Area (Acres)	Area (Hectares)
Ownership Boundary	314 acres	127 hectare
DPD Planning Boundary	15 acres	6 hectare
DPD Trailer Park Boundary	2 acres	1 hectare

Boundary Key

Ownership Boundary —
Site Planning Boundary —

P5	Issued for Planning	15.03.22	AL	AR
P4	Issued for Planning	14.03.22	AL	AR
P3	Issued for Planning	10.05.22	PM	AR
P2	Draft planning issue for comment	04.05.22	PM	AR
P1	Draft planning issue for comment	25.02.22	PM	AR
Rev.	Description	Date	DS	APP

Scale: As Indicated @ A1
Status: S2 Information
Drawn By: PM
Checked By: AR
Date: 25.02.22

Kingmoor Park Properties Limited

Project:
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4SJ

Sheet Name:
Site Location Plan

Project No.: 21044-FRA-V1-XX-DR-A-01-0001 P5

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Site Plan

NO.	DESCRIPTION	DATE
1	PRELIMINARY	10/10/10
2	REVISED	11/10/10
3	REVISED	12/10/10
4	REVISED	01/11/11
5	REVISED	02/11/11
6	REVISED	03/11/11
7	REVISED	04/11/11
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100	REVISED	01/07/12



65.00 Site Plan as Proposed

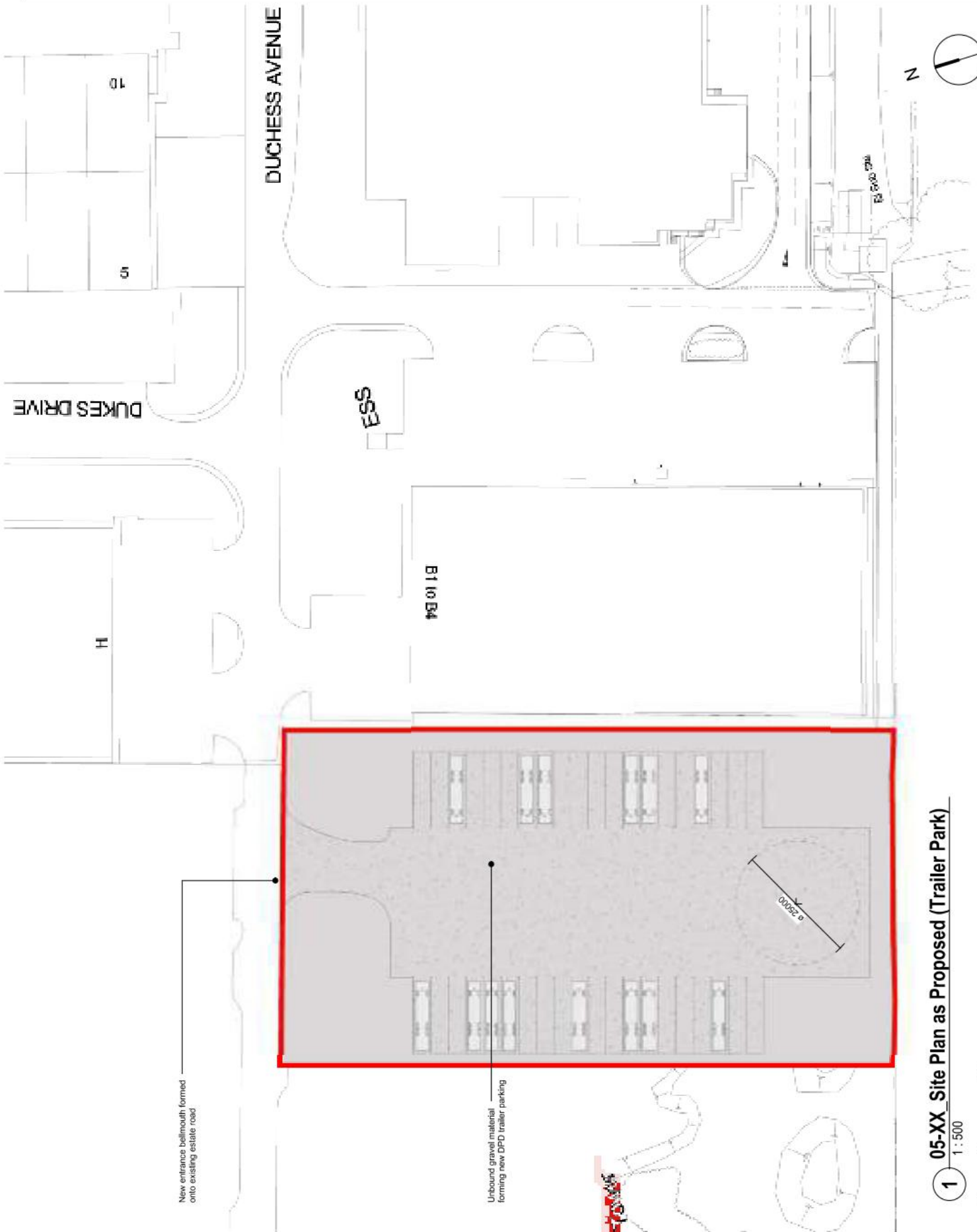
1/10/12

Project: 65.00 Site Plan as Proposed
 Date: 1/10/12
 Author: [Name]
 Reviewer: [Name]
 Status: [Status]

General Notes

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Parking Schedule - Trailer Park		
Type	Description	Count
PAR-G	HGV Trailer parking bay	40



New entrance belmouth formed onto existing estate road

Unbound gravel material forming new DPD trailer parking

05-XX_Site Plan as Proposed (Trailer Park)

1 : 500



P3	Issued for Planning	15.03.22	AL	AR
P2	Issued for Planning	14.03.22	AL	AR
P1	Issued for Planning	10.03.22	PM	AR
Rev.	Description	Date	SS	APP

Scale: 1:500 @ A2
Status: S2 Information
Drawn By: PM
Checked By: AR
Date: 25.02.22
Client: Kingmoor Park Properties Limited

Project: Kingmoor Park Properties Limited
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4SJ
Sheet Name: DPD Trailer Park, Site Plan as Proposed
Project No.: 21044-FRA-V1-XX-DR-A-05-0002 P3

Grid lines indicated blue are to the outside face of the steelwork (inside face of cladding rail)

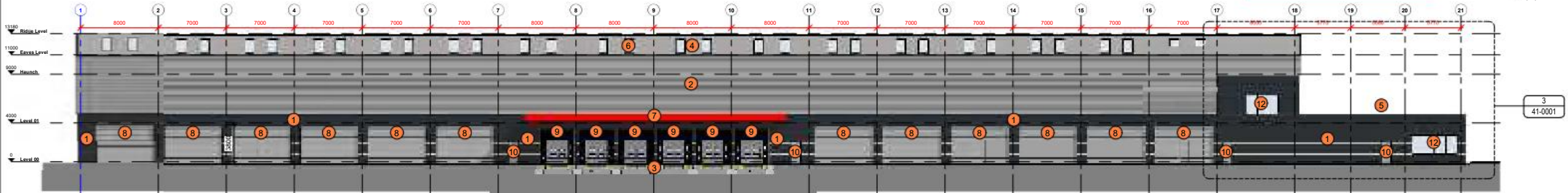
Note:
All steelwork / grid references are indicative only and are subject to confirmation by Structural Engineer including steelwork / structural grid arrangement / configuration and column sizes.

General Notes

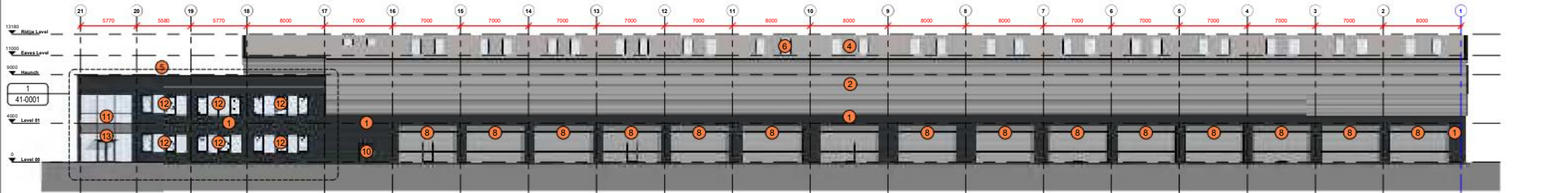
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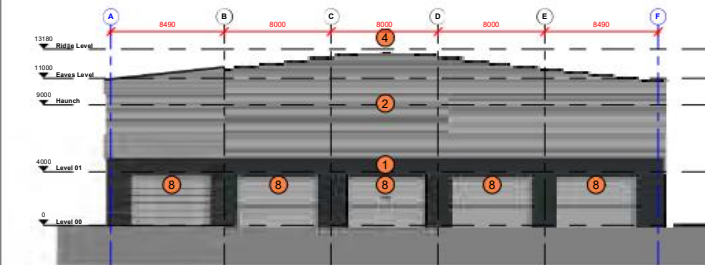
21-01 Elevation A
1:200



21-02 Elevation B
1:200



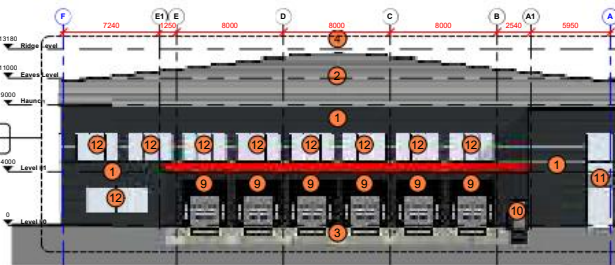
21-03 Elevation C
1:200



21-05 Elevation A1
1:200



21-06 Elevation C1
1:200



Elevation Material Legend

Walls

Horizontally laid, flat composite wall panel
Manufacturer: Kingspan or equal and similar approved
Profile Reference: K10100001 - 10mm rib
Core Thickness: 80mm QuadCore
Rib Depth: 10mm (to provide min U-value of 0.22 W/m²K)

Colours:
Externally: RAL 7021 (Black Grey)
Internally: RAL 9003 (White)

Horizontally laid, trapezoidal built up insulated wall system
Manufacturer: Two-Ten Thermal Roof
System Reference: Two-Ten Thermal Roof
Liner Sheet: 0.7mm CA 17 1000L pre-coated steel
Liner Sheet: 0.7mm CA 17 1000L pre-coated steel
Thickness: 250mm (to provide min U-value of 0.22 W/m²K)

Colours:
Externally: RAL 9006 (Blue)
Internally: RAL 9003 (White)

Concrete retaining 'L' wall / deck pit front wall
Colour: Smooth concrete

Roof
Trapezoidal built up roof system
Manufacturer: Two-Ten Thermal Roof
System Reference: Two-Ten Thermal Roof
Liner Sheet: 0.7mm CA 17 1000L pre-coated steel
Liner Sheet: 0.7mm CA 17 1000L pre-coated steel
Thickness: 270mm (to provide min U-value of 0.14 W/m²K)

Colours:
Externally: RAL 9006 (Blue)
Internally: RAL 9003 (White)

Parapet Capping: RAL 7021 (Black Grey)

Insulated composite roof deck
Manufacturer: Kingspan or equal and similar approved
Profile Reference: QuadCore Topdek
Core Thickness: 120mm QuadCore
Rib Depth: 10mm (to provide min U-value of 0.14 W/m²K)

Colours:
Externally: RAL 9006 (Blue)
Internally: RAL 9003 (White)

Thermolight GRP rooflights
Manufacturer: Two-Ten Thermal Roof
System Reference: Two-Ten Thermal Roof
Liner Sheet: 0.7mm CA 17 1000L pre-coated steel
Liner Sheet: 0.7mm CA 17 1000L pre-coated steel
Thickness: 270mm (to provide min U-value of 0.14 W/m²K)

Colours:
Externally: RAL 9006 (Blue)
Internally: RAL 9003 (White)

Single axis insulated roof (canopy over dock levelers)
Manufacturer: Two-Ten Thermal Roof
System Reference: Two-Ten Thermal Roof
Liner Sheet: 0.7mm CA 17 1000L pre-coated steel
Liner Sheet: 0.7mm CA 17 1000L pre-coated steel
Thickness: 270mm (to provide min U-value of 0.14 W/m²K)

Colours:
Externally: RAL 9006 (Blue)
Internally: RAL 9003 (White)

Parapet Capping: RAL 7021 (Black Grey)

Glazed canopy over main entrance
Frame Colour: RAL 7021 (Black Grey)
Rainwater Gutters & Rainwater Downpipes (where visible): RAL 7021 (Black Grey)

Doors

Loading doors
Manufacturer: ASSA ABLOY or equal and similar approved
Product Reference: 1042P insulated panel overhead sectional industrial doors
Door Opening: 3500mm x 6000mm

Colours:
Externally: RAL 9006 (Blue)
Internally: RAL 9003 (White)

Insulated sectional roller shutter doors
Manufacturer: ASSA ABLOY or equal and similar approved
Product Reference: 1042P insulated panel overhead sectional industrial doors
Door Opening: 3500mm x 6000mm

Colours:
Externally: RAL 9006 (Blue)
Internally: RAL 9003 (White)

Shutter:
Deck Leveler: RAL 9006 (Blue)
Colour: RAL 9003 (White)

Insulated steel personnel doors
Manufacturer: ASSA ABLOY or equal and similar approved
Product Reference: Prima Securaplast - PAS 34
Door Opening: 2100mm x 2100mm

Colours:
Externally: RAL 9006 (Blue)
Internally: RAL 9003 (White)

Parapet Capping: RAL 7021 (Black Grey)

Windows / Curtain Systems
Curtain wall framing with insulated double glazed units and integrated entrance door system
Manufacturer: Kingspan or equal and similar approved
Product Reference: Kingspan or equal and similar approved
Curtain Wall: PVS 50, thermally insulated self-supporting aluminium facade system
Integrated Panels: PVS 60 CV (Concealed Vented) facade system
Colour: RAL 7021 (Black Grey)

Colours:
Externally: RAL 9006 (Blue)
Internally: RAL 9003 (White)

Ribbon window system with insulated double glazed units and integrated entrance door system
Manufacturer: Kingspan or equal and similar approved
Product Reference: Kingspan or equal and similar approved
Curtain Wall: PVS 50, thermally insulated self-supporting aluminium facade system
Integrated Panels: PVS 60 CV (Concealed Vented) facade system
Colour: RAL 7021 (Black Grey)

Colours:
Externally: RAL 9006 (Blue)
Internally: RAL 9003 (White)

Shutter:
Deck Leveler: RAL 9006 (Blue)
Colour: RAL 9003 (White)

Insulated steel personnel doors
Manufacturer: ASSA ABLOY or equal and similar approved
Product Reference: Prima Securaplast - PAS 34
Door Opening: 2100mm x 2100mm

Colours:
Externally: RAL 9006 (Blue)
Internally: RAL 9003 (White)

Parapet Capping: RAL 7021 (Black Grey)

Elevation Key

Elevation C
Entrance
Elevation A1
Elevation C1
Elevation D

P6	Annotation of levels amended	27.05.22	RT	MC
P5	Levels changed to suit structural design and top levels	24.05.22	RT	MC
P4	Initial Tender Issue	14.04.22	RT	AR
P3	Issued for Planning	10.03.22	PM	AR
P2	Reconfiguration of Mess facilities to incorporate internal escape stairs from 1st floor offices. Issued for comment / approval	02.03.22	PM	AR
P1	Draft planning issue for comment	23.02.22	PM	AR
Rev.	Description	Date	ISS	APP

Scale
Status
Drawn By
Checked By
Date

As indicated @ A1
S2 Information
PM
AR
01.02.22

Client:
Kingmoor Park Properties Limited

Project:
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4JY

Sheet Name:
Elevations as Proposed

Project No. Orig. Zone Level Type Role C1 Orig No. Rev
21044-FRA-V1-XX-DR-A-21-0001 P6

Project:
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4JY

Sheet Name:
Elevations as Proposed

Project No. Orig. Zone Level Type Role C1 Orig No. Rev
21044-FRA-V1-XX-DR-A-21-0001 P6

Project:
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4JY

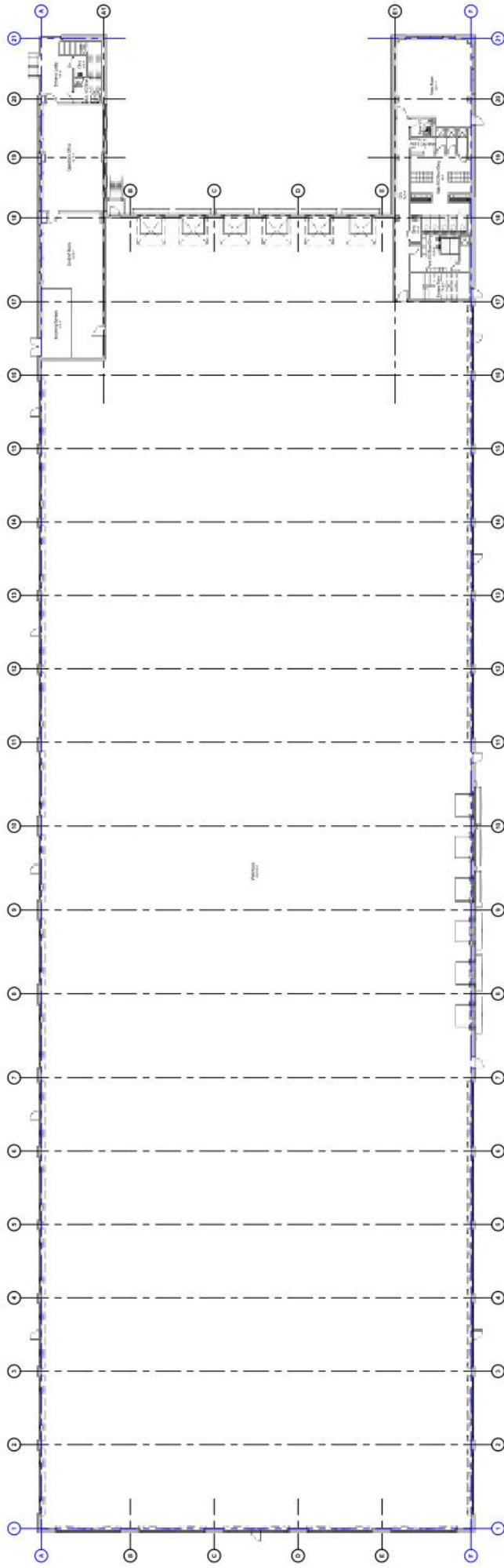
Sheet Name:
Elevations as Proposed

Project No. Orig. Zone Level Type Role C1 Orig No. Rev
21044-FRA-V1-XX-DR-A-21-0001 P6

Project:
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4JY

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PK issued for Planning 03.03.22 AL AR
P3 issued for Planning 03.03.22 PM AR
P2 reconfiguration of Men's facilities 03.03.22 PM AR
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Scale 1:200 @ A1
Drawing Information
Drawn By PM
Checked By AR
Date 03.03.22
Client: Kingmoor Park Properties Limited

Project: DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4SJ

Sheet Name: GA Plan as Proposed - Level 00

Project No: 21044-FRA-V1-06-DR-A-20-0001 P4
Project Name: DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4SJ
Client: Kingmoor Park Properties Limited
Project Location: 98 Dalry, 5 Inver Street, Manchester, M15 4PE
Fletcher Rae Ltd
Architects
98 Dalry, 5 Inver Street, Manchester, M15 4PE
Tel: 0161 275 1212
Fax: 0161 275 1213
www.fletcher-rae.com
info@fletcher-rae.com



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P3	Issued for Planning	10.03.22	PM	AR
P2	Reconfiguration of Mess facilities to incorporate internal escape stairs from 1st floor offices.	02.03.22	PM	AR
P1	Issued for comment / approval			
Rev.	Draft planning issue for comment	25.02.22	PM	AR
App	Description	Date	ISS	App

Scale
Status
Drawn By
Checked By
Date

Client: Kingmoor Park Properties Limited

Project: DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4SJ

Sheet Name:

GA Plan as Proposed - Level 01

Project No.	Orig.	Zone	Level	Type	Scale	Dwg No.	Rev
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ARCHITECTS • INTERIORS • LANDSCAPE ARCHITECTS • CONSULTANTS

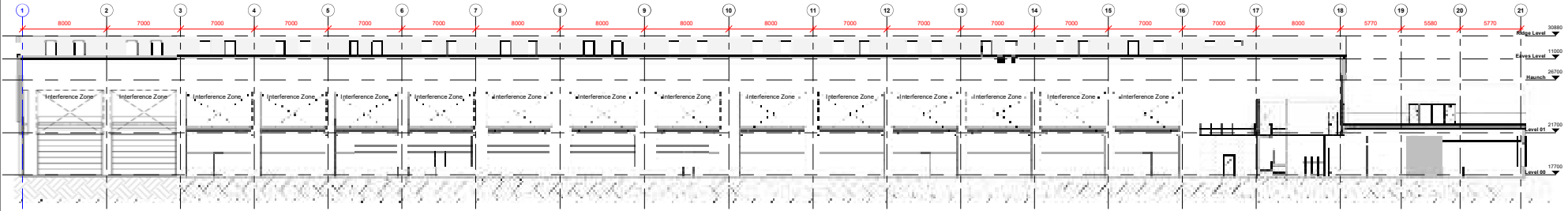
Hill Quays, 5 Jordan Street, Manchester, M15 4PY

General Notes

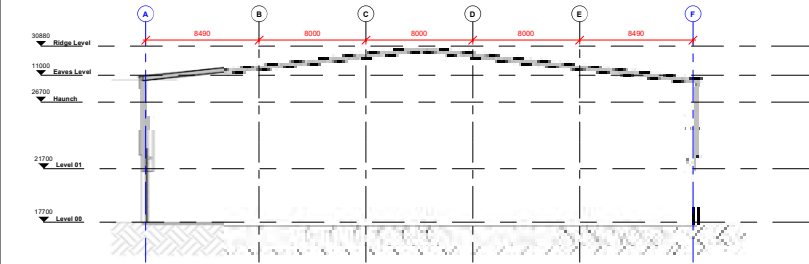
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1 20-01 GA Section A-A
1:200



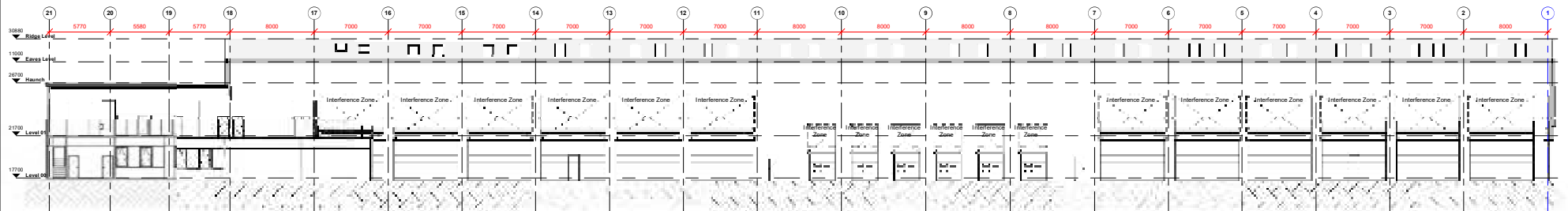
2 20-02 GA Section B-B
1:200

Trapezoidal built up roof system
Manufacturer: CA Group or equal and similar approved
System Reference: Tish Thermo Roof
Outer Sheet: 0.7mm CA 32 1000S pre-coated steel
Liner Sheet: 0.7mm CA 17 1000S pre-coated steel
Parquet Capping: PPS 3.0mm profiled aluminium backing
Thickness: 272mm c/w with 240mm insulation
(to provide min U-value of 0.16 W/m²K)
Colours:
Externally: RAL 600 70 (S) - BS 15A05 (Succoway Grey)
Internally: RAL 9003 (White)
Parquet Capping: RAL 7021 (Black Grey)

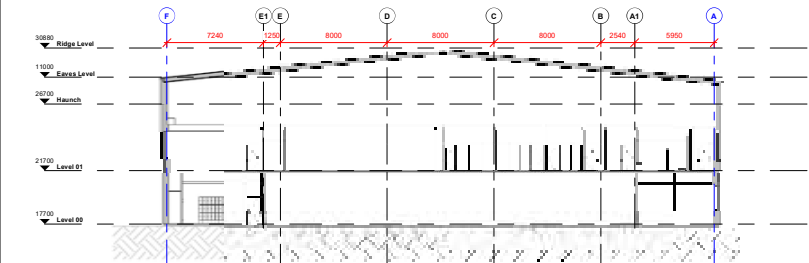
Preformed insulated gutter compatible with roof system. Size and thickness to contractor's design
Colours:
Externally: RAL 600 70 (S) - BS 15A05 (Succoway Grey)
Internally: RAL 9003 (White)

Horizontally laid, trapezoidal built up insulated wall system
Manufacturer: CA Group or equal and similar approved
System Reference: Tish Thermo Wall
Outer Sheet: 0.7mm CA 32 1000S pre-coated steel
Liner Sheet: 0.7mm CA 17 1000S pre-coated steel
Thickness: 272mm c/w with 240mm insulation
(to provide min U-value of 0.22 W/m²K)
Colours:
Externally: RAL 9008 (Silver)
Internally: RAL 9003 (White)

5 Typical Eaves and Gutter Detail
1:20



3 20-03 GA Section C-C
1:200



4 20-04 GA Section D-D
1:200

P2	Levels changed to suit structural design and topo levels	24.05.22	RTC	MC
P1	Initial Tender Issue	14.04.22	RT	AR
Rev.	Description	Date	ISS	APP

Scale: As indicated @ A1
Status: D1 Tender
Drawn By: MG
Checked By: RT
Date: March 2022
Client:

Kingmoor Park Properties Limited
Project:
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4SJ
Sheet Name:
Proposed GA Sections

Project No. Orig. Zone Level Type Role C/s Dwg No. Rev
21044-FRA-V1-ZZ-DR-A-22-0001 P2

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f +44 (0) 161 242 1141
w www.fletcher-rae.com
e info@fletcher-rae.com

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[illegible]

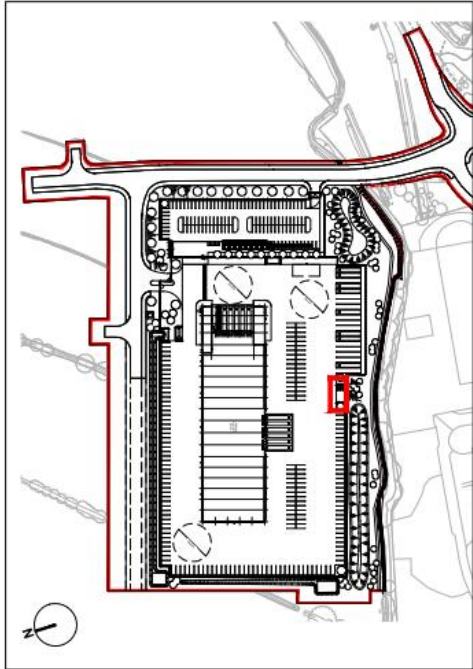
Scale 1: 500 @ A1
Status S2 Information
Drawn By PM
Checked By AR
Date 04.03.22
Client:

Project No. Orig. Zone Level Type Role C/s Dwg No. Rev
21044-FRA-V1-XX-DR-A-07-0001 P3

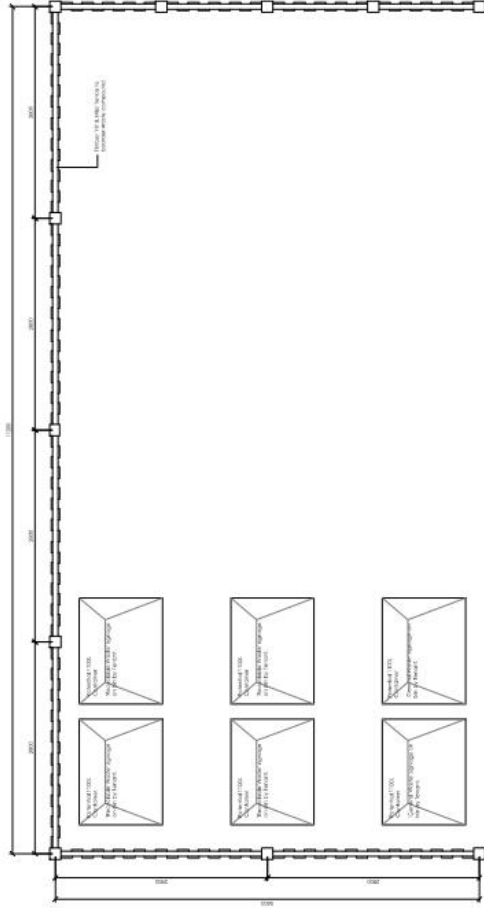
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Hill Quays, 5 Jordan Street, Manchester, M15 4PY

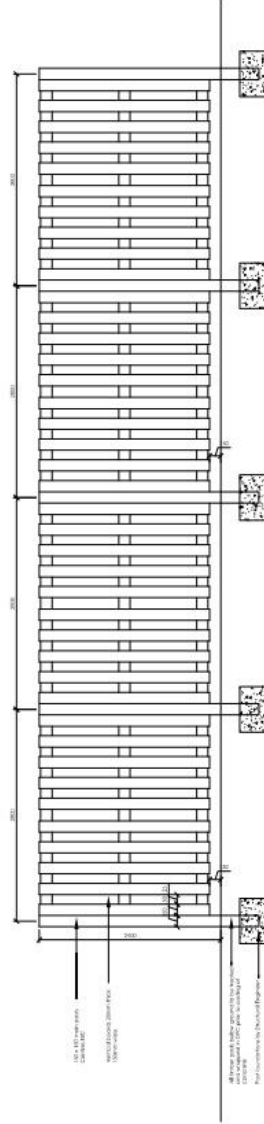
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 f +44 (0) 161 242 1141
 w www.fletcher-rae.com
 e info@fletcher-rae.com



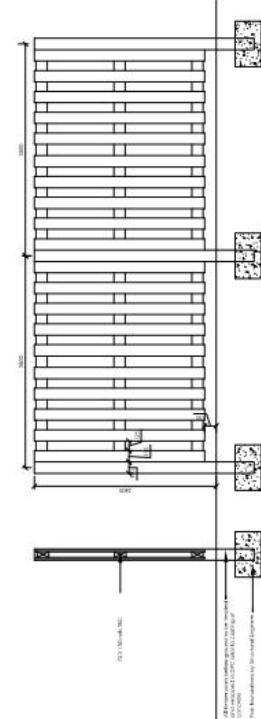
Waste Compound Location Plan NTS



PLAN
SCALE 1:50



REAR ELEVATION
SCALE 1:50



PROPOSED SECTION DETAIL AND SIDE ELEVATION
SCALE 1:50

FRONT ELEVATION
SCALE 1:50

General Notes

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Project Name: Waste for Planning
Rev: 01/2021
Date: 18.03.21

Scale: 1:50@A2
Status: SZ Information
Drawn by: AL
Checked by: RT
Date: 18.03.21
Client: Kingmoor Park Properties Limited

Project:
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4SJ
Proposed Waste Compound Details

Project No: 21044-FRA-V1-XX-DR-A-09-0001
Date: 18.03.21
Drawn by: AL
Checked by: RT
Date: 18.03.21
Client: Kingmoor Park Properties Limited

Project:
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4SJ
Proposed Waste Compound Details

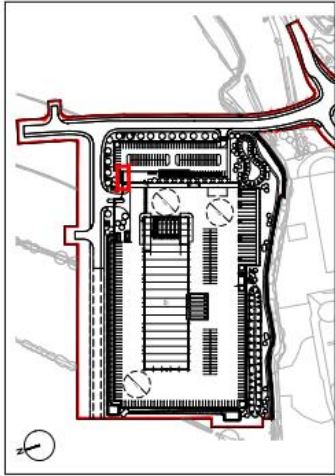
Project No: 21044-FRA-V1-XX-DR-A-09-0001
Date: 18.03.21
Drawn by: AL
Checked by: RT
Date: 18.03.21
Client: Kingmoor Park Properties Limited

Project:
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4SJ
Proposed Waste Compound Details

Project No: 21044-FRA-V1-XX-DR-A-09-0001
Date: 18.03.21
Drawn by: AL
Checked by: RT
Date: 18.03.21
Client: Kingmoor Park Properties Limited

Project:
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Carlisle, CA6 4SJ
Proposed Waste Compound Details

Project No: 21044-FRA-V1-XX-DR-A-09-0001
Date: 18.03.21
Drawn by: AL
Checked by: RT
Date: 18.03.21
Client: Kingmoor Park Properties Limited



Cycle Shelter Location Plan NTS

General Notes

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NOTES:

2 no SHELTERS WITHIN THE DEMISE
EACH SHELTER ACCOMMODATES 12

Foundations:

Typical foundation details are calculated for shelters in good sandy or gravelly ground. A ground bearing pressure of 100kN/m² is assumed for all typical foundations.
Concrete grades typically C20 for pockets and C25 for bases with reinforcing mesh.

All reinforced bases typically 150mm deep must be laid on compacted hardcore - M20 type 1 stone, regular on placement of order, after which construction may commence, subject to project Structural Engineer on the details.

Structure & Roof and Side cladding:

Robust modular construction featuring load bearing purlins. Tubular section anti-climb end frames.
Curved roof glazing bar framing members with Clearview PEG UV cladding.
All assembled using anti-lamper high strength bolts.

Bicycle Stands:

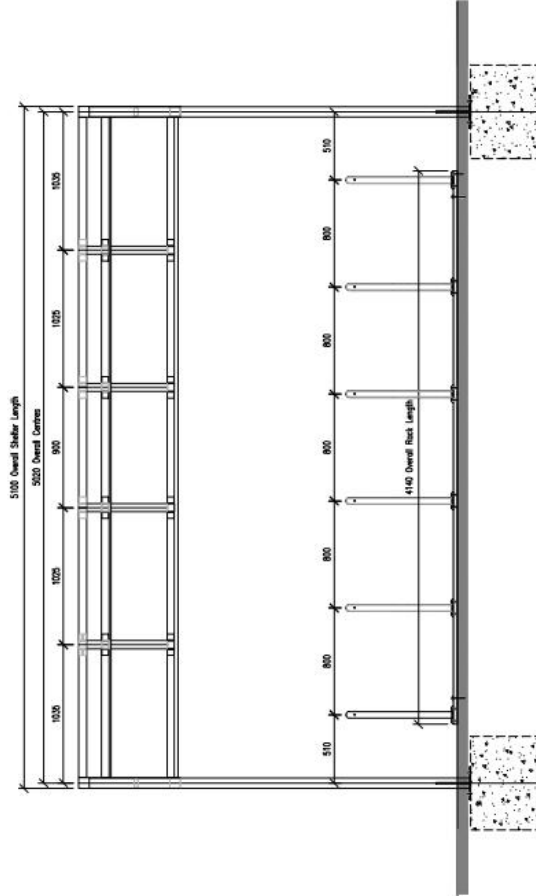
Matching powder coated, tubular hipped style, fixed to concrete pads or bases below external paving surface finish.
Layout to achieve minimum number of bicycle space provision indicated on the drawing to comply with planning guidelines.

Cycle Shelter Specification

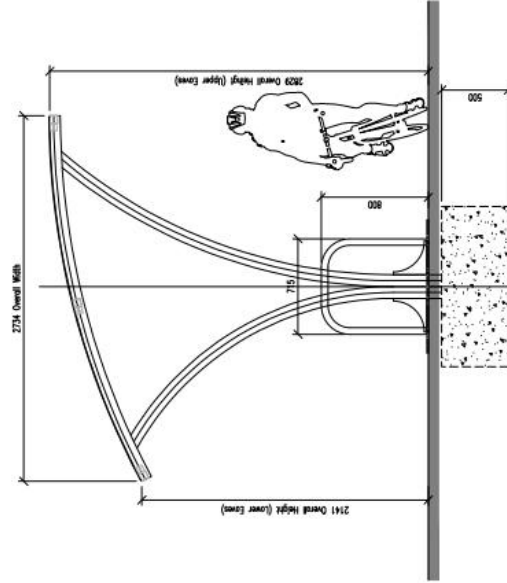
Type:
Broxap (BRXW/AP) Apollo Cycle Shelter. 2hr shelter, 5m Module size for 12 cycles each. To include provision of matching cycle hoops.
Frame & cycle hoops to be in light grey (RAL 7038).
Clear polycarbonate to roof covering.

Floor:

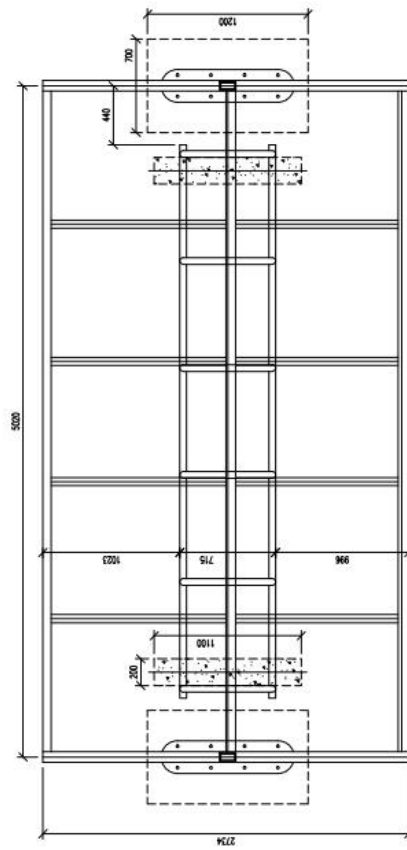
Feature flag paving installed around and within cycle shelter footprint. Paving also dressed around bicycle stand hoops and shelter support posts.
Shelter and stand supports fixed down to concealed concrete pad foundations to manufacturers requirements and recommendations.



ELEVATION
SCALE 1:20



SECTION
SCALE 1:20



PLAN
SCALE 1:20

P1 - Basis for Planning
Rev. Description
16.03.2022 AL RT
Date

Scale: 1:20@A1
S2020: S2 Information
Drawn by: AL
Checked by: RT
Date: 16.03.21
Client: Kingmoor Park Properties Limited

Project:
DPD Parcel Depot Facility,
Plot 100, Kingmoor Business Park,
Garfield, CA6 4SJ
Proposed Cycle Shelters Details

Project No.: 21044-FRA-V1-XX-DR-A-09-0002 P1
Zone: Local Type: Sub. Ch. Dwg No.:
Rev: 1

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ARCHITECTS ENGINEERS PLANNERS

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W www.fletcher-rae.com
E info@fletcher-rae.com



















- | Key | |
|---|---|
|  | Planning application boundary
(For full extent of planning and line boundary refer to architect's drawings) |
|  | Proposed building |
|  | Cargo lock (existing route of watercourse) |
|  | Proposed indicative route of Public Right of Way diversion (footpath IP1.0008) |
|  | Route kept clear for future Public Right of Way footpath diversion |
|  | Existing trees to be retained |
|  | Existing hedgerow to be retained |
|  | Proposed trees (refer to planting schedules on drawing IFM-XX-ZZ-DB-L-0003 for species) |
|  | Proposed native hedgerow (refer to planting schedules on drawing IFM-XX-ZZ-DB-L-0003 for species) |
|  | Proposed structural earth planting (refer to planting schedules on drawing IFM-XX-ZZ-DB-L-0003 for species) |
|  | Proposed wildflower meadow (refer to planting schedules on drawing IFM-XX-ZZ-DB-L-0003 for species) |
|  | Proposed wet tolerant wildflower meadow (refer to planting schedules on drawing IFM-XX-ZZ-DB-L-0003) |
|  | Proposed dense native woodland planting mix (refer to planting schedules on drawing IFM-XX-ZZ-DB-L-0003 for species) |
|  | Proposed marginal aquatic planting to grow/retain attenuation feature (refer to planting schedule on drawing IFM-XX-ZZ-DB-L-0003) |
|  | Proposed grass (used as temporary landscape to future phases (refer to planting schedules on drawing IFM-XX-ZZ-DB-L-0003) |
|  | Proposed attenuation capability (indicate size and location, to be developed at detailed design) |
|  | Indicative proposed levels (refer to engineer's drawings for details) |
|  | Proposed perimeter fence to architect's detail |

Table	Description of variables	df	df	df	df
		Between	Within	Checklist Agreement/Revision	Total
14.03.2.2 Planning					
Table	Description of variables	df	df	df	df

re-form
landscape architecture

Tower Works, Globe Road,
Leeds LS11 5QG
T: +44 (0)113 245 4695
E: info@re-formlandscape.co.uk
W: re-formlandscape.com

Project
KINGMOOR WEST, CARLISE
RF21-908

Client: KINGMOOR PARK EZ

Document title
PLOT 100/000 PLANTING STRATEGY PLAN

100

10

1000

1

2

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