

SCHEDULE A: Applications with Recommendation

20/0797

Item No: 04

Date of Committee: 23/07/2021

Appn Ref No:
20/0797

Applicant:
Genesis Homes (North)
Ltd

Parish:

Agent:
Sam Greig Planning

Ward:
Belah & Kingmoor

Location: Land to the North West of Stainton Gardens, Stainton Road, Etterby, Carlisle

Proposal: Erection Of 33no. Dwellings

Date of Receipt:
23/12/2020

Statutory Expiry Date
27/03/2021

26 Week Determination

REPORT

Case Officer: Suzanne Osborne

1. Recommendation

- 1.1 It is recommended that “authority to issue” approval be granted to the Corporate Director of Economic Development subject to the completion of a satisfactory S106 agreement to secure:
- a) the provision of the proposed level of affordable units (nine units at plots 19-21, 23-25 and 27-29 that would be made available at discounted sale, with the level of discount set at 30% below open market value);
 - b) a financial contribution of £5,500 towards speed limit changes and traffic calming measures;
 - c) a financial contribution of £122,770 to Cumbria County Council towards education provision;
 - d) the maintenance of the informal open space, play provision and SUDs within the site by the developer.
 - e) financial contributions of £9,533.27 towards the upgrade of off-site sport pitches and recreation provision, and, £5,382.03 towards the upgrading and maintenance of off-site open space.
- 1.2 If the legal agreement is not completed within a reasonable time then it is recommended that Authority be given to the Corporate Director of Economic Development to refuse the application.

2. Main Issues

- 2.1 The principle of development;
- 2.2 Scale, layout and design of the development;
- 2.3 The impact of the proposal on the living conditions of the occupiers of neighbouring properties;
- 2.4 Provision of affordable housing;
- 2.5 Highway matters;
- 2.6 Foul and surface water drainage;
- 2.7 Open space provision;
- 2.8 Education;
- 2.9 Archaeology;
- 2.10 Impact upon Hadrian's Wall World Heritage Site Buffer Zone
- 2.11 Noise issues;
- 2.12 Biodiversity;
- 2.13 Impact upon trees and hedgerows and the landscape character of the area;
- 2.14 Contamination;
- 2.15 Crime; and
- 2.16 Other matters.

3. Application Details

The Site

- 3.1 The application site, which covers 1.65 hectares, is a greenfield site in Etterby which adjoins the edge of the urban area of Carlisle. The site, which comprises part of a larger field, is located to the north of Etterby, off Stainton Road and is surrounded by two storey dwellings to the south-east at No.12 Stainton Road, the housing estate at Stainton Gardens (No.s 9-18) and a detached property 'The Beeches'. On the opposite side of Stainton Road to the south-west are two storey dwellings with the exception of the two northernmost properties which are bungalows. Beyond the application site to the north-east Direct Rail Services is located.
- 3.2 Access to the application site is via an ungated field access from Stainton Road. The site boundaries consist of a post and wire fence to the north-east which delineates an existing paddock, a mixture of fencing/hedging to the south-east which defines the existing residential curtilages and a hedgerow to the south-west which delineates the frontage of the site along Stainton Road. The north-west and part of the north-eastern boundary are undefined as the site crosses the field.
- 3.3 The site is located within the buffer zone of Hadrian's Wall World Heritage Site. An unscheduled archaeological site also lies to the north.

The Proposal

- 3.4 The proposal seeks Full Planning Permission for 33 dwellings on the site.

The proposal includes 7 different house types which includes 9 bungalows (comprising 5no.2 bed and 4no.3 bed bungalows), 15 semi-detached properties (comprising of 6no.2 bed and 9no.3 bed dwellings) and 9 detached properties (all of which will be 4 bed dwellings). The majority of the dwellings (with the exception of the Petteril house type which will be constructed from render) will be constructed from a mixture of three different facing brick types (Ibstock Glenfield Antique, Bespoke Brick Company Safier and Ibstock Ivanhoe Athena Blend) some with feature render panels under a marley modern light grey tiled roof. Windows would be anthracite grey upvc with fascia, barge boards and rainwater goods being black upvc.

- 3.5 The dwellings will have various designs and would utilise a range of features to add visual interest and variety. These would include the use of red sandstone effect artstone cills and lintels to the front elevations with brick cills to the rear corresponding associated brick type, single and two storey projections, open porches, and, some dwellings having integral garages or detached garages .
- 3.6 It is proposed to close the existing field access and create 2 new vehicular accesses from Stainton Road into the site. The principle access (a 5.5 metre wide carriageway with 2m wide footways), will be towards the northern extent of the road frontage opposite No.33 Stainton Road and will serve 30 dwellings. A secondary access, towards the southern extent of the road frontage, opposite Nos.25 and 27 Stainton Road, will be a private access drive to serve plots-1-3. Both accesses will be within the existing 30mph zone and can achieve visibility splays of 2.4x 60m in either direction. The submitted drawings also show that each residential unit will have 2no.incurtilage parking spaces. 7 visitor parking spaces will be provided as well as space within the curtilages of each dwelling for cycle parking provision.
- 3.7 The proposal also seeks to provide a 1.2 metre wide footpath from the main vehicular entrance through a landscaped area to the front of the site which will provide a link to an existing footpath that leads through Stainton Gardens.
- 3.8 The area of land on which the houses are to be sited measures approximately 113 metres in width and 116 metres in depth. The site boundary extends further northwards to include land that would be used for the provision of open space, a suds basin and associated outfall.
- 3.9 The application is accompanied by a range of supporting documents including a Design and Access Statement, Planning Statement, Archaeological Report, Preliminary Contamination Risk Assessment, Phase 2 Ground Investigation Report, Preliminary Ecological Appraisal, Ecological Impact Assessment, Transport Assessment, Flood Risk and Drainage Strategy, and, Soakaway Test Results.

4. Summary of Representations

- 4.1 This application has been advertised by the display of a site notice, press notice and by means of notification letters sent to 64 neighbouring properties/interested parties. In response to the consultation undertaken 50 objections have been received and 3 comments.
- 4.2 The objections received are summarised as follows:

Principle

1. There is enough houses being built on green areas;
2. Flats in Morton should be knocked down with houses built there;
3. Query whether more houses are needed north of the river;
4. There are already lots of sites still building;
5. A scheme should be devised to purchase and re-sell empty houses;
6. Land is not allocated within local plan and is opportunistic;
7. Site is contrary to Policy HO2 as there is no access to a primary school;
8. Area is under served for schools, shops and other facilities;
9. Two earlier, smaller applications for residential development on part of the site have been refused;
10. Concern that the application is the first phase of development;

Highway Issues

11. There are no pavements along Stainton road and part of Etterby road;
12. Roads are already narrow and single track in places;
13. Highway safety resulting from impact of construction traffic and additional household traffic;
14. Pedestrian access through Stainton Gardens would be obtrusive;
15. Existing road stability issues on Etterby Road and another 50/60 cars would increase the danger of collapse of the road;
16. Access along Stainton Road joining the land leading to the by-pass is a "pony and trap" width with passing loops;
17. Speed of existing traffic along Etterby Road and Stainton Road is illegal;
18. Etterby road is too busy and narrow in places;
19. Development is not on a bus route;
20. There is no room for two vehicles to pass safely with the main road/banks in their current state;
21. Insufficient lighting along roads;
22. Access to the bypass is not fit for purpose;
23. Top of Etterby road where Caledonian Buildings is in danger of collapse;
24. There are no traffic calming measures in place;
25. There is a constant flow of traffic 7 days a week to the local salvage yard;
26. A full traffic survey should be carried out;
27. Lack of cycle paths;
28. Existing highway safety issue from parked cars in the area;
29. Highways are proposing to make road single track in front of Caledonian Buildings with traffic lights;
30. Query the Traffic Appraisal submitted;
31. Unlikely that occupants will use lane from Stainton Road to the bypass;
32. Proposed improvements for road to the by-pass do not address the fundamental safety issues with the road suitability for use.

33. Unfenced land at the road junction just outside Stainton is "Common Land" therefore any passing places and remodelling will need to be with the agreement of the Parish Council and the "Commons Commissioners"

School Places

34. Another 33 homes in the area without school places is irresponsible;
35. Lack of school places for primary school children until a new school is built;
36. Other plans in the area have been refused relating to school capacity;
37. Another primary school should be built before any other houses are built;
38. Site is less than one mile from the Deer Park site and same refusal on lack of school places should apply;
39. Query County Council's response on how additional local primary school children could be accommodated locally;
40. Nothing has changed since Deer Park was refused, proposal is contrary to Policy CM2 of the Carlisle District Local Plan 2015-2030;
41. If there is space for 3 infant children at Stanwix School why was this not taken into account for application 19/0905?
42. Stanwix School is an academy and sets its own arrangements for admissions.

Impact Upon Neighbouring Properties

43. Impact upon privacy of neighbouring properties from the pedestrian access through Stainton Gardens
44. Planting of trees/evergreens will block light into gardens of Stainton Gardens
45. Impact upon outlook of neighbouring dwellings;
46. Impact upon existing residential dwellings from construction noise;
47. Already a lot of noise from Direct Rail Services;
48. Mental health needs of residents from prolonged stress from the pandemic and constant building work and applications;
49. Impact upon privacy from vehicles exiting the estate;
50. Overlooking of neighbouring properties.

Ecological Issues

51. Area is rich in nature and there is little conservation in the plans;
52. Is it morally questionable for more greenfield land to be built upon damaging the environment?
53. Need to stop building on fields. Scotby village has seen 2/3 ugly housing developments in last couple of years destroy fields, hedges and animal habitats etc
54. Need to conserve greenery for health, planet's future and oxygen;
55. Site is close to local nature reserve and will have a negative impact upon wildlife in the area;
56. Site is a dog walking route;
57. Impact of construction noise on livestock;

- 58. Pollution impacts from standing traffic;
- 59. Field has been left to grow wild flowers in summer and hedges that surround it are home to birds and wild animals;
- 60. Environment Agency opinion on noise/air pollution should be sought;
- 61. Field is home to frogs and toads who enjoy the wet environment

Drainage

- 62. Existing problem with drainage in Stainton road with foul drainage causing backup into some of the existing dwellings - concern that development would exacerbate this problem;
- 63. Creation of a SUDs pond will only cause further flooding in the remainder of the existing field and that adjacent;
- 64. Existing culvert fills causing overflow on the road and towards the proposed site entrance also making the culvert look invisible causing accidents;
- 65. Where drainage is piped this creates large puddles and water flowing across the road;
- 66. Query how drainage issues will be handled;
- 67. Want assurances that proposal will not exacerbate existing surface water flooding on Stainton Road;
- 68. Field where housing is proposed is subject to flooding.

Other Matters

- 69. Contaminated land?
- 70. Development will lower house prices of local homes;
- 71. Noise and pollution from railway and potentially contaminated land
- 72. Residential development close to the DRS will restrict DRS proposals for expansion;
- 73. Reduction in access to primary care services; and
- 74. Telephone and broadband services are already overloaded;

4.3 The comments received are summarised as follows:

- 1. Impact of development on road loading/stability;
- 2. No pedestrian footways and inadequate street lighting on Etterby Road/Stainton Road;
- 3. Road condition very poor;
- 4. Continuous turning 'circle' usage;
- 5. No parking controls on highway; and
- 6. Inadequate highway drainage

4.4 Comments have also been received from Kingmoor Parish Council which are summarised as follows:

- 1. Increased traffic that uses the road from the CNDR roundabout to Stainton village and Etterby;

2. Road from CNDR roundabout has no official passing places and is subject to flooding and ice in the winter;
3. Number of existing issues with traffic using road from CNDR;
4. Highway safety of those using road from CNDR including cyclists;
5. Increased traffic flow will result in more erosion of the embankment by the Caledonian Buildings;
6. Broadband signal is very poor in the area, would like assurances that development will not reduce broadband in the area;
7. There are currently issues with flooding in Etterby and the land that is being considered for development is prone to flooding. Would like assurances that the development will not make existing flooding problems worse;
8. Welcome extension of 30mph speed limit. Further consideration should be given to making safe the right hand bend forming the junction of Etterby Road and Stainton Road;
9. Note measures to increase visibility - consideration should be given to straightening bends close to 'Misty Dawn' which is a accident black spot;
10. Pleased to see the passing places plan but would like to see them marked with signage;
11. There should be stricter enforcement of the HGV control of the road;
12. Drainage must be addressed before commencing development as water floods onto the road and adjacent farmland; and
13. Development must ensure reliable and fast broadband on completion and perhaps extending this to other communities such as Stainton.

4.5 An objection has also been received from Cllr Davidson which is summarised as follows:

1. Site is not allocated for housing in the Local Plan;
2. Before any housing is allowed there should be a thorough investigation of the impact upon local amenity for existing residents and upon local services in particular health and education as well as infrastructure;
3. Existing road infrastructure is inadequate to support the development;
4. Whole route is part of the National Cycle Network and would not like to see the development worsen safety issues for cyclists or pedestrians;
5. Important to seek views of Sustrans and Cycle UK;
6. Highway safety concerns along Etterby Road as there is no pavement, traffic travels too fast and there is heavy vehicles using the road to access Direct Rail Services and Michael Douglas Scrap Yard;
7. Measures should be explored to make Etterby Road safer such as 20-mph zone and Quiet Lanes and Home Zones before any development takes place;
8. Concern about pedestrian and vehicle safety of the junction of Etterby Road/Stainton Road;
9. Pleased to see developer putting in the footpath link however who is going to look after and maintain the path?
10. Is there any scope to improve the informal path that it links onto within Stainton Gardens as the existing path has steps down onto the road?
11. Issues with Stainton Lane from the CNDR due to its width;
12. Pleased to see highways recommending extending the 30mph zone and requiring a gateway feature but would like to see the speed limit reduced

- to 20mph;
13. Pleased to see highways including passing places on Stainton Lane, residents still have concerns that there will not be enough passing places to deal with the issues there;
 14. Who's responsibility is it to repair the verges and drain along the verge in a timely manner?
 15. Residents will have to walk up Etterby Road with no pavement to access the No.76 bus service;
 16. Work should be done with bus companies to increase the frequency of services;
 17. Concern that the proposal will exacerbate drainage and flooding issues currently experienced when Stainton Gardens was developed;
 18. Following the Planning Inspectors ruling that they take the County Council's word at face value about school places with regard to Deer Park it feels very difficult to successfully argue but the same arguments apply as for Deer Park about primary and secondary school places for all children in the additional developments north of the city;
 19. To date the County Council is providing no meaningful assurances that this issue has a definite solution and the urgent need for a new primary school north of the river remains;
 20. Also concerns that key secondary schools in the catchment do not have the capacity for expansion;
 21. If children have to go to Richard Rose Morton Academy it enhances arguments to sort out issues with Waverley Viaduct and create a good safe cycle route through the west of the city;
 22. Would like to see conditions the absolute maximum level of mitigation measures for the loss of wildlife and habitat loss and additional enhancement measures for wildlife;
 23. Development would only be sustainable if there is maximum use of renewable energy with a safe pedestrian route all the way up Etterby Road;
 24. Noise and pollution from DRS should be considered and understood before houses are built;
 25. Shame if an expansion to DRS is stopped due to the impact upon a new housing estate;
 26. Developer should work closely with residents at Stainton Gardens around boundary issues to ensure that they are not detrimentally impacted;
 27. Concerns that development could lead to further plans to build on the rest of the field; and
 28. Photo in Design and Access Statement is out of date as there are no barriers to access the field and residents walk their dogs and children play in the field.

5. Summary of Consultation Responses

Cumbria County Council - (Highways & Lead Local Flood Authority): - no objection subject to 7 conditions relating to 1) vehicles ramps; 2) full construction details of the passing places to be provided which shall be installed prior to occupation of the dwellings; 3) construction details of carriageways, footpaths etc within the development; 4) details of parking areas for loading, unloading and turning of vehicles; 5) construction vehicles

parking plan; 6) construction traffic management plan; and, 7) construction surface water management plan.

Local Environment - Environmental Protection (former Comm Env Services- Env Quality): - no objection subject to the imposition of conditions ensuring further investigation and testing of top soil in line with the recommendations of section 9.6.1 of the Ground Investigation Report, submission of a remediation scheme if necessary as well as conditions dealing with unsuspected contamination, noise and vibration, dust; electric car charging points and ensuring that noise measurements are undertaken in at least two residential units prior to occupation to verify that noise from the major road and railway do not result in internal and external noise levels exceeding World Health Organisation guidelines. Advice also received regarding notification to all residents and businesses potentially affect by works.

Local Environment, Waste Services: - no objection.

Cumbria Constabulary - North Area Community Safety Unit (formerly Crime Prevention): - no objection;

Natural England - relating to protected species, biodiversity & landscape: - as surface water will discharge to Pow Beck via the SuDS pond, and this is hydrologically linked to the River Eden SSSI/SAC to the north, pollution prevention measures during the construction of the SuDS pond and swale need to be put in place. This should be conditioned as part of the subsequent planning approval.

The recommendations outlined in Section 5 of the submitted Ecology Report also need to be secured.

Cumbria County Council - Development Management: - estimated that the development would yield 11 children consisting of 3 infant, 3 junior and 5 secondary age pupils. The catchment schools for this development are Kingmoor Infant and Kingmoor Junior Schools (2 miles) and Trinity Secondary Academy School (2.1 miles). The only other primary school within the statutory walking distance threshold is Stanwix School (1.2 mile). The next nearest secondary school is Central Academy (2.2 miles).

There are sufficient places available to accommodate the estimated yield of 3 infant children from this development within the catchment school of Kingmoor Infants. There are currently no spaces for the junior yield in the catchment school of Kingmoor Junior, however Stanwix Primary School is nearer to the proposed site and has sufficient spaces available to accommodate the estimated yield of 3 junior age children. No education infrastructure capacity is therefore required in connection with primary school capacity.

Taking into account committed housing development, the catchment secondary school, Trinity Academy, has no space to accommodate the yield of 5 secondary school age pupils that is estimated to arise from this

development proposal. This situation is replicated within other secondary schools in the Carlisle area. Therefore, an education contribution of £122,770 (5 x £24,554) is required to help provide additional secondary school capacity.

Direct Rail Services: - no response received;

Cumbria County Council - (Archaeological Services): - no objection subject to the imposition of a condition ensuring that the site is subject to an archaeological investigation and recording in advance of development.

Historic England - North West Office: - do not wish to offer any comments;

Northern Gas Networks: - no objection, standing advice received regarding apparatus.

Planning - Access Officer: - no objection.

(Former Green Spaces) - Health & Wellbeing: - require on site play provision preferably central within the development and contributions of £9,533.27 towards the upgrade of off-site sport pitches and recreation provision, and, £5,382.03 towards the upgrading and maintenance of off-site open space.

United Utilities - (for water & wastewater comment) see UUES for electricity dist.network matters: - no objection subject to the imposition of conditions relating to foul and surface water drainage. Standing advice has been received in respect of water supply, United Utilities' property, assets and infrastructure.

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 proposals be determined in accordance with 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 National Planning Policy Framework (NPPF), the Planning Practice Guidance (PPG) together with Policies SP1, SP2, SP5, SP6, HO2, HO4, IP1, IP2, IP3, IP4, IP6, IP8, CC4, CC5, CM2, CM4, CM5, HE1, HE2, GI1, GI3, GI4 and GI6 of the Carlisle District Local Plan 2015-2030. The Cumbria Landscape Character Guidance and Toolkit (CLCGT) and the Council's Supplementary Planning Documents (SPD) "Achieving Well Designed Housing", "Affordable and Specialist Housing" and "Trees and Development" are also material planning considerations.
- 6.3 The proposals raise the following planning issues:

1. The Principle Of Development

- 6.4 The main issue for Members to establish in consideration of this application is the principle of development. The application site is an unallocated greenfield site located on the edge of the urban area boundary of Carlisle in Etterby, as defined by the proposal maps which accompany the Carlisle District Local Plan 2015-2030.
- 6.5 When assessing whether the site is appropriate for residential development it is important to note that the National Planning Policy Framework (NPPF) outlines that the purpose of the planning system is to contribute to the achievement of sustainable development.
- 6.6 The aims of the NPPF are reiterated in Policy HO2 of the Carlisle District Local Plan 2015-2030 (CDLP) which allows for windfall housing development other than those allocated within or on the edge of Carlisle, Brampton, Longtown, and villages within the rural area provided that the development would not prejudice the delivery of the spatial strategy of the Local Plan and subject to satisfying five criteria namely that 1) the scale and design of the proposed development is appropriate to the scale form, function and character of the existing settlement; 2) the scale and nature of the development will enhance or maintain the vitality of the rural community within the settlement where the housing is proposed; 3) on the edge of settlements the site is well contained within existing landscape features, is physically connected; and integrates with the settlement, and does not lead to an unacceptable intrusion into open countryside; 4) in the rural area there are either services in the villages where the housing is being proposed, or there is good access to one or more other villages with services, or to the larger settlements of Carlisle, Brampton and Longtown; and 5) the proposal is compatible with adjacent land users.
- 6.7 As stated above the application site is located in Etterby and consists of a greenfield site on the edge of the urban area of Carlisle. The site is immediately bordered by primary residential areas (as defined by the proposal maps which accompany the CDLP) to the south-east and on the opposite side of Stainton road to the south-west. The south-eastern boundary is surrounded by two storey dwellings that have residential curtilages adjacent to the application site. These properties are known as No.12 Stainton Road, the housing estate at Stainton Gardens (No.s 9-18) and a detached property 'The Beeches'. The residential dwellings located on the opposite site of Stainton Road to the south-west comprise mainly of two storey dwellings with the exception of the two northernmost properties which are bungalows.
- 6.8 The application site equates to 1.65 hectares and comprises part of a larger field. The area of land on which the houses are to be sited measures approximately 113 metres in width and 116 metres in depth. The site boundary extends further northwards to include land that would be used for the provision of open space, a suds basin and associated outfall. The site boundaries consist of a post and wire fence to the north-east which delineates an existing paddock, a mixture of fencing/hedging to the south-east which defines the existing residential curtilages and a hedgerow to

the south-west which delineates the frontage of the site along Stainton Road. The north-west and part of the north-eastern boundary are undefined as the site crosses the field.

- 6.9 The development of the site for 33 houses (a mixture of bungalows, terraced, semi-detached and detached houses) would not prejudice the delivery of the spatial strategy of the Local Plan for Carlisle given the size of the site relative to the City. Furthermore similar sized windfall housing developments have been approved within the City.
- 6.10 The application site is deemed to be in a sustainable location as it is located immediately adjacent to the urban boundary of Carlisle where there is access to a range of services. The site is physically connected to the built form of Carlisle as it is bounded by residential dwellings immediately to the south-east and south west. In such circumstances and given the additional landscaping proposed along the north-western boundary of the site the proposal is considered to be well contained and would not result in a prominent intrusion into the open countryside. In such circumstances the principle of additional housing in this sustainable location is deemed acceptable. The impact on the landscape character and design of the proposal is discussed below.

2. Scale, Layout And Design Of The Development

- 6.11 The proposal will provide 33 dwellings which includes a mix of house types consisting of 9 bungalows (comprising 5no.2 bed and 4no.3 bed bungalows), 15 semi-detached properties (comprising of 6no.2 bed and 9no.3 bed dwellings) and 9 detached properties (all of which will be 4 bed dwellings). The site area, excluding the SUDS pond, open space area and drainage run, covers an area of 1.24ha with the development equating to 26.6 dwellings per hectare which is appropriate for an edge of city site.
- 6.12 The majority of the dwellings (with the exception of the Petteril house type which will be constructed from render) will be constructed from a mixture of three different facing brick types (Ibstock Glenfield Antique, Bespoke Brick Company Safier and Ibstock Ivanhoe Athena Blend) some with feature render panels under a marley modern light grey tiled roof. Windows would be anthracite grey upvc with fascia, barge boards and rainwater goods being black upvc. The dwellings will have various designs and would utilise a range of features to add visual interest and variety. These would include the use of red sandstone effect artstone cills and lintels to the front elevations with brick cills to the rear corresponding associated brick type, single and two storey projections, open porches, and, some dwellings having integral garages or detached garages .
- 6.13 It is proposed to create 2 new vehicular accesses from Stainton Road into the site. The principle access (a 5.5 metre wide carriage way with 2m wide footways), will be towards the northern extent of the road frontage opposite No.33 Stainton Road and will serve 30 dwellings. A secondary access, towards the southern extent of the road frontage, opposite Nos.25 and 27 Stainton Road, will be a private access drive to serve plots-1-3. The

submitted drawings also show that each residential unit will also have 2 no. incurtilage parking spaces. 7 visitor parking spaces will be provided as well as space within the curtilages of each dwelling for cycle parking provision. A 1.2 metre wide footpath from the main vehicular entrance through a landscaped area to the front of the site is also proposed which will provide a link to an existing footpath that leads through Stainton Gardens.

- 6.14 The proposed development is well laid out and will encourage and promote the creation of a neighbourhood. The properties overlook one another thereby creating a degree of natural surveillance and the distinction between public and semi-public space is clearly defined, both of which will act as a deterrent to potential offenders and reduce the likelihood of crime occurring.
- 6.15 In terms of the units there are a range of differing house types, which, aesthetically, will add variety to the estate and create its own identity. The dwellings incorporate reasonably sized garden areas that are comparable to the size of the units that they serve, thereby ensuring that the development does not appear cramped or overdeveloped. The size of the gardens and the way that the properties are laid out will help create a sense of space within the estate.
- 6.16 The scale and design of the proposed dwellings relate well to the size and vernacular of surrounding properties which comprise of a mixture of two storey and single storey properties. Each property has adequate incurtilage parking provision, together with access to the rear gardens for refuse/green recycling bins.
- 6.17 In light of the above, the layout, scale and design of the proposed development is acceptable.

3. The Impact Of The Proposal On The Living Conditions Of The Occupiers Of Neighbouring Properties

- 6.18 The Council's Achieving Well Designed Housing Supplementary Planning Document (AWDHSPD) seeks to ensure minimum separation distances of 21m between primary facing windows and 12m between primary windows and blank gables.
- 6.19 The submitted layout plan indicates that the development would comply with the minimum distances set out in the AWDHSPD from existing residential properties that surround the site. For example the proposed dwellings which directly face onto Stainton Road will be 30 metres or more from the residential properties opposite. The gable of the bungalow on plot 31 will be sited more than 12 metres from No.s 15 and 16 Stainton Gardens, and, the primary windows serving the proposed bungalow on plot 30 and the two storey dwellings on plots 28-30 will be sited 21 metres from the two storey properties at Stainton Gardens which face onto the site. Furthermore plots 26-27 which will back onto a residential property known as 'The Beeches', (located beyond Stainton Gardens to the north-east) will have a separation distance of 59 metres. Additionally, the gable of plot 1 (a single storey bungalow situated in the south-eastern corner of the application site) will be

off set from the gable of No.12 Stainton Road.

- 6.20 As adequate separation distances have been maintained between the existing residential properties which surround the site and those proposed it is unlikely that the living conditions of the occupiers of existing residential properties will be compromised through loss of light, loss of privacy or over dominance.
- 6.21 If Members are minded to approve the application it is recommended that conditions are imposed within the decision notice restricting the hours of construction and removing certain permitted development rights from plots 28, 29, 30 and 31 to protect the living conditions of neighbouring properties.
- 6.22 In respect of any increase in traffic generated by this proposal it is not anticipated that this factor alone would prejudice the living conditions of local residents to such an extent that would warrant refusal of the application. The impact upon the local highway network is discussed further in paragraphs 6.29-6.38.

4. Provision Of Affordable Housing

- 6.23 Local Plan Policy HO4 requires 30% affordable housing on sites in Affordable Housing Zone C which encompasses the application site and stipulates that the affordable housing provision should be 50% affordable/ social rent (usually through a Housing Association) and 50% intermediate housing (usually discounted sale at a 30% discount from market value through the Council's Low Cost Housing Register). A lower proportion and/or different tenure split may be permitted where it can be clearly demonstrated by way of a financial appraisal that the development would not otherwise be financially viable or where the proposed mix better aligns with priority needs.
- 6.24 The supporting text to policy HO4 states that in determining the type of affordable housing to be provided, the Council's Housing Service will advise developers of the appropriate type and mix of units for each site to ensure local need is being met. In relation to the tenure split of affordable housing the supporting text states that it is important to allow for flexibility to ensure marginal schemes remain viable. Demand for intermediate housing (such as shared ownership) can vary with market conditions and as a result there may be occasions where an increased proportion of social rented housing would be acceptable.
- 6.25 In accordance with policy HO4, based on a 33 housing scheme, the requirement would be for 9 affordable dwellings, with a 50% tenure split. The proposal seeks to provide 9 affordable dwellings (plots 19-21, 23-25 and 27-29) which are to comprise 3no.3 bed dwellings and 6no.2 bed dwellings. The tenure for all affordable housing on the site is to be discounted sale, with the level of discount set at 30% below open market value. The Planning Statement accompanying the application confirms that the proposed tenure differs from the 50/50 usual split that the Council might otherwise seek to achieve as the proposal also includes the provision of 9 bungalows which equates to 27% of the dwellings to be provided on-site which exceeds the

thresholds for larger housing developments outlined in the 'Affordable and Specialist Housing' SPD and strikes an appropriate balance between the aspirations of policies HO4 and HO10 (housing to meet specific needs) of the CDLP.

- 6.26 The Council's Housing Development Officer (HDO) has been consulted on the proposed application and has raised no objections to the proposal. The HDO has confirmed that on balance, taking into account that the site is adjacent to a recent 100% affordable 30-unit Riverside development (Stainton Gardens) which is a mix of 20 Affordable Rented houses and bungalows and 10 Shared Ownership houses, it is considered that, on this occasion, the applicant's proposal is acceptable, as there are already opportunities for people, to secure Affordable Rented homes in this part of Etterby. The decision to agree to vary the usual 50/50 tenure requirements is based solely on its own merit, due to the specific location of the application site and the level of Affordable Rented housing already available on the adjoining development, and does not set any precedent for future applications. Furthermore the HDO confirms that he has taken informal advice from an experienced Chartered Surveyor and it is considered that the trade-off between the reduced discount on a discounted sale property compared to an Affordable Rental unit would be approximately commensurate with the increased development costs associated with the larger footprint required by a bungalow, and a formal viability assessment would therefore not be required.
- 6.27 The HDO confirms that he is happy with the affordable unit sizes on site and confirms that as all the affordable homes are not in a single cluster, and taking into consideration that there are only nine units on the scheme the location of the affordable units is broadly acceptable.
- 6.28 In relation to the above the amount of affordable housing proposed and tenure split would be appropriate for the site. The provision of 9 bungalows in the housing scheme would also help to meet an identified need of an ageing population outlined in the Council's Affordable and Specialist Housing Supplementary Planning Document.

5. Highway Matters

- 6.29 Paragraph 108 of the NPPF confirms that when assessing specific applications for development it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be or have been- taken up, given the type of development and its location
 - b) safe and suitable access to the site can be achieved for all users; and
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree
- 6.30 Paragraph 109 of the NPPF goes onto confirm that development should only be prevented or refused on highway grounds if there would be an

unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Policies IP2 (Transport and Development) and IP3 (Parking Provision) of the CDLP require all development proposals to be assessed against their impact on the transport network and to ensure adequate levels of parking provision. Such policies generally require that proposals do not increase traffic levels beyond that of the capacity of the surrounding highway network.

- 6.31 The application site currently has an ungated vehicular access from Stainton Road in the south-eastern corner of the site adjacent to No.12 Stainton Road. It is proposed to close this existing access and create 2 new vehicular accesses from Stainton Road into the site. The principle access (a 5.5 metre wide carriageway with 2m wide footways), will be towards the northern extent of the road frontage opposite No.33 Stainton Road and will serve 30 dwellings. A secondary access, towards the southern extent of the road frontage, opposite Nos.25 and 27 Stainton Road, will be a private access drive to serve plots-1-3. Both accesses will be within the existing 30mph zone and can achieve visibility splays of 2.4x 60m in either direction which is in accordance with the Cumbria County Council's Development Design Guide (2017). The principle access can also achieve visibility splays of 2.4x 90 metres in either direction in accordance with Design Manual for Road and Bridges. The submitted drawings also show that each residential unit will have 2no. curtilage parking spaces. 7 visitor parking spaces will be provided as well as space within the curtilages of each dwelling for cycle parking provision.
- 6.32 The proposal also seeks to provide a 1.2 metre wide footpath from the main vehicular entrance through a landscaped area to the front of the site which will provide a link to an existing footpath that leads through Stainton Gardens. From the Officer site visit it was evident that the existing footpath leading through Stainton Gardens stops short of the application site. The applicant has confirmed that the landowner of Stainton Gardens, Riverside Housing Association, have agreed to provide the 'missing' footpath link from the proposed development to the existing footpath at Stainton Gardens. This can be ensured by a relevant grampian condition imposed upon any planning consent.
- 6.33 In terms of impact upon the highway network the Transport Statement (TS) statement accompanying the application confirms that the proposal is forecast to generate 30 two way vehicular trips during the morning peak hour and 26 two way trips during the evening peak hour, which volumetrically equates to one trip every 2.3 to 2 minutes during peak hours. The TS concludes that this level of traffic would not have a material impact on the capacity of the road network.
- 6.34 The TS also notes that the footpath link from the site to the adjacent Stainton Gardens development will improve pedestrian connectivity and the site is within walking distances to a number of amenities (including convenience stores on Kingmoor Road, Austin Friars School and Southwells Trade Centre). Public Rights of Way 109080 and 109079 are also accessible via Stainton Road as well as National Cycle Route 7 which runs along Stainton

Road. The nearest bus stops to the site are on the Etterby Road/Etterby Scaur junction.

- 6.35 The relevant Highway Authority has been consulted on the proposal and has raised no objections. The Highway Authority has confirmed that the visibility splays are achievable as they do not cross third party land. As the splays extend into the National Speed limit area the Highway Authority has advised that the 30mph speed limit should be relocated with a gateway feature to reduce vehicle speeds entering Stainton Road. The traffic calming measures and speed limit changes required are to be installed prior to the access being formed for the development at a cost of £5,500 which can be secured through a S106 agreement. The applicants agent has agreed to this request.
- 6.36 With regard to additional vehicle movements generated by the proposal the Highway Authority has confirmed that in order for the development to be considered acceptable passing places are required to permit vehicle movements north of the development towards the A689 (the bypass) not only for the 33 dwellings proposed but for any traffic which will have to serve the properties i.e refuse, delivery vehicles. The applicant has submitted a plan proposing the road widening of Stainton Road at two locations to enable the passing of vehicles. This is acceptable to the Highway Authority who have confirmed that the passing places will need to be constructed at the developers cost (including service diversions). The Highway Authority has clarified that the passing places will require a S278 Agreement and will need to be designed to take into account the traffic that may need to use them. The Highway Authority has confirmed that a condition should be included in any planning consent to ensure that the passing places are constructed in accordance with the agreed documents.
- 6.37 The Highway Authority has no objections to the proposed footpath which will link to Stainton Gardens as it will keep pedestrians away from the 90 degree bend in Stainton Road. A local Councillor has requested the provision of a public footpath/white lines on Etterby Road for pedestrians/cyclists. The Highway Authority has confirmed that following an assessment it is unlikely that such a provision would work within the existing highway boundary as the existing carriageway is 5m, widening at the Bridge to a maximum of 6.5m. The existing highway boundary would therefore make the provision of a built footway not feasible, as to meet the requirements of the Design Guide, a footway would need to be 2m wide, reducing the lane width down to 3m. Whilst the aim should be to provide footway links where possible, there is insufficient space in the existing network to facilitate a built footway and still allow 2 way traffic movements.
- 6.38 Overall the Highway Authority raises no objection to the proposal subject to £5,500 to deal with traffic calming measures and speed limit changes (which can be secured through a S106 agreement) and the imposition of conditions relating to 1) vehicles ramps; 2) full construction details of the passing places to be provided which shall be installed prior to occupation of the dwellings; 3) construction details of carriageways, footpaths etc within the development; 4) details of parking areas for loading, unloading and turning of vehicles; 5) construction vehicles parking plan; 6) construction traffic management plan;

and, 7) construction surface water management plan.

6. Foul And Surface Water Drainage

- 6.39 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.
- 6.40 It is proposed that foul drainage from the development will be disposed of via existing mains drainage. Surface water is to be discharged via an existing watercourse.
- 6.41 The disposal of foul drainage to the existing mains drainage network is acceptable to United Utilities. United Utilities has however requested details of proposed covered levels for the on-site drainage system and associated private drainage runs, details of the route of any exceedance flows from the existing and proposed drainage systems and a management/maintenance plan prior to the commencement of development.
- 6.42 In terms of surface water drainage the PPG has a hierarchical approach for the disposal of surface water drainage, with the aim to discharge surface water run off as high up the following hierarchy of drainage options as reasonable practicable: 1) surface water should discharge into the ground (infiltration), 2) to a surface water body, 3) to a surface water sewer/highway drain/other drainage system and 4) to a combined sewer. The Flood Risk Assessment and Drainage Strategy accompanying the application confirms that the site is located within flood zone 1 and has a low risk of flooding. A series of infiltration tests have been undertaken which confirm that the site is not suitable to discharge via infiltration due to stiff clays present which provides low permeability therefore it is proposed to discharge surface water to the north of the site. SUD techniques will be used on site with surface water stored in a detention basin with the flow to the water course (Pow Beck to the north) controlled to the equivalent of greenfield run off including 1 in 100 year rainfall event plus 40% climate change and 10% urban creep. The drainage proposals also incorporate three stages of treatment (stone filter drain, attenuation basin and swale outfall) prior to discharge.
- 6.43 The attenuation basin (SUDs pond) is to be located further north of the site (approximately 60 metres from the proposed dwellings) and will be maintained by a nominated management and maintenance company.
- 6.44 The Lead Local Flood Authority has been consulted on the proposal and has raised no objections to the drainage arrangements. As the relevant statutory consultees have raised no objections subject to the imposition of relevant conditions it is not considered that the proposal conflicts with the relevant drainage policies of the Local Plan.

7. Open Space Provision

- 6.45 Policy GI4 of the CDLP states that new developments of more than 20 dwellings will be required to include informal space for play and general recreational or amenity use on site according to the size of the proposal. The

developer will be required to ensure that appropriate measures are put in place for the future management and maintenance of such spaces. On smaller housing sites, where on site provision is not appropriate the developer may be required to make commuted payments towards the upgrading of open space provision in the locality, especially if a deficit has been identified.

- 6.46 Policy GI4 goes onto confirm that all new dwellings should have safe and convenient access to high quality open space, capable of meeting a range of recreational needs. Where deficits are identified, new development will be expected to contribute towards the upgrading of an existing open space to improve its accessibility or the creation of a new one within the immediate locality.
- 6.47 The proposal seeks to provide 0.21 hectares of open space to the north-east of the site which will be managed/maintained by a nominated management company.
- 6.48 The Council's Green Spaces team have been consulted on the development and has confirmed that as there is no easy access to nearby play provision due to the lack of footway along Etterby Road on site play provision is required preferably central within the development and contributions of £9,533.27 towards the upgrade of off-site sport pitches and recreation provision, and, £5,382.03 towards the upgrading and maintenance of off-site open space.
- 6.49 The applicant has agreed to the financial contribution requests. Whilst it would be preferable for the open space provision within the site to be more centrally located this is not feasible as relocating the open space would push the proposed dwellings further back into the site towards DRS which would cause noise issues. Also pushing the dwellings further back into the site would also have a greater impact upon the landscape character of the area. In such circumstances the location of the open space within the site is deemed to be the most appropriate location and a relevant condition has been imposed within the decision notice ensuring that the development incorporates a children's play area within the proposed open space. The details of which will need to be submitted to, and approved in writing by, the Local Planning Authority before the commencement of any work on site and shall be completed in accordance with an agreed programme for its implementation.

8. Education

- 6.50 Cumbria County Council has estimated that the development would yield 11 children consisting of 3 infant, 3 junior and 5 secondary age pupils. The catchment schools for this development are Kingmoor Infant and Kingmoor Junior Schools (2 miles) and Trinity Secondary Academy School (2.1 miles). The only other primary school within the statutory walking distance threshold is Stanwix School (1.2 mile). The next nearest secondary school is Central

Academy (2.2 miles).

- 6.51 The County has confirmed that there are sufficient places available to accommodate the estimated yield of 3 infant children from this development within the catchment school of Kingmoor Infants. There are currently no spaces for the junior yield in the catchment school of Kingmoor Junior, however Stanwix Primary School is nearer to the proposed site and has sufficient spaces available to accommodate the estimated yield of 3 junior age children. No education infrastructure capacity is therefore required in connection with primary school capacity.
- 6.52 The County has however confirmed that taking into account committed housing development, the catchment secondary school, Trinity Academy, has no space to accommodate the yield of 5 secondary school age pupils that is estimated to arise from this development proposal. This situation is replicated within other secondary schools in the Carlisle area. Therefore, an education contribution of £122,770 (5 x £24,554) is required to help provide additional secondary school capacity. The applicant's agent has agreed to pay the relevant contribution therefore there is no policy conflict.

9. Archaeology

- 6.53 The Council's GIS mapping system has identified an unscheduled archaeological site to the north of the proposed SUDs pond. Policy HE2 of the CDLP states that development will not be permitted where it would cause substantial harm to the significance of a scheduled monument, or other non-designated site or assets of archaeological interest, or their setting.
- 6.54 The application is accompanied by an Archaeological Desk-Based Assessment which states that a contact zone with the River Eden has yielded nationally significant early prehistoric occupation at Stainton West, approximately 1km to the south-west. Familiarity with the local topography and the evidence of local geo-physical reconnaissance does not suggest that the creeks and sheltered havens that supported a hunter-gatherer community existed in close proximity to the study area. It is unlikely that archaeological deposits either existed or have survived within the study area. Roman occupation principally lay to the south of the River Eden, behind Hadrian's Wall and the formalised Roman frontier.
- 6.55 The assessment goes on to state that medieval occupation appears to have been light and would have centred on the townships of Etterby and Stainton. Despite the former narrow linear shape of the fields, there is no evidence for medieval settlement within the study area. Moreover, an adjacent archaeological evaluation proved to be fruitless regarding deposits of substantive antiquity. The assessment concludes that it is doubtful whether a geo-physical survey would provide enlightenment regarding the presence of former occupation. The development area is open but wet underfoot and unlikely to have borne established settlement as the topography was largely unsuitable. The assessment concludes that a programme of archaeological evaluation prior to the development commencing would in all likelihood confirm the low expectation of archaeological significance.

- 6.56 The Historic Environment Officer (HEO) for Cumbria County Council has been consulted on the development and has confirmed that the site lies in an area of some archaeological potential. It is located on the edge of Etterby, a village which has medieval origins. Etterby is first mentioned in 12th century documents, although the origins of the name suggest a settlement on the site prior to the Norman Conquest. Remains of medieval field systems were revealed during an investigation on an adjacent site. Furthermore, aerial photos show a cropmark complex of a probable medieval settlement located 400m north west of the site. It is therefore considered that there is the potential for archaeological assets to survive on the site and that they will be disturbed by the construction of the proposed development. The HEO has therefore advised that should planning permission be granted a relevant planning condition should be imposed ensuring that the site is subject to archaeological investigation and recording in advance of development, which can be secured by a relevant planning condition. Subject to a relevant planning condition being imposed in the decision notice the proposal will not cause harm to any archaeological assets.

10. Impact Upon Hadrian's Wall World Heritage Site Buffer Zone

- 6.57 The application site falls within the buffer zone of Hadrian's Wall World Heritage Site. Policy HE1 of the Local Plan 2015-2030 states new development within the Hadrian's Wall World Heritage Site and its buffer zone which enhances or better its significance, or which accords with the approved Management Plan will be supported. Proposed development in the buffer zone should be assessed for its impact on the site's Outstanding Universal Value and particularly on key views both into and out of it. Development that would result in substantial harm will be refused.
- 6.58 Historic England have been consulted on the proposal and do not wish to offer any comments. As discussed in paragraphs 6.4-6.17 the proposal is acceptable in terms of scale, design and would therefore not have a detrimental impact upon the buffer zone of the World Heritage Site.

11. Noise Issues

- 6.59 Direct Rail Services (DRS) which operates a 24 hour depot is located approximately 132 metres to the north-east of the proposed dwellings. DRS has been consulted on the development and has made no comments during the consultation period.
- 6.60 Officers in Environmental Health have been consulted on the application in relation to noise. Due to the proximity of the proposed development to the railway line, depot and associated sidings, Environmental Health has confirmed that prior to the occupancy of any residential unit, noise level measurements must be undertaken in at least two residential units in the development to verify that the noise from the roads and the railway do not result in the internal and external noise levels exceeding World Health Organisation guidelines during the daytime and night time; and the measured noise levels must be reported to and approved in writing by the Local

Planning Authority. Environmental Health has also requested conditions to deal with noise and vibration, dust and electric car charging points. Advice has also been received regarding notification to all residents and businesses potentially affected by works. Suitably worded conditions and informative's have been added to the permission to deal with these issues. In such circumstances it is considered that the proposal would be able to provide satisfactorily living conditions for the occupiers of the proposed dwellings.

12. Biodiversity

- 6.61 When considering whether the proposal safeguards the biodiversity and ecology of the area it is recognised that Local Planning Authorities 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), and 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. In this case, the proposal relates to the development of residential dwellings on greenfield land. As such it is inevitable that there will be some impact upon local wildlife.
- 6.62 Natural England has been consulted on the development and originally requested that a further NVC plant community survey is undertaken since the proposals will directly impact on an area of rush pasture/marshy grassland with the implementation of the SUDs pond and associated drainage. An ecological assessment has subsequently been submitted which includes a National Vegetation Classification (NVC) survey and a Great Crested Newt (GCN) survey. A Biodiversity Net Gain calculation has also been undertaken.
- 6.63 In summary the site was considered to be of overall moderate ecological value. Some suitable habitat for GCN, which are known to be present in the wider area, was recorded on site. Suitable habitat for foraging and commuting bats, nesting birds, brown hare and hedgehog was also recorded. Surrounding habitats are considered to be of higher ecological value, providing suitable habitat for badgers and both aquatic and terrestrial habitats continue to offer suitable habitat for GCN.
- 6.64 Following the site assessment and in review of the findings, a series of ecological mitigation, compensation and enhancement measures to be incorporated into the works have been outlined. These include the production of a working Method Statement for GCN which will incorporate exclusion fencing (where necessary) and ecological supervision; commencing clearance works outside of bird nesting season (March to August) or pre-start surveys for nesting bird species if this is not feasible; further surveys of trees with potential for bats if they are to be removed; precautionary measures in relation to brown hare and hedgehog; adequate protection of retained

vegetation; implementation of a sensitive lighting scheme; pollution prevention measures; the appropriate disposal of non-native plant species; wildlife friendly landscaping (in line with the Biodiversity Net Gain calculation of 5.14%) and possible incorporation of enhanced bat roosting and bird nesting opportunities on-site using bat and bird boxes. Providing the recommendations are implemented in full the ecological assessment concludes that there will not be a significant impact upon protected species or their habitats as a result of the proposed works.

- 6.65 Natural England has been consulted on the further information and has confirmed that as surface water will discharge to Pow Beck via the SuDS pond, and this is hydrologically linked to the River Eden SSSI/SAC to the north, pollution prevention measures during the construction of the SuDS pond and swale need to be put in place. This should be conditioned as part of the subsequent planning approval. The recommendations outlined in Section 5 of the submitted Ecology Report also need to be secured.
- 6.66 Subject to the mitigation measures outlined above which can be secured by condition the proposal will not have an adverse impact upon any protected species or their habitats.

13. Impact Upon Trees and Hedgerows And The Landscape Character Of The Area

- 6.67 The application site is defined by a hedgerow along the road frontage with Stainton Road, a combination of fencing/hedging to the south-east together with a post and wire fence to the north-east which delineates an existing paddock.
- 6.68 The submitted plans illustrate that the landscaping along the peripheries of the application site will be retained with the exception of where the visibility splays to the accesses are to be formed and supplemented with additional landscaping. A new native hedgerow is to be formed along the north-western boundary behind plots 12-21. The hedgerow will be interspersed with native trees to contain the development and provide a natural backcloth. In such circumstances it is considered that the development scheme provides a suitable landscaping scheme which mitigates for the loss of part of the hedgerow which is to be removed thereby ensuring that the development will be fully integrated into its surroundings. Subject to a relevant conditions being imposed regarding tree/hedgerow protection measures being in place during development works the proposal will not have an adverse impact upon any retained landscape features.
- 6.69 The site is identified as sub type 6d - urban fringe in the landscape maps which accompany the Cumbria Landscape Character Guidance and Toolkit (CLCGT) . The CLCGT states that the characteristics of such landscapes have long term urban influences on agricultural land; recreational, large scale buildings and industrial estates are common; and wooded valleys, restored woodland and some semi-urbanised woodland provide interest. The vision for this landscape type is to enhance through restoration. Guidance for development is to protect countryside and 'green' areas from sporadic and

peripheral development through local plans; careful siting of any new development in non prominent locations; strengthen undeveloped areas of land with mixed woodland and hedgerow planting and restoration of natural landscape features; along major roads, develop schemes to improve visual awareness of individual settlements, land uses and cultural landmarks.

- 6.70 As this development involves building on an open field there will undoubtedly be some impact upon the landscape character of the area. As demonstrated in the preceding paragraphs of this report the impact has been reduced through the design of a sympathetic scheme. Where practical existing landscaping/trees are to be retained and additional landscaping is to be undertaken to soften the edge of the development. The development is considered to be well contained and related to the surrounding built-environment and would not result in a prominent intrusion into open countryside. The land in question is not designated as being of any special landscape character and it is the Officers view that there will be no significant adverse impact upon landscape character to warrant refusal of the application.

14. Contamination

- 6.71 As the site is a greenfield site the likelihood of contamination being present is low however a Preliminary Contamination Risk Assessment and Phase 2 Ground Investigation Report has been undertaken. In summary the report does not identify any significant contamination hazards on the predominantly greenfield site. A number of recommendations on remedial mitigation measures are however proposed including additional investigation and testing of topsoil to characterise the marginal, localised elevated lead concentrations.
- 6.72 Environmental Services have been consulted on the proposal and has raised no objection subject to the imposition of conditions ensuring further investigation and testing of top soil in line with the recommendations of section 9.6.1 of the Ground Investigation Report, submission of a remediation scheme if necessary as well as conditions dealing with unsuspected contamination.

15. Crime

- 6.73 As previously stated in paragraph 6.14 the proposed development is well laid out and will encourage and promote the creation of a neighbourhood. The properties overlook one another thereby creating a degree of natural surveillance and the distinction between public and semi-public space is clearly defined, both of which will act as a deterrent to potential offenders and reduce the likelihood of crime occurring. The Crime Prevention Officer has been consulted on the proposed development and has raised no objections. Advice has however been provided with regard to physical security measures which has been forwarded to the applicant.

16. Other Matters

- 6.74 A condition has been added to the permission which requires each dwelling to be provided with a separate 32Amp single phase electrical supply. This would allow future occupiers to incorporate an individual electric car charging point for the property.
- 6.75 Queries have been raised regarding the stability of Etterby Road and whether the development will impact upon this. A relevant condition has been imposed within the decision notice regarding a construction management plan which can ensure that all construction traffic can access the site via the by-pass/Stainton Road. Notwithstanding this suggested condition the relevant Highway Authority has raised no objections to the proposal on road stability grounds.
- 6.76 Objectors have raised concerns in respect of the need for additional dwellings. The planning merits and assessment against the relevant policies are discussed within this report.
- 6.77 Objectors have also raised issues on the impact of the proposed development on broadband provision; however, this is not a planning matter.
- 6.78 Objectors have queried whether the proposal is just the first phase of development. As far as the Case Officer is aware this is the only housing scheme proposed and the application should be determined on its own merits.
- 6.79 A request has been made by a Local Councillor for additional traffic calming measures on Etterby Road due to a lack of footpath in places. The Highway Authority do not consider this necessary as the 30mph speed limit is to be extended on Stainton Road with associated traffic calming measures. As stated in paragraphs 6.29-6.38 the Highway Authority do not object to the proposal.
- 6.80 The site has been subject to previous planning refusals for housing in 1990 and 1980 however the issues raised during consideration of the historic applications are not directly comparable to the current application as the development plan has changed significantly in the intervening period as well as the sites surroundings. For example in the intervening period the 30 dwellings at Stainton Gardens have been constructed as well as the three dwellings on the western side of Etterby Road between Stainton Gardens and the entrance to Direct Rail Services. No.35 Stainton Road has also been constructed on the opposite side of the site.
- 6.81 Article 8 and Article 1 Protocol 1 of the Humans Rights Act are relevant but the impact of the development in these respects will be minimal and the separate rights of the individuals under this legislation will not be prejudiced. If it was to be alleged that there was conflict it is considered not to be significant enough to warrant the refusal of permission.

Conclusion

- 6.82 The proposal is in accordance with the principles of the NPPF as the

application site is located in a sustainable location on the edge of Carlisle. The site is physically connected to the built form of Carlisle as it is bounded by residential dwellings immediately to the south- east and south west. In such circumstances and given the additional landscaping proposed along the north-western boundary of the site the proposal is considered to be well contained and would not result in a prominent intrusion into the open countryside. In such circumstances the principle of additional windfall housing in this sustainable location is deemed acceptable.

- 6.83 The scale, layout and design of the development is acceptable and it is considered that the development would not have a significant impact upon the landscape character of the area, the buffer zone of Hadrian's Wall World Heritage Site, the living conditions of existing and future occupiers or crime.
- 6.84 Subject to suitably worded planning conditions and a S106 agreement it is considered that the character of the area can be safeguarded through an appropriate landscaping scheme and that the proposal would not raise any issues with regard to highway safety, foul and surface water drainage, , biodiversity, trees/hedgerows, archaeology, noise, contamination, education and open space.
- 6.85 The level of affordable housing proposed and tenure split would also be appropriate for the site. The provision of 9 bungalows in the housing scheme would also help to meet an identified need of an ageing population outlined in the Council's Affordable and Specialist Housing Supplementary Planning Document.
- 6.86 On balance, having regard to the Development Plan and all other material planning considerations, the proposal is considered acceptable.
- 6.87 If Members are minded to grant planning approval it is requested that "authority to issue" the approval is given subject to the completion of a S106 agreement to secure:
- a) the provision of the proposed level of affordable units (nine units at plots 19-21, 23-25 and 27-29 that would be made available at discounted sale, with the level of discount set at 30% below open market value);
 - b) a financial contribution of £5,500 towards speed limit changes and traffic calming measures;
 - c) a financial contribution of £122,770 to Cumbria County Council towards education provision;
 - d) the maintenance of the informal open space, play provision and SUDs within the site by the developer.
 - e) financial contributions of £9,533.27 towards the upgrade of off-site sport pitches and recreation provision, and, £5,382.03 towards the upgrading and maintenance of off-site open space.
- 6.88 If the legal agreement is not completed within a reasonable time then it is recommended that Authority be given to the Corporate Director of Economic Development to refuse the application.

7. Planning History

7.1 The planning history of the site is as follows:

7.2 In 2011 Full Planning Permission was granted in the southern corner of the site (adjacent to No.12 Stainton Road) for the creation of a construction storage compound in association with the development of 30 dwellings (now known as Stainton Gardens) previously approved under planning permission reference 10/0508 (reference 11/0171);

7.3 In 1990 Outline Planning Permission for residential development was refused on part of the site fronting Stainton Road (reference 90/0429) for the following two reasons:

The proposal is contrary to, and would offend against the objectives of the adopted policies of the Cumbria and Lake District Joint Structure Plan, the emerging provisions of the Carlisle Rural Area Local Plan and the related provisions of the Carlisle Settlement Policy, all of which reflect national planning guidance in seeking to restrict new residential development to appropriate sites within established settlements in order to prevent the intensification or creation of sporadic development in the countryside and to safeguard the amenity and character of the rural landscape.

The proposed site occupies a prominent location in an area of attractive countryside within an important and sensitive part of the urban fringe of Carlisle where the Council would not permit further residential development leading to the erosion of the landscape at the margins of the built up area within open countryside, other than, in exceptional circumstances, where justified on the grounds of essential agricultural need or in the interest of forestry activities. No such special need has, however, been advanced or can be identified which would merit departure from the approved policies in this instance or overcome the wider planning objections to these proposals.

7.4 In 1980 residential development of 17 houses was refused (reference 80/0864) for the following five reasons:

The proposed development would conflict with the provisions of the approved development plan which allocates the area in which the proposal is located as 'white land' intended to remain in its existing use.

The proposed development would result in an unsatisfactory form of development and would have an adverse affect on the amenities of the area.

If permitted the proposal would result in the intensification of the existing scattered development in the area.

Approval of the proposal would be contrary to the Council's policy for development in the area as embodied in the Carlisle Settlement policy.

The proposal would result in an inappropriate and over intensive form of

development which would be out of keeping with the established form of development in the vicinity and would this seriously detract from the amenities of adjacent properties.

8. Recommendation: Grant Subject to S106 Agreement

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 submitted planning application form received 23rd November 2020;
2. the site location plan received 5th March 2021 (Drawing No.001 Rev C);
3. the proposed site layout plan received 7th May 2021 (Drawing No.002 Rev J);
4. the proposed boundary treatment and hard landscaping plan received 30th June 2021 (Drawing No.003 Rev H);
5. the proposed landscape plan received 5th March 2021 (Drawing No.WW-01C);
6. the proposed floor plans and elevations of The Caldew Petteril received 23rd November 2020 (Drawing Nos. Cal-Cal-Pet-S105-110-L and Cal-Cal-Pet-S105-160-L);
7. the proposed floor plans and elevations of The Eden received 23rd November 2020 (Drawing Nos. Eden-110- Rev M and Eden-160 Rev M);
8. the proposed floor plans and elevations of The Ellen received 23rd November 2020 (Drawing Nos. Ellen V1 NG1-160-M and Ellen V1 NG1-110-M);
9. the proposed floor plans and elevations of The Esk received 23rd November 2020 (Drawing Nos. Esk M42-160 Rev L and Esk M42-110 Rev L);
10. the proposed floor plans and elevations of The Gelt received 23rd November 2020 (Drawing Nos. Gelt Semi-160 Rev L and Gelt Semi 110 Rev L);
11. the proposed floor plans and elevations for The Dee (excluding Plot 1)

received 23rd November 2020 (Drawing No.Deer M42-160 Rev M and Deer M42-110 Rev M);

12. the proposed floor plans and elevations for The Deer (Plot 1 only) received 5th March 2021 (Drawing No.DeerM42-Plot 1 Rev M)
13. the detached garage details received 23rd November 2020 (Drawing No. Gar Sin14 S101-200-C);
14. the proposed street scene elevations received 5th March 2021(Drawing No.004 Rev C);
15. the drainage construction details received 23rd November 2020 (Drawing No.51 Issue P1);
16. the highway construction details received 23rd November 2020 (Drawing No.61 Issue P1);
17. the draft passing places plan received 7th May 2021;
18. the Archaeological Desk-Based Assessment report received 23rd November 2020 (Report 339);
19. the Design and Access Statement received 23rd November 2020;
20. the Phase 2 Ground Investigation For Residential Commercial Development on Land At Etterby, Carlisle received 23rd November 2020 undertaken by FWS Consultants Ltd (Report No.8325OR02 Rev01/November 2020)
21. the Planning And Affordable Housing Statement received 23rd November 2020 (Ref: 19/022);
22. the Preliminary Contamination Risk Assessment received 23rd November 2020 undertaken by FWS Consultants Ltd (Report No.8325OR01Rev02/November2020);
23. the Preliminary Ecological Appraisal received 23rd November 2020 undertaken by S.A.P Ecology and Environmental Ltd (Report Ref: GEN101/001);
24. the Transport Statement received 23rd November 2020 undertaken by AXIS (Report 2886-01-TS01 November 2020);
25. the Ecological Impact Assessment received 21st May 2021 produced by Naturally Wild received 21st May 2021 (Report Ref GH-20-02, May 2021).;
26. the Flood Risk and Drainage Strategy received 7th May 2021 undertaken by Coast Consulting Engineers (Report 20184-FRA1 Rev F);
27. the soakaway test results received 21st May 2021;
28. the SUDS manual received 7th May 2021;

29. the Notice of Decision;
30. any such variation as may subsequently be approved in writing by the Local Planning Authority.

Reason: To define the permission.

3. Details of the relative heights of the existing and proposed ground levels and the height of the proposed finished floor levels of the dwellings and garages shall be submitted to and approved in writing by the local planning authority before development commences. The development shall be undertaken in strict accordance with the details approved in response to this condition.

Reason: In order that the approved development responds to planning issues associated with the topography of the area and preserves amenity in accordance with Policies SP6 and HO2 of the Carlisle District Local Plan 2015-2030.

4. No development shall commence within the site until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

This written scheme will include the following components:

- i) An archaeological evaluation;
- ii) An archaeological recording programme the scope of which will be dependent upon the results of the evaluation;
- iii) Where significant archaeological remains are revealed by the programme of archaeological work, there shall be carried out within one year of the completion of that programme on site, or within such timescale as otherwise agreed in writing by the LPA: a post-excavation assessment and analysis, preparation of a site archive ready for deposition at a store approved by the LPA, completion of an archive report, and submission of the results for publication in a suitable journal.

Reason: To afford reasonable opportunity for an examination to be made to determine the existence of any remains of archaeological interest within the site and for the preservation, examination or recording of such remains.

5. Ramps shall be provided on each side of every junction to enable wheelchairs, pushchairs etc. to be safely manoeuvred at kerb lines. Details of all such ramps shall be submitted to the Local Planning Authority for approval before development commences. Any details so approved shall be constructed as part of the development.

Reason: To ensure that pedestrians and people with impaired mobility can negotiate road junctions in relative safety. To support Local Transport Plan Policies LD5, LD7 and LD8.

6. No development hereby approved shall be commenced until full construction details of the two passing places to be provided, which shall be located in general compliance with the locations illustrated on the draft Passing Places Plan received 7th May 2021, have been submitted to and approved, in writing, by the Local Planning Authority, unless otherwise agreed in writing via any subsequent Discharge of Condition application. The passing places shall be installed in compliance with the approved details prior to the occupation of the dwellings.

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. To support Local Transport Plan Policies: LD5, LD7, LD8.

7. 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 work commences on site. No work shall be commenced until a full specification has been approved. These details shall be in accordance with the standards laid down in the current Cumbria Design Guide. Any works so approved shall be constructed before the development is complete.

Reason: To ensure a minimum standard of construction in the interests of highway safety. To support Local Transport Plan Policies: LD5, LD7, LD8.

8. Details showing the provision within the site for the parking, turning and loading and unloading of vehicles visiting the site, including the provision of parking spaces for staff and visitors, shall be submitted to the Local Planning Authority for approval. The development shall not be brought into use until any such details have been approved and the parking, loading, unloading and manoeuvring facilities constructed. The approved parking, loading, unloading and manoeuvring areas shall be kept available for those purposes at all times and shall not be used for any other purpose.

Reason: To ensure that vehicles can be properly and safely accommodated clear of the highway. To support Local Transport Plan Policies: LD7 and LD8.

9. Before any development takes place, a plan shall be submitted for the prior approval of the local planning authority reserving adequate land for the parking of vehicles engaged in construction operations associated with the development hereby approved, and that land, including vehicular access thereto, shall be used for or be kept available for these purposes at all times until completion of the construction works.

Reason: The carrying out of this development without the provision of these facilities during the construction works is likely to lead to

inconvenience and danger to road users. To support Local Transport Policies LD8.

10. Development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. The CTMP shall include details of:
- pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;
 - details of proposed crossings of the highway verge;
 - retained areas for vehicle parking, maneuvering, loading and unloading for their specific purpose during the development;
 - cleaning of site entrances and the adjacent public highway;
 - details of proposed wheel washing facilities;
 - the sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
 - construction vehicle routing;
 - the management of junctions to and crossings of the public highway and other public rights of way/footway;
 - Details of any proposed temporary access points (vehicular / pedestrian); and
 - surface water management details during the construction phase.

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. To support Local Transport Plan Policies: WS3, LD4.

11. No development shall commence until a construction surface water management plan has been agreed in writing with the local planning authority.

Reason: To safeguard against flooding to surrounding sites and to safeguard against pollution of surrounding watercourses and drainage systems.

12. The development shall incorporate a children's play area within the proposed open space. The play area shall be laid out and provided with items of equipment at the expense of the developer in accordance with a scheme to be submitted to, and approved in writing by, the Local Planning Authority before the commencement of any work on site and the shall be completed in accordance with an agreed programme for its implementation.

Reason: In order to secure a satisfactory standard of development and to make proper provision for the recreational needs of the area in accord with Policies GI4 and SP6 of the Carlisle District Local Plan 2015-2030.

13. Prior to the commencement of development details of all pollution prevention measures to take place during the construction of the SUDS pond and swale

shall be submitted to and approved in writing to the local planning authority. The development shall then proceed in accordance with the approved details.

Reason: To prevent pollution to the River Eden SSSI/SAC in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

14. No development hereby approved shall take place above the ground floor slab level until details of a footpath from the edge of the application site connecting to the existing footpath at Stainton Gardens, including location, design and materials have been provided to and approved in writing by the local planning authority. Such approved footpath must be constructed in accordance with the approved details and made available for use before the occupation of the first property in the development.

Reason: To ensure that pedestrian links are provided to the application site in the interests of highway safety.

15. The proposed footpath link shall be lit with bollard lighting the details of which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development. The illumination of the footpath shall then be undertaken in strict accordance with the approved details.

Reason: In the interests of pedestrian safety. In accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

16. No development other than that required to be carried out as part of an approved scheme of remediation shall be commenced until a detailed remediation scheme to bring the site to a condition suitable for the intended use (by removing unacceptable risks to human health, buildings and other property and the natural and historical environment) has been prepared including the additional investigations as outlined in section 9.6.1 of the Phase 2 Ground Investigation For Residential Commercial Development on Land At Etterby, Carlisle received 23rd November 2020 undertaken by FWS Consultants Ltd (Report No.8325OR02 Rev01/November 2020). This is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

17. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

18. Prior to the commencement of development, details of a sustainable water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
1. A restricted rate of discharge of surface water. The rate of discharge shall be in accordance with the submitted Flood Risk Assessment and Drainage Strategy dated 26 April 2021 reference 20184-FRA1 Rev F;
 2. Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
 3. Foul and surface water shall drain on separate systems;
 4. Details of exceedance flows from the proposed and existing drainage systems;
 5. A management and maintenance plan. The management and maintenance plan shall include as a minimum:
 - a) Arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a management company; and
 - b) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime including during construction.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standard and in accordance with the principles in the submitted Flood Risk Assessment and Drainage Strategy dated 26th April 2021 reference 20184-FRA1 Rev F. No surface water shall discharge to the public sewer directly or indirectly.

The drainage schemes shall be completed, maintained and managed in

accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

19. The development shall not commence until visibility splays providing clear visibility of 60 metres measured 2.4 metres down the centre of the access road and the nearside channel line of the carriageway edge have been provided at the junction of the access roads with the county highway. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) relating to permitted development, no structure, vehicle or object of any kind shall be erected, parked or placed and no trees, bushes or other plants shall be planted or be permitted to grow within the visibility splay which obstruct the visibility splays. The visibility splays shall be constructed before general development of the site commences so that construction traffic is safeguarded.

Reason: In the interests of highway safety and to support Local Transport Plan Policies LD7 & LD8.

20. As part of the development hereby approved, adequate infrastructure shall be installed to enable telephone services, broadband, electricity services and television services to be connected to the premises within the application site and shall be completed prior to the occupation of the dwelling.

Reason: To establish an acceptable level of access to connectivity resources, in accord with Policy IP4 of the Carlisle District Local Plan 2015-2030.

21. Prior to the occupation of any dwelling, a 32Amp single phase electrical supply shall be installed to allow future occupiers to incorporate an individual electric car charging point for the property. The approved works for any dwelling shall be implemented on site before that unit is first brought into use and retained thereafter for the lifetime of the development.

Reason: To ensure the provision of electric vehicle charging points for each dwelling, in accordance with Policy IP2 of the Carlisle District Local Plan 2015-2030.

22. Before the occupancy of any residential unit, noise level measurements must be undertaken in at least two residential units in the development to verify that the noise from the major road and railway does not result in the internal and external noise levels exceeding World Health Organisation guidelines during the daytime and night time; and the measured noise levels reported to and approved in writing by the Local Planning Authority.

The noise levels are to be measured with windows closed and all ventilators open in the room in which the measurements are carried out. Daytime noise levels are to be measured in living rooms and the night time levels to be measured in bedrooms. Measurements must be taken at plots which are considered to be a worst case scenario, in terms of noise exposure. The rooms chosen must be orientated towards the noise sources i.e. railway line.

Before the measurements are undertaken a schedule of the properties and rooms to be used must be submitted in writing to the Local Planning Authority and the work must not be undertaken before the schedule is agreed in writing.

Reason: To protect the living conditions of the future occupiers of the proposed residential units.

23. Prior to the occupation of each dwelling hereby permitted suitable receptacles shall be provided for the collection of waste and recycling in line with the schemes available in the Carlisle District.

Reason: In accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

24. 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: 2005 shall be erected around the trees and hedges to be retained in the positions shown on the Landscape Plan Drawing No.WW-01C. Within the areas fenced off no fires should 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: To ensure that the existing tree and hedgerow resource is preserved appropriately, in the interests of public and environmental amenity, in accordance with Policies SP6 and GI6 of the Carlisle District Local Plan 2015-2030.

25. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out either contemporaneously with the completion of individual plots or, in the alternative, by not later than the end of the planting and seeding season following completion of the development.

Trees, hedges and plants shown in the landscaping scheme to be retained or planted which, during the development works or a period of five years thereafter, are removed without prior written consent from the local planning authority, or die, become diseased or are damaged, shall be replaced in the first available planting season with others of such species and size as the authority may specify.

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.

26. The development hereby approved shall be undertaken in accordance with the Mitigation measures outlined in Section 5 of the Ecological Impact Assessment produced by Naturally Wild received 21st May 2021 (Report Ref GH-20-02, May 2021).

Reason: In order to ensure that the works do not adversely affect the habitat of protected species in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

27. No work associated with the construction of the development hereby approved shall be carried out before 07.30 hours on weekdays and Saturdays nor after 1800 hours on weekdays and 1300 hours on Saturdays (nor at any times on Sundays or statutory holidays).

Reason: To prevent disturbance to nearby occupants in accordance with Policy CM5 of the Carlisle District Local Plan 2015-2030.

28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) there shall be no enlargement or external alterations to the south-east elevation of the dwelling units to be erected on plots 28, 29, 30 or 31 in accordance with this permission, within the meaning of Schedule 2 Part (1) of these Orders, without the written approval of the Local Planning Authority.

Reason: To protect the living conditions of the occupiers of adjacent properties and future occupiers of the development, and, to ensure that the character and attractive appearance of the buildings are not harmed by inappropriate alterations and/or extensions and that any additions which may subsequently be proposed satisfy the objectives of Policy HO8 of the Carlisle District Local Plan 2015-2030.#

29. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any other Order revoking and re-enacting that Order), no wall, fence or other means of enclosure shall be erected along the western boundary of plots 1, 2, 3, 11 and 12 (other than those shown in any plans which form part of this application), without the approval of the Local Planning Authority.

Reason: To ensure that any form of enclosure is carried out in a co-ordinated manner in accord with Policy SP6 of the Carlisle District Local Plan 2015-2030.

30. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Site investigations should follow the guidance in BS10175.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CM5 of the Carlisle District Local Plan 2015-2030.

Note:
Do not scale from this drawing.
This drawing is copyright of Ergo Projects Ltd.
All dimensions to be checked prior to any work commencing. Any discrepancies to be reported to Ergo Projects immediately.

For: Genesis Homes



GENESIS
HOMES

TOTAL SITE AREA - GROSS
= 4 Acres - 1.65 Hectares

TOTAL SITE AREA - NETT
= 2.25 Acres -0.92 Hectares



Item	Due Date
Open Space added and red line boundary amended	03.03.21
Red-line boundary amended to suit new layout and drainage proposals	12.11.20
Re-design down to 34 plots	04.11.20

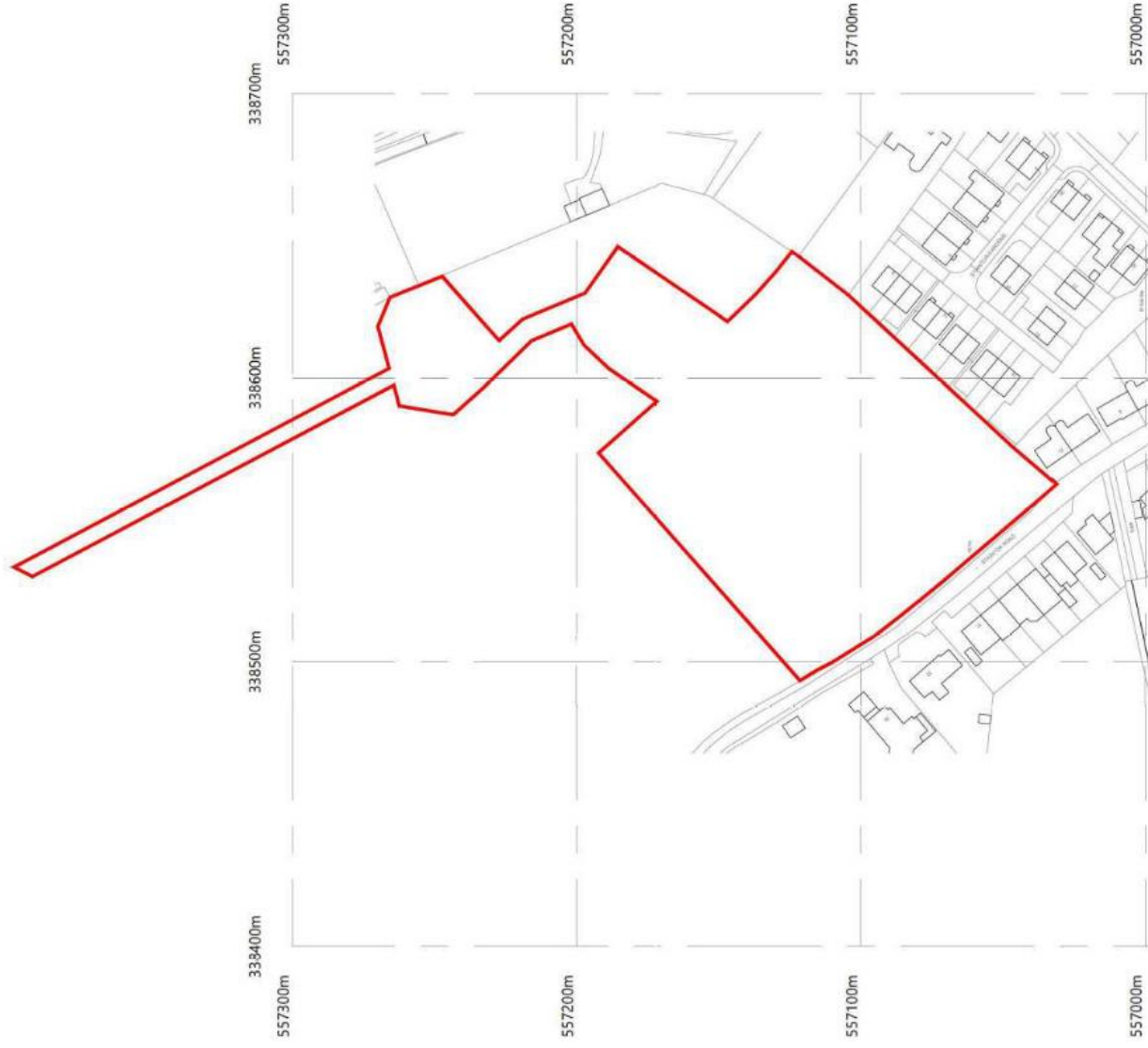


0191 229 9231
info@ergoprojects.co.uk
Aure Business Centre, High Street,
Newburn, Newcastle upon Tyne, NE15 6LN
www.ergoprojects.co.uk

PROJECT:
Stalnton Road
Etterby

TITLE
Location / Redline
Boundary Plan

DATE OF MEETING	DATE OF MEETING	DATE OF MEETING	DATE OF MEETING
October 2000	October 2000	October 2000	October 2000
PROJECT NO.	PROJECT NO.	PROJECT NO.	PROJECT NO.
661	661	661	661
SCALE	SCALE	SCALE	SCALE
1:1250	1:1250	1:1250	1:1250
DRAWN BY	DRAWN BY	DRAWN BY	DRAWN BY
AR	AR	AR	AR
REVISION	REVISION	REVISION	REVISION
C	C	C	C



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Note:
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For:



OPEN SPACE
= 0.52 Acres -0.21 Hectares

557100m

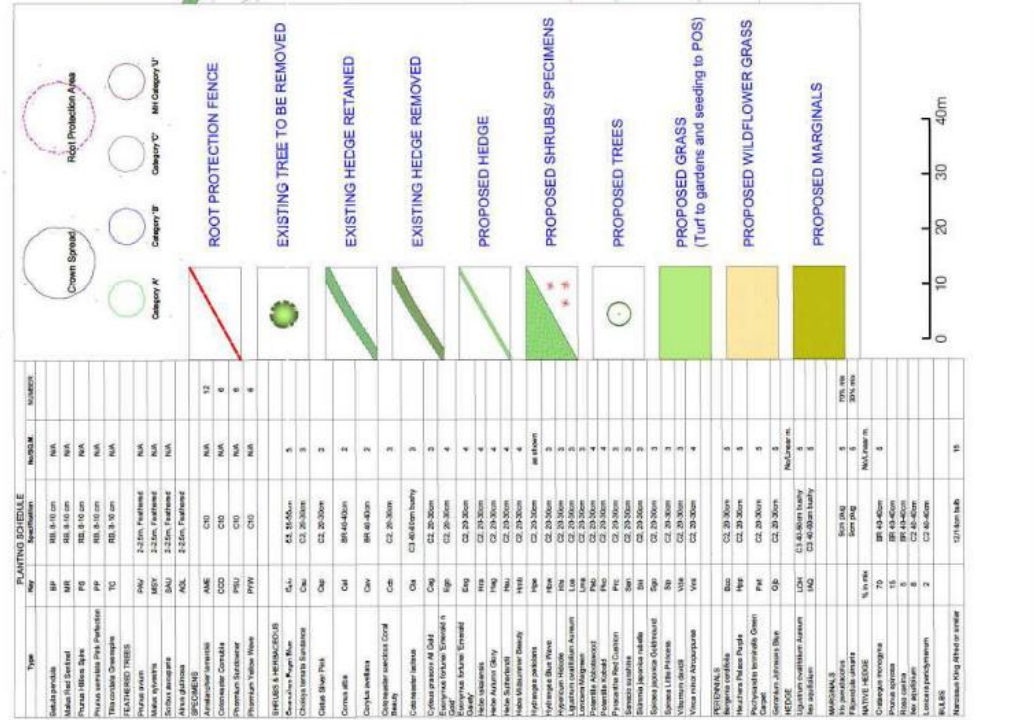
557000m

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0191 230 8031
info@ergoprojects.co.uk
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Proposed Site Layout

DRAWING NO. 661
 PROJECT NO. 002
 SCALE 1:500
 SHEET NO. A1
 DATE OF DRAWING August 2020
 DRAWN BY: ME
 REVISION J





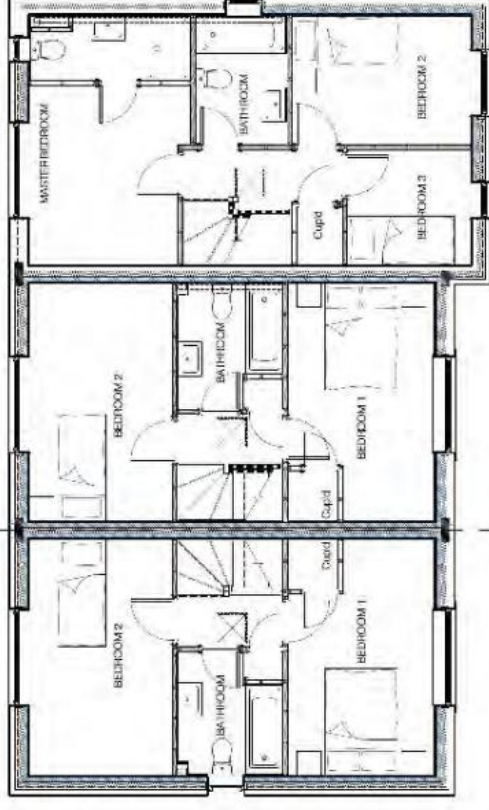


The Caldew Caldew Petteril (Terrace)

2/3 Bedroom Terrace.

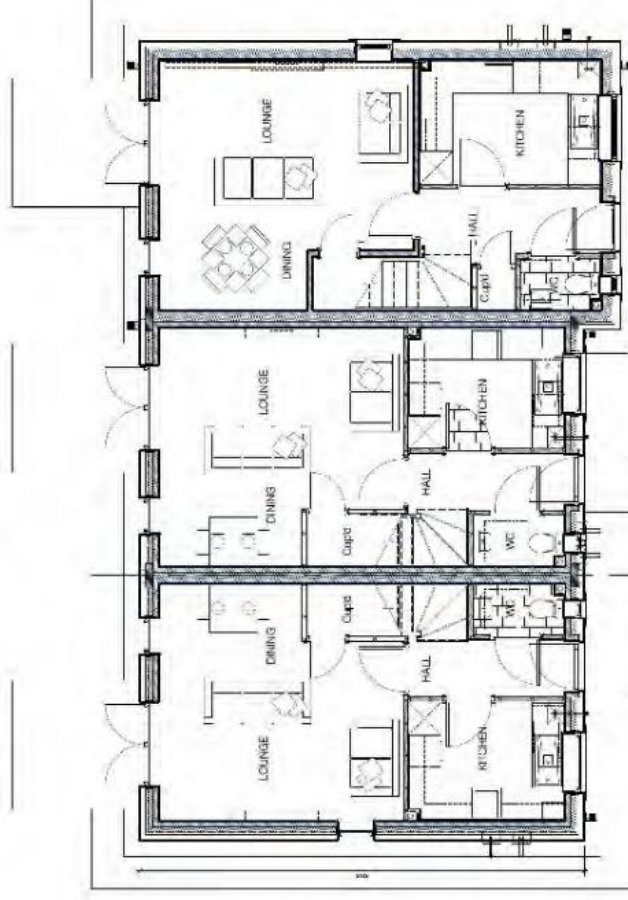
Area

Ground Floor 33.34 sq m / First Floor 33.34 sq m
Total 66.7 sq m (718 sq ft).



FIRST FLOOR PLAN

The Caldwell
The Caldwell Link
The Petterill



GROUND FLOOR PLAN



FLOOR PLANS

121. ANKERS PAPER

[illegible]

1990-1991

1:50/100

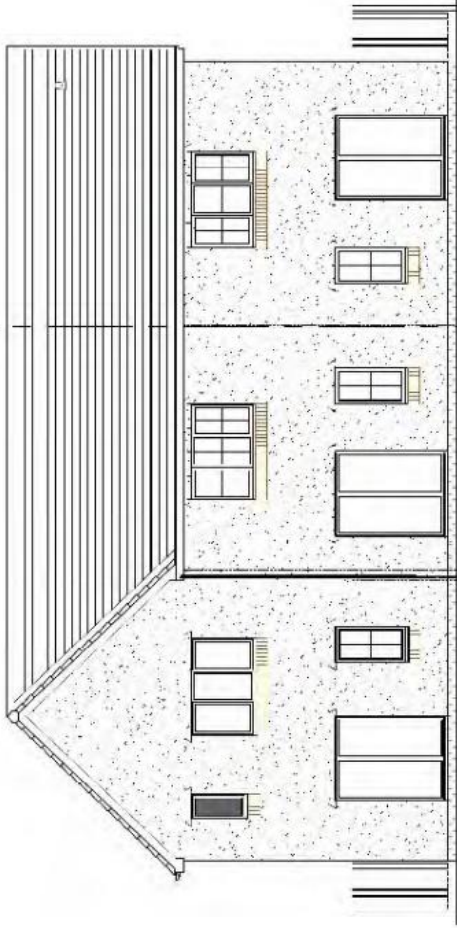
Cal-Cal-Pet-S105-110-L

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PLANNING ISSUE
NOT FOR CONSTRUCTION



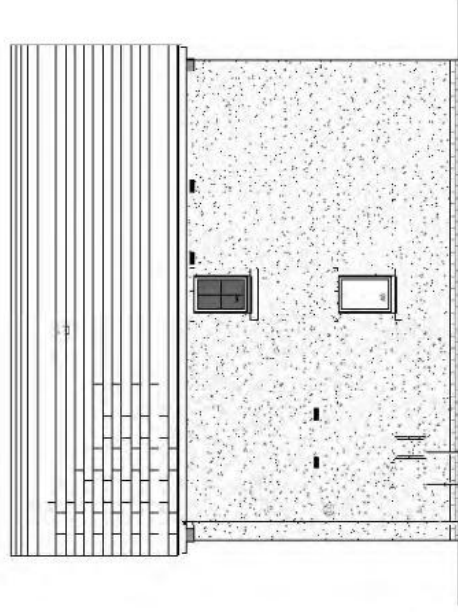
SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



SIDE ELEVATION



ELEVATIONS

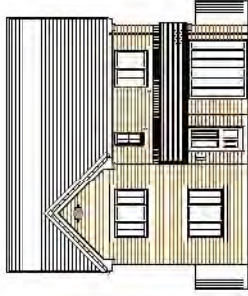
Rev L Jan-2020 GH Design review approval
Rev K Dec-2019 GH Design review approval
Rev J May-2019 GH Design review approval
Rev I Feb-2019 GH Design review approval
Rev H Dec-2018 Design review update
Rev G 21-09-18 Design review update
Rev F 11-02-18 Design review update
Rev E 05-01-18 Design review update
Rev D 05-01-18 Design review update
Rev C 05-01-17 Design review update
Rev B 28-07-17 Design review update
Rev A 12-06-17 Issue for Construction

Scale: 1/8" = 1'-0"

1:50/100

Cal-Cal-Pet-S105-180- L

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The Eden

4 Bedroom detached property.

Area

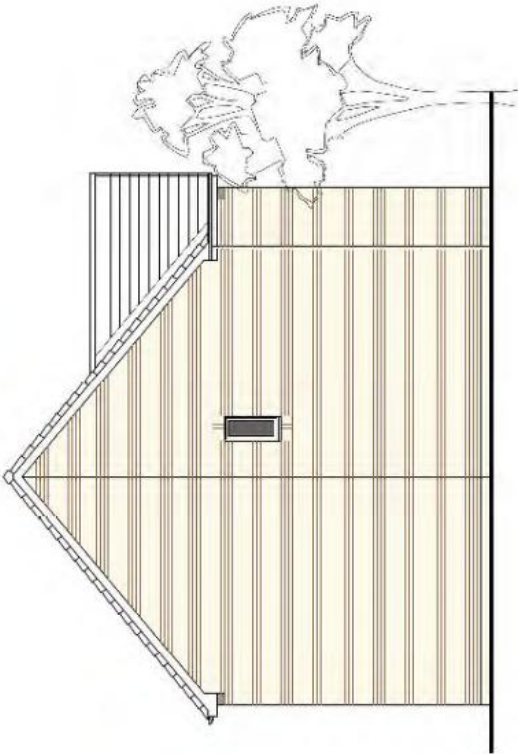
Ground Floor 55.63 sq m

First Floor 67.55 sq m

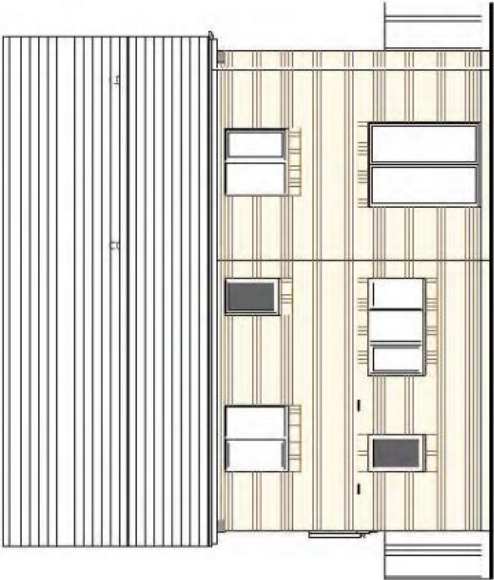
Total 123.18 sq m (1326 sq ft).

Garage 13.56 sq m

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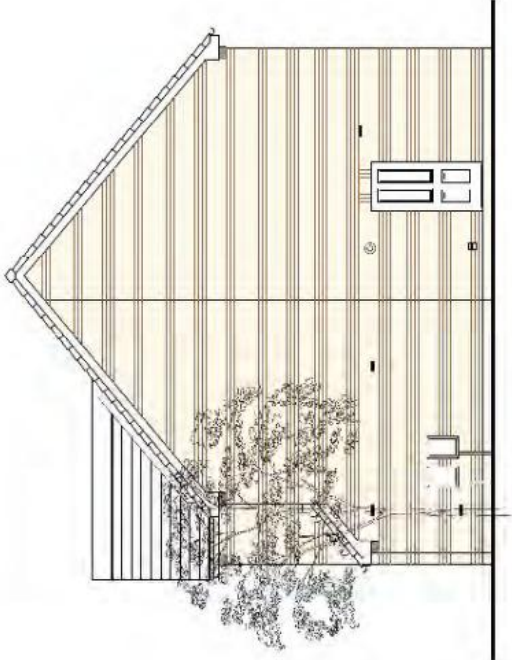
SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



SIDE ELEVATION



ELEVATIONS

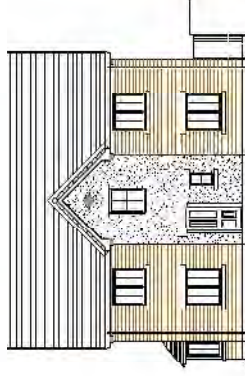
Rev. M Sep-2020 G11 Design review amend
Rev. L Dec-2019 G10 Design review amend
Rev. K Dec-2019 G11 Design review amend
Rev. J May-2019 G11 Design review update
Rev. I Feb-2019 G11 Design review update
Rev. H Dec-2018 Design review update
Rev. G 21-Jul-18 Design review update
Rev. F 11-Dec-18 Design review update
Rev. E 01-Dec-18 Design review update
Rev. D 06-Jul-18 General update
Rev. C 04-Jul-17 General update
Rev. B 28-Jul-17 B Reign update
Rev. A 12-Jul-17 Issue for Construction

Scale: 1/8" = 1'-0"

1:50/100

Eden -180-

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The Ellen (NG1)

4 Bedroom detached property.

Area

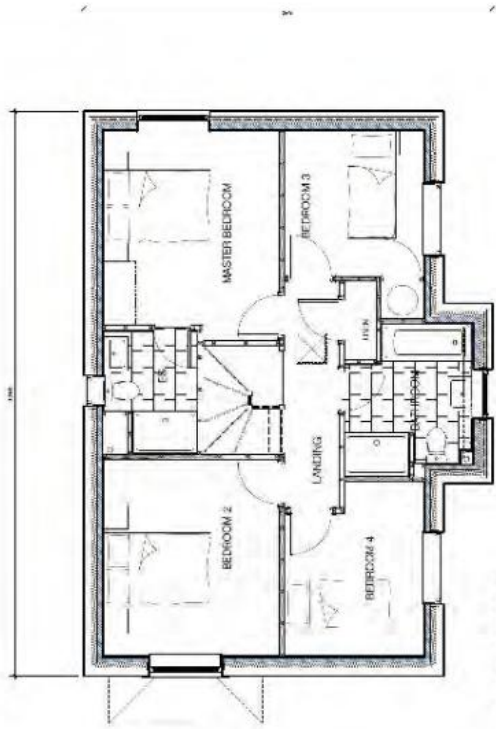
Ground Floor 60.69 sq m

First Floor 61.06 sq m

Total 121.75 sq m (1311 sq ft).

Garage 14.8 sq m (159 sq ft).

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FIRST FLOOR PLAN



GROUND FLOOR PLAN



FLOOR PLANS

14 JANUARY 2015

The Elm V1 will illustrate the layout of the 4 bedrooms and the utility room.

Area: 115.00 sq. m (123.00 sq. ft.)

14 JANUARY 2015

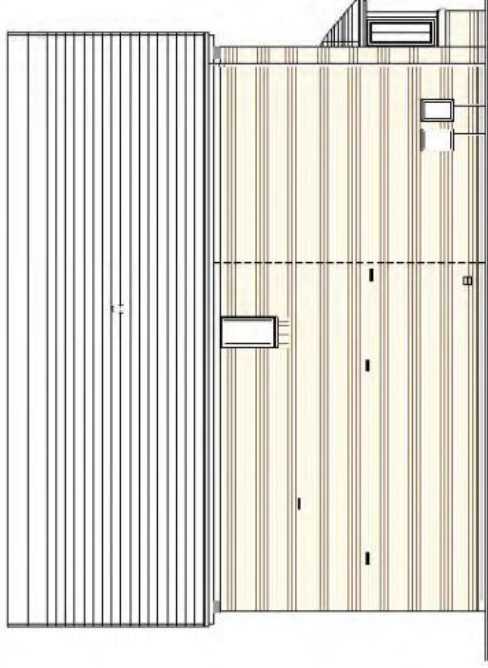
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Elm V1 NG1-HO-M

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FRONT/SIDE ELEVATION



SIDE ELEVATION

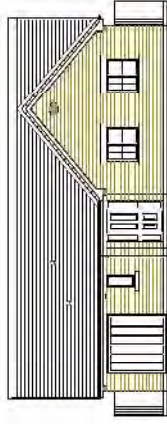


FRONT/SIDE ELEVATION



REAR ELEVATION





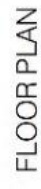
The Esk Bungalow

3 Bedroom Bungalow.

Area

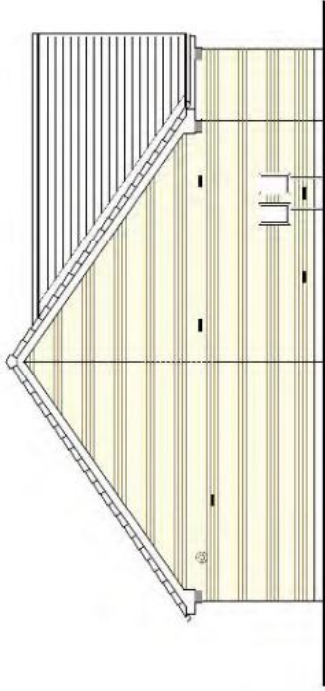
Bungalow: 96.62 sq m (1040 sq ft).

Garage: 13.98 sq m (150 sq ft)

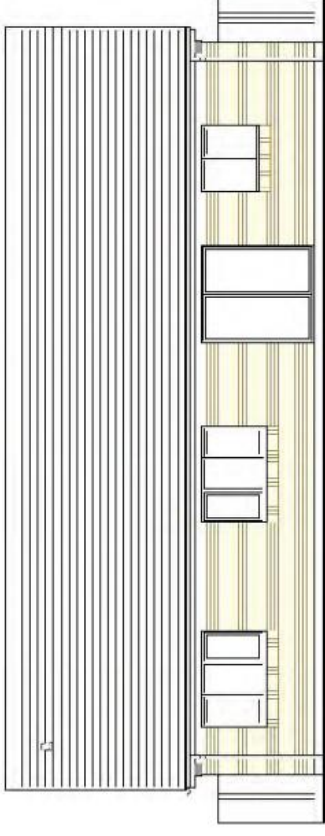


Area.

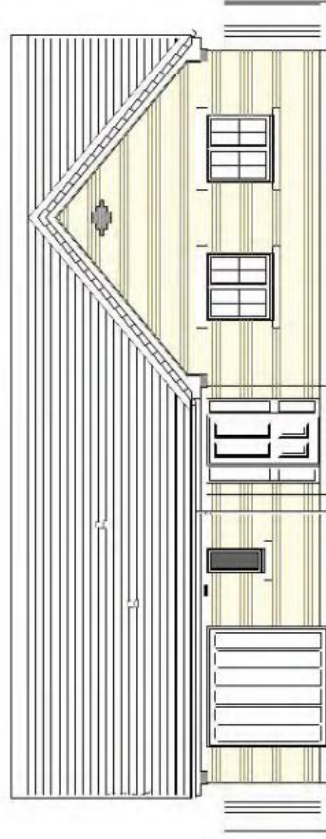
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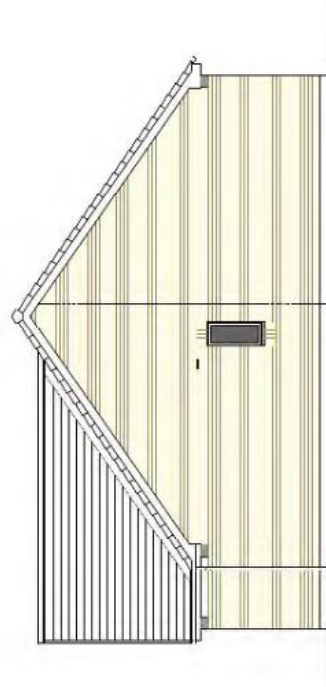
SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



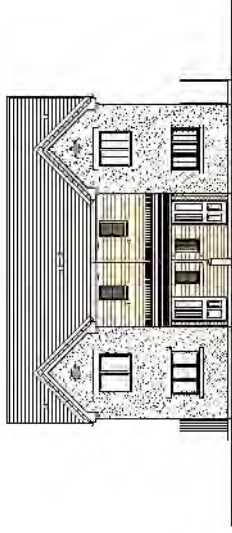
SIDE ELEVATION



ELEVATIONS

Rev A Jan-2020	GH Design review amend
Rev B Dec-2019	GH Design review amend
Rev C May-2019	GH Design review amend
Rev D Feb-2019	GH Design review update
Rev E Dec-2018	Design review update
Rev F 21-Feb-18	Design Review update
Rev F 11 Oct 15	Site Feedback Revised
Rev E 01-02-18	Minor Revisions
Rev D 03-01-18	General update
Rev C 06-10-17	General update
Rev B 28-07-17	B Reports update
Rev A 12-05-17	Issue for Construction

STADT-UTAH	100
Esk M42-160-	L



The Gelt (Semi V2)

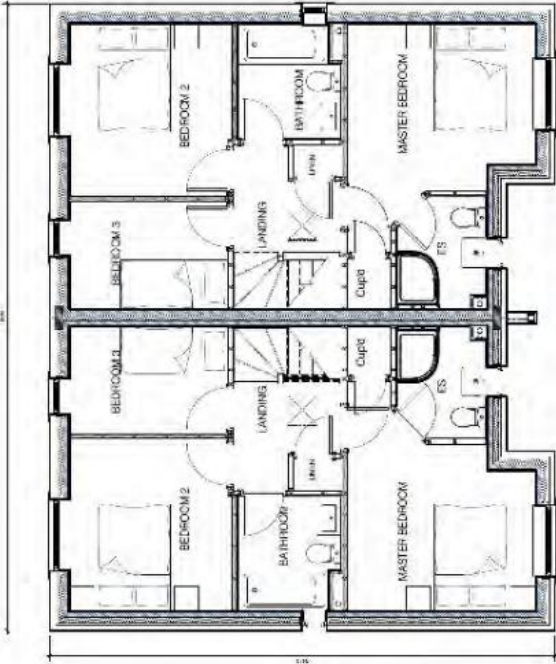
3 Bedroom Semi property.

Area

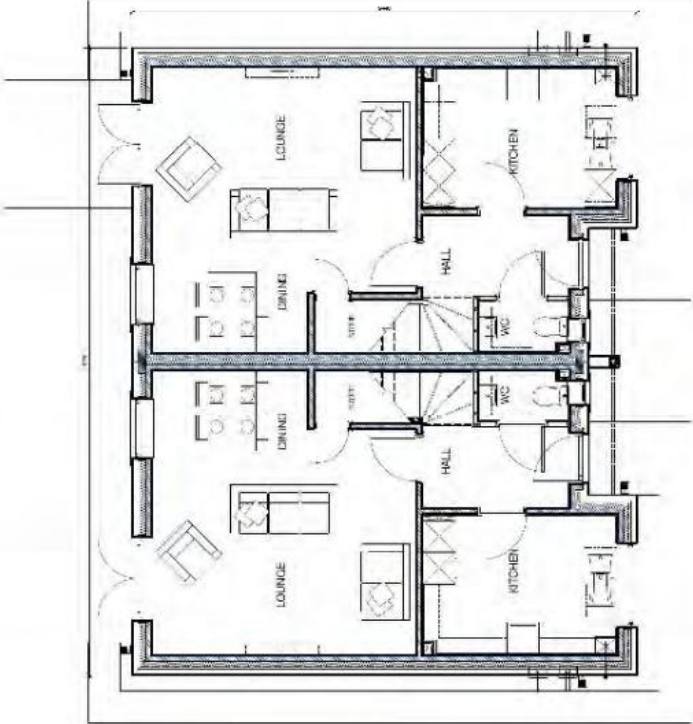
Ground Floor 43.68 sq m

First Floor 43.68 sq m

Total 87.36 sq m (940 sq ft).



FIRST FLOOR PLAN



GROUND FLOOR PLAN



FLOOR PLANS

HARRING 1002

The Oak Street
3 Bedroom Semi property
3 Storey

Area
100sqm (1000sq ft)

100sqm (1000sq ft)

100sqm (1000sq ft)

100sqm (1000sq ft)

100sqm (1000sq ft)

100sqm (1000sq ft)

100sqm (1000sq ft)

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100sqm (1000sq ft)

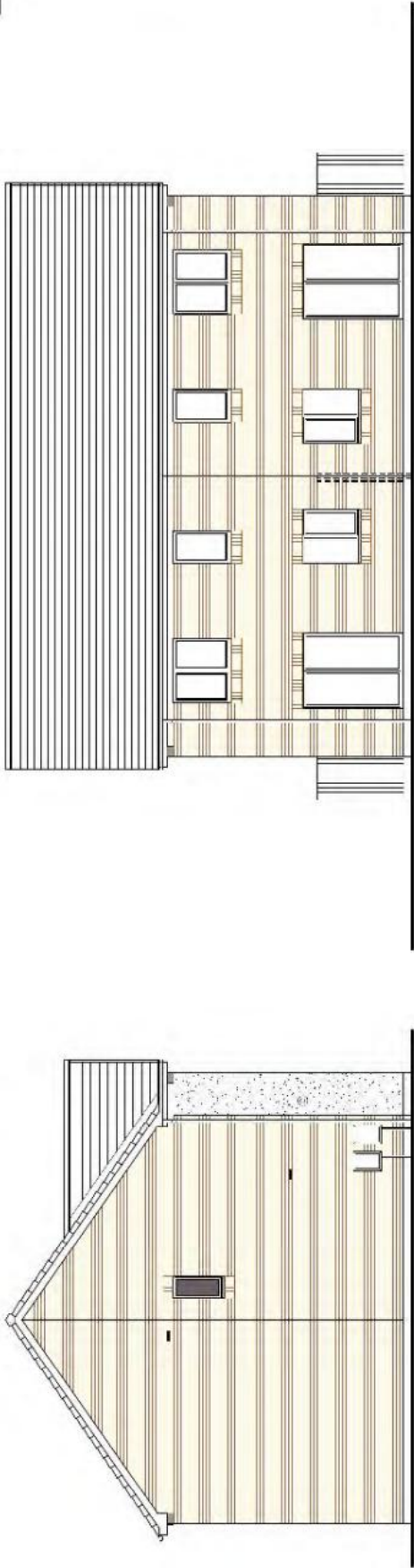
- Rev L 10/02/2019 GH Design review amend
- Rev K 10/02/2019 GH Design review amend
- Rev J 10/02/2019 GH Design review amend
- Rev I 10/02/2019 GH Design review amend
- Rev H 10/02/2019 GH Design review amend
- Rev G 10/02/2019 GH Design review amend
- Rev F 10/02/2019 GH Design review amend
- Rev E 10/02/2019 GH Design review amend
- Rev D 10/02/2019 GH Design review amend
- Rev C 10/02/2019 GH Design review amend
- Rev B 10/02/2019 GH Design review amend
- Rev A 10/02/2019 GH Design review amend

Issue for Construction

1:50/100

Get Semi-110- L

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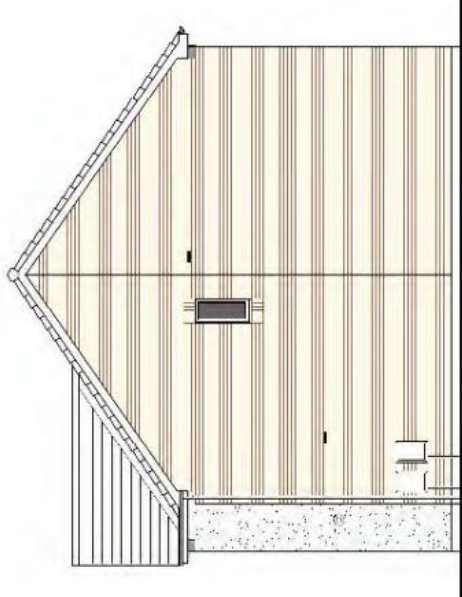


REAR ELEVATION

SIDE ELEVATION



FRONT ELEVATION

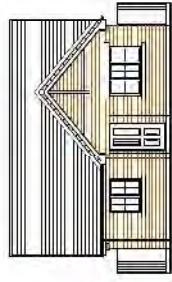


SIDE ELEVATION



Rev L Jan-2020 GH Design review amend
Rev K Dec-2019 GH Design review amend
Rev J May-2019 GH Design review amend
Rev I Feb-2019 GH Design review update
Rev H Dec-2018 Design review update
Rev G 21-09-18 Design review update
Rev F 11-03-18 Design review update
Rev E 01-02-18 Design review update
Rev D 05-01-18 Design review update
Rev C 05-12-17 General update
Rev B 25-07-17 5 Page update
Rev A 12-06-17 Issue for Construction

Scale: 1:50/100
Date: 12-06-17

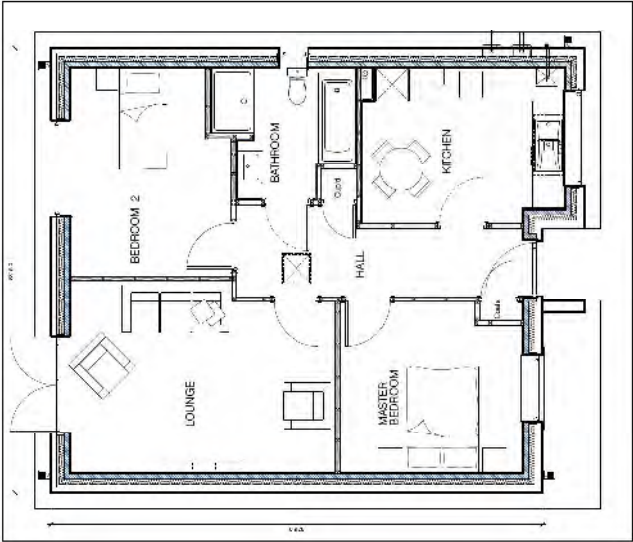


The Dee

2 Bedroom Bungalow.

Area

Total 66.01 sq m (711 sq ft).



GROUND FLOOR PLAN



FLOOR PLANS

PLANNING DWG

The Dee

2 Bedroom Bungalow

Area

House 65.49 sqm (704 sq. ft.)

Scale of Plan

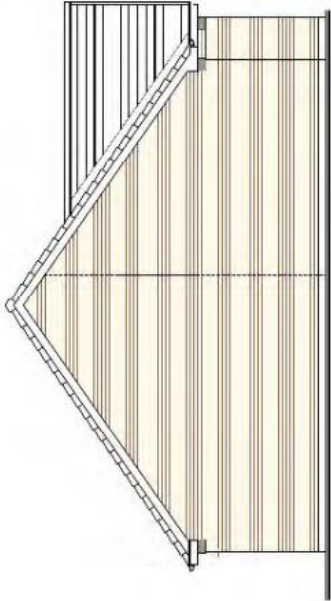
1:50/100

Planning Issue

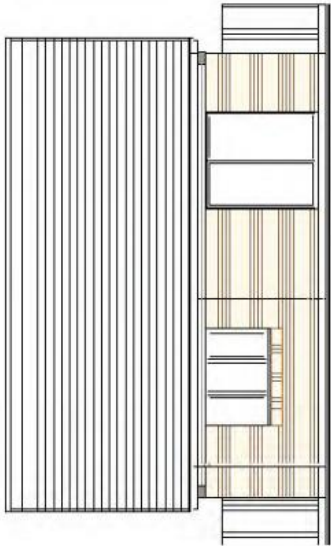
Dee M42-110-

M

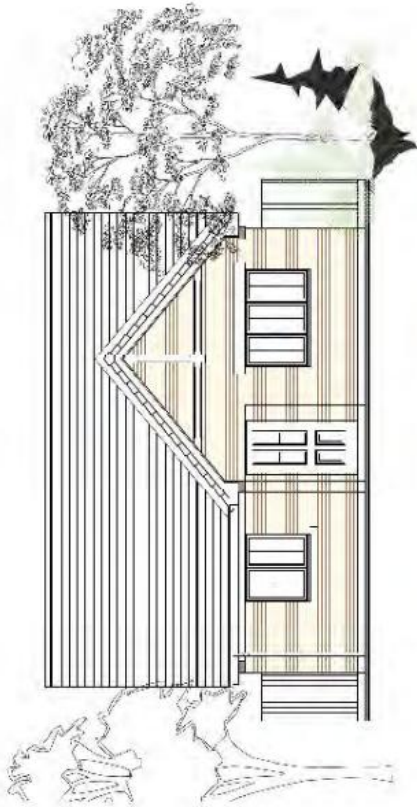
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SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



ELEVATIONS

Rev M Sep-2020 GH Design review amend
Rev L Jan-2020 GH Design review amend
Rev K Dec-2019 GH Design review amend
Rev J May-2019 GH Design review amend
Rev I Dec-2018 GH Design review amend
Rev H Dec-2018 GH Design review amend
Rev G 21-03-18 Design Review update
Rev F 11-06-18 Site feedback update
Rev E 01-02-18 Minor Revisions
Rev D 05-01-18 Genesis Update
Rev C 04-01-18 Genesis Update
Rev B 20-07-17 Genesis Update
Rev A 12-06-17 Issue for Construction

Scale 1:50/100

Doc M42-160-M

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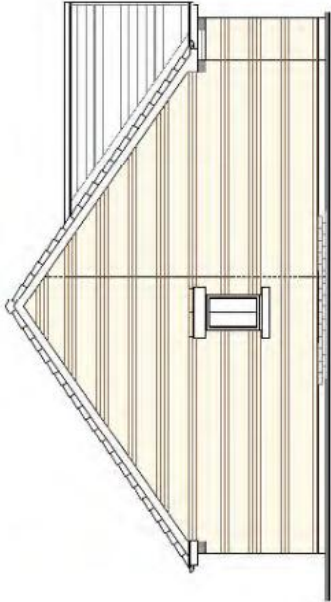


The Dee (Plot 1 Only)

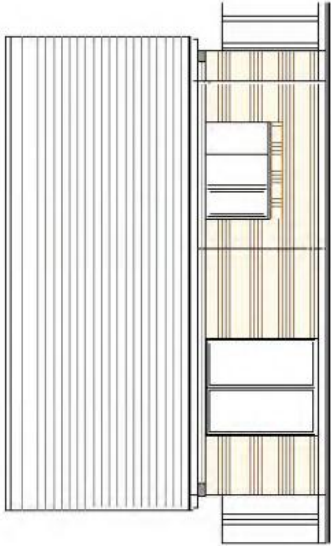
2 Bedroom Bungalow.

Area

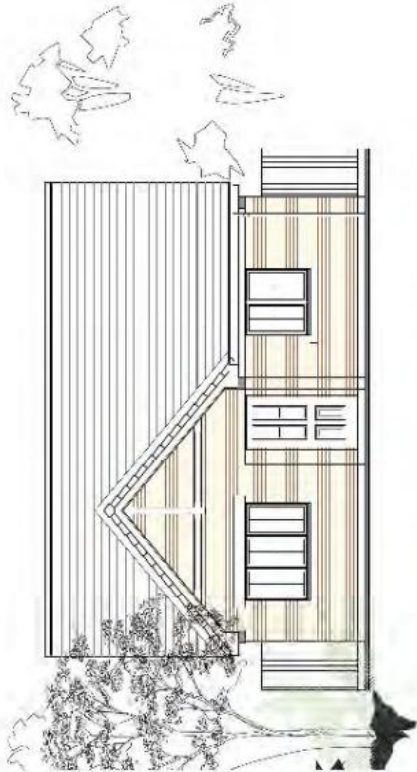
Total 66.01 sq m (711 sq ft).



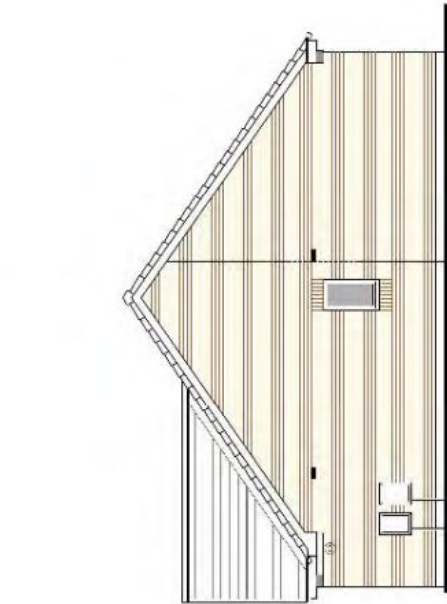
SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



SIDE ELEVATION



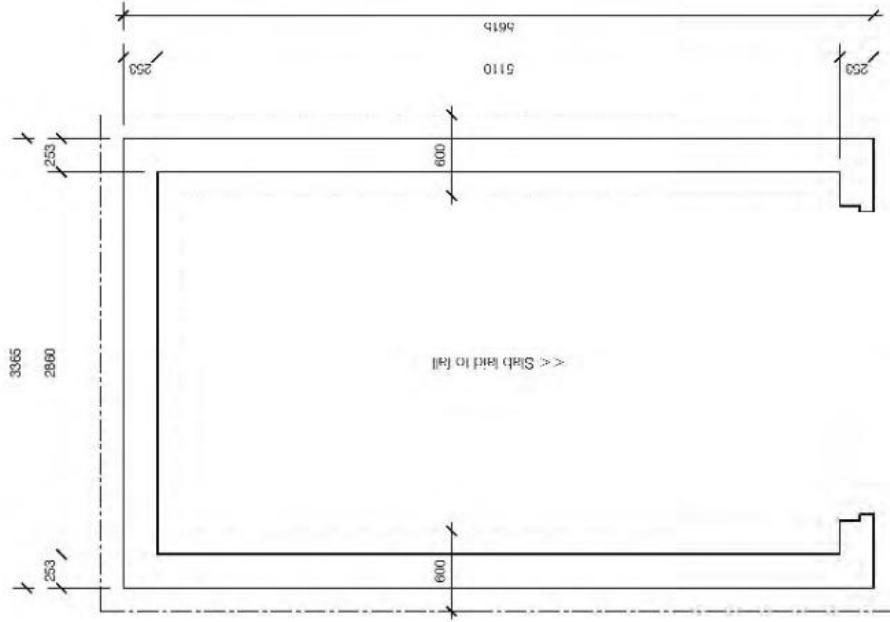
ELEVATIONS
Plot 1 Only

Rev M Sep-2020 G11 Design review amended
Rev L Jan-2020 G11 Design review amended
Rev K Dec-2019 G11 Design review amended
Rev J May-2019 G11 Design review amended
Rev I Feb-2019 G11 Design review amended
Rev H Dec-2018 Design review update
Rev G 21-09-18 Design Review update
Rev F 11-08-18 Site feedback Added
Rev E 01-02-18 Minor Revisions
Rev D 05-01-18 General update
Rev C 04-01-17 General update
Rev B 28-07-17 In Progress
Rev A 12-06-17 Issue for Construction

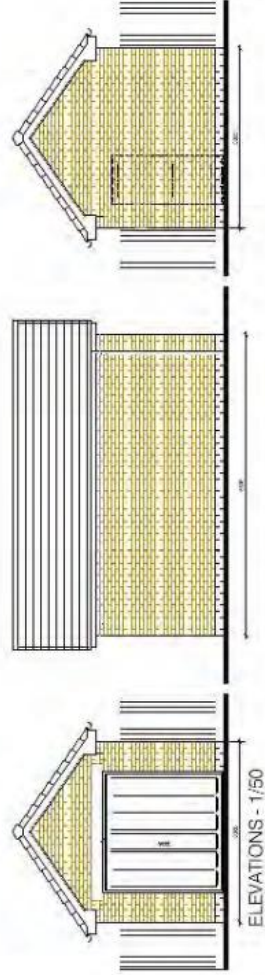
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Drawn: M42 Plot 1
M

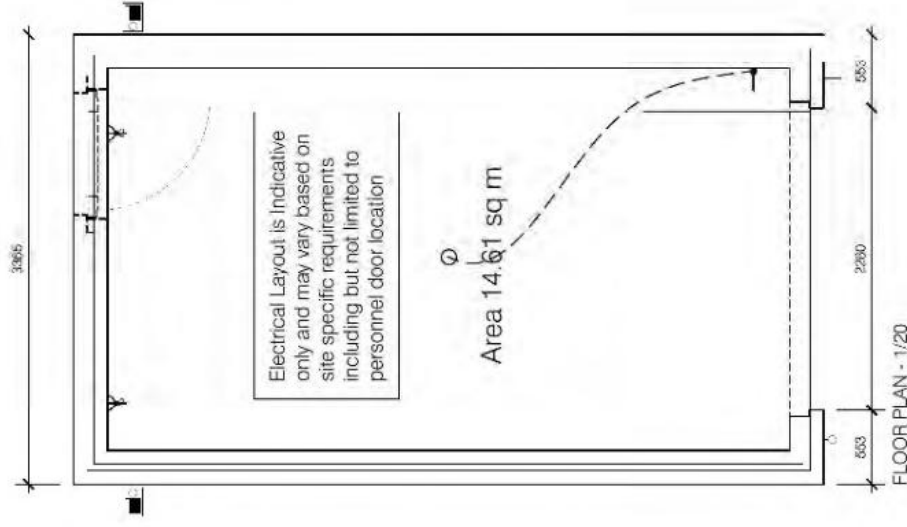
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FOUNDATIONS - 1/20



GENERAL ARRANGEMENT - SINGLE GARAGE 14 sqm (SLAB CONSTRUCTION)
(to be read in conjunction with Engineer's drawings and specification)



FLOOR PLAN - 1/20

Electrical Layout is Indicative only and may vary based on site specific requirements including but not limited to personnel door location

Area 14.61 sq m

Personnel Door is to be installed as a customer extra only and is dependent on build stage. Please refer to Customer Extra's Document



DETACHED GARAGE

FOUNDATION NOTES

DO NOT SCALE OFF THIS DRAWING. ALL NOTED DIMENSIONS ARE TO TAKE PRECEDENCE AND ANY DISCREPANCIES ARE TO BE REPORTED TO GENESIS HOMES IMMEDIATELY.

CONSTRUCTION ISSUE

REFER TO APPROPRIATE BUILDING REGULATIONS SPECIFICATION DOCUMENT AND SITE SPECIFIC CONSTRUCTION SCHEDULE

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE APPROPRIATE GROUND FLOOR SLAB DESIGN. FOR IN-SITU SUSPENDED CONCRETE FLOOR SLABS, SEE ENGINEER'S DESIGN.

REFER TO THE SITE LAYOUT FOR PLOT ORIENTATIONS

NOTE

Drawing to be read in conjunction with overall drainage layout to ensure correct positioning of RWP / Gs and routing of drainage pipework.

Position of RWP's are indicative only - see engineer's plot drainage layout

Below ground drainage layout is indicative only - refer to engineer's drainage drawing for specific plot drainage details.

Foundations taken below level of drainage pipe penetrations.

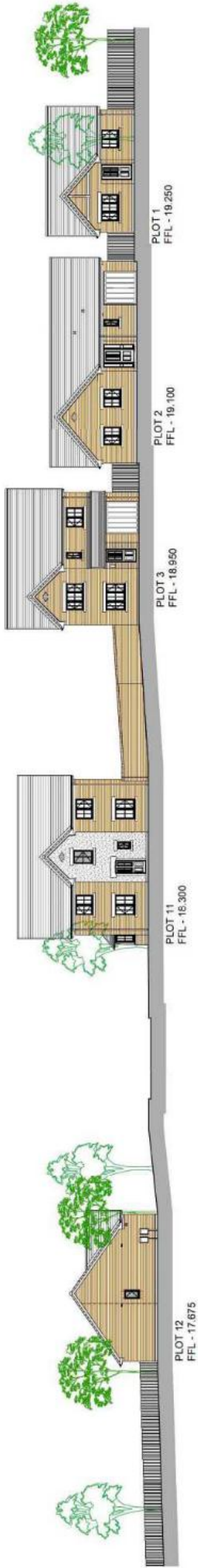
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T: 1/100
U: 1/100
V: 1/100
W: 1/100
X: 1/100
Y: 1/100
Z: 1/100

NA

Garage
Gar Sim 14 S101-200-C
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Note:
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For: Genesis Homes



- C Plots 1 re-handled 02.02.21
B Plots 2 & 3 amended 18.11.20
A Amendments to reflect latest layout updates 12.11.20

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Aston Business Centre, 440 Street,
Wolverhampton, West Midlands, B90 6LN
www.ergo-projects.co.uk

Stainton Road
Etterby

Proposed Street Scenes

REVISION:	DATE:	BY:
Planning	01.10.2020	CP
1:200	A2	C
661	004	

Draft Plan Identifying Passing Place Locations

