

## SCHEDULE A: Applications with Recommendation

20/0797

Item No: 01

Date of Committee: 03/12/2021

**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**

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### REPORT

**Case Officer:** Suzanne Osborne

#### Addendum

Members resolved to defer consideration of the proposal at the Development Control Committee meeting on the 10th September 2021 in order to commission an Independent Highway Assessment and to await a further report on the application at a future meeting of the Committee.

An Independent Highway Assessment (IHA) has been undertaken (a copy of which is contained within the Committee Schedule) which has reviewed all the Highway information submitted by the applicant and the comments made by the Local Highway Authority and looked at whether the proposal would have an adverse impact upon the highway in accordance with the NPPF, Manual for Street (MfS) and current local and national policies including whether:

- appropriate opportunities to promote sustainable transport modes can be or have been taken up given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the highway network in the area can accommodate the anticipated trip generation; and,
- the proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds as set out in paragraph 111 of the NPPF.

The IHA confirms that the visibility splays for the site access are consistent with Cumbria Design Guide requirements and the analysis for LGVs and cars within the

site are broadly acceptable. The IHA states that refuse vehicles appear to over sail the parking bay/layby between plots 4 and 7 and appears to touch/collide with the kerbs, however the IHA has stated that provided the Council's Waste Services department is satisfied with the swept path analysis no further action is required.

In relation to the above comments the applicant has resubmitted an amended swept path diagram (copy contained within the schedule) which illustrates a large 11.347 refuse vehicle not conflicting with the visitor parking bay (this swept path plan relates to a slightly larger refuse vehicle that which the Council uses - the difference being 0.42m). The Council's Waste Services department have confirmed no objections to this amended plan and are satisfied that the swept path analysis indicates that the vehicle does not encroach on the parking bay.

The IHA also recommends a 1m paved strip to be provided to the side of the on-street parking bays to enable passengers to alight onto a paved surface. This is however just a recommendation and Members are reminded that the internal roads, footways and parking bays within the site meet with the design standards of the relevant Highway Authority. It is not considered that the lack of a paved strip by the parking bays is significant and the inclusion of additional hard surfaces within the site would reduce the amount of soft landscaping. It is therefore up to Members whether they wish to accept this recommendation or not.

With regard to trip generation from the development the IHA confirms that the trips rates and associated vehicle movements are deemed acceptable and notes that the applicant has accepted the request by the Local Highway Authority for road widening to enable the passing of vehicles. The IHA assessment has however recommended that the length of any passing place be confirmed by a swept path analysis for a large HGV being stationary and fully accommodated at the passing place and passed by a car. Such details can be dealt with via condition 6 which requests full construction details of the two passing places.

The IHA states that the number of vehicular movements from the development are wrongly quoted in the submitted TS as they have also included pedestrians, cyclists and public transport users as part of the vehicle movements and has confirmed that the number of vehicular movements in any one direction are likely to be less than those quoted in the TS. The IHA confirms that the passing places along Stainton Road will mitigate the development impact and result in betterment to all road users. The IHA also confirms that Etterby Road has been servicing local residents and commuters with no evidence of safety or congestion therefore the limited number of additional vehicles, potentially one every 3 minutes, is unlikely to be significant or lead to any noticeable congestion or backing up of traffic. In such circumstances and taking into consideration the passing places offered it is unlikely that the residual development impact can be regarded as severe.

The IHA also states that the level of pedestrian movements is unlikely to have a significant impact taking into consideration the footpath connectivity offered by the applicant. The IHA notes that a short stretch of Etterby Road approximately 160 in length which is equivalent to 2 minutes walking time lacks any formalised footways. The IHA confirms that local residents and regular commuters will be familiar with the carriageway limitations however it is highly recommended that a financial contribution is considered so that a scheme of signage can be designed and

installed in suitable locations to warn and remind drivers of the likelihood of pedestrians on the road. This recommendation can be dealt with as part of the S106 agreement.

The IHA states that an independent review of the collision and incidents date for the most recent 22 years concluded no accident cluster can be seen particularly over Etterby bridge and at the 90 degree bend of Stainton Road with Etterby Road, the IHA therefore concurs with the findings of the applicant's Transport Statement.

The IHA also notes that Stainton Road, Etterby Road and Etterby Scaur form part of NCN Route 7 which demonstrates that the site is accessible by cycle to employment centres and local amenities within a 5km radius, an area of which represents a substantial percentage of Carlisle City and its outlying areas. Carlisle Train station also has 16 cycle spaces which provides for multi-modal travel options.

The IHA confirms that the development proposals are predicted to generate 22 and 19 vehicular movements in the peak hours in two different directions. Further multi-modal residents' movements include up to 3 pedestrians, 2 bus users and 1 cyclist. The applicant has provided footpath links of 1.2m width that can be adopted by the LHA, passing places and the site access arrangements including site internals are all accepted by the LHA. Further consideration of the TA includes the sites proximity to cycle routes, NPPF and appeal decisions.

The IHA concludes that it is their professional opinion that appropriate opportunities to promote sustainable transport modes have been taken up given the type of development and its location; safe and suitable access to the site can be achieved for all users given the type of development and its location; the design of streets, parking areas and other transport elements and the content of associated standards reflects current local and national guidance; and, potential impacts on the transport network in terms of (capacity and congestion) have been mitigated to an acceptable degree. The IHA confirms that the residual impact of the development is not considered severe and the application should not be refused on highway grounds.

In relation to the above Members are advised to accept the findings and recommendations of the IHA as discussed above.

Furthermore, in the intervening period since the application was presented at the September committee meeting a planning consultant acting on behalf of DRS has suggested the following change to condition 22:

*“Before the occupancy of any residential unit, noise level measurements must be undertaken in at least five 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. If noise measurements exceed World Health Organisation guidelines, the report shall include a scheme of noise mitigation measures for all affected residential accommodation. The noise mitigation measures shall be designed to achieve noise insulation to a standard that nuisance will not be caused to the occupiers of residential accommodation by noise from identified neighbouring sources. The Approved scheme shall be implemented prior to the first occupation of*

*any residential unit and be permanently maintained thereafter...”*

The Council's Environmental Health department are happy to undertake noise level measurements in five residential properties rather than the suggested two. Environmental Health have however confirmed that the current wording of condition 22 is more robust than the proposed aforementioned suggested rewording. They have however confirmed that they are happy to include an additional sentence to condition 22 confirming that if noise measurements are to exceed *World Health Organisation guidelines, the report shall include a scheme of noise mitigation measures for all affected residential accommodation and such a scheme shall be prior to the first occupation of any residential unit and be permanently maintained thereafter...”*

Members are therefore advised to accept the changes to condition 22 as per the comments by the Council's Environmental Health department.

### **Addendum 10th September Committee**

Members resolved to defer consideration of the proposal at the Development Control Committee meeting on the 23rd July 2021 in order to undertake a site visit; for the Council to undertake further investigations with regard to issues raised during their discussion in particular highway safety; and, to await a further report on the application at a future meeting of the Committee.

A further site visit is due to take place on the 8th September 2021.

In response to the highways issues raised during the last committee meeting Cumbria County Council as the relevant Highway Authority has confirmed that a footway cannot be provided along Etterby Road towards Balmoral Court due to the carriageway not being wide enough to accommodate a 2m footway and maintain the carriageway width of 5m. With regards to utilising a white line to delineate a footway, it is the view of the Highway's Authority that a white line feature will give pedestrians a false sense of security, leading to possibly more conflicts between pedestrians and vehicles and would be an ongoing maintenance issue. Therefore as stated previously the Highways Authority consider that the current arrangement is satisfactory for highway purposes and no improvement is necessary.

During third party rights to speak at the Development Control Committee meeting on the 23rd July 2021 suggestions were made for Etterby Road to become a 20mph Zone. The Highway Authority has since confirmed that they have no objections in principle with regard to Etterby Road becoming a 20mph zone; however it should be noted that the developer is to cover the costs associated with Traffic Regulation Order (TRO) amendments and traffic calming required. The TRO amendments and traffic calming features can be secured through a s278 agreement with the developer.

The Highway Authority has also reconfirmed that the number of passing places proposed and their indicative locations are acceptable to the Highway Authority and are to be provided through a s278 agreement.

During discussions at the previous committee meeting Members also requested that

the existing footpath at Stainton Gardens and the proposed link upgraded to a hard surface so that it can be used by pram's, cyclists etc. The landowner, Riverside, has confirmed that they are agreeable to this. An updated proposed boundary treatment and hard landscaping plan (Drawing No.003 Rev J) and proposed site layout (Drawing No.002 Rev L) has been submitted to show the footpath link. As stated in the original committee report this can be secured by a Grampian condition. It is therefore proposed that condition 14 in the original committee report is updated to the following:

*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 together with upgrading of the existing footpath, 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.*

Condition 2 (list of approved documents) of the original committee report will also need to be updated as follows to reflect the two updated plans :

*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 4th August 2021 (Drawing No.002 Rev L);*
- 4. the proposed boundary treatment and hard landscaping plan received 4th August 2021 (Drawing No.003 Rev J);*
- 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. Dee M42-160 Rev M and Dee M42-110 Rev M);*
- 12. the proposed floor plans and elevations for The Dee (Plot 1 only) received 5th March 2021 (Drawing No. DeeM42-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.*

In terms of the concerns raised during committee discussions with regards to the capacity of the existing drainage system United Utilities have reconfirmed that they have to allow new drainage connections under their statutory obligations. That said UU recommend that all options for surface water drainage have been fully investigated and discounted prior to any proposed connection to the public sewer for surface water. The focus of UU comments is surface water as they have confirmed that foul flows have a minimal impact on the public sewer. Having regard to the content of the submitted flood risk assessment, UU understand that surface water will discharge to a watercourse with no reliance on the public sewer for surface water management. This approach helps ensure the impact of the development on UU sewers is kept to a minimum.

With regard to foul flows, although these are minimal, if planning permission is granted, UU have confirmed that they will further review any impact and consider whether it is necessary to amend the main connection point for foul water so that the connection is made further along Stainton Road where there is a larger sewer.

UU has confirmed that jet washing occurs as part of the regular, normal maintenance of the sewer to remove material that may build up over time and ensure the sewer remains in good working order. The problem experienced by a resident as a result of the jet washing is a matter under separate consideration and investigation and is not associated with any capacity issue.

In overall terms there is nothing further to add to the original committee report (other than amendments to conditions 2 and 14 as discussed above) which follows this addendum including the two new plans.

## **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 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. 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 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.
- 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 incorporates 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 on to 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 12<sup>th</sup> 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. Dee M42-160 Rev M and Dee M42-110 Rev M);
12. the proposed floor plans and elevations for The Dee (Plot 1 only) received 5th March 2021 (Drawing No. Dee M42-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. 8325OR01 Rev02/November 2020);
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:  
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For: Genesis Homes



**TOTAL SITE AREA - GROSS**  
= 4 Acres -1.65 Hectares



**TOTAL SITE AREA - NETT**  
= 2.25 Acres -0.92 Hectares

**C** Open Space added and red line boundary amended 03.03.21  
**B** Red-line boundary amended to suit new layout and drainage proposals 12.11.20  
**A** Re-design down to 34 plots 04.11.20

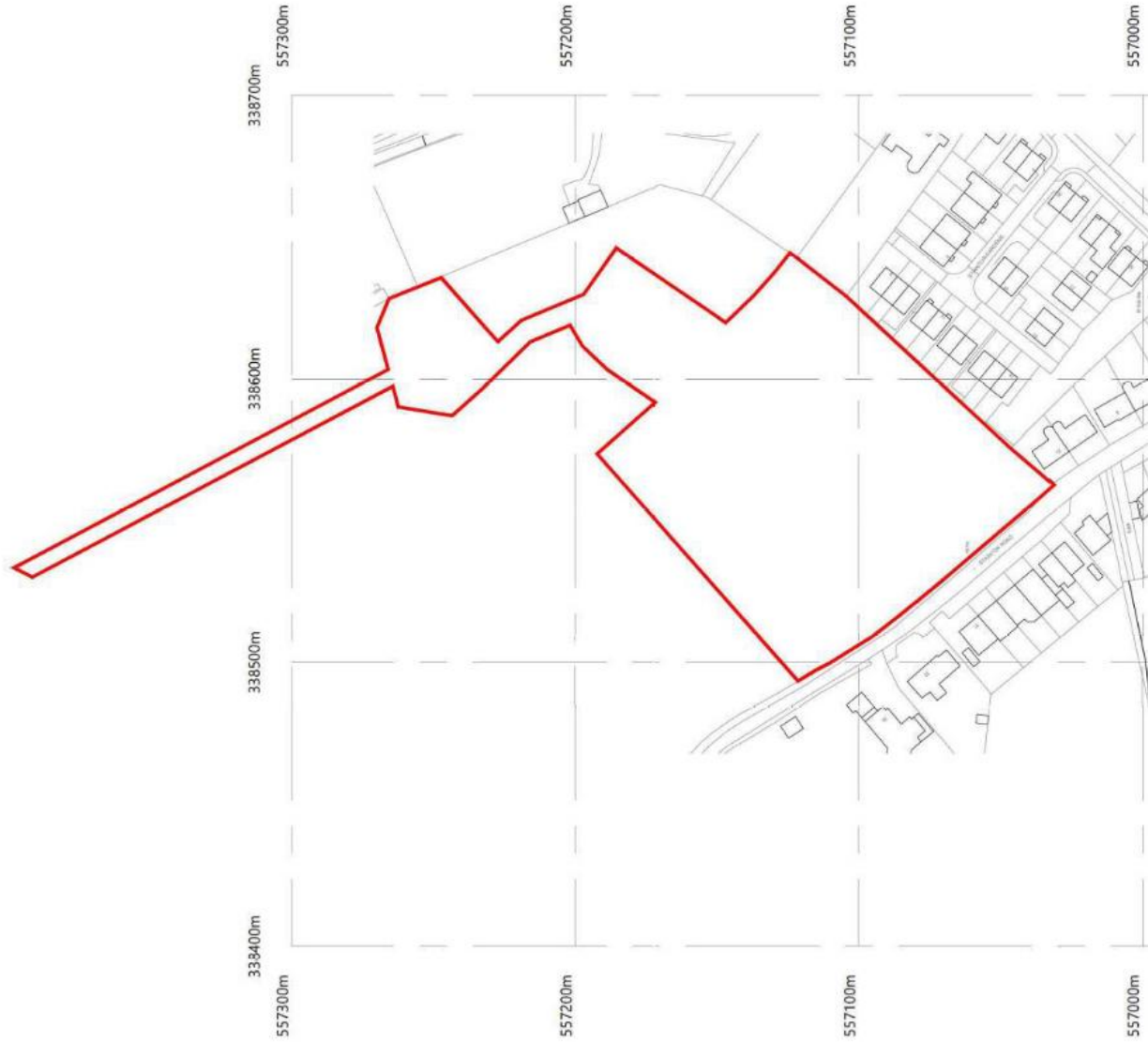
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0191 229 8237  
info@ergo-projects.co.uk  
Aston Business Centre - HQ, 100, The  
Aston Business Centre, Aston, Birmingham, B4 7EJ, UK  
www.ergo-projects.co.uk

Project:  
Stainton Road  
Enderby

Location / Redline  
Boundary Plan

DATE OF DRAWING	DATE OF SITE VISIT	SCALE	PROJECT NO.	REVISION
October 2020	11/10/20	1:1250	A3	C
PROJECT NO.	661	001		



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**Note:**  
Do not  
This dr  
All dim  
commen  
to Ergo

**For:**



**OPEN SPACE**  
= 0.52 Acres -0.21 Hectares

**ergo**  
0191 226 0231  
info@ergoprojects.co.uk  
Active Business Centre, High Street,  
Newbury, Newmarket upon Tyne, NN15 8JN  
[www.ergoprojects.co.uk](http://www.ergoprojects.co.uk)

TITLE	PROPOSED SITE LAYOUT

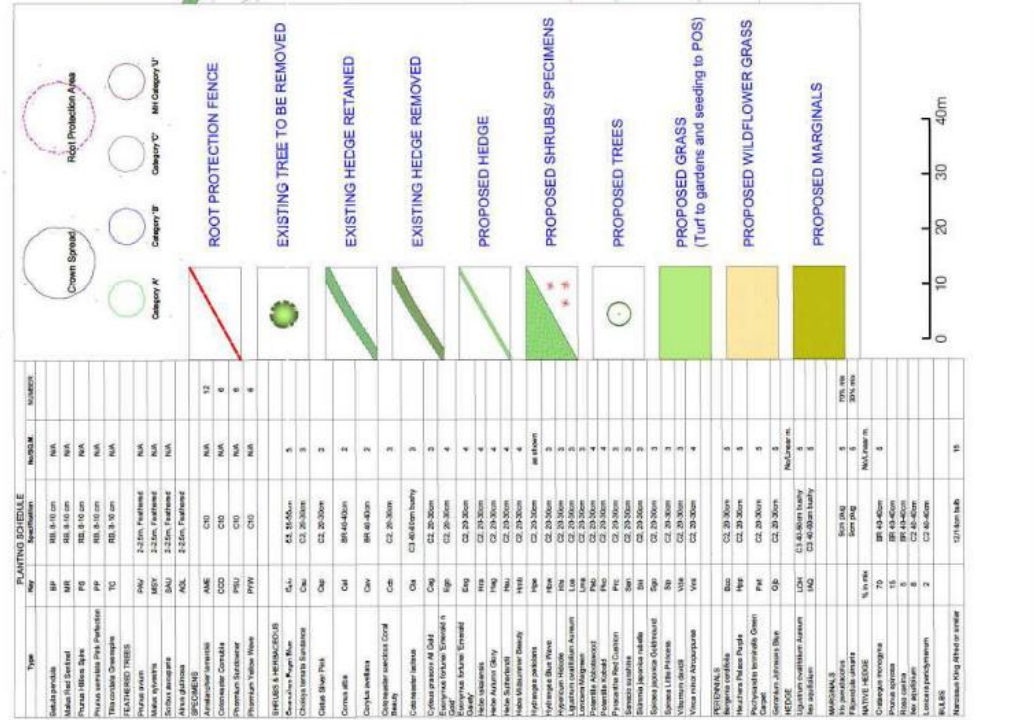
UNIVERSITY OF  
Plymouth  
SCALE:  
1:5  
PROJECT NO.  
661













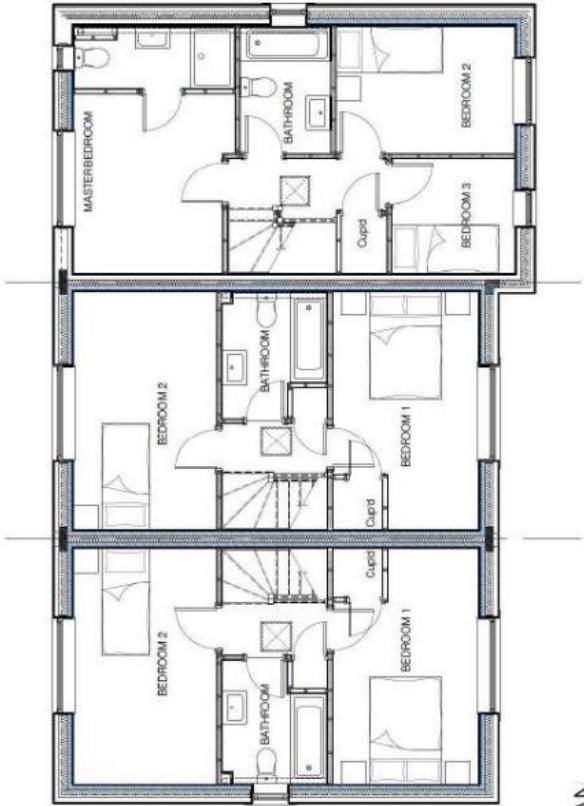


# The Caldew Caldew Petteril (Terrace)

2/3 Bedroom Terrace.

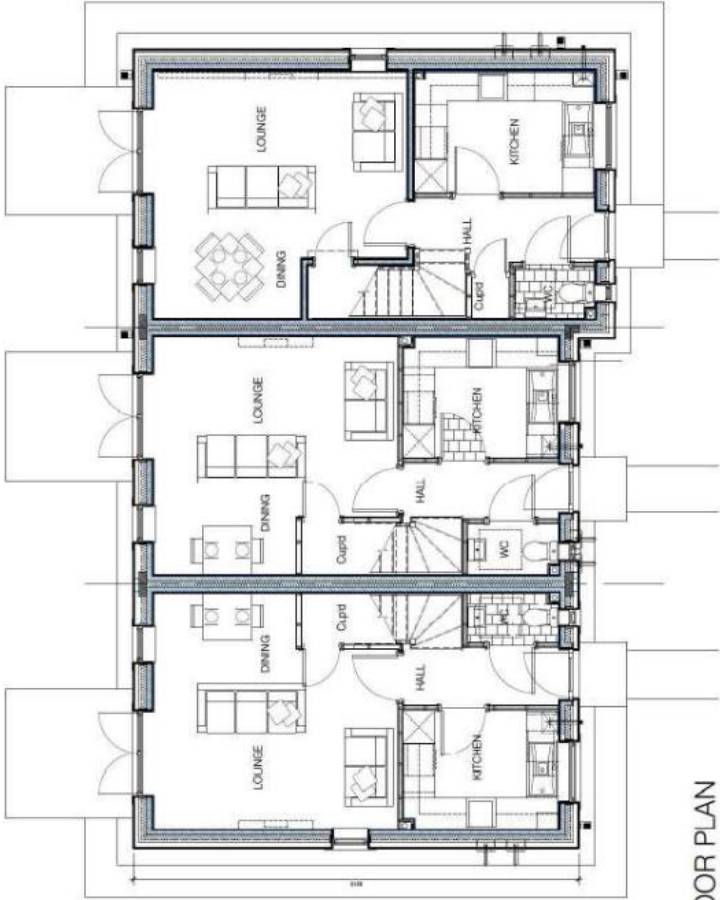
Area

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



FIRST FLOOR PLAN

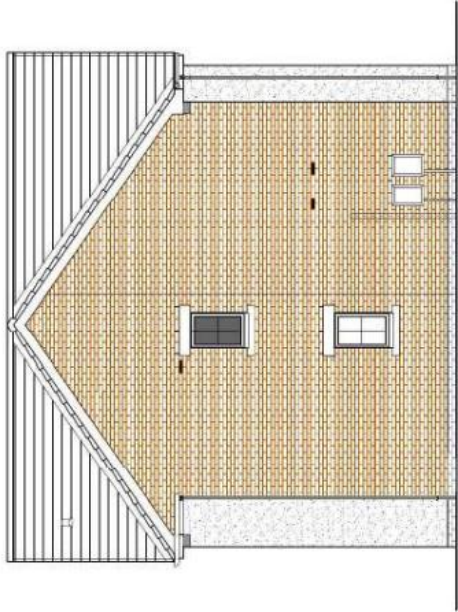
The Caldwell      The Caldwell Link      The Petterill



GROUND FLOOR PLAN



PLANNING DRAW	1:50/100
The Caldwell, Link & Caldwell Link	Cal-Cal-Pet-S105-110- L
2 Bedroom Semi Property, 1 Storey	© Genesis Homes 2017
Area: House 68.7 sq m (711 sq ft)	
Rev A 12-06-17 Issue for Construction	
Rev B 28-07-17 8 Revs update	
Rev C 05-01-18 General update	
Rev D 05-01-18 General update	
Rev E 01-02-18 Minor Revisions	
Rev F 11-05-18 Site Feedback Added	
Rev G 21-09-18 Design Review update	
Rev H 21-09-18 Design Review update	
Rev I 21-09-18 Design Review update	
Rev J 21-09-18 Design Review update	
Rev K 21-09-18 Design Review update	
Rev L 21-09-18 Design Review update	
Rev M 21-09-18 Design Review update	
Rev N 21-09-18 Design Review update	
Rev O 21-09-18 Design Review update	
Rev P 21-09-18 Design Review update	
Rev Q 21-09-18 Design Review update	
Rev R 21-09-18 Design Review update	
Rev S 21-09-18 Design Review update	
Rev T 21-09-18 Design Review update	
Rev U 21-09-18 Design Review update	
Rev V 21-09-18 Design Review update	
Rev W 21-09-18 Design Review update	
Rev X 21-09-18 Design Review update	
Rev Y 21-09-18 Design Review update	
Rev Z 21-09-18 Design Review update	



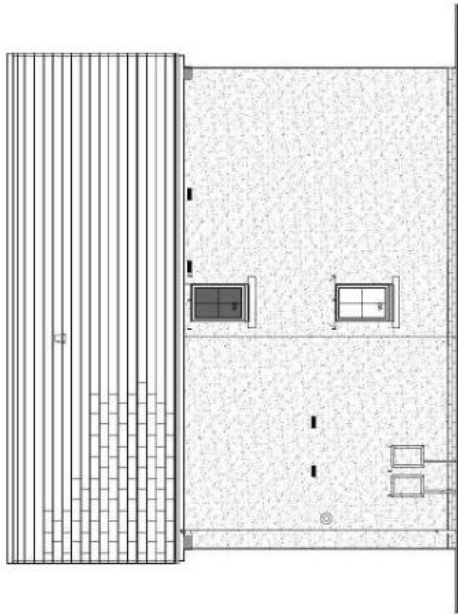
SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



SIDE ELEVATION



ELEVATIONS

Rev. L Jan-2020 G/H Design review amend  
Rev. K Dec-2019 G/H Design review amend  
Rev. J Feb-2019 G/H Design review update  
Rev. H Dec-2018 Design review update  
Rev. G 21-09-18 Design review update  
Rev. F 11-06-18 Site Feedback Added  
Rev. E 05-01-18 General update  
Rev. D 05-01-18 General update  
Rev. C 05-10-17 B Regs update  
Rev. B 28-07-17 B Regs update  
Rev. A 12-06-17 Issue for Construction

Scale: As Shown

1:50/100

Cal-Cal-Pet-S106-160- L

© Genesis Homes 2017



# 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





## FLOOR PLANS

## PLANNING OUR

The Eden with integral angle - George Gordon (deceased property)	GH Design review amend
Rev 11 Sep 2020	GH Design review amend
Rev 11 Sep 2020	GH Design review amend
Rev 11 Sep 2020	GH Design review amend
Rev 1 Feb 2019	GH Design review update
Rev 1 Feb 2019	GH Design review update
Rev G 21-09-18	Design review update
Rev G 21-09-18	Design review update
Rev F 11-06-18	Site Feedback Added
Rev E 01-02-18	Minor Revisions
Rev D 05-10-17	General update
Rev C 06-10-17	General update
Rev B 28-07-17	B flags update
Rev A 12-06-17	Issue for Construction

state @ A 100%

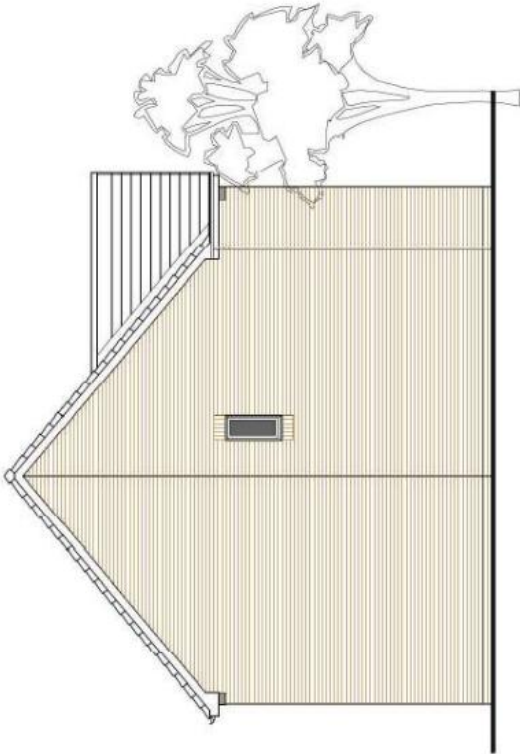
state @ A 100%

Drawing Number: 001

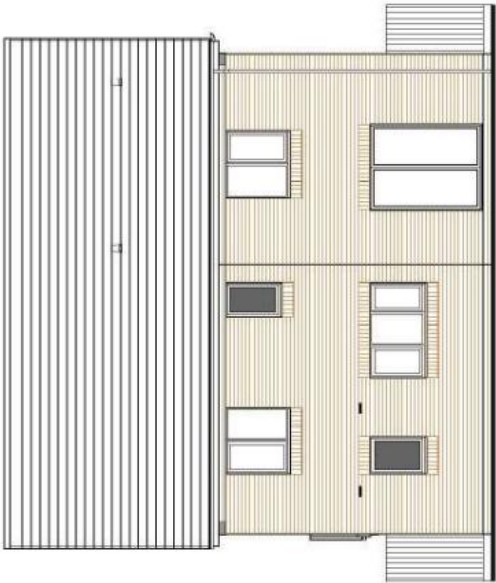
Eden 110

Eden - 110- M

© Genesis Homes 2017



SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



SIDE ELEVATION



ELEVATIONS

Rev M Sep-2020	GH Design review amend
Rev L Dec-2019	GH Design review amend
Rev K Dec-2019	GH Design review amend
Rev J May-2019	GH Design review update
Rev I Feb-2019	GH Design review update
Rev H Dec-2018	Design review update
Rev G 21-08-18	Design review update
Rev F 11-08-18	Site Feedback Address
Rev E 01-08-18	Material palette
Rev D 05-01-18	General update
Rev C 06-10-17	B Rega update
Rev B 28-07-17	B Rega update
Rev A 12-06-17	Issue for Construction

Scale of Archt.  
1:50/100

Drawing number	Rev
Eden -160-	M



# 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).



FIRST FLOOR PLAN



GROUND FLOOR PLAN



FLOOR PLANS

PLANNING DWG

The Ellen V1 with attached single Garage.  
4 Bedroom detached property.  
2 Storey.

Area  
House 121.75 sq m (1310 sq ft).  
Garage 14.8 sq m (159 sq ft).

Scale @ A3/D3  
1:50/100

Drawing number

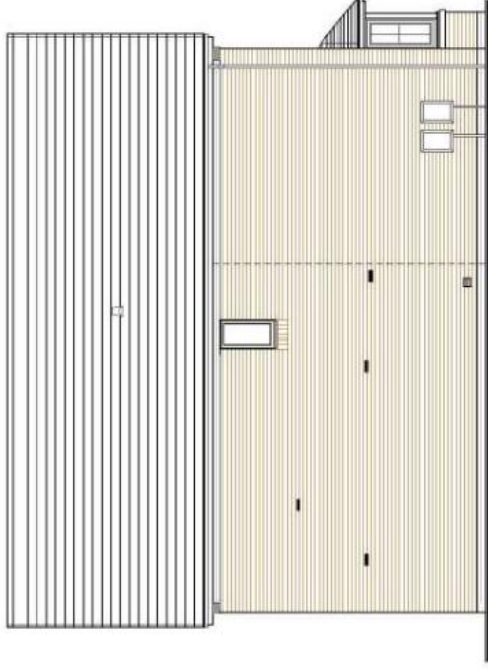
Ellen V1 NG1-110- M

© Genesis Homes 2017





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: 13.93 sq m (150 sq ft)



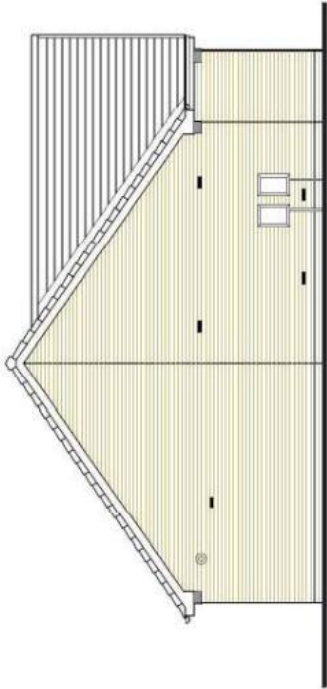
FLOOR PLAN



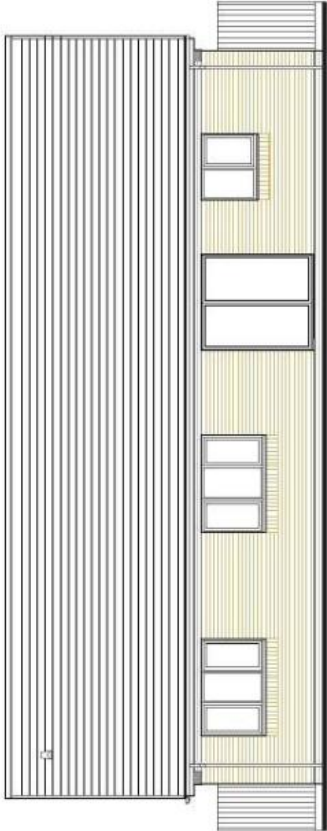
FLOOR PLANS

PLANNING DWG	
The Site	3 Bedroom Bungalow
Area	98.00 sqm (1061 sq ft)
Rev	<div> <div>Rev L Jan-2020</div> <div>GH Design review amend</div> </div> <div> <div>Rev K Mar-2020</div> <div>GH Design review amend</div> </div> <div> <div>Rev J Mar-2019</div> <div>GH Design review amend</div> </div> <div> <div>Rev I Feb-2019</div> <div>GH Design review update</div> </div> <div> <div>Rev H Dec-2019</div> <div>Design review update</div> </div> <div> <div>Rev G 21-09-18</div> <div>Design Review Added</div> </div> <div> <div>Rev F 11-06-18</div> <div>Site Feedback Added</div> </div> <div> <div>Rev E 01-02-18</div> <div>Minor Revisions</div> </div> <div> <div>Rev D 05-01-18</div> <div>General update</div> </div> <div> <div>Rev C 06-10-17</div> <div>B Rugs update</div> </div> <div> <div>Rev B 28-07-17</div> <div>B Rugs update</div> </div> <div> <div>Rev A 12-06-17</div> <div>Issue for Construction</div> </div>

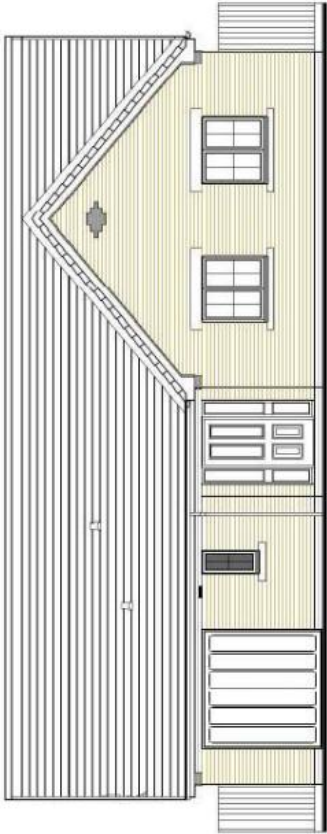
Scale @ A3	1:50/100
Drawing Number	ESK_M42-110-
Rev	L



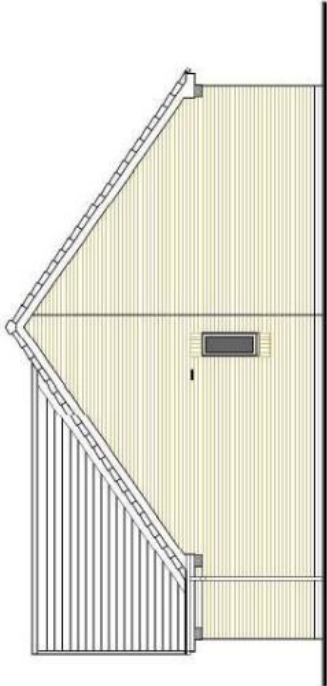
SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



SIDE ELEVATION



ELEVATIONS

Rev L Jan-2020 G1 Design review amend  
Rev K Dec-2019 G1 Design review amend  
Rev J May-2019 G1 Design review amend  
Rev I Feb-2019 G1 Design review update  
Rev H Dec-2019 Drainage review update  
Rev G 21-09-18 Design Review update  
Rev F 11-05-18 Master feedback Added  
Rev E 01-06-18 Master feedback  
Rev D 06-01-18 General update  
Rev C 06-10-17 B Pags update  
Rev B 28-07-17 B Pags update  
Rev A 12-06-17 Issue for Construction

DATE @ A3/15  
1:50/100

Drawing Number  
Esk M42-160- L

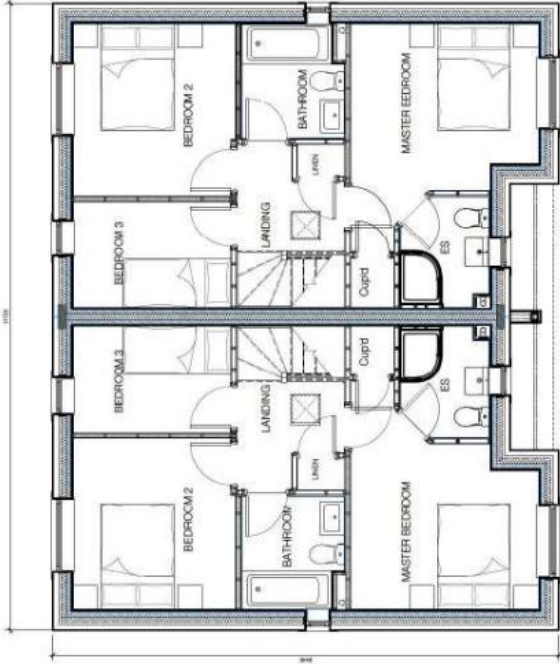


# The Gelt (Semi V2)

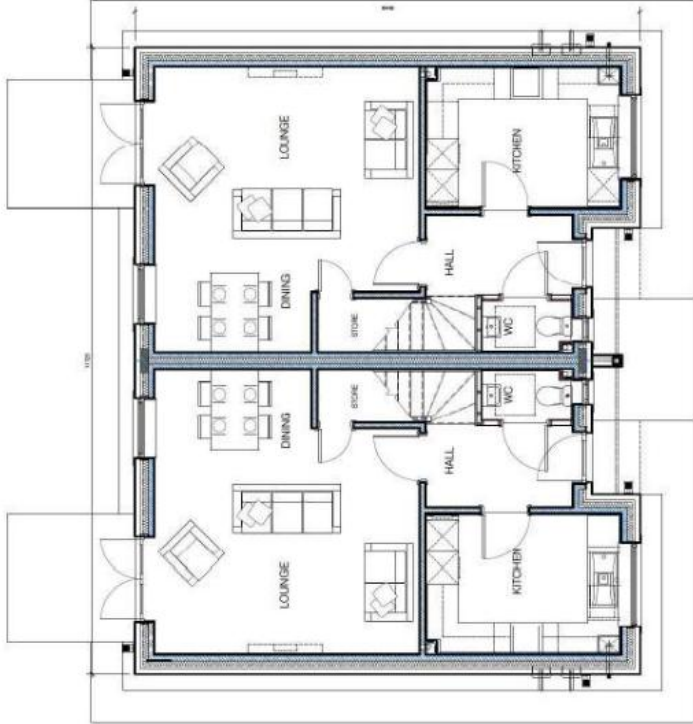
3 Bedroom Semi property.

## 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

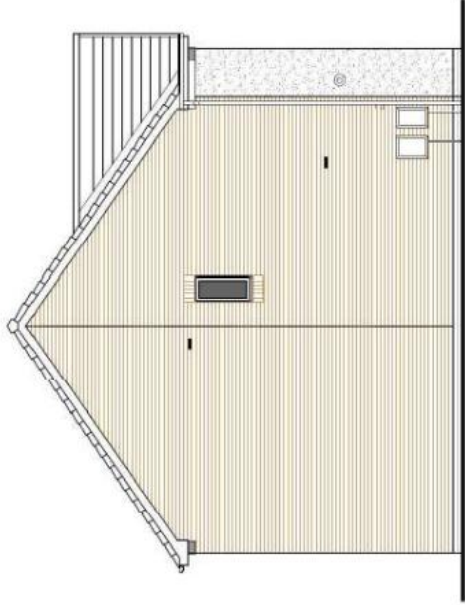
PLANNING ISSUE  
The Galt Semi  
3 Bedroom Semi property  
2 Storey  
Area  
House 67.36 sq m (840 sq ft)

- Rev L Jan-2020 Galt Design review amend
- Rev K Dec-2019 Galt Design review amend
- Rev J May-2019 GH Design review update
- Rev I Feb-2019 GH Design review update
- Rev H Dec-2018 Drainage review update
- Rev G 21-06-18 Design Review update
- Rev F 11-06-18 S10 Feedback Added
- Rev E 05-06-18 Planning Feedback
- Rev D 05-01-18 General update
- Rev C 06-10-17 General update
- Rev B 28-07-17 B Rega update
- Rev A 12-06-17 Issue for Construction

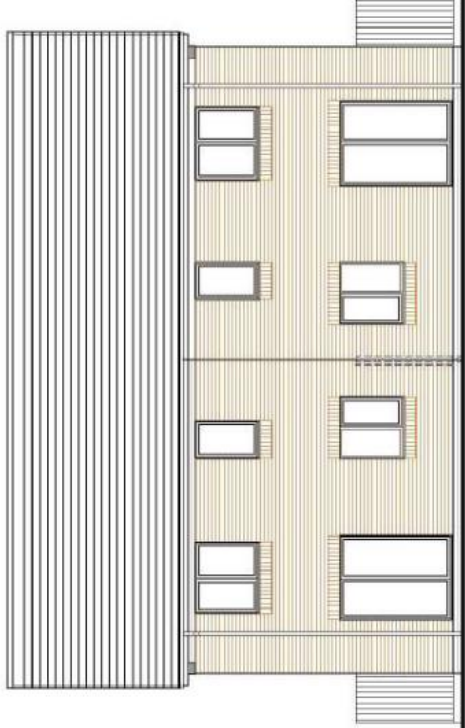
Scale: @ A1/62  
1:50/100

Sheet number:  
Galt Semi-110- L





SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



SIDE ELEVATION



ELEVATIONS

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: 11-06-18 Site Feedback Added  
Rev. E: 05-01-18 General update  
Rev. D: 05-01-18 General update  
Rev. C: 06-10-17 B Rugs update  
Rev. B: 28-07-17 B Rugs update  
Rev. A: 12-06-17 Issue for Construction

Scale: 1/4" = 1'-0"  
1:50/100

Sheet number: 160- L

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# The Dee

2 Bedroom Bungalow.

Area  
Total 66,01 sq m (711 sq ft).





GROUND FLOOR PLAN



FLOOR PLANS

PLANNING DWG

The Date

2 Bedroom Bungalow

Area

House 65.46 sq m (704 sq ft)

DATE: 09 JUL 2017

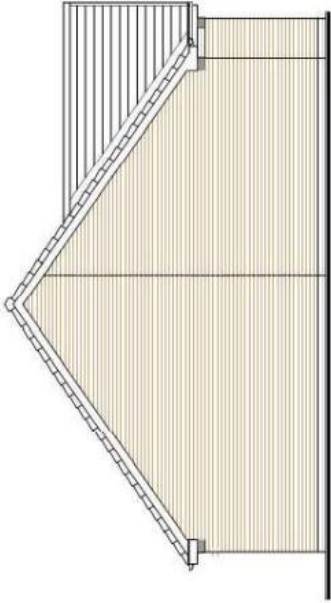
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Drawing number

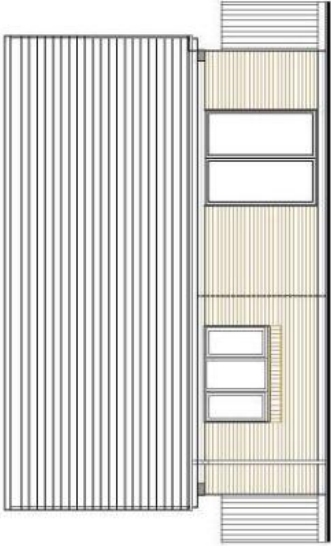
Dec M42-110-

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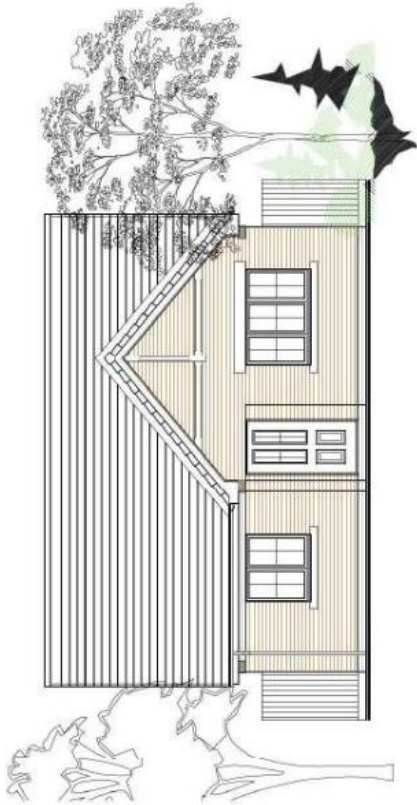
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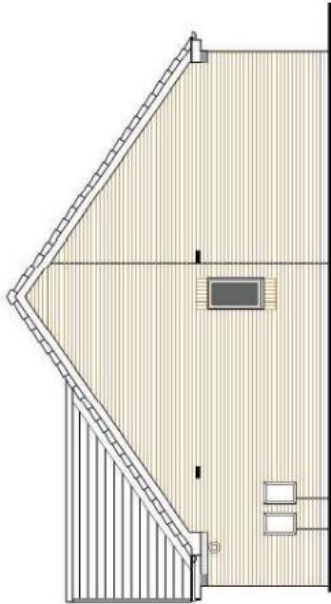
SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



SIDE ELEVATION



ELEVATIONS

Rev M Sep-2020	GH Design review amend
Rev L Jun-2020	GH Design review amend
Rev K Dec-2019	GH Design review amend
Rev J May-2019	GH Design review amend
Rev I Dec-2019	GH Design review amend
Rev H Dec-2019	Design review update
Rev G 21-09-18	Design review update
Rev F 11-06-18	Site Feedback Added
Rev E 01-02-18	Minor Revisions
Rev D 05-01-18	General update
Rev C 12-01-17	General update
Rev B 26-02-17	Revised construction
Rev A 12-06-17	Issue for Construction

Scale: 1/4" = 1'-0"

1:50/100

Sheet number

Dec M42-160-

M

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# The Dee (Plot 1 Only)

2 Bedroom Bungalow.

Area  
Total 66.01 sq m (711 sq ft).



## GROUND FLOOR PLAN



## FLOOR FLANS

Plot 1 Only

CLIPPING PAGE

The Road

**The Deck**  
2 Bedroom Bungalow

Rev M Sep-2020	GH Design review amend
Rev L Dec-2019	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-2019	Change review update
Rev G 21-09-18	Design Review update
Rev F 11-06-18	Site Feedback Added
Rev E 01-02-18	Minor Revisions
Rev D 05-01-18	General update
Rev C 06-10-17	General update
Rev B 25-07-17	B Regs update
Rev A 12-06-17	Issue for Construction

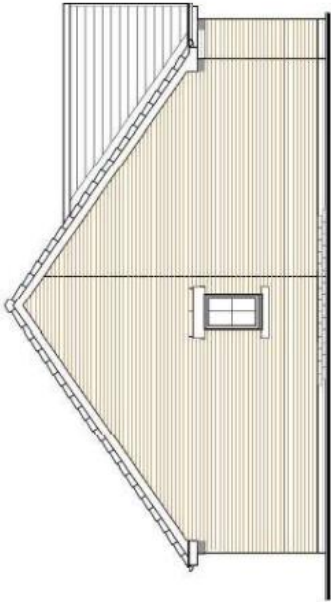
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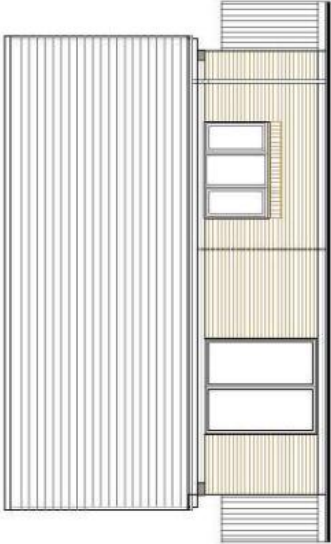
drawing number

Der M42-Plot:

DOI: 10.1002/for



SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



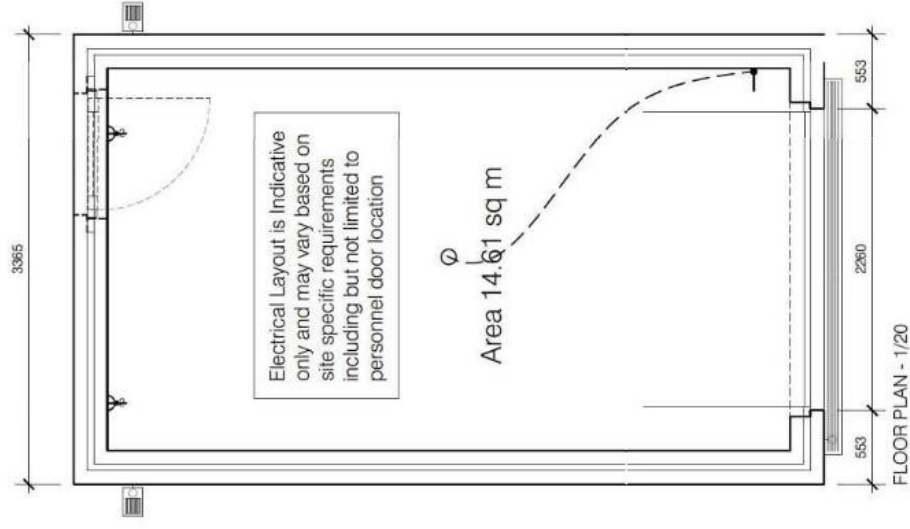
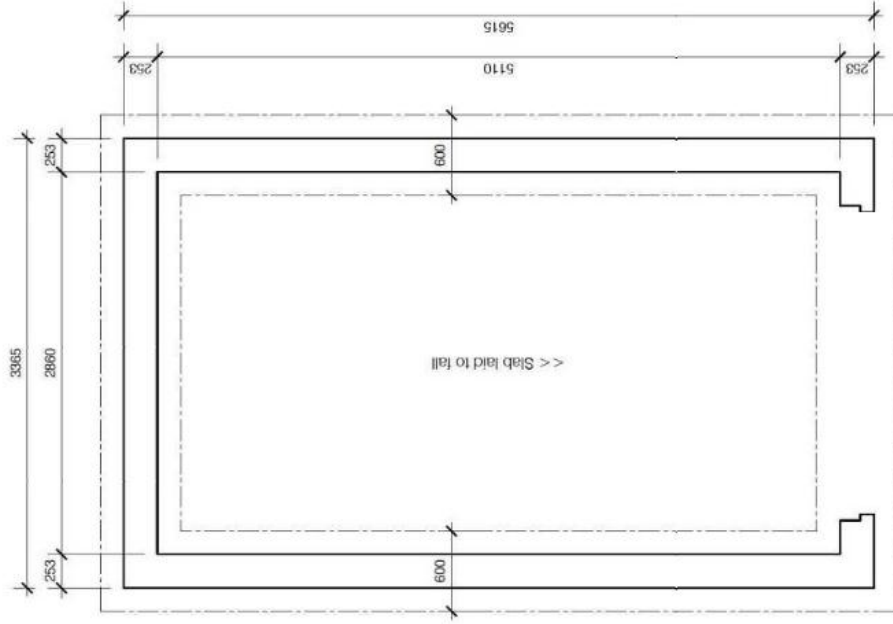
SIDE ELEVATION



ELEVATIONS  
Plot 1 Only

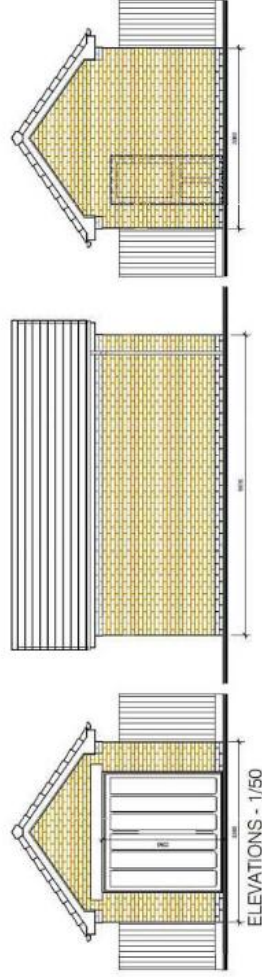
Rev M Sep-2020 G4 Design review amend  
Rev L Jan-2020 G4 Design review amend  
Rev K Dec-2019 G4 Design review amend  
Rev J May-2019 G4 Design review amend  
Rev I Dec-2019 G4 Design review amend  
Rev H Dec-2019 Design review update  
Rev G 21-09-18 Design review update  
Rev F 11-05-18 Site Feedback-Added  
Rev E 01-02-18 Minor Revisions  
Rev D 05-01-18 General update  
Rev C 12-05-17 B Repairs/Construction  
Rev B 28-02-17 B Repairs/Construction  
Rev A 12-06-17 Issue for Construction

Scale 1:50/100  
Drawing number 1-50/100  
Plot 1  
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Electrical Layout is Indicative only and may vary based on site specific requirements including but not limited to personnel door location.

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



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



DETACHED GARAGE

THIS DRAWING IS THE PROPERTY OF GENESIS HOMES 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 INSITU SUSPENDED CONCRETE FLOOR SLABS, SEE ENGINEERS' DESIGNS.

REFER TO THE SITE LAYOUT FOR PLOT ORIENTATIONS

253mm cavity wall to be carried on a min. 3 No. courses of Class 4 Calcium Silicate or Class B Engineering bricks below DPC on external leaf. Concrete trench blocks to be used below brickwork.

Position of RWPs are indicative only - see engineers plot drainage layout

Below ground drainage layout is indicative only - refer to engineers drainage drawing for specific plot drainage details

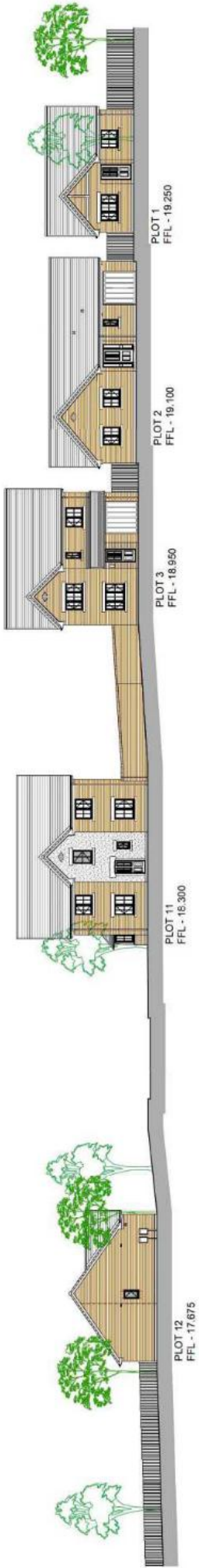
Foundations taken below level of drainage pipe penetrations.

**Resident**  
A: M.E. issue  
B: Electrical layout added [P#] 10/23/2018  
C: Notes added re Electrical Layout and Permitted Door [P#] 07/06/2018

**NOTE**

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





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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Wolverhampton, West Midlands, WV6 9LN  
www.ergo-projects.co.uk

Project:  
Stainton Road  
Ettterby

Proposed Street Scenes

REVISION:	DATE OF REVISION:	REVISION:	REVISION:
Planning	01.10.2020	01.10.2020	01.10.2020
1:200	A2	C	C
661	004		

Draft Plan Identifying Passing Place Locations





Note:  
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All dimensions to be checked prior to any work commencing. Any discrepancies to be reported to Ergo Projects immediately.

For: Genesis Homes



**TOTAL SITE AREA - GROSS**  
= 4 Acres - 1.65 Hectares

**TOTAL SITE AREA - NETT**  
= 2.25 Acres - 0.92 Hectares



**OPEN SPACE**  
= 0.52 Acres - 0.21 Hectares

557200m

557100m

557000m



CODE	VALUE	TYPE	NO	SOFT	TOTAL SOFT
Dee	Dee	2 bed bungalow	5	706	3525
Cal	Calder	2 bed semi	6	718	4308
Pet	Pettrill	3 bed semi	3	822	2466
Ge	Geit	3 bed semi	6	940	5640
Ed	Eden	3 bed bungalow	4	1067	4268
Ed	Eden	4 bed detached	7	1338	9366
Ed	Eden	4 bed detached	2	1311	2622
			<b>33</b>		<b>32115</b>

- L Footpath dashed line extended and annotation added 02.08.21
- K Discrepancy in House Type One amended to engineer's drawings 29.07.21
- J Additional visitor parking added and ramps, road road amended 08.04.21
- I Footpath dashed line and line boundary amended 03.03.21
- H Road hump & additional VPA added, plot 1 & 27-29 re-routed, plots 12 & 26 side boundaries amended to 1.1m and 1.2m respectively 02.02.21
- G House types on plots 2, 16, 27-29 amended with a total of 33 plots 17.11.20
- F Red-line boundary amended to suit new layout and drainage proposals 12.11.20
- E Re-design down to 34 plots 04.11.20
- D Planning Issues 28.10.20
- C Plot 5 & 29 wrapped & VP re-located further to request from SM on 13.10.20 13.10.20
- B Layout amended further to meeting 05.09.20
- A Mr. amended per email from SM dated 01.09.20 02.09.20



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Stainton Road  
Eterby

Proposed Site Layout

DATE: 01/09/2020  
SCALE: 1:500  
PROJECT: 1911 229 0231  
DRAWN: M1  
CHECKED: L  
DATE: 01/09/2020  
SCALE: 1:500  
PROJECT: 1911 229 0231  
DRAWN: M1  
CHECKED: L









## iTransport technical review

Proposed 33no. Dwellings

Land to the North West of Stainton Gardens, Stainton Road

Etterby, Carlisle

Application Ref: 20/0797

## 1.0 INTRODUCTION

- 1.1 iTransport Planning, a specialist consultancy of iPRT Group of Companies, has been commissioned by Carlisle City Council to review the traffic and transportation issues associated with the proposed 33no. dwellings on the Land to the North West of Stainton Gardens, Stainton Road, Etterby, Carlisle, Planning Ref: 20/0797

## 2.0 SCOPE OF THIS REVIEW

- 2.1 This review is based on review of the following publicly available reports and drawings:
- Transport Statement (TS) produced by Axis ref: 2886-01-TS01.
  - Proposed boundary treatment and hard landscaping plan produced by Ergo, revision J.
  - Draft plan identifying passing place locations (unreferenced); and
  - Cumbria County Council consultee responses of 25 January 2021, 22 March 2021 and 17 June 2021.
- 2.2 When assessing the traffic, transportation and highway reports and drawings submitted as part of the planning application, iTP considered whether the proposal would have an impact upon the highway in accordance with the National Planning Policy Framework (NPPF), Manual for Street (MfS) and current local and national highway policies including whether:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
  - Safe and suitable access to the site can be achieved for all users.
  - The highway network in the area can accommodate the anticipated trip generation; and
  - The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 111 of the 2021 NPPF.

## 3.0 EXISTING CONDITIONS

### *Local Highway Network*

- 3.1 The TS considered the existing adjoining infrastructure and described the local highway network which, following independent review by iTP, is considered acceptable.

### ***Public Transport***

- 3.2 The nearest bus stops to the Site are located near Etterby Road / Etterby Scaur junction, approximately 720m from the centre of the Site.
- 3.3 On average, Etterby Scaur and Kingmoor Road are served by 2-3 buses per hour Monday to Saturday, and one bus an hour on Sundays.
- 3.4 Further, Carlisle Railway Station is located approximately 3.7km to the southeast of the Site, around 15 minutes' cycle journey via Etterby Road and Etterby Scaur. Carlisle Railway Station is on the West Coast Main Line, and therefore provides direct train services to/from Penrith, Lancaster, Manchester Piccadilly, and Newcastle.

### ***Non-Motorised Accessibility***

#### ***Walking***

- 3.5 The TS considered the existing footways connectivity along Stainton Road and Etterby Rd which provides a possible sustainable option to residents.

#### ***Cycling***

- 3.6 Stainton Road, Etterby Road and Etterby Scaur form part of the National Cycle Network (NCN) Route 7, which includes on-road and off-road cycle lanes. The route provides the opportunity for cycle trips to be made from the Site towards Carlisle, Kingstown, Etterby, Edentown, Moorville and Hadrian's Cycleway. This connectivity provides access to local amenities and employment centres.

### ***Personal Injury Collisions***

- 3.7 Review of the most recent 5 years and concluded that there were no incidents in the vicinity of the Application site, along Stainton Road or Etterby Road. Further, no incidents were recorded that involve vulnerable road users.
- 3.8 An independent review by iTP of the collision and incidents data for the most recent c. 22 years history concluded that no accident cluster can be seen particularly over the bridge and at the 90 degree bend of Stainton Road with Etterby Rd. As such, iTP concur with the submitted TS the findings of which are considered acceptable.

## 4.0 DEVELOPMENT PROPOSALS

- 4.1 The development proposals of 33no. dwellings comprise:
- 2-bed bungalows = 5 dwellings
  - 2-bed semidetached = 6 dwellings
  - 3-bed semidetached = 9 dwellings
  - 3-bed bungalow = 4 dwellings
  - 4-bed detached = 9 dwellings
- 4.2 The main site access takes the form of a single priority junction of 5.5m width, 6m kerblin entry radius and 10m exit radius with 2m footways within the site and on both sides of the site access bellmouth to the tangent point.
- 4.3 To the south, a 1.0m wide footway is proposed along the Site frontage that will connect to the existing link leading to Stainton Gardens, as shown on the layout plan attached in Appendix 1.

### iRecommendation

- 4.4 It is advisable that the minimum footway width be 1.2m to enable parent and child to walk side by side (ref: MfS Figure 6.8) and Cumbria County Council Development Design Guide (Page 20, footway requirement for a Lane).
- 4.5 ***Based on the LHA response of 22<sup>nd</sup> March 2021 this appears to have been offered by the Applicant.***

- 4.6 A separate driveway access will also be created off Stainton Road to serve three dwellings. The driveway will be 6.0m wide and this is acceptable for a private drive; further, all car manoeuvres will take place within the site and residents will be able to enter and egress in forward gear.

### **Visibility Splay and SSD**

- 4.7 Appendix 2 of the TS provided visibility splays of 2.4m x 60 and 2.4m x 90m which are consistent with Cumbria Design Guide requirements.



### **Servicing**

- 4.8 Appendix 3 of the TS provided swept path analysis for 11.347m long 4 axels refuse vehicle, an LGV and a car. The analysis for LGVs and car are broadly acceptable.



### **irecommendation**

- 4.9 The refuse vehicle appears to oversail the parking bay / layby between plots 4 and 17 and appears to touch / collide with the kerbs. Provided the Waste Services department is satisfied with the swept path analysis then no further action is required.
- 4.10 It is also recommended that 1m paved strip be provided to the side of the on-street visitor parking bays to enable passengers to alight onto a paved surface.

### **Trip Generation**

- 4.11 The vehicular trips associated with the proposed development were assessed using the industry standard TRICS database.
- 4.12 The TRICS analysis was independently verified by iTP. The trips rates and associated vehicular movements are deemed acceptable.
- 4.13 The development proposals are predicted to generate 30 and 26 movements (arrival + departure) in the AM and PM peak hours respectively.
- 4.14 The LHA has requested road widening of Stainton Road at three locations to enable the passing of vehicles. The Applicant has accepted this request and agreed the passing places' locations with CCC.



### **irecommendation**

- 4.15 It is recommended that the length of any passing place be confirmed by swept path analysis for large HGV being stationary and fully accommodated at the passing place and passed by a large car.



## 5.0 DEVELOPMENT IMPACT

### *Vehicular*

- 5.1 The development proposals are predicted to generate 30 and 26 movements (arrival + departure) in the AM and PM peak hours respectively.
- 5.2 In fact, the vehicular movement stated in the TS are wrongly quoted in that they included pedestrians, cyclists and public transport users as part of the vehicular movements. Notwithstanding this, the vehicular trips associated with the development will either be travelling north to the A689 or south towards Etterby Scaur hence, the number of vehicular movements in any one direction are likely to be lower than those quoted in the TS.
- 5.3 As a result of the development proposals, passing places are introduced along Stainton Road which will mitigate the development impact and result in betterment to all road users.
- 5.4 Etterby Road have been serving local residents and commuters with no evidence of safety or congestion therefore, the limited number of additional vehicles, potentially one every 3 minutes, is unlikely to be significant or lead to any noticeable congestion or backing up of traffic. In that sense, and taking into consideration the passing places offered, it is unlikely that the residual development impact can be regarded as Severe.

### *Pedestrians and Cyclists*

- 5.5 Based on the Method of Travel to Work Census Data used in the TS, the development is predicted to generate 5 pedestrians (up to 3 travelling to work on foot and up to 2 walking towards bus stops) which is one every 12 minutes. This level of pedestrian movements is unlikely to have a significant impact taking into consideration the footpath connectivity offered by the applicant.

## irecommendation

- 5.6 A short stretch of Etterby Rd, approx. 160m in length, which is equivalent to 2 minutes walking time, lacks any formalised paved footways. Local residents and regular commuters will be familiar with the carriageway limitations however, **it is highly recommended that a financial contribution is considered so that a scheme of signage can be designed and installed in suitable locations to warn and remind drivers of the likelihood of pedestrians on the road.**
- 5.7 Further, Stainton Road, Etterby Road and Etterby Scaur form part of NCN Route 7 which demonstrates that the site is accessible by cycle to employments centres and local amenities within 5km radius, an area which represents a substantial percentage of Carlisle City and it's outlying areas.

- 5.8 Further, Carlisle railway station has 16 cycle spaces which provides for a multi-modal travel option for longer journeys.

#### *Appeal Decision*

- 5.9 Appeal Decision upheld appeals where sites were considered by the LPA as inaccessible by modes of travel other than a car. For example:

- **Appeal Ref: APP/P2935/A/12/2176272** for Medburn in Northumberland where the Planning Inspector concluded

“ Although the small settlement has no facilities of its own, it is not a remote rural location. Whilst it appears that residents generally have private cars and the site is outside convenient walking distance of the shopping, social, educational and employment facilities at Ponteland and Darras Hall, the site appears to be within cycling distance of such facilities and there is a limited regular bus service and school transport. Therefore, the site offers scope for accessing facilities and services by means other than private cars.

- **Appeal Ref APP/Q1825/A/13/2205688** Land of Church Road, Webheath, Redditch, B97 5PG which was **allowed**; Redditch BC refused an up to 200 dwellings application and community centre on a number of grounds and particularly on ‘transport’ sustainability and accessibility. The Council’s highway refusal reasons included:
  - The site is not in a sustainable location (indeed, the Action Group claimed the site was the ‘most unsustainable of the sites reviewed in terms of accessibility to key services and facilities’).
  - Majority of houses would not be within a convenient walking distance of most local services and amenities
  - Site poorly located and poorly connected.

*The Inspectors response was:*

- “
- 10 minutes walking distance (up to about 800m) which residents may comfortably access on foot is not an upper limit and that walking offers the greatest potential to replace short car trips particularly those under 2km.
  - Relatively few people live within walking distance of these facilities [supermarket, secondary schools] and would generally expect to have to use either public transport or the car to access them.
  - The [NPPF] Framework itself is silent on the matter of standards, advocating, instead, the need to reduce travel and giving people a real choice about how they travel. A recent appeal decision highlights the current approach, the inspector finding that a simple yardstick measure of sustainability was too simplistic both in relation to the site and to other considerations relevant to an assessment of sustainability in the wider context.

- *To conclude on this issue, I have already found that, in principle, the appeal site is accessible. The improvements provided by the proposal would further increase its accessibility to local services and facilities, Redditch town centre and beyond.*
- **Appeal Ref APP/X1355/W/16/3165621** Land to the west of Briardene, Cadger Bank, Lanchester, Durham DH7 0HE; Durham County Council refused an up to 52 dwellings application on a number of grounds and particularly on 'transport' sustainability and accessibility. The County Highways Engineers have expressed reservations as to the distance of the site from the village centre in terms of sustainability and criticise its lack of connection and links into the existing residential estates.

*The Inspector concluded:*

- “○ *Being beyond the current edge of the town, it is inevitable that the site will be somewhat further from facilities and services within the built-up area than existing residential areas. Whilst the distance of 600m from the village centre is not in itself unreasonable, the long, steeply sloping nature of the hill would prohibit certain sections of the population from accessing the village on foot or bicycle. The nearest bus stop is in the village centre and a local community bus service is infrequent and runs voluntarily only. It, therefore, seems to me likely that some residents will necessarily rely on the car for transport both into the village and over longer distances for employment or other services.*
- *However, whilst opportunities for walking and cycling to facilities are less than ideal, such a situation is not unusual in a rural area. It is likely that sections of the existing population living on the hill already rely on a car for such journeys. There is no evidence to support the concern that occupants of the affordable units will not have access to a vehicle. Consequently, the issues raised are not in themselves sufficient to rule out the development.*

## 6.0 SUMMARY & CONCLUSIONS

- 6.1 Taking into consideration the locality and scale of development, para 111 of the NPPF states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 6.2 The development proposals are predicted to generate 22 and 19 vehicular movements in the peak hours in two different directions. Further, multi-modal residents' movements include up to 3 pedestrians, 2 bus users and 1 cyclists.
- 6.3 The Applicant has provided footpath links of 1.2m width that can be adopted by the LHA, passing places and the site access arrangements including site internals are all accepted by the LHA. Further consideration of the TS included the site's proximity to cycle routes, the NPPF and Appeal Decisions.

6.4 As such, it is our professional opinion that:

- appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location.
- safe and suitable access to the site can be achieved for all users given the type of development and its location.
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current local and national guidance; and
- Potential impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, have been mitigated to an acceptable degree.

6.5 It is advisable that the recommendation offered as part of this review are considered. As the LHA is aware, a development of this scale would not normally be accompanied by a TS however, considering the issues raised in this TR, the residual impact of the development is not considered as Severe and our conclusion is that the Application should not be refused on highway grounds.

## **APPENDIX 1**

### Development Layout Considered

**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



**TOTAL SITE AREA - GROSS**  
= 4 Acres - 1.65 Hectares

**TOTAL SITE AREA - NETT**  
= 2.25 Acres -0.92 Hectares

**OPEN SPACE**  
= 0.52 Acres - 0.21 Hectares

557200m

557100m

557000m

<b>J</b>	Footpath fenced, line extended and amended	02.06.21
<b>I</b>	Discrepancy on House Type Data identified	29.07.21
<b>H</b>	Amendment to engineer's drawings identified	30.06.21
<b>G</b>	Heads & C's material added and Render (R) material added to the layout	16.06.21
<b>F</b>	Plot 1 fence extended further to CPO's	08.04.21
<b>E</b>	Additional vehicle parking added and ramps, raised road amended	03.03.21
<b>D</b>	Open Space added and red line boundary amended	02.02.21
<b>C</b>	Plot 1 & 27.29 amended, CPO's added, boundary amended	12.06.20
<b>B</b>	Plot 1 & 27.29 amended, CPO's added, the footpath line amended to 1.8m and the boundary line widened to 1.2m	17.11.20
<b>A</b>	House types on plot 1 & 27.29 amended	12.11.20
<b>0</b>	Red-line boundary amended to suit new house types	04.11.20
<b>0</b>	Re-design down to 34 plots	

ergo










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PROJECT:  
Stainton  
Fletcher

# Proposed Boundary Treatment

DRAWING NO.	PROJECT NO.
661	003
SCALE:	A1
DATE OF DRAWING:	SHEET SIZE:
Sept 2020	J
DRAWN BY:	REVISION:
AR	

[illegible][illegible]

Section Material	Section Description
	Prepared adopted roads constructed to LA standards with Black Tarmac road finish
	Prepared adopted (Raised Speed) Table road constructed to LA standards with Black Paving
	Prepared adopted footpaths constructed to CC standards with Brickwork Finish
	Prepared adopted footpaths constructed to CC standards with Brickwork Finish
	Prepared adopted footpaths constructed to CC standards with Brickwork Finish
	Prepared adopted footpaths constructed to CC standards with Brickwork Finish
	Prepared adopted footpaths constructed to CC standards with Brickwork Finish
	Prepared adopted footpaths constructed to CC standards with Brickwork Finish
	Prepared adopted footpaths constructed to CC standards with Brickwork Finish

- \* INDICATES GRASSSED AREAS. NOTE: FOR SOFT LANDSCAPING DETAILS PLEASE REFER TO LANDSCAPE ARCHITECTS DRAWINGS.
- \* INDICATES OPEN SPACE AREAS. TO BE MAINTAINED BY MANAGEMENT COMPANY
- \* PRIVATE DRIVES TO BE CONSTRUCTED IN BLOCK PAVING, TEGULA TRADITIONAL, WITH PENNENT GREY EDGING
- \* PRIVATE FOOTPATHS TO BE 600MM NATURAL PAVING FLATS.

Boundary Treatment	
	450mm High Birdmouth Fence
	1200mm High Close Boarded Fence
	1800mm High Close Boarded Fence
	1800mm High Screen Wall - Birdwork to match house type
	1200mm Post and Wire Fence

■ Other  
■ Gate to match boundary type where applicable  
■ Bin standing area (grey paving slabs)



\_\_\_\_\_

\_\_\_\_\_



Year	1950 Projection (%)	1980 Projection (%)
1950	7.0	7.0
1960	8.0	8.0
1970	9.0	9.0
1980	10.0	10.0
1990	11.0	12.0
2000	12.0	14.0
2010	13.0	16.0
2020	14.0	18.0
2030	15.0	19.0
2040	16.0	20.0
2050	17.0	20.0

35



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[illegible]



# Draft Plan Identifying Passing Place Locations





Creative Minds, *Intelligent Thinking*

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### Sites Appraisal & Feasibility Assessments

### Transport Assessments Transport Statements Green Sustainable Travel Plans



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