

## Executive

Agenda  
Item:

A.1

Meeting Date: 6<sup>th</sup> April 2021  
Portfolio: Economy, Enterprise and Housing  
Key Decision: Yes  
Policy and Budget Framework: Yes  
Public / Private: Public

Title: Adoption of the St Cuthbert's Garden Village Strategic Design Supplementary Planning Document  
Report of: Corporate Director of Economic Development  
Report Number: ED 10/21

**Purpose / Summary:** to adopt the final draft of the Strategic Design Supplementary Planning Document for St Cuthbert's Garden Village. The Report outlines the nature of the consultation undertaken, those comments received and changes proposed in response.

### Recommendations:

That Executive:

- 1 Agrees the Consultation Statement, including the list of comments and responses made (attached at Appendix 2);
- 2 Note that the Council has undertaken a screening exercise which confirms that a Strategic Environmental Assessment is not required to support this Supplementary Planning Document;
- 3 Adopts the St Cuthbert's Garden Village Strategic Design Supplementary Planning Document (attached at Appendix 1) in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 allowing it to be used as a material planning consideration in determining planning applications in the Garden Village.
- 4 Delegate authority to the Director of Economic Development in consultation with the Leader of the Council and the Portfolio Holder for Economy, Enterprise and Housing to agree any minor amendments necessary to help ensure the accuracy and clarity of the SPD.

**Tracking**

Executive:	<b>N/A</b>
Scrutiny:	<b>26 November 2020</b>
Council:	<b>N/A</b>

## **1. BACKGROUND**

- 1.1** To support the early development phases of St Cuthbert's Garden Village (SCGV), in advance of the St Cuthbert's Local Plan being adopted and to ensure quality is safeguarded from the outset, a commitment to prepare a Strategic Design Supplementary Planning Document (SPD) was made. This commitment was then included as an obligation of the Housing Infrastructure Funding (HIF) agreement for the Carlisle Southern Link Road (CSLR) with Homes England.
- 1.2** SPDs cannot make new policy, but rather amplify existing policy. Policy SP3 in the adopted Local Plan, in its penultimate paragraph, specifically seeks to ensure that a comprehensive and coordinated development approach is taken within the Garden Village, and that piecemeal or unplanned development proposals which could prejudice the delivery of the Garden Village, including the infrastructure required for the area, will not be permitted.
- 1.3** Policy SP 6 seeks to secure a strategic approach to good design, recognising that high quality design is an integral component of sustainable development and essential to creating accessible, inclusive, attractive and vibrant places for people to live, work and visit. Therefore, the focus of the SPD provides greater amplification to these two policies (and elements of other relevant policies in the Local Plan) and where necessary has taken into account the Garden Village Masterplanning Framework (October 2020) as evidence. It is also consistent with the recently published National Design Guide (October 2019).
- 1.4** Applicants for development in SCGV will be expected to use the SPD to assist them in preparing planning applications and to help them comply with adopted Local Plan policy. The Development Management team will also use it when making decisions and recommendations on planning applications within the Garden Village. The emerging SCGV Local Plan will, upon adoption, set out the primary policies to be used when assessing planning applications within the Garden Village. Hence, in due course, we may need to review the SPD to ensure continued alignment with those adopted policies in force for the Garden Village. Any such review of the SPD would itself need to be consulted upon.
- 1.5** SPDs are subject to their own adoption process under the Town and Country Planning (Local Planning) (England) Regulations 2012. There is no requirement for them to be examined by the Planning Inspectorate prior to adoption. The Regulations state that stakeholders and the community must be consulted for a minimum period of 4 weeks, and that a consultation statement must be prepared by

the local planning authority setting out who we consulted, a summary of the main issues raised and how those issues have been addressed in the SPD. This statement is attached at Appendix 2.

- 1.6** A screening opinion was undertaken as to whether the SPD would require a Strategic Environmental Assessment (SEA). This opinion was consulted upon with Historic England, the Environment Agency and Natural England. SEA is a process undertaken to evaluate the likely significant environmental effects of plans. The conclusion of the opinion is that the SPD will not give rise in itself to likely significant effects. This is due to the key decisions around land use in the area already being made in the adopted Local Plan; the layout and distribution of land uses being guided by the SCGV Masterplan Framework, and the emerging SCGV Local Plan (all of which have been independently subject to the SEA process).

## **2. PROPOSALS**

- 2.1** The SPD promotes a positive planning process and establishes our expectations around the requirements for detailed masterplanning and design quality for development proposals coming forward early in SCGV. It amplifies the key adopted Local Plan policies relevant to St Cuthbert's, and together with the National Design Code, defines the key structuring and place-making elements necessary to underpin good design and delivery. In this way it will provide a clear basis on which to develop detailed proposals in a coordinated way and provide a basis for consistent decision making.
- 2.2** The SPD is set out to lead a potential applicant through the process that they should follow when designing a scheme for submission as a planning application. It also subsequently aids the decision maker when assessing the application against the Local Plan, the SPD and the SCGV design principles. The following key areas are addressed:
- Delivery and process
  - National and local policy and guidance
  - Strategic design requirements for planning applications
  - Key themes
  - Strategic design guidance: character areas and key locations.
- 2.3** The role of the SPD is clearly set out from the outset that it will enable the potential delivery of land for development ahead of the St Cuthbert's Local Plan adoption, to help maintain an adequate supply of new housing and appropriate infrastructure. In



addition, it sets out how development can take steps to contribute to a healthy low carbon environment, provide clarity on our expectations for innovation and ultimately focusses on strategic design issues that should be considered and addresses by all proposals.

### **3. RISKS**

- 3.1** A dedicated risk register is kept and regularly reviewed as part of the overall project management approach. The overriding risk in relation to this piece of work is that a failure to take measures in advance of the SCGV Local Plan being adopted would result in growth occurring to the south of the city in a much more fragmented and incremental nature. This would prejudice the delivery of the necessary infrastructure needed to support new communities; impact on the sustainability and overall quality of place; undermine strategic ambitions; and risk not delivering the mix of development needed nor at the pace required.

### **4. CONSULTATION**

- 4.1** Whilst the Regulations only require 4 weeks of consultation for SPDs, we undertook a period of consultation in tandem with the draft SCGV Local Plan consultation from 10<sup>th</sup> November to 22<sup>nd</sup> December, which was then subsequently extended to 13<sup>th</sup> January, a period of 9 weeks in total. The Consultation Statement is attached at Appendix 2.
- 4.2** Those consulted included local residents and parish councils, infrastructure providers, landowners and developers, government agencies such as the Environment Agency and Natural England, Cumbria County Council, and the St Cuthbert's Members' Advisory Group.
- 4.3** There were a number of comments questioning why the consultation had gone ahead during Covid restrictions. It is important to note that the government has encouraged local planning authorities not to delay local plan work during the pandemic. The Regulations were amended to no longer require the deposit of hard copies of documents in Council offices and libraries (though hard copies were sent out to those making specific requests). The draft SPD was therefore made available on our dedicated website, and comments could be made online using a specific questionnaire set up in Survey Monkey. Email responses were also received.

**4.3** The consultation was advertised by way of 4000 leaflets to householders, direct emails to all those on our database, together with local MPs, all affected landowners and parish councils. The digital banner on the Civic Centre was used twice throughout the consultation, and the City Council's Facebook, Twitter and LinkedIn, Carlisle Ambassadors and direct press releases employed. In addition an advert was placed in the Cumberland News at the start of the consultation.

**4.4** In total, 64 responses were made to the structured questions we posed via the Survey Monkey Questionnaire, and 26 individuals and organisations submitted comments by email. The main themes arising from consultation were as follows:

- Support for the emphasis on walking and cycling, but with suggestions for additional routes and facilities
- Need for the environment to be understood by all eg. Dementia Friendly Communities guidance was highlighted for consideration
- The need to discourage on street and poor parking through good design including electric vehicle charging for each house
- The use of shared surfaces to help reduce driving speeds with different priorities indicated by planting and street furniture
- Support for the provision of a range of well-designed community services and facilities within easy walking distance from communities
- Support for the proposed locations of key gateways and focal points
- The desire for low density; green spaces for new and existing residents; contemporary architecture in places; use of distinctive materials; good signage; new employment opportunities
- Very strong support for pushing the requirement for smart and sustainable living by building on existing regulations to achieve higher quality standards.

**4.5** All those comments have been carefully assessed and where appropriate, changes are now proposed to the final draft of the SPD now before this Executive - these are summarised in Section 5 of the Consultation Statement (at Appendix 2). The draft final Strategic Design SPD which incorporates those proposed changes is attached at Appendix 1.

## **5. CONCLUSION AND REASONS FOR RECOMMENDATIONS**

**5.1** Timely progress continues to be made with the planning and delivery of St Cuthbert's Garden Village. It is an obligation of the HIF funding agreement that the St Cuthbert's Strategic Design SPD is adopted by early Spring 2021, and it is therefore important that Executive adopt the SPD to guide the preparation and determination of future

planning applications, ensuring that they are of the highest quality and in keeping with the vision and principles of St Cuthbert's.

## **6. CONTRIBUTION TO THE CARLISLE PLAN PRIORITIES**

**6.1** St Cuthbert's Garden Village will have a significant influence in terms of shaping the role and status of Carlisle and how it will grow long into the future. The Strategic Design SPD will help bring about the delivery of early phases of SCGV and will therefore have a significant, direct and positive impact on a number of Carlisle Plan priorities including:

- "Addressing Carlisle's current and future housing needs"
- "Supporting the growth of more high quality and sustainable business and employment opportunities"
- "Working more effectively with partners to achieve the City Council's priorities".

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**Appendices attached to report:** **Appendix 1 – St Cuthbert's Strategic Design Supplementary Planning Document**  
**Appendix 2 – Statement of Consultation**

**Note:** in compliance with section 100d of the Local Government Act 1972 the report has been prepared in part from the following papers:

- None

### **CORPORATE IMPLICATIONS:**

**LEGAL** – Legal Services has provided advice during the development of this SPD. It is not a development plan document and, therefore, it is for Executive to adopt if satisfied that the statutory consultation has taken place.

**PROPERTY SERVICES** – no comments

**FINANCE** – the adoption of the St Cuthbert's Garden Village Strategic Design Supplementary Planning Document has no explicit financial implications.

**EQUALITY** – the equality issues raised in the consultation have been carefully assessed and where appropriate changes are now proposed to the final draft of the SPD.

**INFORMATION GOVERNANCE** – there are no information governance implications with this report.



# **St Cuthbert's Garden Village**

## **Strategic Design Supplementary Planning Document**

### **April 2021**

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*Image source: Stuart Walker Photography*



1. INTRODUCTION

1.1 St. Cuthbert’s Garden Communities - Delivering Ambition

St Cuthbert’s is one of the largest projects of its kind nationally and the largest in the north of England – 10,000 homes and supporting facilities and infrastructure. It is located within a stunning setting with the Lake District National Park, Hadrian’s Wall World Heritage Site, North Pennines and Solway Coast AONBs, Scottish hills and the City of Carlisle within easy reach. It provides a unique opportunity for a new garden settlement fit for the 21st century.

Since Carlisle South was approved as a broad location for growth in the Carlisle District Local Plan 2015 – 2030 (CDLP), in line with Policy SP3 Broad Location for Growth: Carlisle South, Carlisle City Council has been working with their partners, the local community, landowners and wider stakeholders, to set a vision, guiding principles and masterplan framework for delivering a high quality, sustainable new community at St Cuthbert’s. With the national designation of St Cuthbert’s Garden Village in 2017, this work has been founded on garden settlement principles and we now have a clear concept to create a series of sustainable, linked neighbourhoods forming a high quality living, working and leisure environment, based on its fantastic landscape and location on the edge of an excellent city.

Delivering a new Garden Village will not only require all parties concerned to demonstrate commitment, but a willingness to work flexibly and in a way that has not previously been experienced in Carlisle. Implementing the required step change in development requires an equal step change in attitude and approach from all. This document sets out what that step change means in practice and helps to guide and define the expectations for high quality, community focussed, comprehensive, landscape led, sustainable development at St Cuthbert’s.

1.2 The Strategic Design SPD – Planning Context, Purpose and Principles

This document is subsidiary to the Carlisle District Local Plan and in particular applicants should use the SPD to assist in developing proposals and planning applications to help them comply with Local Plan policies. Whilst a number of the Local Plan policies apply to St Cuthbert’s, this SPD particularly helps in interpreting and articulating the requirements of Policies SP3 and SP6, in setting out the Council’s expectations for avoiding piecemeal development and encouraging good quality, comprehensive, landscape led design in St Cuthbert’s, appropriate for a Garden Settlement (see Section 4 Policy and Guidance). In line with current and emerging national guidance, this SPD helps to define what is meant by ‘beautiful’ development in the context of St Cuthbert’s<sup>1</sup>.

Emerging St. Cuthbert’s Garden Village Local Plan

As required by the CDLP, the Council are currently preparing the St Cuthbert’s Local Plan, which will formalise the policy framework for the garden village. The policy areas to be addressed include: Strategic Land Uses (Allocations); Design; Affordable Housing; Planning Obligations; Stewardship; Strategic Green and Blue Infrastructure; Biodiversity Net Gain; Self and Custom Build Housing; Smart Environments; low carbon development; Drainage; and Sustainable Transport. It is anticipated that the St Cuthbert’s Local Plan will be adopted in Summer 2022. The Preferred Option Policies of the St Cuthbert’s Local Plan was the subject of public consultation in November and December 2020.

Masterplan Framework for St Cuthbert’s

A Masterplan Framework has been prepared by Arup and Hive Land & Planning on behalf of the Council, as an evidence base for the emerging St Cuthbert’s Local Plan. This Framework was the subject of public consultation and was completed by the end of October 2020. The Masterplan Framework has been used as an evidence base for this SPD, to inform its content. The illustrative plans provided within this document are derived from the work undertaken as part of the Masterplan Framework and it is anticipated that once the St Cuthbert’s Local Plan is adopted, this SPD will be updated and reviewed accordingly to fully align with and articulate the requirements of its policies and other relevant evidence.



Principles of the SPD

It is important to note that this SPD is not a detailed masterplan or design code, but is structured to provide **strategic design** guidance, using the approved Masterplan Framework to highlight the main structuring issues and principles in order to guide the preparation of planning applications and future area/site specific masterplans and design codes that may come forward. Once adopted, the SPD will be a material consideration in determining planning applications.

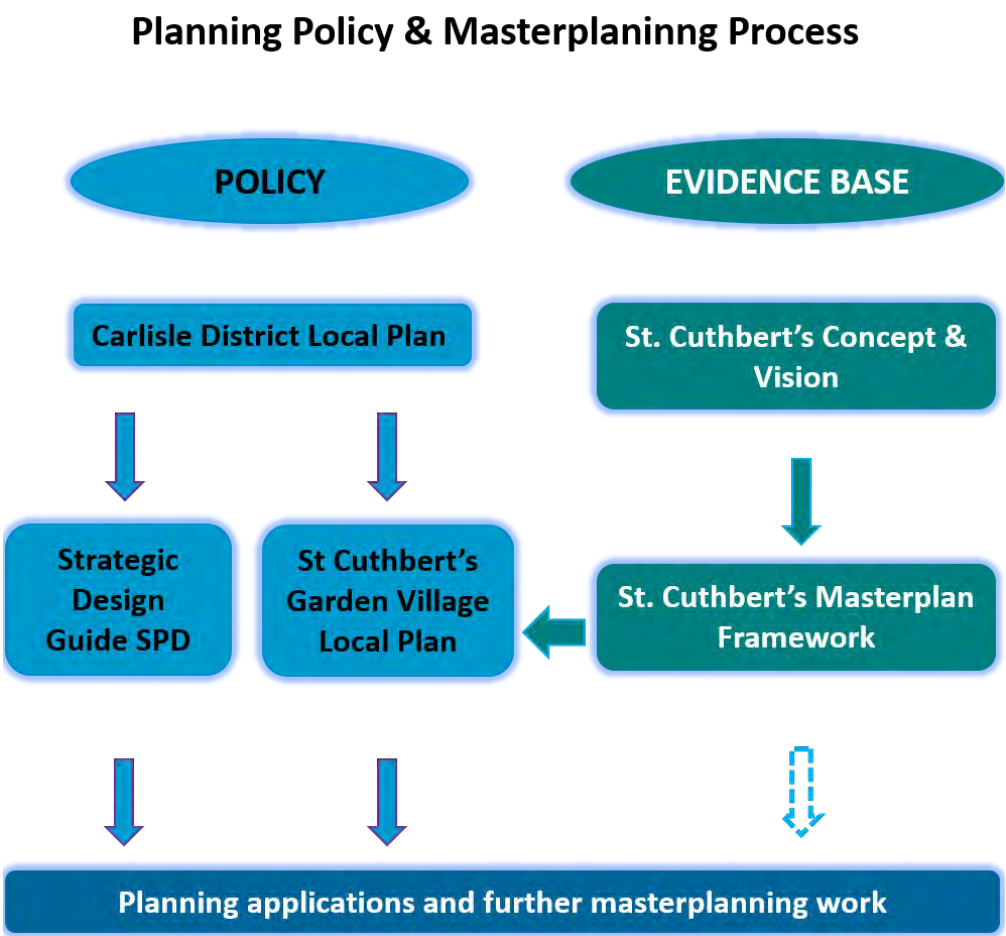


Figure 1: Overview of the planning policy and masterplanning process at St. Cuthbert’s

1 NPPF para 130 and as potentially amended in the consultation dated 8th February 2021

**SPD Core Purpose:**

- *To expand on Policy SP3 of the Local Plan in encouraging the comprehensive and coordinated planning, design and delivery of St Cuthbert’s, discouraging piecemeal development.*
- *Complement the policies within the adopted Carlisle District Local Plan and other related documents and in particular, utilising the approved Masterplan Framework as an evidence base to provide strategic guidance on good design, in the specific locational context of St Cuthbert’s.*
- *Guide the preparation and determination of future planning applications, ensuring that they are of the highest quality and in keeping with the Vision for St Cuthbert’s*
- *Enable and co-ordinate the delivery of land for development ahead of the St Cuthbert’s Local Plan adoption, help maintain an adequate supply of new housing.*
- *Define what a healthy, low carbon, green environment will incorporate.*
- *Provide clarity on our expectations for innovation.*
- *Support a constructive planning process - informing planning negotiations and decisions.*

**1.3 A Robust and Inclusive SPD Process**

The Concept and Vision and Masterplanning Framework stages of the emerging local plan process have engaged and consulted with interested parties and people as part of the design process. A summary of these discussions and outcomes is available on the St. Cuthbert’s Garden Village website. This SPD has drawn on the results of these engagement activities and outcomes to date and was itself prepared through a collaborative process, including direct involvement from partners, utility providers and landowners, together with feedback from the local community, Parish Councils and Statutory consultees during the Statutory Consultation stage. A separate Statement of Consultation has been prepared, detailing the specific activities and the evolution of content that has taken place as a result.

**1.4 A Clear SPD Structure**

The content of this document applies to the whole of the St Cuthbert’s area (see Fig 6) and is structured to assist applicants in preparing planning applications as follows:

- **Chapter 2** provides **all** applicants with guidance on the content of and process for planning applications, together with the proposed actions of the Council and their partners regarding delivery and design quality.
- **Chapter 6** outlines the **Strategic Design Requirements** that will apply to **all** developments within St Cuthbert’s and sets out the strategic issues for applicants, to ensure that development proposals are brought forward within a comprehensive place making context, avoiding piecemeal development.
- **Chapter 7** provides detailed guidance relating to specific topics that inform high quality, sustainable development. It is organised around **key themes** that will be of relevance to the majority of planning applications, but allows users to focus in on the topics that are most appropriate to their proposals.
- **Chapter 8** outlines the different **character areas** across St Cuthbert’s, together with the **guiding principles** for key locations. Applicants should refer to the character area/location that is appropriate to inform their specific proposal.



## 2. DELIVERY AND PLANNING APPLICATION PROCESS

This section sets out guidance for applicants regarding the application process, to avoid piecemeal development and deliver comprehensive, quality placemaking as defined by this document. The Council encourage collaborative working and early engagement with Development Management (email at: EDA@carlisle.gov.uk) and Cumbria County Council is considered essential for all planning applications.

### 2.1 Delivering Quality

As set out in the NPPF:

*‘Design quality should be considered throughout the evolution and assessment of individual proposals...with permission refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents...In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.’<sup>1</sup>*

This document sets out the Council’s expectations and requirements to discourage and avoid piecemeal development and deliver quality, comprehensive placemaking for St Cuthbert’s, in line with the NPPF, National Design Guide and as required under Policies SP3 and SP6 of the CDLP. Applicants should have full regard to the content of this SPD in formulating development proposals and this chapter sets out the process that should be followed in evolving planning applications, to ensure that this guidance is applied appropriately.

#### Good Quality, Comprehensive Development:

*All applications will be considered against the requirements of Policies SP3 and SP6 in particular. To avoid piecemeal development, applications that are not able to demonstrate their contribution to good quality design and the comprehensive delivery of St Cuthbert’s, including local and strategic infrastructure requirements, will be resisted.*

*Applicants should demonstrate clear regard to the context and setting of their proposal; how they will deliver sustainable development; are landscape led; and are contributing to the overall delivery of the St Cuthbert’s vision, principles and the masterplan framework.*

*Applicants must demonstrate that they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completions and subsequent maintenance. If the applicants are not the developer, the applicants will be expected to set out what steps will be taken to ensure that these high standards are carried forward by subsequent developers to completions and maintenance.*

### 2.2 The Design Process and Planning Applications

The design of new development proposals should evolve in partnership with the City Council, in order to achieve good quality outcomes. The design ethos, approach and objectives for any proposed development should be made clear at the outset of the planning application process and will need to flow through the whole of the design process, to delivery. Landowners and developers are strongly encouraged to engage with the Council at the earliest possible opportunity in progressing any form of proposal for development within St Cuthbert’s. The Council will enter all discussions in a proactive and positive way and pre-application discussions, for which there is currently no charge are encouraged and expected. On more complex proposals, encouragement is given to the provision of a Planning Performance Agreement, to establish an agreed timetable, key milestones and information requirements (see below).

Applicants are strongly encouraged to have regard to the content of this SPD, in evolving and finalising proposals. In order to avoid piecemeal development and to ensure that critical infrastructure, design quality and place making components are clearly considered and defined as part any planning permission, applications should include the following:

- **Design and Access Statements (DAS)** are required to accompany all major planning applications (as defined in article 2 of the Town and Country Planning (Development Procedure Order) 2015) and should set out the design approach, considerations and key principles and components of the scheme, with regard to the CDLP, other relevant Carlisle and Cumbria guidance and the content of this SPD. In particular, the DAS should set out the vision and design objectives for their scheme and how the proposal is in accordance with the Vision and Principles for St Cuthbert’s (see Chapter 3). The DAS should show how the scheme in question will contribute to a co-ordinated and comprehensive approach to development in St Cuthbert’s. This will provide the basis for the quality of design to be controlled through subsequent design codes and reserved matters.

On applications for more significant, complex and/or sensitive proposals, it would be appropriate to develop illustrative layouts, which demonstrate how the design objectives can be delivered and articulated across the development site. It would also be appropriate to include typologies depicting typical blocks, streets and open spaces. The information should be in accordance with the principles of this SPD.

- **Parameter Plans** may be required to define the key structuring components of place, including its movement network (with emphasis on encouraging sustainable movement); land use parcels; key urban design features and critical built form elements (such as building heights); and structural landscape and green & blue infrastructure. The parameter plans for the application area must demonstrate how the proposals contained within the application integrate with the surrounding area, particularly in terms of accessibility, key development interfaces etc. Figure 27 provides an illustration of how parameter plans can be shown in context.

- **Delivery Strategies** will be required on proposals where a phased approach to development and infrastructure is appropriate. These delivery strategies will set out the key infrastructure components of the parcel of

development, including those requirements that may need to be delivered outside of the site (such as the movement network, critical green infrastructure, SuDS, community facilities and other relevant utilities etc.), demonstrating how they will be implemented and come forward alongside housing to ensure a comprehensive approach is being applied. Strategies should include detailed phasing plans for infrastructure delivery, together with proposals for long term management and maintenance.

- Where appropriate, **Environmental Impact Assessments** will also be required and should be in accordance with the regulations. A scoping opinion should be obtained from the Council in advance of undertaking the EIA.

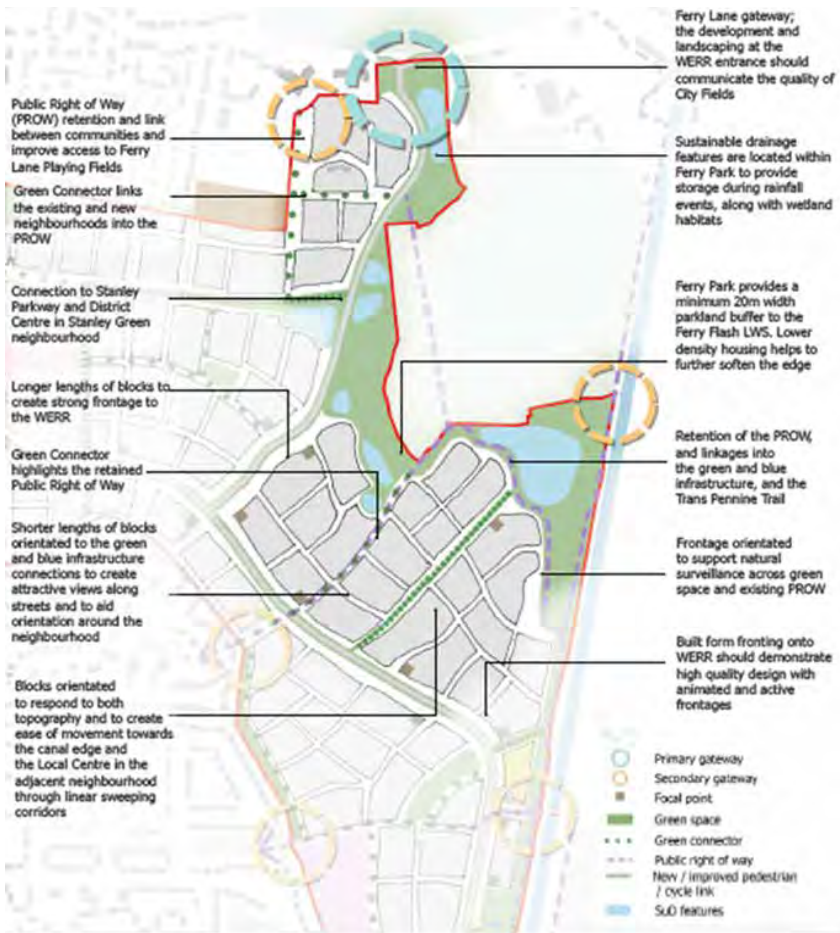


Figure 2: Parameter Plan Example (Source: Ferry Gateway Neighbourhood Plan)



### 2.3 Design Codes

In order to ensure a consistent approach to the delivery of high quality, sustainable development through the planning application process and in line with emerging national guidance, on proposals for large scale development, the Council will encourage that Design Codes are submitted and approved following Outline stage, concurrent with the submission of Reserved Matters. The Council will look to agree the inclusion of relevant conditions on any outline approval, requiring their submission and Reserved Matters applications will need to be in accordance with the approved Design Codes. In the case of full applications, a Design Code will be required to accompany the application.

A Design Code sets out specific rules to guide the nature of the built form, streets and spaces and should be prepared in accordance with the principles of this SPD and subsequent approved Design and Access Statements. Design Codes will help to deliver the highest feasible and viable design standards and provide certainty and clarity to developers and other stakeholders about the form of development expected at the detailed stage. Design Codes should be prepared in partnership between the developers, Local Planning Authority, service providers and other stakeholders. All Design Codes should include as a minimum:

- Movement Strategy;
- Access and street hierarchy;
- Land use and mix;
- Density;
- Heights;
- Number of homes; and
- Identify and character of buildings and public spaces.

Depending on the nature of the proposal, it may also be necessary to include relevant detail relating to:

- primary, secondary and tertiary streets;
- edges, gateways and corners;
- community buildings and facilities;
- sports facilities (indoor and outdoor);
- public spaces;
- block sizes;
- built form; character and materials;
- potential for the provision of custom and self-build properties
- appropriate parking solutions, which should include bicycle parking/storage and electric charging points;
- building heights and set backs;
- provision of external bin storage;
- location and details of street furniture and service installations;
- tree and shrub species to be used;
- hard and soft landscape materials; and
- Design, layout and connectivity of green infrastructure.

### 2.4 Regulatory Plan Fixes

It is important that any design code provides a Regulating Plan for the development. The Regulatory Plan should be in compliance with the Outline Planning Permission approved Parameter Plan (see Figure 2), Development Specification and Design & Access Statement Principles. The Regulatory Plan sets the design fixes for the development and should include:

- Strategic elements of green infrastructure;
- Strategic streets/road infrastructure; and
- Individual development parcels (for commercial, residential, mixed use and community uses) that are positioned within the network of green infrastructure and streets. Whilst the Regulatory Plan sets an overall framework for development it is acknowledged that a degree of flexibility will be required in the design of detailed proposals, for example:
  - Although street corridors are fixed in scale, the detail design of streets will need to be explored in greater detail in parallel to the consideration of the access requirements for adjacent parcels.
  - Likewise, whilst the location of green infrastructure is fixed the exact design of these spaces, including their boundaries is subject to detail design that will need to be considered in line with adjacent development parcels and streets.

The Design Code should set out how this flexibility is dealt with.



Figure 3: Example of a Regulatory Plan

### 2.5 Provision of Infrastructure and Avoiding Piecemeal Development

In order to ensure a comprehensive new community at St Cuthbert's, as set out in Policy SP3, piecemeal and ad hoc planning applications which fail to deliver coherent and integrated strategic infrastructure will be resisted. Development should be delivered at the right time and in the right place to ensure a high quality and sustainable community is established. Planning applications will be therefore be expected to address the following issues to ensure that piecemeal development is avoided and a comprehensive, sustainable community results:

- Connections to (and where needed provision of) key public transport infrastructure and routes;
- Sustainable access to (and where necessary provision of) suitable community facilities such as neighbourhood centres and primary schools (based on the principle of walkable neighbourhoods);
- Provision of requisite green infrastructure and access to open space, to encourage a healthy lifestyle and biodiversity;
- Connections to appropriate (and where necessary provision of/ contributions to) strategic infrastructure that may be provided outside of the application site but are necessary to ensure sustainable development;
- Contribution to wider strategic infrastructure costs to ensure it can be delivered to support the overall provision of a sustainable community; and
- Avoiding disconnected and isolated pockets of residential development, which do not contribute to good placemaking principles.

In order to ensure comprehensive and co-ordinated development and the appropriate delivery of key infrastructure and facilities, planning conditions and obligations attached to any planning permission may take the following form:

- the direct provision of essential, relevant and necessary infrastructure both on and off the St Cuthbert's site;
- the provision of land for a specific community/specialist use as agreed between the developer and the Council;
- commuted payments in lieu of provision of infrastructure;
- monetary or in kind contributions towards Strategic Infrastructure;
- the provision of affordable housing; and/or
- relevant provisions to prevent the imposition of 'ransom strips' – in the interests of encouraging comprehensive and co-ordinated development, the Council will work with landowners and applicants to prevent unreasonable restrictions that may impede comprehensive development.

The requirements as set out above will evolve through a collaborative process between the Council and applicants and any legal agreements should be discussed at the earliest opportunity in the planning application process and ideally at pre-application stage. This SPD provides advice on how the above issues can be addressed in the formulation of planning applications within St Cuthbert's.

2.6 Further Design Quality Controls

The Council will continue to promote high quality design across St Cuthbert’s and will encourage and draw on a range of tools that can integrate with and benefit the planning application process. The use of these tools will be established through dialogue between the Council and prospective applicants and used where appropriate:

**Planning Performance Agreements** (PPA’s), when used positively and proactively, should create a framework in which parties come together to agree the design ethos and approach to an application and how they are going to take a development proposal through the planning process. They can be used to agree the vision and objectives for a development, as well as setting timescales, actions, and resources for handling particular applications. They can also be used as part of pre-application and application stages, and potentially extend through to the post-application stage. PPA’s should encourage joint working between an applicant and the Council and can also help to bring together other parties such as statutory consultees. This can provide a basis for a more efficient, joined up and less adversarial way of working based on the principles of development management. A PPA is agreed voluntarily between an applicant and Council, most commonly prior to an application being submitted, although it can also be applied at any stage in the planning process, including managing post determination aspects such as pre-commencement conditions and reserved matters.

**Design review panels** provide an independent service in which peers can comment on major development schemes. As part of the masterplanning process for St Cuthbert’s to date, the Council established a bespoke design review panel and this approach will be maintained to assist with planning applications. The use of design review will be most appropriate for large scale applications, but may also be required for proposals of a sensitive and/or complex nature and will be funded by applicants. Any review should take place at an early stage of pre-application discussions, in order for the recommendations of the review panel to be taken into account in preparing proposals. The requirement for and timing of design review should be the subject of early discussion with the Council.

**Building for a Healthy Life (BfHL)**, formally Building for Life 12, assessments score the design quality of planned or completed developments. In preparing a Design and Access Statement, the BfHL criteria should be considered and the Council will use BHL as a proactive tool to assess and guide the content of emerging proposals and planning applications.



Design review panels being held for St Cuthbert’s as part of the Masterplan Framework process  
(Credit: Stuart Walker Photography)



3. VISION AND PRINCIPLES FOR ST. CUTHBERT’S

3.1 A Shared Vision

The vision is supported by 9 guiding principles which set the tone for St Cuthbert’s and this SPD guidance, and promote a balance of environmental, social and economic objectives.

*The Council requires all planning applications at St Cuthbert’s to demonstrate how the proposals aim to deliver the ambitions as set out in the Vision Statement and Principles.*

*“St Cuthbert’s will provide connected villages set in stunning healthy landscapes within the world class setting of the Lake District National Park, the North Pennines Area of Outstanding Natural Beauty and Hadrian’s Wall World Heritage Site. A cluster of distinct garden villages set in an attractive recreational, riverside and landscape setting will be well connected to Carlisle and wider countryside. St Cuthbert’s will actively promote healthy lifestyles providing integrated communities focused around high-quality homes, locally distinctive spaces and inclusive facilities. Innovation and technology will support attractive employment opportunities and exemplary low carbon living.”*

St. Cuthbert’s Garden Village Vision



Figure 4: St Cuthbert’s Garden Village Greenway Sketch (Source: Arup)



**PRINCIPLE 1: START WITH THE PARK**  
Deliver a landscape led masterplan that harnesses the rivers, world class views and woodlands to create a network of unique, high quality, active landscapes and new destinations.



**PRINCIPLE 2: LOCALLY DISTINCTIVE**  
Support locally distinctive, design of buildings, streets and spaces to create memorable and unique places to live.



**PRINCIPLE 3: QUALITY HOMES & LIFETIME NEIGHBOURHOODS**  
Promote a mix of high quality homes in distinct and integrated lifetime neighbourhoods.



**PRINCIPLE 4: COMMUNITY FOCUSED**  
Focus inclusive communities around a hierarchy of excellent facilities clustered around village centres.



**PRINCIPLE 5: INNOVATIVE EMPLOYMENT OPPORTUNITIES**  
Support a variety of entrepreneurial and creative employment and skills opportunities.



**PRINCIPLE 6: HEALTHY ENVIRONMENTS**  
Promote health and well-being through accessible facilities and healthy lifestyles for all ages.



**PRINCIPLE 7: SMART & SUSTAINABLE LIVING**  
Support low carbon living through sustainable planning, transport and energy.



**PRINCIPLE 8: INTEGRATED SUSTAINABLE TRANSPORT**  
Provide excellent sustainable connections and environments that make walking, cycling and public transport the most attractive method of getting from A to B, making the most of the opportunities presented by the Carlisle Southern Link Road.



**PRINCIPLE 9: EXEMPLARY DELIVERY & STEWARDSHIP**  
Continue to positively engage a range of people and communities in design, delivery and stewardship.

Figure 5: St Cuthbert’s Garden Village Principles for development (Source: Gillespies)



# 4. THE AREA IN CONTEXT

## 4.1 The Site

The scale (1,323ha) and location of St Cuthbert’s Garden Village provides an opportunity to add to the existing local assets, whilst enhancing opportunities to provide high quality housing, facilitate healthy lifestyles and promote sustainable growth.

The River Caldew and River Petteril are the two main rivers that flow from south to north through the site, with several minor watercourses. These are primarily surrounded by a mix of semi natural open spaces, vegetation and wooded areas. The River Caldew forms part of the River Eden Special Area of Conservation (SAC) and the River Eden and Tributaries is a Site of Special Scientific Interest (SSSI).

Most of the site is used for agricultural purposes, with small settlements located on the arterial routes. The northern edge of the site is bounded by the Carlisle city edge and existing residential uses, including a number of open spaces such as Blackwell Common. Other uses include Carlisle Racecourse centrally, in addition to existing local businesses and community facilities scattered in neighbouring settlements.

Dixon’s Chimney is a local landmark that can be seen from the site, in addition to long distance views to the Lake District and North Pennines. These and other key views are set out in the Stage 2 Masterplan Framework. As outlined later, the physical environment of the site presents opportunities for green corridors, cycling and pedestrian links, as well as preserving key views.

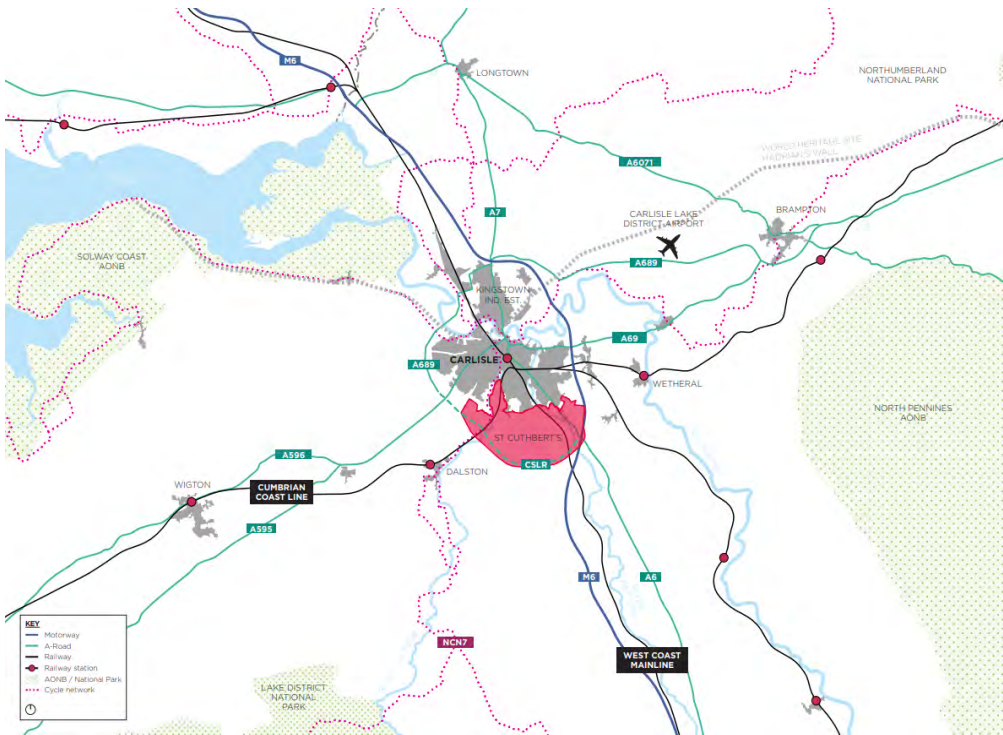


Figure 6: Regional Context Plan (Source: Arup)



Site photos (Sources: Stuart Walker Photography, Gillespies and Arup)



4.2 City and Neighbourhood's Context

Carlisle City will provide much of the higher order facilities for the residents of St Cuthbert's Garden Village, as well as being the public transport hub, with links to London, Scotland, the North East and west Cumbria. The city centre, Kingmoor Park, Kingstown Industrial Estate, Parkhouse Industrial Estate, Rosehill Industrial Estate, McVitie's, Pirelli and Nestle are among the key locations where people work.

The surrounding neighbourhoods, including the local centres of Morton, Upperby and Harraby, and the district centre of Dalston provide local facilities for residents.



The Ridings Development (Source: Stuart Walker Photography), and Brisco Village

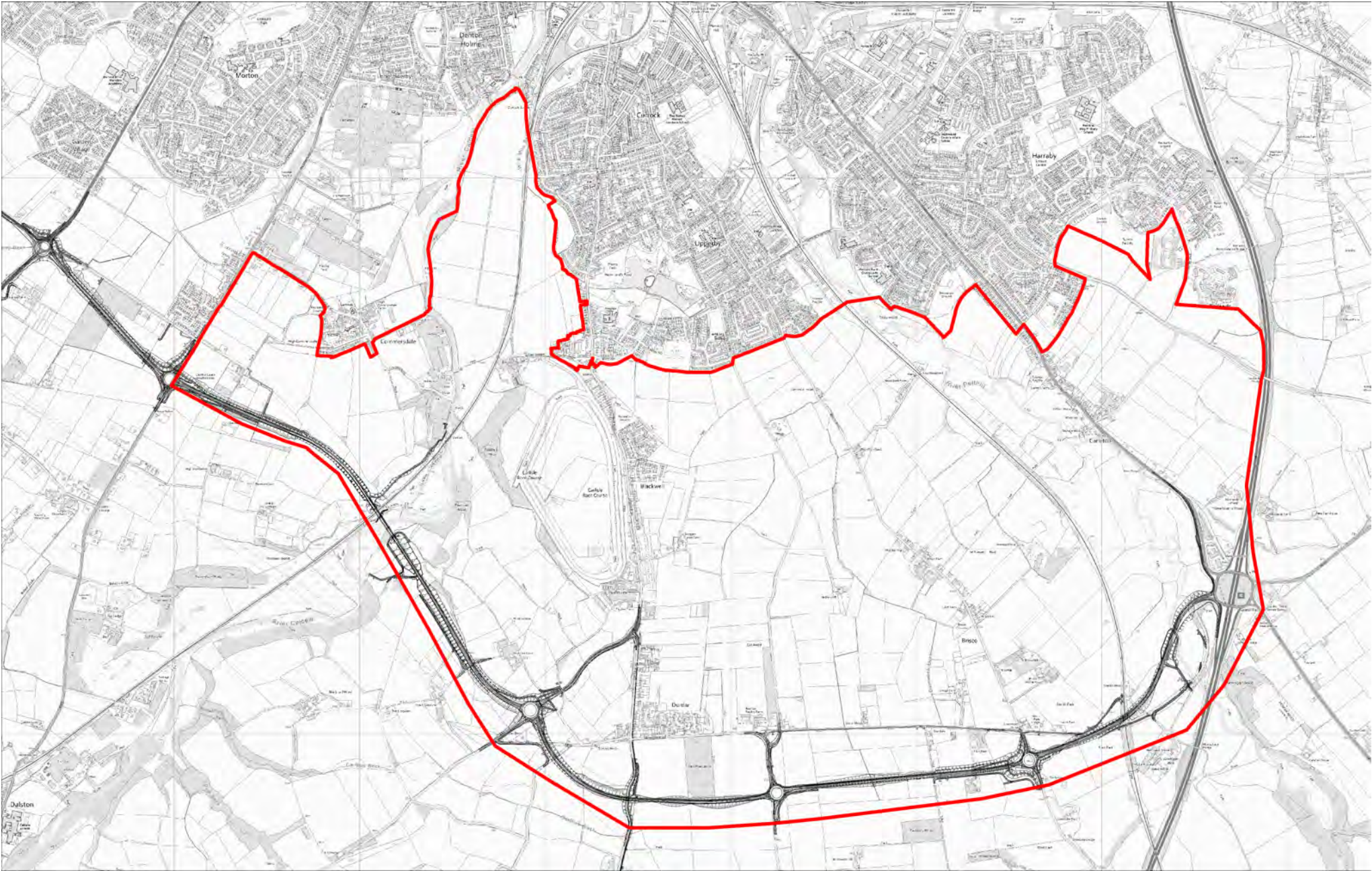


Figure 7: St Cuthbert's Site Boundary



# 5. POLICY AND GUIDANCE

## 5.1 National

### National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) provides a positive policy context for consideration of St Cuthbert’s Garden Village, setting out the presumption in favour of sustainable development through the three pillars of sustainability: economic, social, and environmental. The NPPF identifies good design as a key aspect of sustainable development and it is recognised the positive role that large-scale developments can play in delivering sustainable places and inclusive communities. It is vital that, in line with the NPPF, St Cuthbert’s Garden Village continues to:

- Promote a well-designed place.
- Make effective use of land and deliver a sufficient supply of homes.
- Plan for climate change and flooding.
- Conserve and enhance the natural & historic environment.
- Promote healthy and safe communities.
- Promote sustainable transport.
- Support high quality communications.

Proposals should use good design to set out how they are contributing to sustainable development and healthy communities. The NPPF sets out that, *‘permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents’* (para. 130, pg. 39).

### Planning Practice Guidance

The NPPF is further supported by various Planning Practice Guidance documents, providing additional detail to national policy and applicants should have regard to all relevant sections. Of particular note:

- The Guidance on Design: process and tools sets out the expected approach to achieving good design through the planning process. This includes guidance on masterplanning, design codes and community engagement and consultation, all of which are particularly relevant.
- The Guidance for Viability ensures local planning policies are realistic and deliverable. It also indicates that the price paid for land is not a relevant justification for failing to accord with relevant policies in the plan and provides the principles for carrying out an assessment.

### The National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. Applicants should use this to consider how their proposals are well-designed, inclusive and support community cohesion. It forms part of the government’s collection of planning practice and should be read alongside local guidance (as detailed in 5.2).

### Building for Healthy Life

Building for a Healthy Life (BHL) is the latest edition of - and new name for - Building for Life 12. It is a well-known and used design tool for creating places that are better for people and nature. It can help structure discussions (e.g. pre-application advice and community engagement) around new residential development and can assist developers in conveying how proposals have been sensitively designed and considered. BHL has integrated the findings of the Healthy New Towns Programme, led by the NHS, setting out how healthier places can be planned and designed.

### Manual for Streets

Manual for Streets (MfS) provides a link between planning policy and residential street design. It explains how design principles can help achieve local distinctiveness and walkable neighbourhoods, illustrates appropriate layout and forms and gives advice on crime prevention. MfS also outlines how detailed design issues can be overcome, how inclusive design can be achieved and the various requirements for different road users. The guidance was updated in 2020 and is due to be published in 2021.

### National Model Design Code

The National Model Design Code (NMDC) was published for consultation in February 2021. The purpose of the NMDC is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide. Applicants should build on the existing St Cuthbert’s Garden Village baseline information to develop solutions on issues expected to be addressed, as detailed in the NMDC. An emphasis on consultation and community engagement is outlined, which will be vital for applicants to factor into their programme to ensure it is meaningful.

### Town and Country Planning Association (TCPA) Guidance

The TCPA provides various guidance documents that outline practical steps for delivering Garden Cities. In particular, Guide 3: Design and Masterplanning (2017) sets out the Garden City design ethic, basic principles and how the make the most of the design process. Guide 4: Planning for Energy and Climate Change provides examples of how Garden Cities can contribute to keeping global warming below 2 degrees.



Figure 8: 10 Characteristics of a well-designed place, as supported by the National Design Guide and National Model Design Code

## 5.2 Local

The SPD is not a standalone document and must be read in conjunction with the policies in the Carlisle District Local Plan. Furthermore as outlined in the introduction of this document, the CDLP requires the Council to prepare the St Cuthbert’s Local Plan, which will formalise the policy framework for the garden village. This is currently underway.

### Carlisle District Local Plan 2015 – 2030

Carlisle District Local Plan 2015-2030 (CDLP), provides the long-term spatial vision and strategic objectives to support the development of a thriving District through the identification of land to accommodate new development and policies to achieve this growth in a positive, managed and sympathetic way, whilst ensuring the timely delivery of infrastructure necessary to support growth. Of particular relevance is Policy SP3 (The Broad Location for Growth: Carlisle South) and SP6 (Securing Good Design), which sets out a series of design principles that development proposals will be assessed against. Other policies to highlight that are of note in relation to this SPD are:

- Strategic Growth and Distribution (SP 2);
- Strategic Connectivity (SP 5);
- Valuing our Heritage and Cultural Identity (SP 7);
- Green and Blue Infrastructure (SP 8);
- Healthy and Thriving Communities (SP 9);
- Employment (EC 5);
- Housing (HO 4; HO 10);
- Infrastructure (IP 1; IP 2; IP 3; IP 4; IP 5; IP 6; IP 8);
- Climate Change and Flood Risk (CC 1; CC 2; CC 3; CC 4; CC5);
- Health, Education and Community (CM 1; CM 2; CM 4; CM 5; CM 6);
- Historic Environment (HE 2; HE 3; HE 6; HE 7); and
- Green Infrastructure considerations (GI 1; GI 3; GI 4; GI 5; GI 6).

Several [Supplementary Planning Documents](#) have been produced as a supplement to the CDLP produced by the City Council. Of particular relevance to this Strategic Design SPD is the ‘Achieving Well-Designed Housing’ as detailed below.

### Achieving Well Designed Housing SPD (2011)

The Achieving Well Designed Housing SPD was produced by Carlisle City Council to guide new residential development to create well-designed and locally distinctive schemes that can contribute to the quality of Carlisle and its town and villages. It covers movement, open space and landscape, form, and sustainable design.

### Cumbria Development Guide

The Cumbria Development Guide provides advice and guidance on highways and SuDS as the Highways Authority and Lead Local Flood Authority (LLFA). It builds on practise set out in the Manual for Streets and encourages pre-application discussions. This document is currently being reviewed and applicants are advised to undertake discussions at an early stage with the County Council to ensure the most up to date advice is available.

6. STRATEGIC DESIGN REQUIREMENTS FOR PLANNING APPLICATIONS

All planning applications within St Cuthbert’s should include supporting information that demonstrates how the proposal would address Strategic Requirements SR1 – SR7.

6.1 Strategic Design Requirements

The development of a high quality sustainable place such as St Cuthbert’s is underpinned by a number of key place making components or layers as illustrated below. These layers formed the basis of the Masterplan Framework for St Cuthbert’s and have informed the content of the Strategic Requirements, as set out in the next section.



Figure 9: Overview of Masterplan Framework Layering

Strategic Requirements

This Section sets out a number of Strategic Requirements that seek to inform and ensure the delivery of a comprehensive, high quality garden community at St Cuthbert’s. These Strategic Requirements flow from the policies of the CDLP (as set out in Table 1) and have been developed as part of the Masterplan Framework process. Applicants should have regard to these requirements, as listed below in the preparation of development proposals.

- SR1 Connected Green and Blue Infrastructure;
- SR2 Diverse, Accessible and High Quality Open Space;
- SR3 Ensuring a Healthy, Low Carbon Community;
- SR4 Sustainable Neighbourhoods;
- SR5 Placemaking Considerations;
- SR6 Sustainable Movement; and
- SR7 Street Hierarchy.

The illustrative plans provided within this section are derived from the work undertaken as part of the Masterplan Framework and articulate the Strategic Requirements in spatial form. It is anticipated that once the St Cuthbert’s Local Plan is adopted, this SPD will be updated and reviewed accordingly to fully align with and articulate the requirements of its policies and other relevant evidence.

Table 1 summarises the relationship between the Strategic Requirements set out in this SPD and the key policy requirements of design relevance, as set out in the Carlisle District Local Plan. The dots within this table indicate which policy each of the Strategic Requirements are supported by.

		SPD Strategic Requirements						
		SR1	SR2	SR3	SR4	SR5	SR6	SR7
Carlisle District Local Plan Policies	SP 2				•	•		
	SP 3				•			
	SP 5					•	•	•
	SP 6	•	•	•		•	•	
	SP 8	•	•				•	
	SP 9	•				•		
	IP 1		•		•		•	
	IP 2			•			•	
	IP 3			•		•	•	
	IP 5			•		•		
	IP 6				•			
	IP 8	•	•	•	•	•	•	
	CC 3			•	•			
	CC 5	•	•	•				
	CM 1 - 5				•	•		
	GI 3	•						
	GI 4		•		•			
	GI 5	•				•	•	•
	GI 6	•		•		•		

The key requirements of Carlisle District Local Plan as shown in Table 1 are:

- Sustainable Development (SP 1);
- Strategic Growth and Distribution (SP 2);
- Broad Location for Growth Carlisle South (SP 3);
- Strategic Connectivity (SP 5);
- Securing Good Design (SP 6);
- Green and Blue Infrastructure (SP 8);
- Healthy and Thriving Communities (SP 9);
- Delivering Infrastructure (IP 1);
- Transport and Development (IP 2);
- Parking Provision (IP 3);
- Waste Minimisation and Recycling of Waste (IP 5);
- Foul Water Drainage on Development Sites (IP 6);
- Planning Obligations (IP 8);
- Energy Conservation, Efficiency and Resilience (CC 3);
- Surface Water Management and Sustainable Drainage Systems (CC 5);
- Health, Education ad Community (CM 1- 5);
- Biodiversity and Geodiversity (GI 3);
- Open Space (GI 4);
- Public rights of Way (GI 5); and
- Trees and Hedgerows (GI 6).

Table 1: Overview of Strategic Requirements for applicants, in line with the Carlisle District Local Plan policies.



### 6.2 Green and Blue Infrastructure: Strategic Considerations

St Cuthbert's will be landscape led, comprise high quality, diverse and connected blue and green infrastructure as set out in the illustrative Green and Blue framework plan. A fundamental principle of St Cuthbert's Garden Village is to 'Start with the Park', seeking to capitalise on its great landscapes, its open green spaces and environmental assets to create a community with exceptional quality of life and robust health and well-being. The retention and enhancement of the site's natural landscape assets is a fundamental principle of development. Existing assets will be protected and enhanced to establish a multi-functional, integrated and accessible blue and green infrastructure network which maximises wider public and ecological benefits. The Garden Village will be set within an enhanced landscape framework including farmland, woodland, parkland, riverside/wetlands and the 10-kilometre St Cuthbert's Garden Village Greenway Loop, as illustrated in Figure 10.

#### Strategic Requirement 1 – Connected Green and Blue Infrastructure

To deliver a key element of the St Cuthbert's vision, as shown in Figure 10, and ensure biodiversity net gain is achieved, green and blue infrastructure should be planned and implemented in a co-ordinated network of commuting, leisure, recreation and natural species routes for pedestrians, cyclists and wildlife, creating links within the Garden Village and to external destinations.

Development proposals should to contribute to a site wide, connected, climate resilient, multi-functional and adaptive green and blue infrastructure framework by:

- Positively integrating with the central Greenway Loop and river corridors, supporting their deliverability as long term community assets.
- Creating green links that are integral to new neighbourhoods, as a place making feature, promoting healthy living and biodiversity.
- Using sustainable urban drainage to integrate green and blue corridors and drainage areas as key features.
- Ensuring green spaces are multi-functional, with a range of benefits such as biodiversity, amenity, movement etc.
- Ensuring that buildings front green and blue spaces with active and attractive frontages, creating usable and safe spaces.
- Using green and blue infrastructure to create strong, attractive and usable buffers and space, such as adjacent the CSLR and between settlements.
- Maximising links into the City Centre and out to the surrounding countryside
- Building upon existing landscape character to maintain and enhance a sense of local identity.
- Embracing nature and seeking to enhance the existing landscape assets to create a linked ecosystem. Habitats and species should be preserved and protected (as outlined in Section 7.2.4 and Figure 10).



Figure 10: Illustrative Green and Blue Infrastructure Framework

Note: Carlisle City Council will be preparing a Green and Blue Infrastructure Strategy and Action Plan to evidence the emerging St Cuthbert's Garden Village Local Plan and provide further guidance and clarity regarding its implementation.



Accessibility

The establishment of a network of paths and cycleways connected through and to the Garden Village and linked to the wider network will promote sustainable active travel. This is expected to be defined in work underway by Cumbria County Council via a Local Cycling and Walking Infrastructure Plan (LCWIP) and a Transport Improvements Study. The development will promote walking and cycling as the primary mode of transport, with a network of connected clusters and local centres accessible by walking and cycling routes with the Greenway at its core.

The Greenway

The centrepiece of the Garden Village is the new multi-modal Greenway, a strategic green corridor linking the Caldew and Petteril river valleys east-west across the garden village and creating a walking and cycling loop around the Garden Village. The Greenway will link the village centres of Cummersdale, Durdar and Carleton and connects along the edge of the city uniting proposed and existing communities with the river corridors. The Greenway will be the focus for community activity and pedestrian/cycle movement and will be expected to provide connections to existing walking and cycling routes, including the CLSR route. As a strategic green link, it will accommodate major open space provision with multi-functional green infrastructure co-located close to schools and village centres, enabling sharing of facilities such as car parking, welfare facilities and to reduce long-term management and maintenance costs.

River Corridors and Blueways

Development proposals will be expected to work around existing corridors to retain and enhance existing river corridors, becks, streams and other blueways, to ensure a future proofed development that is resilient to the impacts of climate change. Blue corridors must be enhanced and promoted as green assets for the community and local wildlife.

The river corridors can be subject to fluvial flooding with significant history of flood alleviation and protection works focused on the River Petteril and River Caldew corridors. The river flood zones and network of existing ditches, becks and streams provide a structure for development and their retention and enhancement is integral to delivery of the Garden Village. In accordance with the County Council’s Development Design Guide, development should restore and enhance watercourses to reduce flood risk, conserve habitats and provide connectivity for people and wildlife.

Water Quality and Sustainable Drainage Systems (SuDS)

In accordance with Local Plan Policy CC5 Surface Water Management and Sustainable Urban Drainage Systems and the County’s Development Design Guide, development must manage surface water run-off via SuDS. SuDS will be considered multi-functional assets, maximising benefits for wildlife and habitat creation, recreation and amenity, access and enjoyment. Development will be expected to prioritise the use of building features and soft landscaping elements above hard landscaping and below ground attenuation methods. Further detail is available in Section 7.2.6.

A landscape led approach will be required that looks beyond the immediate site boundary. SuDS will be considered at the earliest stage with a high level site evaluation undertaken before schemes come forward for development. Any development drainage strategies must consider existing watercourses, surface water flows and existing drainage systems and mimic natural drainage patterns

as closely as possible. SuDS will be considered at the earliest possible design stage and fully integrated into the design of development plots.

Where a particular development site is constrained, there may be opportunity to share SuDS schemes with other landowners and/or developers, which should be considered as part of the early site evaluation.

Applicants will need to demonstrate the recommendations of the Habitats Regulations Assessment Report (August 2020) have been considered as part of their design thinking. In particular:

- To avoid a reduction in water quality of the River Eden SAC through St Cuthbert’s Garden Village, SuDS features (which meet the required CIRIA standards), flood attenuation, overland flood routing and the retention of the existing drainage features will be required.
- Surface water must be managed at the source and discharged in accordance with the surface water drainage hierarchy. The level of provision will be as described for the highest level of environmental protection outlined within CIRIA SuDS Manual.
- Applicants for new housing and employment must have regard to the United Utilities assessment on both the Wastewater Network and Wastewater Treatment Works to ensure that the sewage requirements of the development can meet within the existing consent headroom of the receiving Wastewater Treatment Works, if they discharge to tributaries of the River Eden SAC.
- Development will be need to be phased in line with the infrastructure requirements identified by United Utilities to protect water quality generally and the River Eden SAC in particular, to ensure that no net increase in phosphate loading occurs.

Landscape Character & Local Distinctiveness

Development proposals must take into account local landscape character and retain existing green/blue assets. Areas of conservation and/or heritage value will be sensitively incorporated, and access maintained. New development must respond to site topography with key views and the site’s distinct rural character safeguarded. Green buffers between existing development/the city edge and the Garden Village will be required to ensure the development is sensitively integrated into the wider context. Further guidance on site specific character is given in Section 7.3 and the St Cuthbert’s Garden Village [Landscape and Townscape Appraisal](#) (2017).

Ecology and Biodiversity

Development proposals must protect biodiversity assets and seek to restore and enhance them where possible. Development should seek to achieve a 10% biodiversity net gain.

Particular importance is placed on the retention of trees and hedgerows and their positive contribution to landscape character. New open spaces will enhance ecological function and support existing wildlife habitats. Ecological connections along and between the river valleys of the Caldew and Petteril will be reinforced.



Spenn Valley Greenway, the River Caldew and Stead McApplin (Sources: Arup)



**Strategic Requirement 2 – Diverse, Accessible and High Quality Open Space**

*The provision of high quality and accessible open space is fundamental to the successful delivery of the Garden Village. New communities must contain high quality, diverse open space in line with Policy SP8 and development proposals must meet the quantity, quality and accessibility standards as set out in Policy GI 4 in the CDLP. GI 4 sets out minimum standards for open space as follows:*

- *Open space (including informal and formal grassed, wooded or landscaped land and small amenity areas of open space). 3.6ha per 1,000 population*
- *Playing pitches – 1.86ha per 1,000 population.*

*Variety in the forms of open space provided should be considered as part of the planning application process, with a range of spaces and functions included to suit the scale and needs of the development. Development proposals should also take account of the network strategic green and blue infrastructure provision, to ensure appropriate accessibility and connections are achieved.*

*In addition, development must take into consideration the long-term maintenance and management of green and blue assets to ensure the viability and long term survival of open spaces. Responsibilities and financial mechanisms needed to deliver and maintain green and blue infrastructure will be determined through the planning process*

**Start with the Park**

The principle of ‘Start with the Park’ is at the heart of the St Cuthbert’s vision and is a defining component of the garden village ethos. Beautifully and imaginatively designed homes with gardens, combining the best of town and country, with green places that enhance the natural environment and support healthy and connected communities is what will make St Cuthbert’s special.

In accordance with policy SP8 Green and Blue Infrastructure, existing assets should be protected and enhanced to establish a multi-functional, integrated and accessible blue and green infrastructure network which maximises wider public and ecological benefits and creates greener, more attractive living places. Key green and blue infrastructure objectives and principles to be considered when designing in the Garden Village are set out in Section 7.2.

Open space will be high quality, multi-functional and well sited to ensure maximum value for residents and visitors. New development will be complemented by a range of community open spaces, play, sports and recreation opportunities in close proximity to neighbourhood centres and connected to each other via inclusive walking and cycling routes. Growing spaces including allotments community orchards and community gardens will be integrated into the open space network. Walkable neighbourhoods where walking and cycling is promoted as a primary mode of transport and where nature and green environments are close to homes and accessible to all will ensure St Cuthbert’s is a great place to live.

Developers will need to consider the wider Garden Village masterplan evidence base and the vision and principles to ensure a holistic and co-ordinated approach to open space provision. Phasing of the development must ensure appropriate provision is provided relative to the quantum of development, to enable each phase to be self-sufficient in terms of open space.

An assessment of need must be carried out and a review of wider masterplan requirements before developing a site open space strategy. Developments will be required to demonstrate a landscape led masterplanning approach with consideration given to existing green and blue assets, connections to existing and proposed open space outside of the site boundary as well as quantum, quality and accessibility standards. The emerging Playing Pitch and Outdoor Sport Strategy and Green and Blue Infrastructure Strategy to support the St. Cuthbert’s Garden Village Local Plan will help to guide developers.

**Maintenance and Stewardship**

The Council will encourage and support proposals that adopt a co-ordinated, partnership approach to management and maintenance. Planning applications must demonstrate a sustainable, practical maintenance regime that ensures survival of all open spaces and their intended quality and use over the life of the development. Developers will need to demonstrate a strategy for stewardship, delivery and management.

The quality of all assets that require ongoing and long-term stewardship, and are proposed to be managed on completion by a trust or other community body, must be of the highest standards, and the specific requirements will be set out in a Section 106 agreement. Alternatively, where a trust or other community body agree, the asset can be handed over before completion, provided that specific measures are in place, including financial measures, to enable the completion and operation of the community asset to the highest standards.



Existing semi natural greenspace within the site (Source: Stuart Walker Photography)

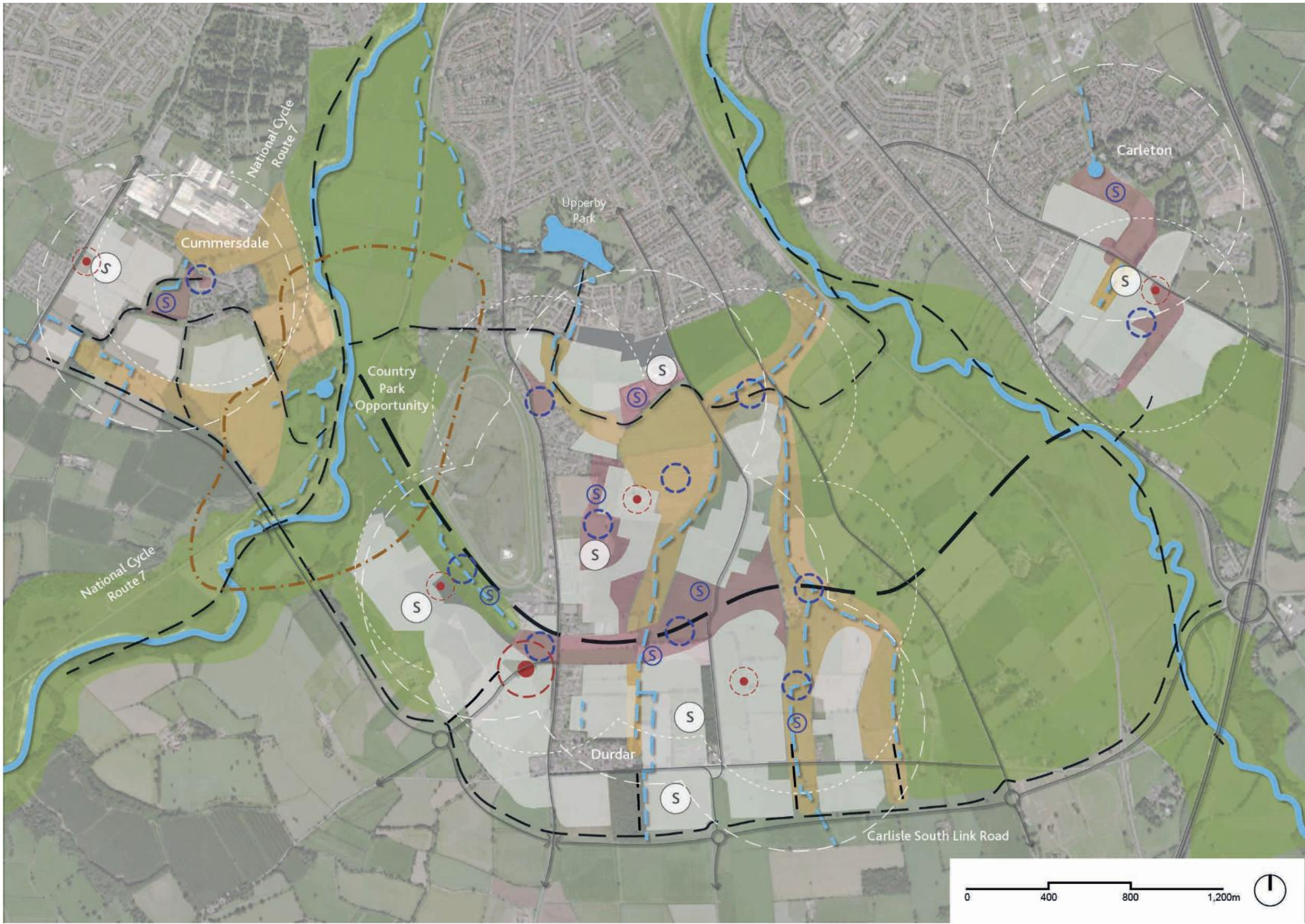


South Gardens, Elephant Park (Image credit © Allan Pollock Morris)



Figure 11: Illustrative Open Space Spatial Layout

- Key**
- Roads/ Streets
  - Blue Infrastructure - Rivers, Becks & Ponds
  - Existing Development
  - Preserved Landscape Corridor
  - Natural + Semi-Natural Green Infrastructure
  - Amenity Green Space
  - Greenway
  - Wider GI Connectivity
  - Designated Play Area (NEAP)
  - Outdoor Sports Facility - Pitches & other Outdoor Provision
  - Potential Country Park
  - School
  - Local Centre
  - NEAP - 12 Minute Walk (1,000m)
  - Outdoor Sports Facility - 15 Minute Walk (1,200m)
  - New Development





6.3 Low Carbon Living: Strategic Considerations

Policy SP1: Sustainable Development, of the CDLP requires a positive approach to the delivery of sustainable development and SP9 looks to deliver healthy and thriving places. As a Garden Village for the 21st Century, it is critical that St Cuthbert’s delivers sustainable development that takes account of the latest technologies and innovation and encourages healthy living.

**Strategic Requirement 3 – Ensuring a Healthy, Low Carbon Community**

*Development will be expected to contribute to the creation of a climate resilient, low carbon community that encourages a healthy lifestyle. All planning applications within St Cuthbert’s should set out how they have considered and responded to the key factors and opportunities around climate change resilience, low carbon solutions and healthy living, with particular reference to:*

- Consideration of and mitigation for potential risks from climate occurrences (e.g. flooding).*
- Ensuring energy efficiency of buildings is maximised.*
- Locating development to allow easy access to sustainable modes of travel.*
- Ensuring access to good quality open space.*
- The provision of landscaping to improve the overall environment.*
- Ensuring access to local amenities in a sustainable way.*

*Innovative solutions to dealing with the above elements are encouraged and welcomed.*

National legislation requires planning to mitigate and adapt to climate change (Planning and Compulsory Purchase Act 2004), reduce greenhouse gas emissions (Climate Change Act 2008), manage flood risk (Flood and Water Management Act 2010), set out strategic priorities for climate change (Neighbourhood Planning Act 2017) and allows Local Planning Authorities to require a portion of the energy required for new development to be sourced locally through renewable or low-carbon generation (Planning and Energy Act 2008). The importance of sourcing energy from renewable and low carbon technologies is further emphasised, explaining the role of planning in the Renewable and Low Carbon Energy Planning Practice Guidance (PPG).

The forward challenge is to ensure that St Cuthbert’s remains just as exciting, relevant and forward thinking in the decades to come. Design and quality standards adopted at the outset need not only to be ambitious, but also be sufficiently flexible and adaptable to respond to future regulatory changes, and to continue to meet the demands of future inhabitants in line with climate change requirements. It is important that accessible and affordable homes are also catered for in this regard.

This is at the heart of the NPPF as a core planning objective is to mitigate and adapt to climate change (Paragraph 8). Furthermore, Paragraph 150 outlines that innovative approaches can be achieved by shaping the location and design of development, supporting energy efficiency in existing buildings, and setting local requirements for building sustainably, provided they are in line with national policy.

The CDLP sets out an array of Climate Change and Flood Risk policies that will be important to adhere to from an energy and water perspective. The emerging St Cuthbert’s Garden Village Local Plan will adopt further policies and be accompanied by a Sustainability Appraisal and Habitats Regulations Assessment.

**Staying safe**

The 2020 COVID-19 pandemic has brought a sharp focus to the way people would like to live and work now and in the future. For some, this will mean living closer to work and school so walking and/or cycling is easier, or perhaps the ability to work remotely from home. Easy access is essential to green spaces, children’s play areas and outdoor leisure. Our mental well-being would benefit from having more private space both inside and outside our homes. With more hours spent at home, higher energy bills can to countered by checking that the St Cuthbert’s Garden Village homes are as energy efficient as they could be. Adapting our lifestyles to consume less, growing more in our gardens and allotments, and shopping for local produce. Facilitating easy access to online shopping with convenient collection points. Businesses and services are looking at the way they operate, establishing new ways to help staff to connect online and yet still hold some meetings in person. How best to serve the public and yet maintain a safe environment for all.

The fantastic location and landscape of St Cuthbert’s, together with its scale offers opportunities for low carbon solutions to be integral to the new place. Section 7.7 and Appendices 2 & 3 provide further guidance on how applicants can address these opportunities and meet the Strategic Requirements as set out above, when formulating development proposals.



LiLAC affordable ecological co-housing (Copyright Simon Dewhurst Photography)



Hanham Hall Eco Village (Source HTA)



6.4 Sustainable Neighbourhoods: Strategic Considerations

Policy SP3 of the CDLP makes provision for a ‘major mixed use development’. St Cuthbert’s is about delivering a series of new communities, comprising over 10,000 homes focused around and benefiting from a range of uses and facilities over a 30 year period. These will come together to create a high quality, sustainable garden settlement. All planning applications within St Cuthbert’s will need to demonstrate their consideration of and contribution to the following key components of community creation.

Strategic Requirement 4 – Land Use Mix and Considerations

Development will need to contribute to delivering an appropriate mix of uses across St Cuthbert’s and proposals should have consideration of and demonstrate the following:

- Open Space and Amenity – how the development will incorporate open spaces, amenity and landscaped areas in line with the requirements of this SPD and to encourage healthy living and biodiversity.
- Residential Development – the mix of types and tenures arrived at, to create diversity and variety.
- Infrastructure – how appropriate local and strategic infrastructure will be provided to ensure the provision of a sustainable place.
- Local and Neighbourhood Centres – ensuring development is focussed around a hierarchy of local centres focused on Durdar, Carleton and Cummersdale, incorporating a series of sustainable neighbourhoods, as set out in the Masterplan Framework. All planning applications should demonstrate how they will contribute to the creation of walkable neighbourhoods and the development of local centres.
- Employment - the accessibility of proposals to employment opportunities and/or opportunities to create new employment within St Cuthbert’s.
- Education – how any generated needs for education requirements are met, through the provision of accessible facilities.

As a Garden Community, St Cuthbert’s needs to incorporate the full range of social infrastructure, local centre facilities, employment and open space, as highlighted set out in the St Cuthbert’s Local Plan. All planning applications and development proposals must set out the appropriate land uses that have been considered and justify the uses proposed, to demonstrate contribution to the overall provision of a sustainable new community at St Cuthbert’s.

Open Space and Amenity

As a garden community, open space and landscaping is a key component and needs to be provided across a range of scales, with variety that encourages healthy lifestyles and enhances the overall natural environment of St Cuthbert’s. All homes, work places and amenities should benefit from easy access to good quality open space a both a local scale and strategically.

Residential

One of the nine St Cuthbert’s principles is the development of high-quality homes and lifetime neighbourhoods. Distribution will be focused around the three distinct garden communities of Durdar, Carleton and Cummersdale. At this scale, the full mix of residential type and tenure will be promoted. Affordable and accessible homes should be provided to the same level of quality.

Densities and character will vary, with higher densities around the local centres and lower densities in sensitive and countryside interface locations. Section 7.4 provides an overview of urban design and character considerations and requirements for planning applications, and Section 7.7 outlines how low carbon and healthy communities can be considered.

Employment Development

Employment uses will be focussed within the Local Centres, to encourage sustainable access to jobs and services. The development of employment land and job creation supports sustainable placemaking and the St Cuthbert’s principle of innovative employment. This will support emerging communities and balance provision north and south of the city. The emphasis will initially be on finer grained, local provision, including the integration of workspace in and around local centres. J42 provides a longer-term strategic opportunity. Section 7.7.1 of this report provides an overview of low carbon and innovative construction considerations.

Local and Neighbourhood Centres

The Masterplan Framework is focused around ‘higher order’ local centres at the ‘heart’ of the three garden communities, balancing accessibility with deliverability and commercial sustainability. The local centres comprise a series of walkable neighbourhoods, to encourage sustainable access to day to day services and the creation of community. Mixed use local and neighbourhood centres are to incorporate retail, employment, social infrastructure, higher density residential and public realm, relevant to their scale and function.

Education Development

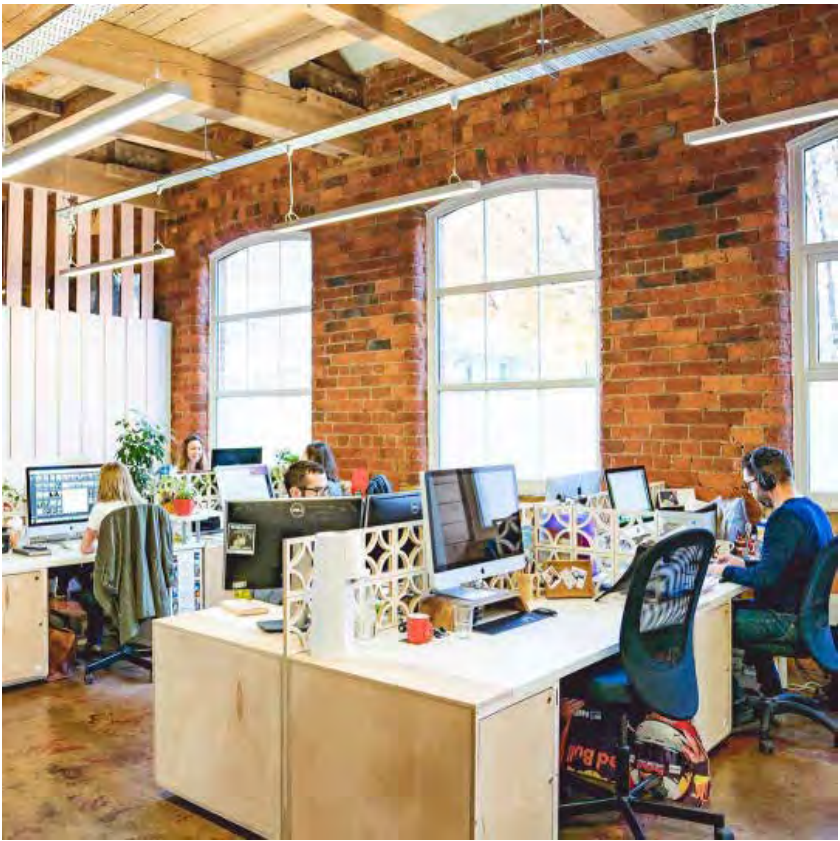
Educational facilities to meet the needs of St Cuthbert’s will be guided by Cumbria County Council requirements and the emerging Infrastructure Delivery Plan. Education is a key social infrastructure requirement, which supports the St Cuthbert’s principle of being community focused. Schools will closely relate to the local centres across the three garden communities to further support community focus. The schools will also operate as community resources beyond core hours. Early engagement will be required by applicants to ensure they are fully aware of any developer contributions for education facilities.

Infrastructure

Adequate social and physical infrastructure is critical to support sustainable living and all planning applications must demonstrate how infrastructure is to be provided and/or contributed to.



Example: a new secondary school at the Houlton Rugby Radio Masts development (over 6,000 homes) will be a centrepiece in the new community (Source: Urban & Civic)



Example: coworking space in Leeds (Source: Duke Studios)



6.5 Urban Design: Strategic Considerations

Strategic Requirement 5 – Place Making Considerations

As required by Policy SP6 of the Carlisle and District Local Plan, development proposals must have regard to the principles of good, holistic design. This document sets out the components of comprehensive and sustainable development in the context of St Cuthbert’s and planning application proposals must demonstrate how the key elements as listed below and shown on the Illustrative Urban Design Framework, have informed their evolution and content:

- Key Gateways and Focal Points
- Key Frontages and Corridors
- Key Edges and Interfaces
- Key Views and Landmarks

Illustrative Urban Design Framework

The Masterplan Framework process, undertaken as part of the evidence base for the emerging St Cuthbert’s Local plan identified a number of key components that will underpin good place making in St Cuthbert’s. These have been interpreted in the Illustrative Urban Design Framework at Figure 12 and key locations are expanded upon in Section 8. The key strategic placemaking components comprise the following:

Key Gateways and Focal Points

The Illustrative Urban Design Framework plan highlights key gateways to St Cuthbert’s from the Link Road and existing arterials. It is important that a sense of arrival is created through appropriate scale, quality and character, in terms of built form, public realm and planting e.g. through attention to height and the layout of buildings and open space.

Local centres and their setting at Durdar, Carleton and Cummersdale provide key focal points for the garden communities and are significant in overall place making, by helping to define and create local distinctiveness across St Cuthbert’s . Durdar is at the top of this hierarchy in St Cuthbert’s. Design of buildings, streets and spaces will need to emphasise this level of environmental and social importance.

Key Frontages and Corridors

The illustrative Urban Design Framework emphasises key frontages that will support the quality and character of gateways and focal points across the new settlement. These frontages will provide scale and pedestrian level interest to best frame a quality street-scene and new urban squares and village greens. Key corridors should also be emphasised through their comprehensive design – buildings, public realm / landscape and footfall generating uses - including strategic streets and green corridors. Specific set-pieces include Durdar High Street and St Cuthbert’s Greenway, which will both be a focal point for the whole community and define the quality of St Cuthbert’s.



Positively emphasising key gateways - Poynton, Cheshire



Active residential frontages (Source: Arup)



Illustration of streets with active frontages (Source: Arup)



Figure 12: Illustrative Urban Design Framework







Figure 13: Green edges (Source: Arup)



Figure 15: Green fingers to integrate (Source: Arup)



Figure 16: Open space to gather (Source: Arup)



Figure 14: Greenway edges (Source: Arup)



Figure 17: Streets to connect edges (Source: Arup)



Key Edges and Interfaces

The St Cuthbert’s concept is one of new garden communities, and not urban extension and sprawl. Development will need to sensitively interface with existing villages and neighbourhoods, creating a positive new countryside edge for Carlisle. The Illustrative Urban Design Framework identifies some of the key edges and interfaces that will require sensitive treatment, but it should be highlighted that ALL edges to the countryside and interfaces between built form and open space, existing development etc. should be dealt with carefully in design terms. Well designed and landscaped buffers will be incorporated at key locations, including those around Cummersdale. Other areas will be designed for sensitive integration, such as around parts of Durdar, Carleton and Upperby. Amenity should be protected through the use of topography, building orientation, landscaping, and generous back gardens and greenspaces.

St Cuthbert’s will generate a new countryside edge for Carlisle, including south-west of Durdar, and south of Cummersdale. These locations will need to be carefully designed, integrating with topography, bringing the countryside into the garden villages, and breaking up the edge of development with lower density residential and farmstead-type housing typologies.

Key Views and Landmarks

Policy SP6 emphasises the need to respond to context, and respect topography, landscape and local character. St Cuthbert’s has a stunning landscape setting with views to the Lake District National Park and Areas of Outstanding Natural Beauty. Looking south, views pick up on distinctive urban landmarks such as Dixon’s chimney. Areas of high ground within the site include those in Carleton, Upperby and Cummersdale. Development proposals should have regard to these existing views, as highlighted on the Illustrative Urban Design Framework and ensure that proposals respond accordingly. New focal points and landmarks, including a new ‘heart’ for Durdar, provide important opportunities for new landmarks and views to be created. Hill top greenspaces can offer excellent views and will also create the need for sensitively designed roof-scapes.



Examples of working well with topography (Sources: Hyas and Carlisle City Council)



Views to the North Pennines from Blackwell Common (Source: Carlisle City Council)



Making the most of great views - Greenhills, Blackburn



Greenspace framed by development - Lightmoor, Telford



Considering Local Character and Neighbourhoods

The ambition is for St Cuthbert’s to be distinctive with varied character across the three garden communities. As part of developing design thinking, applicants can take cues from the surrounding characterful villages and historic city neighbourhoods. Opportunities for this include:

- **Urban form** – ranging from informal village squares and tree lined approaches and main streets inspired by nearby Dalston for example, to more formal grid patterns such as at Longtown and Chatsworth Square
- **Density** – with higher densities around new village centres and lower densities feathering into a new interface with the countryside
- **House-types and materials** – ranging from higher density terraces, to lower density villas and gatehouses inspired by settlements such as Brisco, and more informal farmstead courtyard typologies to break up the urban edge. Carlisle’s traditional materials are distinctive including striking diaper/chequerboard brickwork, warm sandstone detailing, stone quoins and surrounds detailing, contrasting stone walling and splashes of white and pastel render
- **Spaces** – village greens and common land, more formal urban squares and parkland, and a nestling within the surrounding countryside are all local characteristics that can inspire new development and placemaking.

The surrounding neighbourhoods, including the local centres of Morton, Upperby and Harraby, and the district centre of Dalston provide local facilities for residents. The St Cuthbert’s Garden Village Vision and Concept baseline report provides a review of the history and local distinctiveness, design analysis, and movement around these surrounding areas. Opportunities exist to build design character based on existing built form in surrounding areas.

Vernacular studies are included in the [baseline reports](#) for the St Cuthbert’s [Vision](#) and [Masterplan](#) and key plans and photographs included in this section. Further detail on opportunities for local distinctiveness are included in Section 8 – Character Areas and Key Locations.



Local Character Analysis  
and Features (Source:  
Gillespies)



6.6 Movement: Strategic Considerations

**Strategic Requirement 6 – Sustainable Movement**  
*Enabling active and sustainable travel in St Cuthbert’s is a key priority, as required by SP 5 (Strategic Connectivity) in the CDLP, that will define the Garden Village as a distinctive place in terms of movement and access. Development will be expected to:*

- *Integrate cycle routes and footways, delivering infrastructure that supports residents to make sustainable travel choices.*
- *Connect to the existing public transport network with direct connections between Local/Neighbourhood Centres and the City Centre/Carlisle Train Station.*
- *Encourage public transport as a primary mode of transport and a key active travel choice with well connected, easily accessible bus routes throughout the Garden Village.*
- *Be accessible from new junctions onto the existing road network and via the Carlisle Southern Link Road (CSLR).*
- *Mobility hubs are expected to be provided at local centres across the Garden Village. Hubs will connect transport modes and provide facilities that help enable walking, cycling and public transport use.*

*Development will be expected to accord with the Sustainable Movement Principles provided (right) and any outcomes of future work (i.e. the Transport Improvements Study currently underway).*

Alternatives to private car travel will need to be provided from the outset and be attractive choices. This includes walking and cycling but also bus travel, bus priority, and shared mobility services (e.g. car clubs). Car parking must be effectively planned and managed from the outset (see Section 7.6) and electric vehicle charging points will need to be factored into designs to ensure that the neighbourhoods are future proofed.

Developer travel plans will be designed around liveable neighbourhood principles, to ensure walking and cycling are the easy and natural choice for short journeys within the Village.

In accordance with the County’s Development Design Guide (2017) and Manual for Streets principles, a user hierarchy must be established that prioritises users as follows:

1. Pedestrians and cyclists.
2. Public transport.
3. Other motorised transport.

Cumbria County Council have commissioned a Local Cycling and Walking Infrastructure Plan (LCWIP) and a Transport Improvements Study, due for completion by mid 2021. Any development proposals will be expected to adhere to its recommendations.

*Sustainable Movement Principles*  
As required by Policy SP5: Strategic Connectivity of the CDLP, the key access and movement principles include:

- Direct vehicular access to the Garden Village from the Carlisle Southern Link Road (CSLR).
- Delivery of a strategic north-south / circular sustainable transport corridor.
- Strategic east-west connectivity via the CSLR and proposed Greenway linear park.
- Enabling active and sustainable travel as the primary modes of transport to, from and through the Garden Village.
- The development of active walkable neighbourhoods across the Garden Village.
- Mobility hubs integrated within local centres providing a range of transport interchange facilities.
- Improving connectivity to and from the City Centre (out with the Garden Village) by sustainable transport modes.
- Delivering supporting infrastructure across the Garden Village to support residents in making sustainable transport choices.
- Provide a network of high quality, convenient, safe and attractive pedestrian and cycle routes that make wider link to existing networks.
- Deliver a hierarchy of residential roads that reflect Cumbria County Council’s Residential Highways Design Guidance (Appendix 4).

Pre-application engagement involving Cumbria County Council will be vital to ensure that the necessary movement and access infrastructure is identified to support development, particularly for the early phases of development. The Infrastructure Delivery Plan to support the St Cuthbert’s Garden Village Local Plan will set out longer term requirements.

Development should be structured around a clear, coherent movement network that is resilient to an increasing quantum of development over time. This will be a legible and safe network that enables active and sustainable travel as the primary mode of transport.



Figure 18: St Cuthbert’s Garden Village Sustainable Travel (Source: Gillespies)



*Pedestrians and Cyclists*

Development will be designed to ensure ease of pedestrian and cyclist movement through all parts of the site. This will include:

- designing streets that are attractive, low speed, low traffic environments with good crossings of busier roads.
- developing a network of low traffic neighbourhoods - a group of streets bordered by busier vehicle routes in which through access for motor vehicles has been designed out.
- providing direct, safe, attractive cycling and walking routes to key external locations including Carlisle City Centre and Carlisle Station.
- cycling and walking infrastructure will be designed to be inclusive, ensuring people of all ages and abilities can safely walk and cycle.
- secure cycle parking and other supporting facilities (lockers, charging stations, etc.) should be provided in key locations.
- where practical, existing Public Rights of Way (PRoW) will be retained and enhanced.
- improving river and rail crossings to enable the delivery of the Greenway loop.
- the proposed network will connect to existing strategic active travel route National Cycle Route 7 and PRoWs close to the Garden Village.
- the Garden Village will connect to and maximise the Carlisle Southern Link Road (CSLR) shared use pedestrian and cycle path which will provide a new continuous east-west link on the southern edge of St Cuthbert’s from the A595 roundabout to the M6/A6 London Road.
- provide high quality, attractive leisure routes, specifically the St Cuthbert’s Greenway.



*Segregated paths can encourage less confident riders to try new modes of travel and create pleasant environments for through and to routes (Location: Rugby Masts, Rugby. Source: Urban & Civic)*

*Public Transport*

Dalston Road, Sclegate Road, Durdar Road and Brisco Road/Upperby Road will continue to function as bus corridors within the Garden Village. New bus routes will connect residents and visitors to mobility hubs located in local centres.

There are a number of bus routes already operating to Cummersdale, Durdar and Carleton. New development offers the potential to divert and/or increase the frequency of existing bus services, or for the provision of additional services as determined by commercial operators. There may be opportunities to provide some bus priority measures within the route to Durdar to better serve the proposed development and improve the connectivity for bus services.

Bus stops will be provided within preferably 350m (or maximum of 400m) of every resident. Provision of electric charging points will be essential, in addition to high quality shelters.

Low Traffic Neighbourhoods should consider how buses will navigate through locations, to ensure adequate space and surfaces are provided for public transport.

Park and Ride facilities should be explored where appropriate to help facilitate sustainable travel patterns for local community and commuters. For example, in proximity to Durdar District Centre, easy access from the M6 and the CSLR might encourage some people to park here and avoid driving into the city. This could also help support viability of shops.

Ultimately, work underway as part of the Transport Improvements Study will provide further detail on the public transport improvements options, in line with feedback received from providers.



*Figure 19: Example of the mobility hub concept - an array of transportation links is provided to make it easier for travellers to make more sustainable choices (Source: MaaS)*

*Mobility Hubs*

As part of the Masterplanning Framework, mobility hubs have been considered across the Garden Village to create convenient and effective interchange spaces for different transport modes. A mobility hub can be understood as a ‘place’ or interchange providing different and connected transport modes supplemented with enhanced facilities to both attract and benefit the traveller.

Typical mobility hub concepts tend to include:

- the core public transport infrastructure or services;
- the privately operated car club, shared cycling and e-scooter schemes (docked or undocked);
- Electric Vehicle charging facilities, rest areas, cycling and vehicle parking and parcel lockers; and
- non mobility and urban realm improvements crèche medical hub or co working space.

In terms of strategic design, mobility hubs tend to require a tailor made solution to each location. Consideration will need to be given to the scale and level of service anticipated and how this will integrated into the surrounding land uses. For example, healthcare, education and sporting facilities will help to enable end to end journeys avoiding the use of sole occupancy cars.

Furthermore, complementary non-transport uses must be provided in these locations including delivery lockers, cycle facilities, play areas, cafés retail units, co-working spaces and pocket parks. Mobility hubs offer opportunities to foster social cohesion and define neighbourhood centres as the heart of the community.

Mobility hubs will vary in scale and level of provision and be located in key neighbourhood centres. A primary mobility hub could be provided in Durdar serving as the main bus hub for the Garden Village as well as providing a focal point for other pick-up and drop off and shared mobility services such as centralised parking for shared Electric Vehicles and cycles.

Mobility hubs can therefore help to promote sustainable travel through the provision of facilitating travel modes such as car share (ride-sharing and car clubs), on demand bus services, e-scooter and e-bike hire, and by providing electric vehicle charging to provide a focus for sustainable mobility.

It is anticipated on-going transportation studies will provide further details on the suggested location(s) and number of hubs if required, in line with pedestrian and cyclist links and public transport networks.



**Strategic Requirement 7 – Street Hierarchy**

*In line with policy SP^ (Securing Good Design) of the CDLP, a clear hierarchy of streets will form the basis for development at the Garden Village. Development will be expected to demonstrate how the following hierarchy of streets is provided (as appropriate to the scale of development proposed) and connected into:*

**Strategic Roads**

*The CSLR will provide access to locations beyond the Carlisle urban area and connect into the wider Strategic Road Network including the M6 and A595.*

**Main (Primary) Roads**

*These comprise the primary vehicle routes that connect the Garden Village to Carlisle City Centre and the strategic roads. They also include the Durdar Road High Street- the primary commercial/community spine of the district centre.*

**Secondary Roads**

*Secondary roads link active neighbourhoods to the main roads and key destinations.*

**Residential (tertiary) Streets**

*Streets that provide local vehicle access to residential properties and where walking, cycling, and socialising/playing are the dominant use. Residential Streets can include Residential Streets, Mews, Lanes and private drives.*

**Non-vehicle access**

*In addition to the main streets, the village will also incorporate a network of existing and proposed pedestrian and cycle routes. All applications should have regard to the guidance provided in Section 7.5 and 7.6 relating to Streets and Parking.*

*Any proposals will be expected to accord with the recommended streets layout, as to be outlined in the Transport Improvements Study (currently underway).*

In accordance with the County’s Development Design Guide (2017) and general principles of street design, Manual for Streets 1 & 2 (2007/2010), new development will prioritise pedestrians and cyclists above the needs of motorised vehicles. The emerging LCWIP and TIS will agree and develop internal layouts and improvements off site.

Accompanying guidance in Section 7.5 illustrates how each of the typical street types facilitate prioritisation to meet differing roles and functions and require different responses to built form, frontages, parking and landscaping. Together the streets will form a connected, permeable and coherent internal road network and street hierarchy. Section 7.5 also gives further details of street types and typical form and function.

*Carlisle Southern Link Road*

The proposed junctions and approaches to the Garden Village from the Carlisle Southern Link Road (CSLR) must be designed and delivered as high-quality gateways with a focus on reducing speeds, transitioning to residential character and marking arrival to the various village centres.

New homes in proximity to the CSLR and gateway junctions must be set back to provide opportunities to define the Garden Village gateways as attractive landscaped spaces overlooked by high quality new homes. This will also help to mitigate any noise impacts.

Cycle and pedestrian connections from the CSLR must be integrated into the Garden Village sustainable travel network.

*Off-site highways improvements*

Development is expected to contribute to off-site highway improvements in order to mitigate the increased demand on the existing road network. The County Council are undertaking further modelling work to understand the detail of these requirements, to help mitigate local traffic impacts, facilitate links to Carlisle city centre and existing facilities and encourage sustainable transport use. All planning applications within St Cuthbert’s must take these requirements into account.



*Examples of high quality streets at different hierarchies*



# 7. KEY THEMES

## 7.1 Thematic Design Guidance

This section expands on the Strategic Requirements and assists applicants in formulating proposals, through providing advice and guidance relating to the following key themes, which are critical to achieving good quality, sustainable place:

- Green and blue infrastructure;
- Local centres;
- Urban design and character;
- Streets;
- Parking; and
- Low carbon and innovation.

These are common design themes for large scale residential led development that have been informed by [Building for a Healthy Life](#) (BfHL), the National Model Design Guide and Carlisle Local Plan SP6. A local flavour further influences this thematic guidance through recent St Cuthbert’s visioning and masterplanning work. This includes the importance of landscape – ‘start with the park’ - and a focus around distinct garden communities.

BHL – updated in 2020 - is now a well-established national design guidance tool for residential led development. We strongly encourage its use as a platform for this more bespoke St Cuthbert’s guidance. BHL covers three themes – integrated neighbourhoods, distinctive places, streets for all – and 12 topics within these.



## 7.2 Green and Blue Infrastructure

As set out in Strategic Requirement 1 – Connected Green and Blue Infrastructure and the ‘Start with the Park’ guiding principle, the provision of high quality and accessible open space is fundamental to the successful delivery of the Garden Village. St. Cuthbert’s offers fantastic opportunities to build on existing topography, geographical features and enhance views to create place specific design proposals. Any proposals for development will need to be supported by a robust understanding of the site and wider context to inform a sustainable design solution for existing and future residents.

This section provides guidance on:

1. Landscape Character and Local Distinctiveness;
2. A range of Greenspaces;
3. The Greenway;
4. Ecology;
5. Productive Landscapes; and
6. Sustainable Drainage Systems (SuDS).

### 7.2.1 Landscape Character & Local Distinctiveness

Any proposed green or blue infrastructure should build upon existing landscape character and maintain and enhance a sense of identity. Key objectives include:

- Retain and create views from development to make visual connections to the surrounding landscape;
- Existing trees, hedgerows, valuable natural landscapes and watercourses shall be identified and protected wherever possible;
- Opportunities to use existing green/blue corridors for amenity, recreation, drainage and movement should be maximised;
- Incorporate green / blue assets and areas of conservation and/or historical value;
- Maintain and enhance access to heritage and cultural assets within and outside the Garden Village;
- Design within the natural topography of the site e.g. safeguarding hills for far reaching views.

The definition of distinct village centres can be enhanced through green infrastructure. Section 8 provides further guidance on area specific landscape characteristics that should be preserved and enhanced when developing design thinking for applications.



*Note: Carlisle City Council will be preparing a Green and Blue Infrastructure Strategy and Action Plan that to evidence the emerging St Cuthbert’s Garden Village Local Plan and provide further guidance and clarity regarding its implementation.*





Existing green routes and local distinctiveness in and around St. Cuthbert's  
(Sources: Stuart Walker Photography and Carlisle City Council)



7.2.2 A Range of Greenspaces

Any development proposals should consider how end users will have access to a diversity of open space from their doorstep. Policy GI 4 (Open Space) of the CDLP outlines the need for open space provision to be informed by an assessment of need. The emerging Infrastructure Delivery Plan, to support the emerging St. Cuthbert’s Local Plan will set out the overarching greenspace requirements.

The types of greenspace to be provided will include:

Natural and semi-natural greenspace

Defined as areas of woodland, scrub, grassland, wetlands, open and running water, and open access land. Green corridors should provide connections for both people and wildlife and green buffers between development. Existing blue infrastructure should be retained and integrated into Sustainable Urban Drainage Solutions (SuDS).

Parks and Gardens

Formal greenspace destinations that include urban parks, community open spaces and country parks. The location of key amenity spaces have been identified in the Illustrative Green and Blue Infrastructure Framework (Fig 13).

The Greenway

A multi-modal green route linking the St Cuthbert’s villages through open space. The Greenway will connect people within the Garden Village and provide connections to the city and wider area. The provision of play, sports, recreation and amenity space will be concentrated along the Greenway providing a critical green asset for residents and visitors. See Section 7.3.3 for further details.

Amenity Greenspace

Informal recreation spaces and communal green spaces in and around housing and community facilities. These may include pocket parks, neighbourhood spaces, communal courtyard gardens, village greens and village squares. A variety of scales, uses and characters will help to create vibrant and attractive neighbourhoods for all.

Play Areas

Designated areas for children and young people containing a range of equipment and facilities and an environment that has been designed to provide focused opportunities for outdoor play comprising casual or informal playing space within housing areas. Play spaces should be designed in accordance with the Russell Play Guide and meet guidance for LAPS, LEAPS and NEAPS. NEAPS will be located close to schools, local centres and supporting community facilities. LAPS and LEAPS should be evenly distributed throughout development within walking distance guidelines. Opportunities to integrate informal / natural play and Street Play principles will be encouraged.

Sports Fields

Formal pitch sports facilities, for example, rugby/football pitches and Multi-Use Games Areas (MUGAs). Sports pitches should be designed to Fields in Trust (SIT) minimum standards. A quality over quantity approach will be supported

which promotes the provision of high-quality surfaces, multi-functionality, lighting and supporting facilities. Opportunities to share facilities should be explored and it is anticipated that schools will provide pitches on site with community use agreements in place. The opportunity to create a St Cuthbert’s community Sports Club will be supported as a placemaking and community building enterprise. The location for such a facility would be best placed close to Durdar local centre close to or within the Greenway. Carlisle City Council is working with Sport England and the relevant Governing Bodies to deliver a Playing Pitch and Outdoor Sport Strategy that will further inform the emerging Local Plan and any relevant updates to this SPD.

Other Sports Provision

Courts and greens comprising natural or artificial surfaces, including tennis courts, bowling greens, athletics tracks and other outdoor sports area. See above for details of specification and location.

Grow space

Productive landscapes including allotments, community gardens and orchards. Where possible sustainable food production should be integrated into development and provided during the early phases of development. Protecting and enhancing community grow spaces and providing access for all will help deliver sustainable development at St Cuthbert’s.



Examples of high quality green spaces (Sources: Hyas, Visit Cumbria and Arup)



7.2.3 The Greenway

The Greenway plays a fundamental role in achieving sustainable and active travel in the Garden Village. The Greenway opportunity would seek to provide a new multi-modal, greened route, linking destinations and encouraging recreational and active travel both across and beyond the development. The Greenway offers recreational opportunities in the form of trails, formal and natural play, amenity space and outdoor sports overlooked by new homes and community facilities. The key objectives of the Greenway are as follows:

- Link neighbourhoods, communities, assets and village centres along a circular route;
- Enhance the existing Public Rights of Way and cycle network connections between Carlisle and the surrounding countryside;
- Promote active travel and provide attractive car-free routes for pedestrians and cyclists;
- Provide a focus for play, sports, recreation and food production at the heart of the Garden Village;
- Improve safe access to shared community assets such as the Rivers Caldew and Petteril, woods and countryside;
- Respond to the various housing/building uses and typologies along its edge and deliver open spaces that reflect these uses.

The design of the Greenway will vary along its length from formal and programmed near local centres to more natural and informal at development edges. It will encompass many of the Fields in Trust typologies along its course and will be the principle green space at the core of the garden village.

Whilst further site specific analysis will be required, the following considerations should be used as a guide for the design of the Greenway in its various locations:

River Caldew

The redevelopment of the Stead McAlpin factory on the banks of the River Caldew will provide opportunities to improve green infrastructure and linkages, with the potential to include a landmark park. Ecological opportunities also exist if any land remediation is required.

Connections to the existing NCN Route 7 will connect the Greenway to the wider countryside. Improved gateway crossing points over the River Caldew may be required to support this. If a country park is progressed in this broad area it would need to meet Natural England’s accreditation criteria which includes accessibility, facilities, wayfinding, activities, management and links to the community amongst others.

River Petteril

Existing River Petteril crossings and the railway will provide pedestrian and cycle access to Carleton from Durdar. It will be important to consider any further opportunities to tie links into potential future routes along the River Petteril and to the CSLR strategic walking/cycle link.

The development and design of the Greenway will need to consider any impacts on existing landowners, in particular those who use their land for work such as farming. Early engagement with these landowners will help ensure a positive strategy/action plan is developed to minimise any potential adverse affects.

Local Centres

Where the Greenway meets the local centres it will provide a community spine along which residents will commute, promenade, meet and play. The Greenway should support community activities and include sports pitches, play areas, recreation areas and events space. Opportunities to create high quality, shared, multi-functional sports, play and educational areas for both school and community use is encouraged.



Figure 20: Greenway Sketch (Source Arup)



(Source: City Transport & Traffic Innovation)



7.2.4 Ecology

The network of green spaces proposed at St Cuthbert’s provides an opportunity for ecological mitigation and increasing the biodiversity of the site as part of an integrated approach to development. Site specific green infrastructure will bring distinct character to any new neighbourhood and contribute to sense of place. In accordance with the emerging St Cuthbert’s Local Plan Design Policy the retention and enhancement of existing trees, shrubs, hedges and other wildlife habitats must be ensured. If the loss of environmental features cannot be avoided, appropriate mitigation measures should be put in place and on-site replacement of those features will be sought.

The Landscape and Open Space Typologies Plan (Figure 21) sets out an approach to habitat retention and creation. It identifies existing key landscape types and demonstrates how new green infrastructure should seek to connect north-south blue corridors, east-west across the Garden Village.

In accordance with the provisions of the Environment Bill, all new development must deliver a measurable biodiversity net gain. The aspiration for St Cuthbert’s Garden Village is for development proposals to achieve a minimum of 10% net gain. Developers should undertake a Biodiversity Net Gain Assessment using the DEFRA Biodiversity Metric 2.0 (Natural England, 2019) to identify potential opportunities to improve biodiversity on a plot by plot basis. Developer’s should refer to ‘Biodiversity Net Gain: Good Practice Principles for Development’ [CIRIA, 2019].



The River Caldew adds to the ecological value to the site (Source: Arup)

Specific ecological measures shall be designed within the green infrastructure framework and include:

- Applicants for development should be required to demonstrate that a minimum 10% net gain in biodiversity will be achieved either directly on site or, where this is not achievable, through contributions to an off-site area of habitat creation and/or enhancement as shown in the final Masterplan Framework or otherwise agreed with Natural England.
- Biodiversity should be integrated within the masterplanning process and ensure a whole area approach is taken which looks beyond the immediate site boundary;
- Developers must do more than just protect existing habitats, they must seek new opportunities to increase biodiversity and connect to wider ecological assets;
- Developer’s will be expected to outline net gain measures taken on site within the site’s accompanying ecological assessment and Design and Access Statement;
- Where a site has recently suffered rapid or demonstrably deliberate deterioration to its ecological integrity, the initial baseline biodiversity score must be based on an assessment of the site prior to this deterioration;
- Ensure connectivity between existing and proposed habitats and connections to the ecological framework beyond the site;
- Improve the health of existing waterways;
- Existing woodlands and hedgerows should be retained where possible;
- Provide a network of new trees that use a hierarchy of forms, sizes and species, to create a strong sense identity and legibility;
- Create a series of new SuDS waterbodies and wetland habitat mosaic that includes ponds, wetland, marsh, grassland and wet woodland;
- Enhance key ecological habitats and depleted agricultural land;
- Use species that are native, or of known value to UK wildlife, and/or of local provenance;
- Manage the spread of invasive species;
- Incorporate habitat creation in residential and employment developments, for example through tree planting, SUDs and micro habitats such as bat/ bird boxes, insect hotels and extensive (brown) roofs;
- Mitigate the impact upon habitats and protected species;
- All new planting should give due regard to root establishment and long-term viability.

Existing ecological areas and valuable green assets are defined on the **Baseline Habitat Plan (Appendix 4)**. Notable habitats to be preserved and enhanced include (as set out in Figure 21):

S41 Priority Habitat – Deciduous Woodland

S41 priority habitat deciduous woodland is located at Toddhills Wood and Peastree Wood (west of Carlisle racecourse), Tarn Plantation (south of Durdar) and Cat Wood (east of Durdar). This habitat should be retained and integrated into future greenspace provision, however, consideration will need to be given to any housing nearby to avoid any potential overshadowing impacts. Alternatively, if relocation is required, adequate consultant with the Forestry Commission will be required.

Broadleaved, mixed plantation woodlands and Trees

Areas of broadleaved and mixed plantation woodland to the south and east of Durdar and in discrete pockets throughout the survey area should be retained.

Scattered trees, veteran trees and mature and over-mature hedgerow trees can be found throughout the site and provide important habitat for owls and bats. These should be retained and enhanced wherever possible. New tree and woodland planting should complement and enhance existing provision. The location of existing trees and hedgerows can be found in Appendix 4.

Watercourses

Rivers, streams, becks and other watercourses form a network of habitats across the site and should be retained. The Caldew and Patteril river corridors will be preserved for wildlife and enjoyment. Riparian buffer strips are characteristic of the area and are found close to watercourses (4-12m from the bank). Whilst sharing many species with field hedges, they can contain long grasses and riparian trees. The River Patteril has had over 17km of riverbank enhanced with buffer strips (2009 -14) by conservation groups and this practice should be continued to benefit water quality and riparian wildlife.

Natural and Semi-Natural Green Infrastructure

Proposed Natural and Semi-Natural Green Infrastructure will be focused around existing watercourses. Developers should identify opportunities to diversify and enhance riparian habitats through appropriate site assessment and ecological studies, which may contribute to their overall biodiversity net gain. Significant opportunities exist to provide a mosaic of wetland and waterbody habitats associated with SuDS.

Hedgerows

Species-rich hedgerows and associated ground flora are present throughout the site. The location of existing hedgerows can be found in Appendix 4. Developers should undertake further hedgerow surveys to assess the value of individual sites under The Hedgerow Regulations 1997. Throughout the natural areas but also within residential plots, retention, enhancement and creation of new hedgerows will be encouraged. In addition, the use of hedgerows to create a framework for development parcels will be supported. Preservation of existing hedgerows will embed the development in its rural character.

Structural Planting

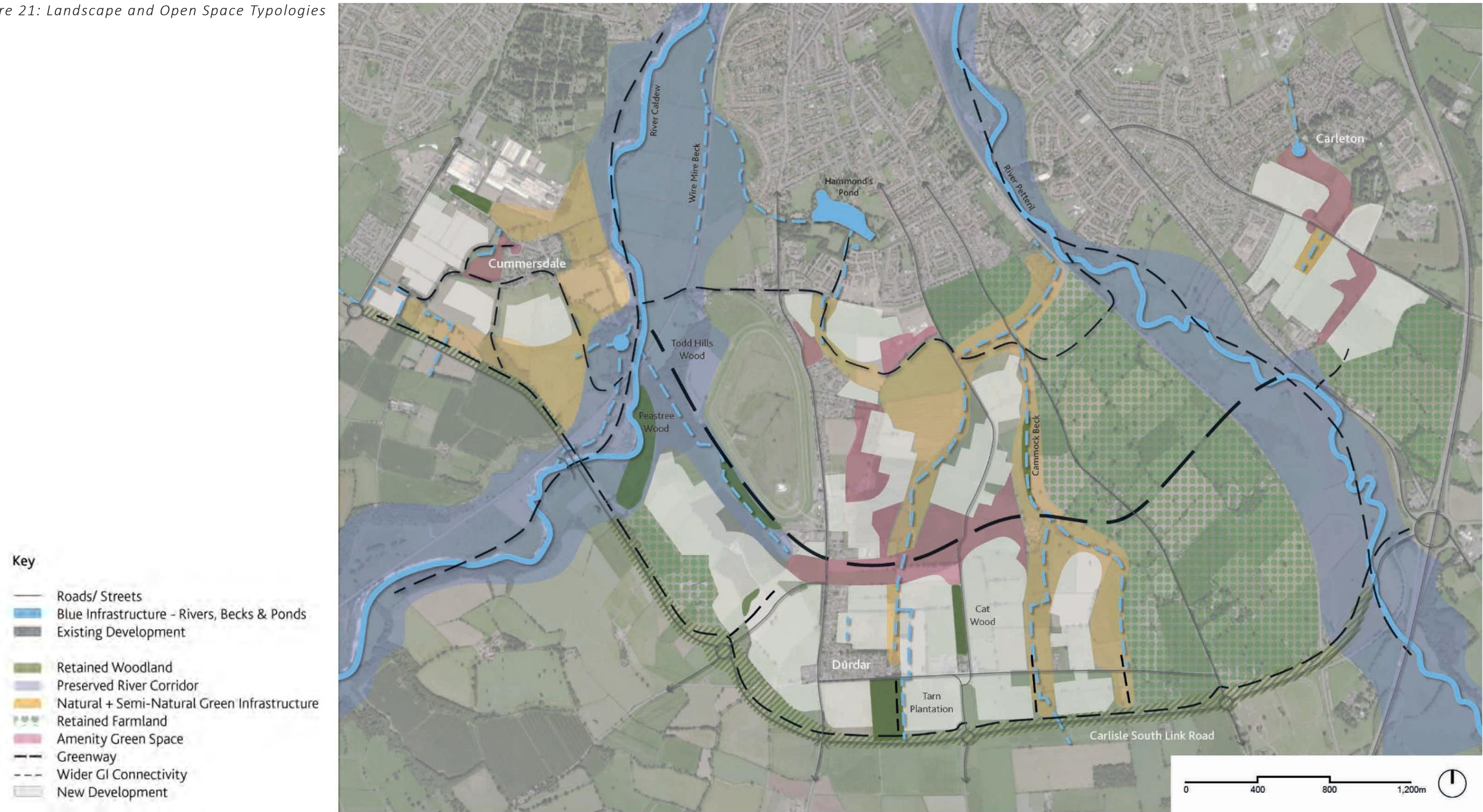
Structural Planting such as woodland, tree belts and hedgerows will help to create a green gap and screen development from adjoining property and/ or highway infrastructure. Structural Planting will also provide important ecological connectivity particularly east-west between the two river corridors. The ecological value of proposed plantings should therefore be considered when developing planting strategies for individual sites.

Amenity Open Space

Green infrastructure should be used as a delivery vehicle for increasing biodiversity in new housing developments. Amenity Open Space and in particular, the Greenway, will provide living infrastructure to support wildlife and its movement between the river corridors. Developers should consider the full suite of available green infrastructure to link existing habitats as well as creating new ones. Examples of biodiversity-friendly green infrastructure include green and brown roofs, water retention ponds and Sustainable Urban Drainage Systems (SuDs).



Figure 21: Landscape and Open Space Typologies





7.2.5 Productive Landscapes

As set out in SP9 of the CDLP, food production and the provision of space to grow edibles will help to deliver sustainable development and healthy and thriving communities. The protection and promotion of community food growing spaces will help connect the Garden Village to its agricultural heritage, support community cohesion, health and wellbeing and ensure access to affordable locally produced food. Carlisle District is a founding member of the Sustainable Food Cities Network and the Garden Village provides a significant opportunity to empower change towards a vibrant and inclusive food culture. A range of scales of productive landscapes should be provided as follows:

Small scale

On plot food growing opportunities such as raised beds and communal grow zones within gardens and residential courtyards. Additionally, integration of fruiting trees and edible plants and herbs within amenity spaces.

Local scale

Allotments, community orchards and the use of fruit trees and hedges on streets and in parks can connect people to food production and their local community. Forest and farm schools can continue educational opportunities for children and the creation of places for farmers markets in Local Centres will encourage residents to live, work and shop locally.

Regional scale

There is great potential for the surrounding farms to build connections with the community through farmers markets, vegetable delivery schemes and with open farmsteads. Policy SP 9 Healthy and Thriving Communities in the CDLP seeks to protect and promote the role of community food growing as part of Carlisle’s role as a Food City. Much of the site is classified as Grade 3 agricultural land with dairy and livestock farming predominating along with some arable production.

The development should have regard to agricultural activities and seek to minimise impact on farmers. Engagement will be required to ensure any potential barriers to farmers who want to develop their farms is managed.

Any land required for offsetting or as part of any biodiversity net gain requirements should be carried out through meaningful positive engagement with the landowners affected to minimise the impact on food production.



High quality productive landscapes at different scales



7.2.6 Sustainable Drainage Systems (SuDS)

*Policy CC5 (Surface Water Management and Sustainable Drainage systems) of the CDLP identifies the requirement to adopt SuDS principles for all development. Surface water run-off should be managed at source and attenuated and infiltrated using the existing blue network supplemented by new blue infrastructure.*

In addition to the retention and enhancement of the existing blue network, a series of large waterbodies, swales and rain gardens should supplement the area’s flood water storage capacity. A range of SuDS solutions must be considered from small scale on plot solutions to larger scale detention basins within community open space. A holistic Landscape and Water Management Strategy should be developed and discussed with the Local Authority at the earliest possible design stage. The design of each plot should assess the suitability of SuDS types on a site by site basis but work on the presumption that below ground water management will only be acceptable if roof and surface level solutions are proven to be unviable. The following hierarchy should be followed:

- 1. Water Re-use;
- 2. Soft landscaping features – Where possible using infiltration;
- 3. Hard landscape features – permeable paving;
- 4. Below-ground features.

Source control measures to reduce the volume and rate of run-off should be incorporated during design development of the plots. Opportunities for water reuse should be reviewed on a plot by plot basis. Where larger areas of soft landscaping are introduced and appropriately located, rain gardens, ponds, wetlands, and areas for bio retention should be considered as part of the downstream landscaping strategy. When calculating volume of attenuation, developers should allow for an increase in rainfall in line with Climate Change Peak Rainfall Intensity Allowances.

Key flood and drainage principles include:

- Early engagement with Cumbria County Council and United Utilities.
- Existing blue corridors will be retained and enhanced to support and supplement any new SUDs interventions.
- Developers should consider areas outside, particularly upstream, of their immediate site and wider SUDs proposals for new infrastructure and other developments at the outset. Developers will be encouraged to discuss options for discharge as part of an early stage high level site evaluation.
- SuDS should be included within all streets in the Garden Village.
- Soft landscape solutions should be the primary means of surface water drainage. These solutions could include; new tree / hedge planting, green and brown roofs, rainwater gardens, swales and bio-retention basins.
- Avoiding large areas of hard landscaping and below ground attenuation.
- Where hard landscaping is required, permeable paving should be used and be drained towards SuDS features.
- Careful drought tolerant species selection to reduce need for irrigation.
- Opportunities to integrate rainwater harvesting should be included.
- Swales, rain gardens and basins should be designed as amenity and ecological assets. Consideration should be given to the recreational value and how best to ensure SuDS are integrated into the design of spaces well.
- Overall, seek to meet the “four pillars” of SuDS design objectives where surface water runoff is managed for water quantity, water quality, amenity and biodiversity benefits.

Ongoing maintenance and possible adoption

It is advisable for developers and their consultants to give early consideration to the maintenance requirements for their SuDS scheme and potential routes for Adoption.

- Maintenance should be considered at all stages of the planning, design and construction process. Guidance on [www.susdrain.org](http://www.susdrain.org) states that well designed and constructed SuDS with source control should be easy to maintain, regardless of whether they are landscape or hard engineered solutions. Poorly designed or constructed drainage systems without source control (e.g. end of pipe ponds, basins, wetlands and storage tanks) will be inherently more difficult and costly to maintain because of silt and should not be seen as good examples of SuDS components or schemes.
- In order to meet the criteria for adoption, the SuDS must be constructed to an adoptable standard, taking into consideration the current Non statutory technical standards for SuDS and the CIRIA SuDS Manual (or appropriate replacement guidance or legislation). Developers and their consultants should engage with the LPA, the Lead Local Flood Authority (LLFA) and United Utilities early on to explore mechanisms for adoption.
- Applicants should refer to the new Water UK ‘[Construction Design Guidance](#)’ when developing their proposals.



Natural Flood Management

There is an opportunity to consider a natural flood management (NFM) approach to development. The overall aim is to ‘protect, restore and emulate the natural functions of catchments, floodplains, rivers and the coast’. For further information on the approach to Natural Flood Management please refer to [www.ciria.org](http://www.ciria.org).

Water Efficiency

The design of new development should consider the inclusion of water efficiency measures like rainwater recycling, green roofs and water butts in the construction of new buildings. New development should encourage water efficiency measures including water saving and recycling measures to minimize water usage to avoid the delivery/improvement of utility infrastructure. Water consumption is part of the assessment criteria for [BREEAM](#) and United Utilities currently offer an Infrastructure Charge discount of 90% where less than 100 litres per person per day is met.

All new residential development must achieve as a minimum the optional requirement set through Building Regulations for water efficiency that requires an estimated water use of no more than 110 litres per person per day.



Examples of the variety of methods which SuDS can be integrated into their surrounding environments



### 7.3 Local Centres

BHL promotes the importance of facilities and services to integrated neighbourhoods, and SP3 supports timely infrastructure delivery – including social infrastructure. At St Cuthbert’s our design framework focuses garden communities around three local centres – Durdar being the largest, of district significance – complemented by Carleton and Cummersdale. These provide the ‘heart’ for emerging communities informed by the following design principles.

#### *A Mix of Uses*

- Incorporating a clustered mix of commercial and community uses, including shops, offices, leisure, health and education
- Including higher density housing opportunities within and around the centres
- Mixing uses vertically and horizontally, including living above the shop and live / work typologies
- Making the most of schools as community resources
- Complementing existing uses, including Carleton Rugby Club, Cummersdale village centre and Carlisle Racecourse in Durdar as a leisure attraction
- Primarily providing for local need, but also making the most of passing trade, to support commercial viability and sustainability, as part of a hierarchy of centres across Carlisle

#### *Distinctive Form and Character*

- Drawing on local character studies to confirm the most appropriate form for each centre
- Durdar – making the most of the juxtaposition of the Greenway, link road spur / Durdar Road to create a new ‘high street’ and urban square, further inspired by the likes of Dalston village centre and square
- Carleton – working with local topography to create an informal village centre form, making the most of the prominence provided by Cumwhinton Road
- Cummersdale – responding to the rectilinear form of field patterns and drawing on passing trade from Dalston Road
- Clustering local centre uses and buildings around a pedestrian-friendly street and space, with massing to match the centre’s position in the hierarchy.

#### *Sustainable Access and Movement*

- Locating centres primarily to satisfy local need, but also to draw on passing trade, as stated above in Durdar, Carleton and Cummersdale
- Supporting accessibility for pedestrians, cyclists and those on public transport, making the most of the Greenway and Durdar mobility hub
- Locating in well trafficked locations with strong footfall and overlooking to support community safety
- Incorporating safe and convenient cycle parking at the core of centres
- Integrating car parking and servicing to provide convenience and enable passing, whilst not dominating the streetscene.

#### *Public Realm and Landscape*

- Putting public realm at the heart of the local centres as part of their distinctive urban form – neighbourhood squares, high streets and village greens
- Enabling multi-functional use, including access for all and utilisation for

footfall generating activity such as markets, events and meeting up

- Integrating landscape, including trees for shade and nature, greens and lawns to make the most of the sun, and specifically incorporating the Greenway into the heart of Durdar
- Creating distinctive new landmarks, such as sculpture, public art, street furniture and interpretation/wayfinding.





*District centre high street - Poynton, Cheshire*



*Letchwood Garden City (Source: Marshalls)*



*Clonakilty Street Carnival - using the Main Street to host a dinner party to serve top local cuisines to over 1,000 people - flexible spaces building a sense of community (Source: Clonakilty.ie)*



*Flexible spaces for a mix of uses in Kilkenny (Source: London News Online)*



*Poundbury Local Centre (Source: Poundbury.co.uk)*



*Local centre as community hub - Bourneville, Birmingham*



7.4 Urban Design and Character

Policy SP6 of the CDLP, states in the reasoned justification that: “High quality design is an integral part of sustainable development and accordingly is a key thrust of the Local Plan’s strategic overarching strategy. The Plan recognises that good design is essential to creating accessible, inclusive, attractive, vibrant and sustainable places with a strong sense of place, in which people want to live, work and have fun.”

This is re-enforced by the NPPF, which highlights that “The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work...”<sup>1</sup>

As a high quality garden settlement, St Cuthbert’s needs to contain varied development, within a range of character areas, promoting contemporary character, design and distinctiveness and this has been reflected in the approved Masterplan Framework. The Illustrative Urban Design Framework at Figure 12 highlights strategic place making features that should inform the approach to character and design and this section outlines the fundamentals of developing a design led approach to creating distinctiveness and quality across St Cuthbert’s. This section further analyses the character of local villages, highlighting design cues to inform the approach to development St Cuthbert’s. In considering the approach to urban design and character, applicants should also have regard to Section 8, which identifies the character areas across St Cuthbert’s and sets out design principles in a number of key locations.

Essential requirement for planning applications

In preparing development proposals that comply with the requirements of Policy SP6, regard should be had to the character area guidance in Chapter 8 and the following fundamental elements of achieving good design as set out below.

Distinctive Character

- Analysing positive local character, within St Cuthbert’s and around Carlisle, to inform design from an early stage.
- Drawing on the character area statements in Section 8 to support the above.
- Responding positively to key site features and characteristics, such as topography, views and landmarks.
- Targeting exceptional opportunities to develop positive, distinctive contemporary character and design, supported by a strong rationale.

Blocks, Front and Backs

- Structuring neighbourhoods with an emphasis on perimeter blocks – with front doors opening on to private defensible front gardens and active streets, and clearly defined, safe private back gardens
- Ensuring that the sides of blocks provide positive frontages, windows and quality boundary treatments (avoiding long stretches of timber fencing and blank façades and isolated unsafe parking)
- Providing a clear delineation between public and private space
- Complementing the above with the occasional incorporation of well designed and managed communal space / shared gardens, especially in

- higher density areas
- Designing tighter and looser perimeter blocks for higher and lower density character areas, respectively
- Establishing an urban grain and density to suit the character area – including strong grid patterns in parts of Durdar or informal village and parkland forms in parts of Carleton and Cummersdale (avoiding meandering roads and cul-de-sacs that do little to aid navigation).

Focal Points, Corners and Views

- Structuring neighbourhoods around a hierarchy of streets and spaces, focal points and views
- Making the most of positive long and short views, including those highlighted in the Illustrative Urban Design Framework, supported by site visits and landscape and visual analysis
- Emphasising key frontages, vista termination buildings and prominent corners, including the use of quality dual aspect homes with windows serving habitable rooms.

Edges and Interfaces

- Designing positively for a new countryside / settlement edge, including south-west of Durdar and south of Cummersdale (highlighted in the illustrative Urban Design Framework), to create a strong and attractive interface between development and the countryside / open space, with sensitive use of densities, massing and landscaping.
- Drawing the landscape into the neighbourhoods and breaking up the edge of development with lower density housing typologies, such as courtyard / farmsteads.
- Responding sensitively to key interfaces (including the relationship between Cummersdale village and new development, and between Upperby and Durdar) utilising topography, development orientation, generous back gardens and landscape.



Aspen Grange, Carlisle (Source: Story Homes)

Densities and Heights

- Creating variety in built form through the use of a mix of densities that respond positively to their location and setting.
- Using mixed densities to meet a range of needs and living options, such as families, elderly people, young professionals and others.
- Using higher densities around local centres, particularly in Durdar, to create an appropriate urban form that supports local amenities.
- Considering an innovative and modern approach to higher densities, based on traditional Carlisle terraced housing.
- Use of height in built form to create a sense of enclosure to key public spaces and to emphasise gateway features.
- Considering lower densities in sensitive locations, such as the countryside edge, adjacent strategic open space or in response to nearby built form.



Average net densities (Source: Arup)



Locally inspired contemporary design - Derwenthorpe, York

<sup>1</sup> NPPF paragraph 124



7.4.1 Local Character Cues – Longtown

Longtown is a compact market town north of Carlisle and just south of the Scottish border. The hamlet was expanded in the 18th century based on the Georgian grid based plans of Rev Robert Graham.

Densities range from approximately 40 to 60 units per hectare, from the settlement core to the settlement edge. Perimeter courtyard blocks are typically 60m by 100m, with secondary development and greenspace in the centres. At the edge of the town the blocks are fragmented, feathering sensitively into the landscape.

Key cues for development at St Cuthbert’s include:

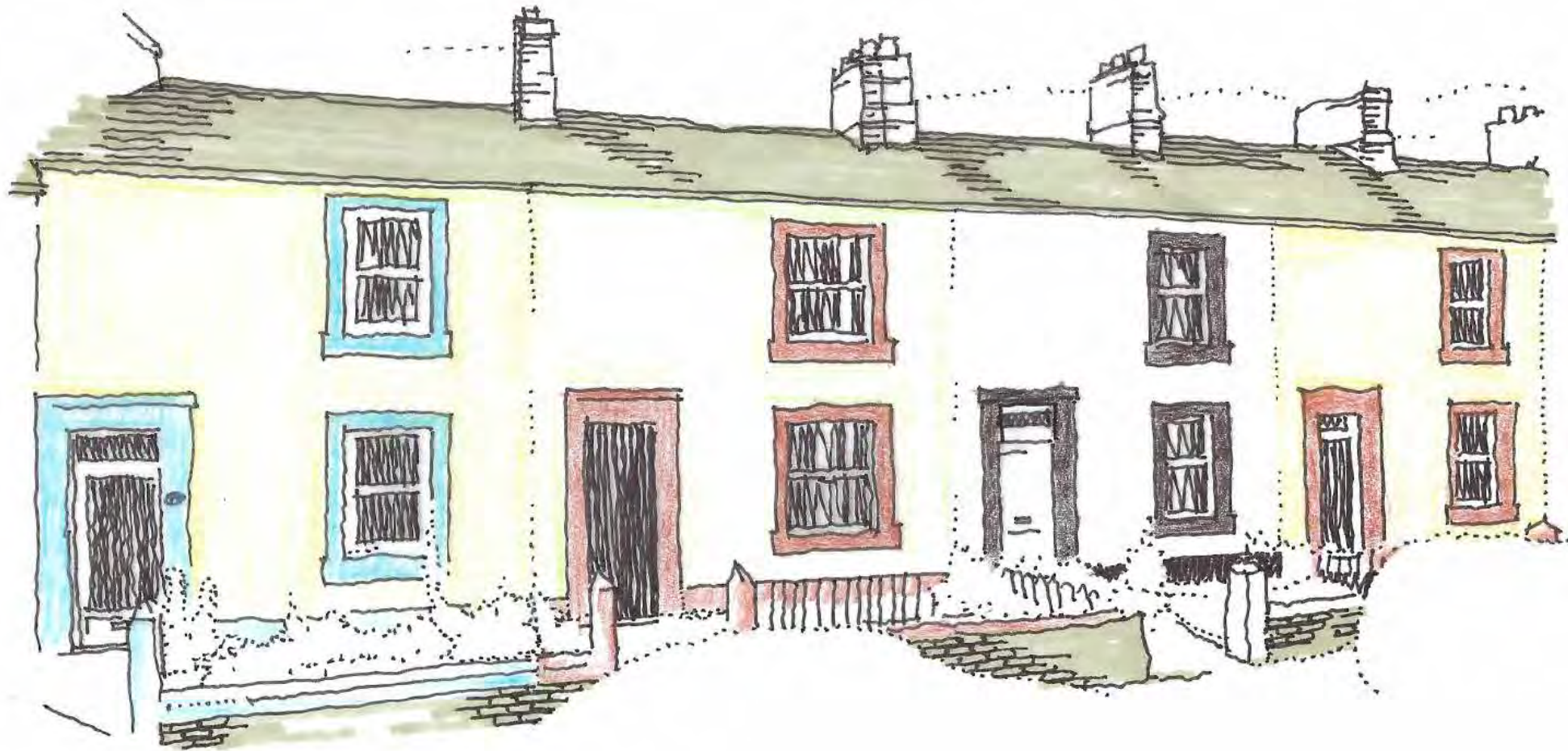
- Good fit with the context of a through route, and countryside and riverside settlement edges.
- A strong identity based on a formal grid.
- Clear perimeter blocks that vary from the core to the outer areas.
- Grid and blocks reinforced by continuous building frontages and street trees along key routes.
- A clear centre to the settlement focused on the crossroads
- 3 storey buildings and higher densities focused at the core and up to 2 storey short runs of terraces beyond.
- Brick, stone and slate are complemented by pastel render, with doors and fenestration emphasised with strong colour.



(Source: R Higgins)



Distinctive use of colour to emphasis doors and fenestration





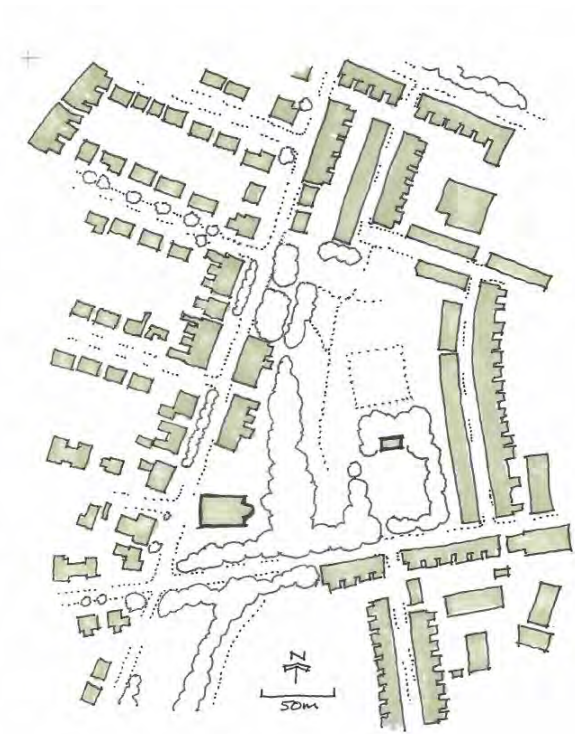
7.4.2 Local Character Cues - Denton Holme

Denton Holme is a Victorian industrial inner suburb of Carlisle. A grid structure supports high densities to the east, whilst St James Park provides the setting for more generous villas.

Densities range from 60 – 80 dph nearer to the city centre, and 25 – 30 dph to the west. Perimeter blocks vary from east to west – approximately 50m by 100m, to 70m to 200m. The grid varies to fit with the meandering River Caldew and greenspaces.

Key local cues for St Cuthbert’s include:

- A strong identity based on the street grid and a positive relationship with greenspace and the river.
- Clear perimeter blocks that vary from the city centre outwards.
- Continuous building lines formed by terraced areas to the east, and complemented by lower density blocks to the west, framed by street trees and boundary treatments.
- Greenspaces provide the focus for characterful streets and features, including community buildings, higher value villas and landmarks such as Bridge Street turret (see photo).
- 2 and 2 and a half storey homes are punctuated by chimneys, bay windows, discrete dormers and corner features
- Materials include slate and a limited palette of brick types punctuated with colour splashes around doors and windows.



Victorian villas overlooking park





7.4.3 Local Character Cues – Dalston

Dalston is a village south of Carlisle. It lies on the junction of a key route in the Caldew valley, and is focused on an informal square and a church surrounded by facilities.

The centre focuses on shops and pubs - densities range from 25 to 30 units per hectare. The grain of the village incorporates loose courtyard blocks approximately 30m by 80m that fragment into the countryside. The square is approximately 50m by 80m.

Key cues for St Cuthbert’s focus on local centre opportunities:

- Village centre as community heart, located at the junction of streets and paths.
- A bustling local centre with a cluster of facilities, bolstered by passing trade.
- An appropriately proportioned village square able to host events.
- Local stone complemented by the use of pastel shades of render - doors, windows and quoins emphasised with white and strong colour.
- A village square enclosed by continuous building lines – largely 3 story with active ground floor uses - focused on views to the landmark St Michaels Church.
- Square complemented by greenspace and easy access to the river and open countryside.
- A sensitive settlement edge incorporating clusters of outbuildings nestled amongst tree groups.



Continuous building line frames village square





7.5 Streets

This section provides key principles that should be adapted to reflect the unique location and conditions of individual village streets. For each street typology the following is provided:

- A description of the street’s role and function;
- Cross section and plan view of typical street including key dimensions and the relationship between the carriageway, public space, private frontage and built edge;
- Overview of street users;
- Overview of parking arrangements for fronting properties;
- Building types, heights and distances;
- Landscaping and public realm.

Developers should refer to Cumbria County Council’s [Cumbria Development Design Guide](#) and engage early with Cumbria County Council where a deviation from this is proposed to ensure topics such as SuDS features in highways can be discussed. Applicants will need to consider the safety of users when developing their proposals.



Example, Cambridge NW Strategic Road

7.5.1 Primary Roads

**Description:**  
These roads provide key north-south vehicle access to the Garden Village and existing communities to the south of the city centre. Main Roads are intended to function with vehicle speeds of 30mph.

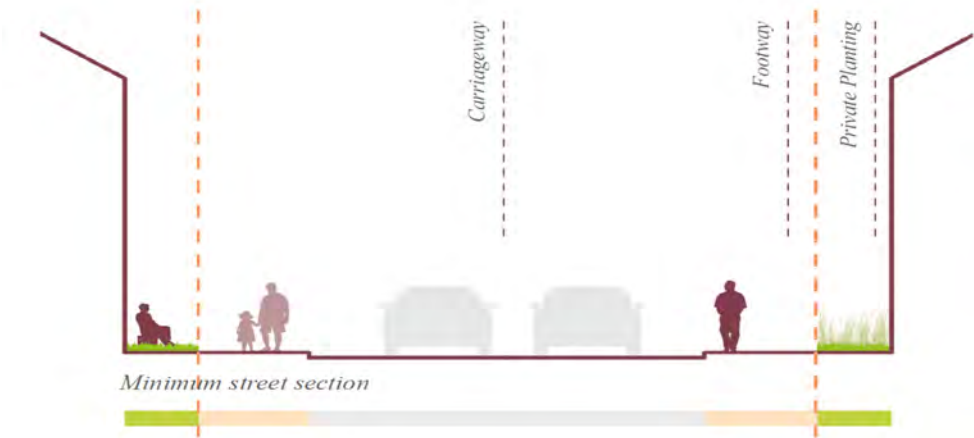
- Footways – min 2m to both sides of the carriageway where space allows
- Carriageway – max 3.2m
- Segregated / protected cycle lanes where space allows
- Continuous footways at junctions with minor/residential streets and designing in pedestrian/cycle priority
- Cycle lanes to be linked to the Greenway, NCN7 and CSLR
- Modal filters to prevent rat-running and reduce traffic flows

**Users:**  
These streets provide north-south access to residential areas and connect residents to the local centres, the CSLR and city centre. Pavements should be provided on both sides of the carriageway (where space allows) with continuous footways at junctions with minor/residential streets. Cyclists will be accommodated on road in segregated cycle lanes where these can be accommodated.

**Parking:**  
Where residential properties front the street, parking should be in line with section 7.6. They should have a mix of in-curtilage parking set back from the street and some unallocated parallel on-street visitor parking. The number and location of unallocated on-street parking bays will need careful consideration through the detailed design and planning application stage

**Buildings:**  
Where buildings front the street they should be predominantly two storeys and above and provide a continuous frontage. A mix of house types may front the street, though all should benefit from provision of a front garden. Blank walls and gable ends should be avoided, unless provided to enhance views and/or build on local design features as seen in Durdar.

**Landscape:**  
Green verges, linear swales and tree planting to create a buffer between footway/cycle lane and carriageway should be provided where space allows. Where possible opportunities for mature tree boulevard establishment should be sought. This will help announce arrival to the Garden Village. Pavements and segregated cycle lanes should be protected by kerbs and differentiated in materials. Feature highway lighting will help to announce gateway to the development.



Figures 22: Minimum Street Section (Source Arup)



Figures 23: Preferred Street Section (Source Arup)



7.5.2 High Street

**Requirements for planning applications**

*Any development that seeks to upgrade or results in a need to upgrade Durdar Road and/or Blackwell Road will be expected to demonstrate how sustainable travel methods (walking, cycling, bus routes) have been incorporated as part of the design and provide justification and mitigation where this is unachievable. For example, where space is a constraint, outline where cycle lanes are not segregated and any safety measures that are proposed to ensure sustainable travel remains a desirable option. Consideration must also be given to the integration of the CSLR roundabout and the proposed overbridge.*

*All applicants should have regard to the parking and landscaping requirements as set out in the supporting text and provide details of how appropriate signage and materials will ensure the high streets are safe and usable for all people.*

- Description:**
- Durdar Road is a key public transport corridor and will be retained as a main road for general traffic use. This road provides access to the Garden Village and existing communities to the south of the city centre. Where Durdar Road meets the district centre it will change to a High Street character with spill out space for retail units and areas for people to rest and socialise. This road is intended to function with vehicle speeds of 30mph potentially reducing to 20mph through the district centre/high street character area.
- Footways – min 2m to both sides of the carriageway where space allows.
  - Continuous footways at junctions with minor/residential streets.
  - Carriageway – max 2.75m per lane (excluding footways), 5.5m overall.
  - On road cycle lanes with enhanced safety at key junctions to existing road infrastructure.
  - Segregated cycle route between Durdar district centre and the CSLR.
  - Any cycle lanes will be linked to the Greenway and CSLR (in line with any specific links identified in transport studies underway).

**Users:**

Durdar Road will provide for key north-south vehicle movements and serve the local community by providing access for public transport but also a High Street destination for Garden Village residents and visitors. In the district centre, wider pavements should be provided on both sides of the carriageway to enable activation of the street with outdoor café seating and retail spill out. Cycle parking at these locations will encourage stopping and use of community facilities.

**Parking:**

Parking solutions included and or in close proximity to high streets should be in line with section 7.6 and consider smart use of space and easy connectivity by providing links to any planned or existing mobility hubs. . Short stay parking bays should be accommodated to encourage passing vehicles to stop and use high street facilities. These could be further utilised for loading and deliveries which will be required by retail/commercial premises.

**Buildings:**

Where buildings front the street they should be predominantly two storeys, with greater heights used to create definition and emphasis on key nodes/interchanges. Continuous frontage should be provided. A mix of commercial and community ground floor uses with residential above will animate commercial areas.

**Landscape:**

In the district centre and where Durdar Road meets the Greenway, widened footways should provide space for spill out activity with street furniture to encourage rest and socialising. Mature tree planting and ornamental planters will help to protect pedestrians, screen vehicles and improve air quality and noise. Pavements and segregated cycle lanes should be protected by kerbs and differentiated in materials. Paved crossovers and raised pedestrian crossings can help to control vehicle speeds and announce arrival in the village centres. Feature highway lighting will help to announce arrival.



(Source: Exeter Observer)



(Source: Sustrans, Photo credit: Jonathan Bewley)



Examples images: Different approaches to high street design



7.5.3 Secondary Roads

**Requirements for planning applications**

*Any development that seeks to upgrade Brisco Road, Upperby Road and/or Newbiggin Road will be expected to comply with the preferred street section (Figure 23). Where this is unachievable, the minimum street section (Figure 22) will be required, accompanied by robust evidence to support their proposals, outlining how placemaking and users have been considered.*

*Applicants will be expected to demonstrate how sustainable travel methods (walking, cycling, bus routes) have been incorporated as part of the design and provide justification and mitigation where this is unachievable. For example, where space is a constraint, outline where cycle lanes are not segregated and any safety measures that are proposed to ensure sustainable travel remains a desirable option. Consideration must also be given to the integration of the CSLR roundabout and any potential modal filters.*

*All applicants will need to demonstrate compliance with parking and landscaping requirements as set out in the supporting text and provide details of how appropriate signage and materials will ensure they are safe and usable for all people.*

**Description:**

These roads link the active neighbourhoods to the main roads and key destinations. Lower traffic volumes and speeds of a maximum 20mph enable cycling.

- Footways – min 2m to both sides of the carriageway where space allows.
- Continuous footways at junctions with minor/residential streets.
- Carriageway – max 3.2m per lane (excluding footways), 6.4m overall.
- Segregated cycle lanes where space allows.
- Cycle lanes will be linked to the Greenway, CSLR and NCN 7.
- Use of modal filters to reduce private vehicle traffic and create a strategic sustainable corridor along Scalegate Road.

**Users:**

These streets provide for all users connecting the active neighbourhoods to each other and the main highway network. Pavements should be provided on both sides of the carriageway with continuous footways at junctions with minor/residential streets where possible. Due to space restrictions on some roads, cyclists will be accommodated on carriageway. Segregated cycle lanes will be accommodated where space allows and consideration should be given to the use of these routes for buses.

**Parking:**

Parking should be in line with section 7.6, provided through a mix of in-curtilage spaces set back from the main building line, and unallocated on-street parking parallel to the carriageway. This can be incorporated into the green verge either side of the carriageway. The number and location of on-street bays will need careful consideration through the detailed design stage.

**Buildings:**

Buildings should generally be a minimum of 2 storeys in height with a regular and consistent building line.

**Landscape:**

Green verges, linear swales and tree planting to create a buffer between footway/cycle lane and carriageway should be provided where space allows. Where possible opportunities for mature tree boulevard establishment should be sought.

Pavements and segregated cycle lanes should be protected by kerbs and differentiated in materials.



(Source: Sustrans, Photo credit: Jonathan Bewley)



Modal filters in Kings Heath (Birmingham) are opening up spaces on secondary streets for pedestrians and cyclists to travel through safely and socialise



(Source: Transport for Greater Manchester)



7.5.4 Residential (Tertiary) Streets

**Requirements for planning applications**

*Any development that includes residential streets within active neighbourhoods connecting residents to primary highway network will be expected to comply with the preferred street section (Figure 23) as a minimum design standard.*

*The delivery of walking and cycling infrastructure early in St Cuthbert’s Garden Village should be demonstrated in applications and the provision of low traffic neighbourhoods will be strongly supported.*

*All applicants should have regard to the parking and landscaping requirements as set out in the supporting text and need to demonstrate how walking, cycling, socialising/playing has been considered in the development of any design proposals to support placemaking.*

*Streets will be expected to be designed to an adoptable standard for Cumbria County Council; therefore pre-application engagement should be undertaken to ensure this is clear in planning applications.*

**Description:**

These are the main residential streets within the villages providing local access to properties and limited vehicle movements at speeds of maximum of 20mph

- Footways – min 2m per lane (5m overall)
- Carriageway – max 2.5m per lane to be shared with pedestrians and cyclists
- Modal filters to restrict vehicle movement to access only

**Users:**

Residential streets should be designed for low speeds with priority given to pedestrians and cyclists. Vehicle access will be limited with streets given over to community uses, socialising and play.

**Parking:**

Parking solutions should be in line with 7.6 with on-street car parking arrangements to help slow vehicles and sensitively integrated into the streetscape with soft landscaping. Parking should be provided in-curtilage for most properties, set back from the main building line. Unallocated visitor parking should be sensitively integrated into the streetscape.

**Buildings:**

Buildings should generally be a minimum of 2 storeys in height and will comprise a mix of diverse residential property types. A regular and consistent street frontage with feature properties at key nodes to aid legibility. Active frontages (front doors, balconies, gardens, bay windows etc.) should be provided, to create life and interest in the street scene. Corners should be carefully considered, to avoid blank gable walls.

**Landscape and Healthy Streets:**

The design of these streets should indicate that walking, cycling, and socialising/playing are the dominant uses. The safety of the layout and design

will need to be considered as part of the design process and spaces should be inclusive for all users.

This could be achieved through traffic calming such as raised tables, build-outs and minimum carriageway widths. Modal filters in the form of bollards, pocket parks, car parking and/or street trees to be used to slow vehicle speeds and restrict vehicle movement to access only.

Places to sit, doorstep play, community pocket parks and green infrastructure such as trees and rain gardens should contribute to a sense of community and residential character. Open space in these streets should be generous and facilitate outdoor leisure and recreation.

Street trees will need to be carefully located to avoid underground utilities, not interfere with street lighting, and be of appropriate type and size and with suitable tree pit design to ensure survival and avoid root issues. The case for management and maintenance will also need to be made.

Pavements and carriageways should be single level with vehicles, pedestrians and cyclists encouraged to share space. The specification of surfaces should be markedly higher than other street types with frontage to frontage treatments and high-quality permeable surfaces as standard.

Private front gardens are clearly defined through boundary treatments and soft landscaping. Pedestrian scale amenity lighting ensures streets are welcoming, safe, and inviting after dark.



Modal Filters on residential streets  
(Source: E17 Modal Filters Twitter)



Examples of residential Streets that create pleasant walking and cycling environments




7.6 Parking

Car – and cycle – parking is a key design ingredient and one that the more successful schemes incorporate well, the aim is to avoid creating car dominated environments that do not support the placemaking ambitions that we have for St Cuthbert’s. This is especially important at a time, influenced by COVID-19, when the balance of transport usage is in a state of flux, and travel habits are impressionable. Electric vehicle charging will also be an important consideration for development proposals.

Policy SP6 of the CDLP emphasises the importance of good design that is accessible, inclusive and safe. The Cumbria Development Design Guide sets out parking requirements and BHL promotes good practice in cycle and car parking. This guidance is well established, and we have copied the specific BHL positives below, supported by location specifics aspects for St Cuthbert’s. Where BfHL guidance differs from the Cumbria Development Design Guide, Cumbria County Council will be open to discussions to promote good placemaking and ensure sufficient parking is provided.

The BHL national guidance is complemented by design principles of particular importance to planning applications for St Cuthbert’s.



**What 'green' looks like**

- At least storage for one cycle where it is as easy to access as the car.
- Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities.
- Shared and unallocated on street car parking.
- Landscaping to help settle parked cars into the street.
- Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so.
- Anticipating and designing out (or controlling) anti-social car parking.
- A range of parking solutions.
- Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms.
- Staying up to date with rapidly advancing electric car technology.
- More creative cycle and car parking solutions.


 **green = go ahead**

Figure 24: Cycle and Car Parking Checklist (Source: Building for a Healthy Life)

**Planning applications will need to consider a range of residential parking solutions by:**

**Responding to BHL guidance on cycle and car parking.**

- Adopting a Home Zones approach to parking.
- Providing a range of carefully thought through parking options that are appropriate to the location within the garden communities – in-curtilage, on-street and limited carefully designed courtyard parking.
- Integrating with St Cuthbert’s area characteristics such as density, where well designed parking courts, in line with BHL, may be one suitable typology for higher density locations, in-curtilage parking to the sides of properties would be a suitable option for medium density areas, and courtyard / ‘farmstead’ parking may be appropriate for lower density / countryside edge locations.
- Responding to street hierarchy and typologies, including well designed on-street parking along broader routes.
- Ensuring that parking options – notably parking courts - do not result in alternative unsafe pavement parking along the street.
- Responding to the ever changing sustainability agenda, including the incorporation of electric vehicle charging in all homes.
- Ensuring adequate visitor parking is provided to prevent haphazard parking on footpaths and obstructing maintenance turning spaces.

**Local Centres and Commercial Areas (including high streets) by:**

- Working with BHL parking guidance at local centres in Durdar, Carleton and Cummersdale, carefully designing parking in and around neighbourhood squares, village greens, schools and other facilities
- In commercial / employment areas incorporating safe and convenient parking that does not dominate the street-scene, including the potential enterprise areas between Durdar and the link road.

**Cycle Parking by:**

- Responding to BHL guidance on cycle parking in residential, local centre and commercial locations, including a cycle hub at Durdar incorporating secure sheltered parking and shower facilities.

Carlisle City Council is amongst twelve pilot areas that are part of the Scaling On-Street Charging Infrastructure (SOSCI) project led by Innovation UK. The awarded funding seeks to encourage the uptake of electric vehicles by supporting innovations including wireless charging technologies, meaning electric vehicles of the future could charge without the need to plug in a cable. The desired outcome is to ensure homes without off-street parking to be within 5 minutes’ walk of an electric vehicle charge point.

Applicants will need to be forward thinking, therefore, as future technology and best practise emerge, the parking requirements will follow.

Examples of successfully designing parking into residential developments. Further examples can be found in the BfHL guidance.

CARLISLE CITY COUNCIL / ST. CUTHBERT’S GARDEN VILLAGE STRATEGIC DESIGN SUPPLEMENTARY PLANNING DOCUMENT

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7.7 Principles for a Low Carbon, Healthy Community

- To achieve deep cuts in greenhouse gas emissions a range of measures will need to be deployed. St Cuthbert’s Garden Village has a set of 9 principles to guide its evolution. Each of these can be considered in a low carbon context and some ideas and opportunities for each principle are given below:
- 1. **Start with the park:** e.g. opportunities for the right species of trees to be planted in the right places make the soil healthier increase carbon storage and biodiversity. Trees can provide biomass wood fuel and provide a source of local building materials. Trees can also be a vital part of flood management and create a more resilient landscape. Environmental benefits include creating habitat for many wildlife species.
  - 2. **Locally distinctive:** e.g. using local materials where possible to construct new homes thereby minimising the embodied energy of materials, travel delivery distances and hence carbon emissions.
  - 3. **Quality homes and lifetime neighbourhoods:** e.g. setting challenging carbon emission targets for buildings into the future, initially improved standards above current Building Regs through to Future Homes, Passivhaus, net zero, and true zero carbon.
  - 4. **Community focussed:** e.g. involve the local community in the Climate Emergency declared in Carlisle, see: <https://www.climateemergency.uk/blog/carlisle/>
  - 5. **Innovative employment:** e.g. catering for entrepreneurs by providing local business incubators to start new businesses. Larger business premises so that successful fledgling businesses can expand locally and not have to commute away from St Cuthbert’s hence reducing travel carbon emissions. **Healthy environments:** e.g. a physical environment with permeable housing layouts avoiding cul-de-sacs and dead ends that encourages walking & cycling. A network of routes that provides easy access to local amenity and beyond connecting Cummersdale, Durdar & Carleton and Carlisle City Centre.
  - 6. **Smart and sustainable living:** e.g. design for a changing climate. Exploration of a range of mitigation and adaptation measures including low carbon technology (mitigation) and design for extreme weather such as the inclusion of significant areas of e.g. retention ponds (adaptive environments). Consideration of solar farms. Homes that are resilient to a changing climate.
  - 7. **Integrated sustainable transport:** e.g. aim to make public transport more attractive. Electric charging points for vehicles fed by renewable electricity.
  - 8. **Exemplary Delivery and Stewardship:** e.g. consider a low carbon champion to oversee the viable climate change/low carbon aspirations for St Cuthbert’s and ensure they are being delivered.

An holistic approach to creating a low carbon, healthy community is required at St. Cuthbert’s Garden Village



Use of materials local to the area



7.7.1 Low Carbon, Innovative Construction

This section provides an overview of how developers and construction companies can implement and support low carbon and innovative construction methods. A development the scale of St Cuthbert’s Garden Village will attract a range of building types and encourages applications for development that are truly smart and sustainable, in line with the CDLP Climate Change policies (CC 1 - 5).

Climate change adaptation and resilience in buildings.

Increasingly, buildings will need to be resilient to a changing climate. Climate resilience is the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate. Improving climate resilience involves assessing how climate change will create new, or alter current, climate-related risks, and taking steps to better cope with these risks.

The ‘Design for Future Climate’ reference provides a useful overview of some of the key opportunities for adaptation in the built environment e.g. at a building scale eaves overhang to prevent overheating in summer and solar shading devices. Stronger roof & wall construction for more extremes of weather, consideration of flood mitigation measures in new buildings etc.

Low embodied energy materials

Embodied energy is the energy consumed by all of the processes associated with the production of a building, from the mining and processing of natural resources to manufacturing, transport and product delivery. As a rule of thumb materials nearer to their natural state are lower embodied energy i.e. the more materials have to be processed the higher the embodied energy. Consideration of transport related carbon emissions is also a factor. If materials can be sourced locally this will help to minimise the amount of fuel needed to transport them to site.

Modern methods of construction (MMC)

MMC is identified as off-site manufacture, innovative technologies and other non-conventional methods of construction that form the structure and envelope of the home. This includes sub-assemblies, volumetric and panellised systems manufactured off site as well as site-based MMC.

MMC can provide lower carbon opportunities for construction by e.g. being constructed in a factory near/on the site under construction. It may be important locally to understand whether the system can be warranted to provide reassurance locally. This can be provided by the National Housebuilding Council (NHBC) and a brief outline of the process involved is set out in the grey box.

Of the types of off-site housebuilding techniques available the construction Industry Training Board predicts significant increase in the following in the next 5 years:

- Pre-cast concrete panels and frames.
- Cross laminated timber.
- Hybrid
- Structural insulated panels
- High Technology Glazing
- Steel & Timber Frame
- Pods and modular construction

Where MMC are proposed, applicants will need to demonstrate the style adds to the emerging character of the area and provide evidence that the quality of the homes are resilience and have longevity.

Appendix 3 provides information relating to the mortgagability and warranty issues around such properties.

With the move towards creating all electric homes, the core components could include:

- Heat pumps for space heating.
- Solar photovoltaics providing renewable electricity.
- Battery storage of electricity to ensure it is available when most needed.
- Electric charging point for the car.
- Smart appliances utilising energy and water as efficiently as possible.
- Smart meters to monitor energy consumption.

8.7.2 Low Carbon Standards

This section provides an overview of emerging trends and standards within the industry. Given the timescales of delivery and build out of St Cuthbert’s Garden Village, it is vital that prospective developers consider and plan for meeting these standards in years to come.

Future Homes (Statutory, Due 2025)

There is an uplift to Building Regulations Part L due in 2021 with an uplift in fabric standards likely to be implemented. This might require double or triple glazing, and very high fabric insulation. Current and future Building Regulations will form statutory minimum requirements and will have to be adhered to within normal industry build costs. Costs could initially be higher, but overtime these will become normalised through supply chain and learning improvements. These regulatory energy efficiency standards should not need improvement through planning policy, however, adapting to climate change is a core

To achieve this standard, regulation would expect the home to have low carbon heating, and higher levels of energy efficiency. This would typically mean that a new home built to the Future Homes Standard would have a heat pump, a waste water heat recovery system, triple glazing and minimum standards for walls, floors and roofs that significantly limit any heat loss. The likely specification for fabric would be triple glazing and minimum insulation levels in the fabric. In terms of low carbon technology, include will likely include:

- Fabric Heat pumps.
- Limited direct electric heat.
- Waste heat recovery system.
- District heating (high density areas).

Heat pumps will likely become a lot more commonplace in the future.

Passivhaus (Voluntary)

Passive house (German: Passivhaus) is a voluntary standard for energy efficiency in a building, which reduces the buildings ecological footprint, and the UK has challenging carbon reduction targets meaning that subsequent adoption of net zero standards is inevitable. As well as high standards for fabric and low carbon technology, net zero will require lower carbon approaches to materials with lower embodied energy.

It results in ultra-low energy buildings that require little energy for space heating or cooling. Passivhaus can typically add around 10% to typical Building Regs equivalent construction.

Net zero standards (Future standard 2030)

Definition: A new building with net zero operational carbon does not burn fossil fuels, is 100% fired by renewable energy, and achieves a level of performance in-use in line with our national climate change targets. No carbon offsets to achieve this balance.

For some building types, such as small scale residential, 100% of energy consumption can be met by on-site roof mounted PV panels. Taller buildings have smaller roof areas and may require additional off-site renewable energy.

Examples

There are several developments across the U.K. that have been built to a standard that exceed the minimum requirements. Developers can look to the following schemes (amongst others) as an example of how this has been delivered elsewhere: North West Bicester; Hadham Hall (a built example); Active Homes, Neath (Wales); Rayne Park, (Norwich, under construction); ETOPIA Homes (Corby); Tallack Road (London). There are also plans for the development of a 600 home zero carbon development at Duncombe Barracks in York.

In addition, the University of Nottingham have a Creative Energy Homes research hub that have built six houses in discussions with developers to test low and zero carbon homes. The project could be a key resource for developers, particularly with respect to micro-smart grids, energy storage, demand-side management and occupants’ acceptance of innovative technologies.



Example of a contemporary Passivhaus design (Source © Paper Project Architecture and Design)



7.7.3 Healthy futures

At the heart of the St Cuthbert’s Garden Village vision is creating healthy lifestyles, which is important to ensuring the longevity of the place as somewhere people want to live, visit, play and invest in. There are many ways development proposals can support this:

**Space in our homes and gardens:** plenty of room to accommodate the demands of working and studying at home, together with direct access to gardens and balconies is critical, particularly when we are spending more time in our houses. The Nationally described space standards set minimum rooms sizes and are used by Homes England to set standards for grant funded homes and investment schemes Inclusive and accessible homes, including homes that are designed to adapt over time will be encouraged. Refer to the PPG on Housing for older and disabled persons. Also supportive of innovative proposals which incorporate open span, flexible floorplates to allow occupants to easily make future changes to their homes as their lifestyle, family size or mobility evolves.

**Digital connectivity:** access to superfast fibre should be provided for all new homes, 5G and Wi-Fi hotspots is critical to the success of future living. Home working, remote learning, shopping online and family communications are essential to facilitate future lifestyles within the St Cuthbert’s Garden Village settlements.

**Shopping locally and online:** making provision for new ways of shopping, whether it is easy access to the local district centre, space designated for weekly market stalls or pop up shops or securing deliveries from online retailers. St Cuthbert’s is seeking to embrace new shopping methods and establish cutting edge routes to delivery and provision of secure delivery space within domestic and non-domestic properties.

**Exercise:** the provision of local cycling, walking and jogging infrastructure is essential to successfully enhance the environment and people’s lifestyles. Care is needed when planning new routes to ensure that there is sufficient space for all activities to take place safely and is inclusive for those with disabilities. Outdoor exercise gyms and other more formal provision should be planned within a neighbourhood setting – creating a hub for healthy lifestyles.

**Travelling to work:** flexible working patterns, remote working and also by splitting journeys into part cycling/walking and transferring to fast modern bus route into Carlisle City or other places of work. Mobility hubs Transport interchange hubs are being provided with cycle storage and lockers/showers but maybe workspaces and cafés could be incorporated.

**Socialising and play:** Street cafés, integrated play areas, garden bars and outdoor entertainment venues with partial coverage for rainy days will be an essential component of successful mixed use developments

7.7.4 Low Carbon, Environmentally Friendly Living

**The electric home of the future**  
The low carbon, environmental home of the future may embrace an all-electric solution. With the demise of fossil fuels renewable electricity will have an important part to play in the home of the future. Innovation in renewable electricity generation may include a greater move towards incorporating energy-generating elements into the fabric of homes themselves. Solar tiles are already established, solar windows and even solar paint could be the next big things.

Technological convergence will allow green energy generation and its use across the home and in the car. A household electric vehicle and home energy supply can be regarded as one e.g. a vehicle when not in use could store electricity to be used in the home later – a mobile battery.

**Good ventilation and avoiding overheating**  
Good ventilation is important for managing internal air quality and avoiding condensation. Good ventilation also keeps occupants healthy as we build new homes ever tighter, well insulated and draught proofed. Passive stack ventilation (PSV) and mechanical ventilation with heat recovery (MVHR) will become more common.

A changing climate and higher levels of energy efficiency in our homes will require consideration of overheating. Natural heat gains from people, appliances and particularly the sun will need to be considered. Avoiding air conditioning will require more use of blinds, shutters, tinted glass or even electronically dimmable windows.

**2050 ready newbuild homes**  
The Energy Saving Trust has put forward ambitious plans for 2050 ready newbuild homes. ‘2050 ready’ means having minimal energy use and net zero carbon emissions over the year. Such homes are highly insulated, have low water demand and are fitted with or directly connected to renewable energy systems.

A newbuild home built to 2050 ready standard could be more comfortable, cheaper to run and help to mitigate climate change. Housebuilders should be able to market these benefits. Importantly, carbon savings in buildings will be important in achieving the UK’s legally binding target of an 80% reduction in carbon emissions from a 1990 base by 2050.



Overhanging eaves and shutters to prevent overheating at Hanham Hall

Examples of ways that the design and construction industry has been adapting to become more climate friendly and/or efficient.



# 8. STRATEGIC DESIGN GUIDANCE: - CHARACTER AREAS AND KEY LOCATIONS

## 8.1 Character and Location Specific Guidance

This section applies the thematic guidance from Section 7 to specific character areas and key locations across St Cuthbert’s:

- Durdar neighbourhoods and Blackwell interface
- Carleton
- Cummersdale

Carlisle District Local Plan policy SP3 promotes a comprehensive and coordinated development approach, and this guidance provides much of the character and immediate design context for specific development sites. SP6 highlights the need to respond to context and the importance of local character and distinctiveness. BHL promotes distinctive neighbourhoods, with a memorable character. This is the platform for creating and enhancing authentic places that ensure we have a real sense of locality, rather than ‘anywhere’ estates. At the scale of St Cuthbert’s we can develop a market for this quality of garden communities of significant scale delivered over a 30 year period.

St Cuthbert’s is of significant scale. The three garden communities are large enough to contain a range of character areas, varying from higher density areas around local centres, to lower density neighbourhoods and interfaces with the countryside, as shown in the diagram on this page.

The key locations, as show to the left, have been selected with a number of criteria in mind – prominence and impact, development complexity and interfaces, and early phase action requirements or deliverability potential.

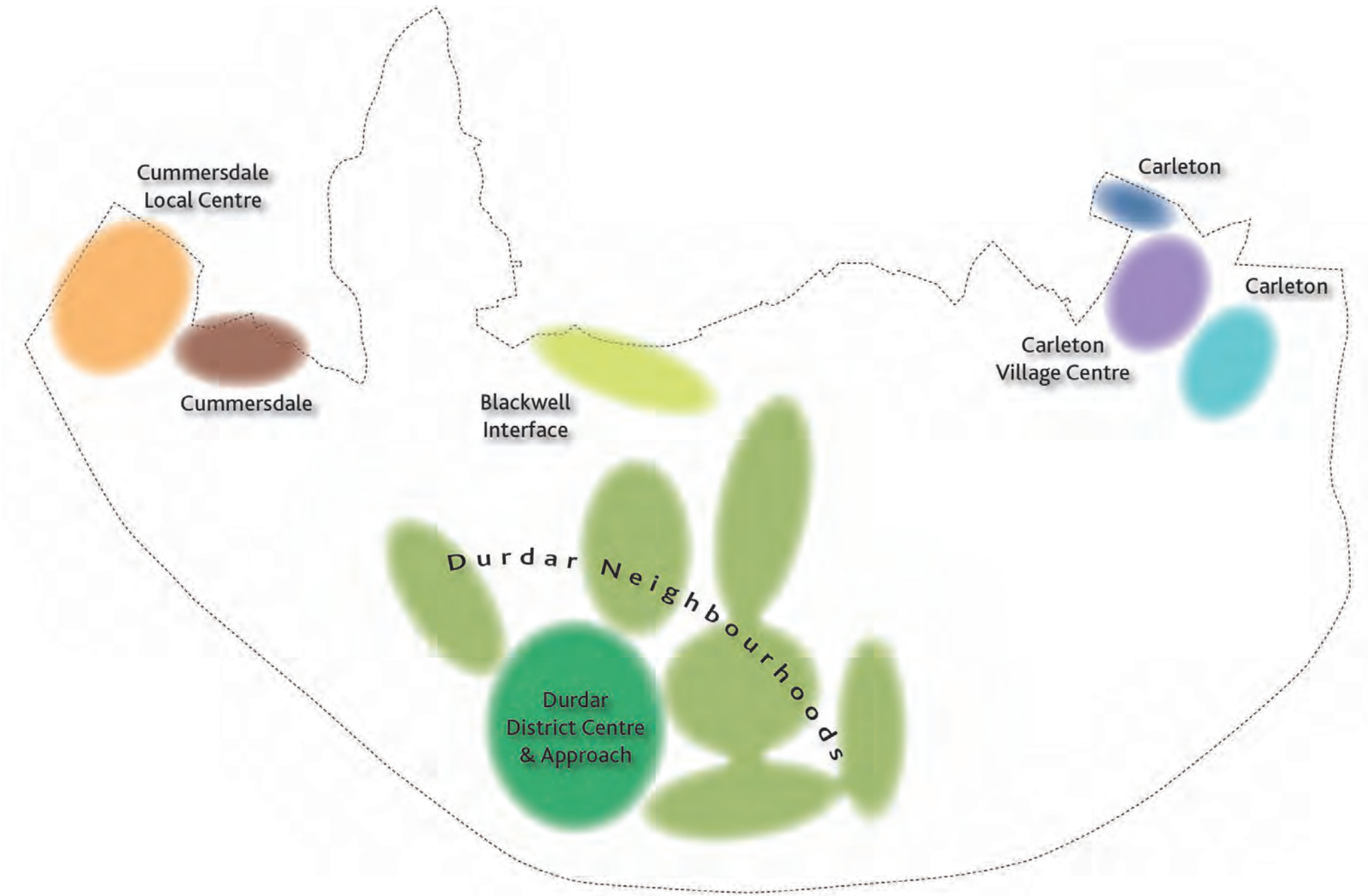
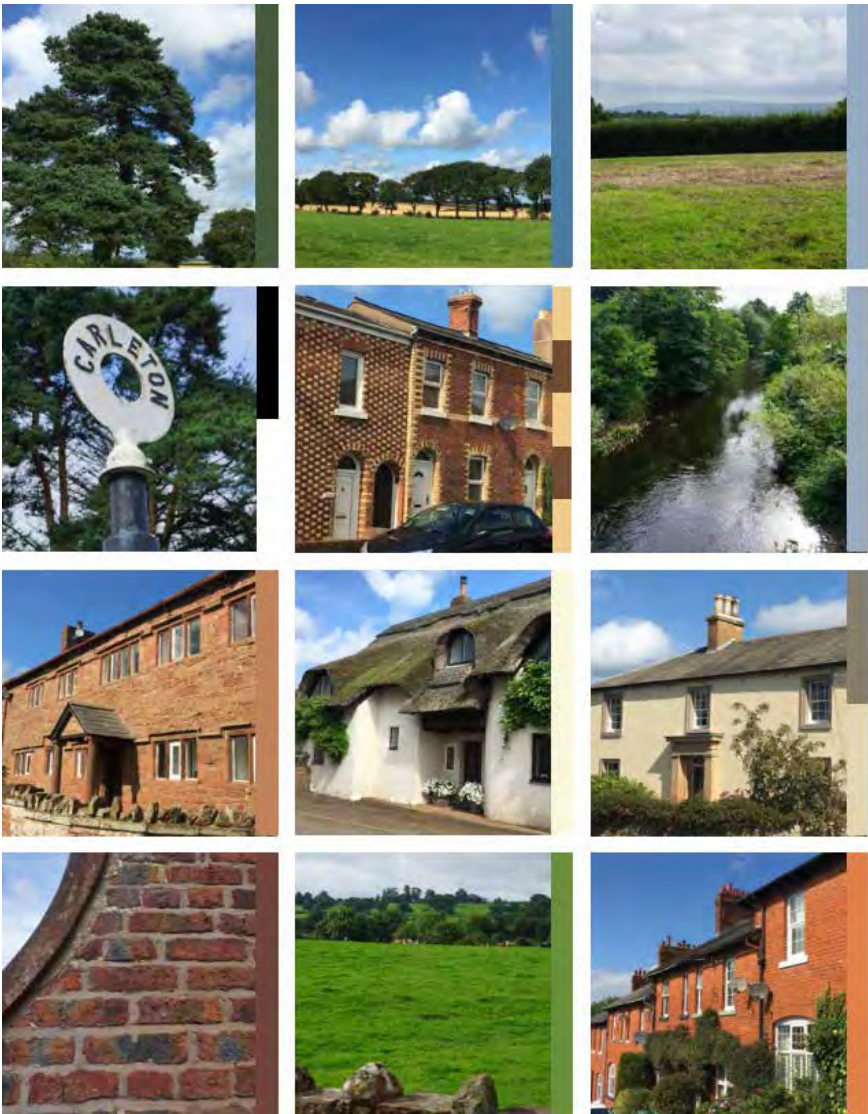


Figure 25: St. Cuthbert’s Garden Village Character Areas



8.2 Contextual Local Character



Building on existing site and area analysis will be important for applicants to demonstrate a good understand of the place  
(Sources: Gillespies and Carlisle City Council)





8.3 Durdar and Blackwell

Durdar District Centre and Neighbourhoods will be the larger of the three settlements across St Cuthbert’s and act as a ‘district centre’ and hub for local communities, including the adjacent neighbourhoods of south Carlisle. Durdar forms the heart of the garden community – a place to come together. Durdar will be a new gateway to both St Cuthbert’s and Carlisle, accessed from the new southern link road.

Distinctive neighbourhoods will provide a full range of homes and create a new sensitive countryside edge. This includes the delineation of a ‘green gap’ between the growing Durdar and the expanding city neighbourhoods.

Durdar District Centre and Approach

The character of this area is based on its function as the most significant hub within the garden community. The full range of district centre uses will be arranged along a main street and around a neighbourhood square. Character takes cues from informal local village forms, such as at nearby Dalston (see Section 7.4.3). The centre draws in the landscape to its heart, making the most of the confluence of main streets, PROW and the Greenway. Scale, density and building heights will emphasise the significance of the centre in the context of the adjacent Carlisle Racecourse.

This is also a new approach to the garden community, and Carlisle. This prominent gateway characteristic could be highlighted with the creation of the CSLR spur as a grand tree-lined boulevard, framed by quality buildings, and becoming increasingly pedestrian-friendly as it progresses through the centre. This area provides the focus for one of the ‘key locations’ which is expanded on in 8.3.1.

Durdar Neighbourhoods

Wrapped around the centre will be a range of neighbourhoods, with higher densities near the core and of a looser grain where they create a new interface with the countryside. Higher density communities may be based on a grid pattern, inspired by some of Carlisle’s characterful residential areas. Edge-of-settlement neighbourhoods may have a more informal form, with the edges feathering into the landscape, drawing on local typologies such as farmsteads and courtyards glimpsed through the landscape. Neighbourhoods will be criss-crossed by the Greenway and a hierarchy of tree-lined streets, and studded with a range of parks and spaces.

Street trees can be focused on key streets at the upper end of the hierarchy, at key approaches into the garden village and at focal points. They will need to be carefully located to avoid underground utilities, be of appropriate type and size and with suitable tree pit design to ensure survival and avoid root issues. The case for management and maintenance will also need to be made.

Blackwell Interface

St Cuthbert’s will contain a clear and positively designed ‘green gap’ to help establish a sense of place and identity to help distinguish it and city neighbourhoods. This green interface will be framed by neighbourhoods and homes, incorporate pathways and make the most of the topography and panoramic views. It will assist in integrating new and existing communities. This area is expanded on in 8.3.2.

Overarching Design Principles for Durdar and Blackwell

- *Delivering a new district centre and employment opportunities – as expanded on in 8.3.1.*
- *Providing a mix of housing – as expanded on in 8.3.1/2 – including a range of quality medium and lower density homes in the Durdar Neighbourhoods, with lower density elements helping to create a sensitive new countryside/green edge.*
- *Orienting buildings to overlook streets and spaces, and sensitively relating to existing homes. In addition, creative design solutions to seek to incorporate solar gain into the layout of places.*
- *Making the most of the Greenway by orienting layouts and homes to frame this important green/connectivity corridor, including the lining and punctuation of the route with grander properties, varied prominent quality frontages and landscape/open space features*
- *Providing a green/blue framework that makes the most of topography, trees and hedgerows, and SuDS.*
- *Incorporating a range of spaces, as expanded on in 8.3.1/2 – and potentially a new country park.*
- *Providing a hierarchy of pedestrian-friendly streets, and orienting buildings to positively frame streets, notably Durdar Road*
- *Integrating with context, including the provision of convenient and attractive routes to the district centre, and to and along the Greenway.*



8.3.1 Durdar District Centre and Approach

**Opportunities**  
Durdar District Centre is the most significant focal point for St Cuthbert’s, and a new gateway to Carlisle. It provides the opportunity for district scale schools, shops and facilities, located at the confluence of the CSLR spur, Durdar Road, Greenway connections and Carlisle Racecourse.

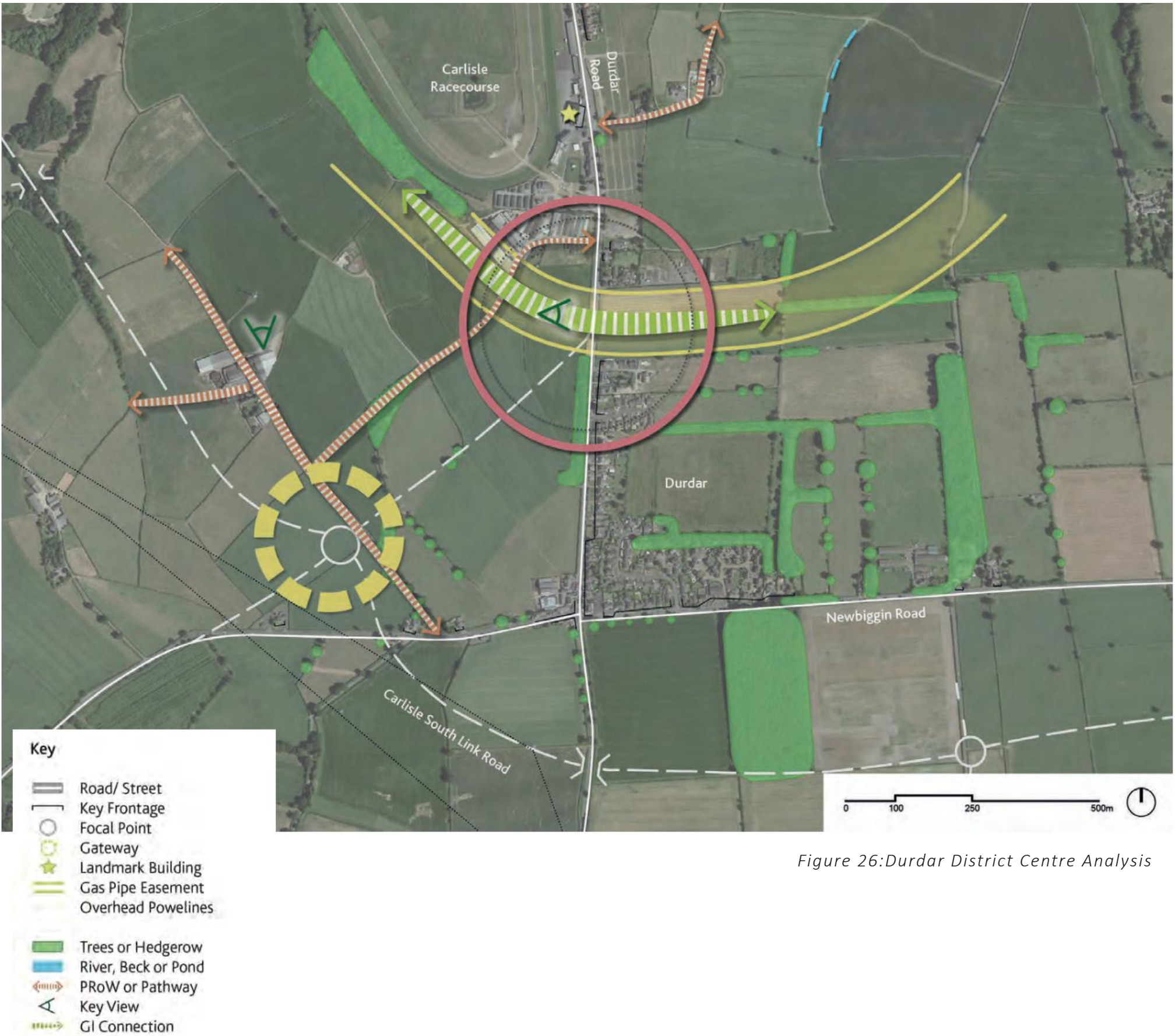


Figure 26:Durdar District Centre Analysis



## Design Principles for Durdar District Centre

- Delivering a new district centre for St Cuthbert's - including shops, social and community spaces, workspace and leisure/hotel related to the racecourse - at the confluence of the CSLR spur, Durdar Road and the Greenway, all framing a neighbourhood square and high street.
- Providing a mix of quality medium and higher density housing, with the highest densities around the district centre, including the potential for an extra care facility.
- Delivering a fine grained 'gateway' commercial/business park, framing the CSLR spur, with the potential to incorporate live/work opportunities.
- Orienting buildings to frame and overlook spaces and streets – notably the CSLR spur/Durdar Road, high street, neighbourhood square and the Greenway – and sensitively relate to existing homes.
- Develop a distinctive Durdar District Centre character, taking cues from higher density Carlisle City centre, nearby villages and neighbourhoods, including re-imagining the traditional terraced properties and using traditional building materials
- Providing a green/blue framework that makes the most of trees, hedgerows and plantations, with a focus on the pivotal Greenway
- Incorporating a range of spaces including a new neighbourhood square and high street at the heart of the district centre, and core open space where the centre meets the Greenway.
- Integrating with context, including the provision of convenient and attractive routes to the district centre, to and along the Greenway, and to open countryside to the south
- Seeking to design the CSLR spur as a tree-lined boulevard approach to the city, framed by quality buildings of scale, and with vehicle speeds calmed to 30 and 20 in the district centre.
- As the most prominent location in St Cuthbert's and a new gateway to Carlisle, setting the tone for garden village quality by showcasing low carbon and innovation, including Healthy Futures, community/leisure and Future Housing Standard.



Figure 27: Durdar District Centre Illustrative Framework Plan





8.3.2 Blackwell Interface

**Opportunities**  
The Blackwell interface area is an important location for incorporating the growing neighbourhood of Upperby and the emerging Durdar neighbourhoods. High ground exists to east and west, with Blackwell Common in a pivotal location providing panoramic views. A reminder that Carlisle is the City of the Lakes. The opportunity exists for a ‘green gap’ – as part of the broader St Cuthbert’s Greenway - framed by sensitively designed low density development to north and south.



Figure 28: Blackwell Interface Analysis





### Design Principles for Blackwell Interface

- Delivering a mix of quality lower density homes and greenspace (with the potential for extra care).
- Orienting buildings to overlook spaces and streets, and sensitively relating to existing homes.
- Creating a new 'defensible' edge to the city that incorporates landmarks and integrates sensitively with the landscape.
- Creating a strategic 'green gap' – between the city's suburbs and the garden community, linking high ground, existing and new open space – including Blackwell Common – and making the most of views.
- Providing a green/blue framework that makes the most of the 'green gap', trees and hedgerows, and SuDS.
- Integrating with context, including the green/blue connection through The Ridings to Upperby Park, and the PROW leading to the proposed Durdar District Centre.
- Providing a hierarchy of pedestrian-friendly streets connecting both east/west and north/south, including a secondary street providing main access from Ascot Way.
- Seeking to showcase local distinctiveness, low carbon and innovation.



Figure 29: Blackwell Interface Illustrative Framework Plan





8.4 Carleton

Carleton and Garlands is already an established popular and growing neighbourhood accessed from the A6, welcoming you to Carlisle from the south and the M6. An expanded garden community in this location provides the opportunity to further integrate with existing communities and create a new, shared village centre.

A mix of housing will include distinctive housing clusters, inspired by local historic Victorian villas in wooded grounds. The undulating topography, strategic views, hedgerows and woodlands provide the foundation for a network of streets and spaces that make the most of inspiring views to the surrounding countryside. This network of greenspaces will further connect to the River Petteril, north to the city, south along the stream to open countryside and west to St Cuthbert’s Greenway.

In the longer term the M6 junction provides the opportunity for ‘J42’ west of the motorway – a prominent 21st century business/innovation park complementing existing employment land commitments across the city.

Carleton Village Centre

This area’s character is based on its function as a new village centre – a hub for its residents. A potential primary school, in addition to local shops and facilities will be clustered together addressing secondary streets and a new village green. Urban form will be inspired by the undulating topography and views to the south and west. Tree-lined approaches and green connections will support pedestrian friendly access from across the neighbourhood.

This area is expanded on in 8.4.1

Carleton neighbourhoods

The green will be a medium density family neighbourhood making the most of its leafy location next to the sports club and wrapped around new greenspaces with views from high ground in the north. A network of streets will pick up on the field boundary grid and a response to topography. The eastern edge of an expanded Carleton will form a new countryside edge protected from the motorway by topography and a significant green buffer.

To the east of the village land rises towards the business / innovation park opportunity at J42 west of the motorway. This provides the opportunity to create a distinctive contemporary hillside neighbourhood with access to the village centre, the river and a creative employment hub. Lifestyle pioneers would be attracted to Carlisle, through this promotion of a unique housing and community offer at Carleton Hillside, which could embrace co-housing, self and custom build, and modern methods of construction.

Overarching Design Principles for Carleton

- *Delivering a new village centre, as expanded in 8.4.1*
- *Providing a mix of housing – as expanded in 8.4.1 – including contemporary and innovative housing models and forms at Carleton Hillside*
- *Orienting buildings to overlook streets and spaces, and sensitively relate to existing homes*
- *Providing a green / blue framework that makes the most of topography, trees and hedgerows, trees and hedgerows, and SuDS*
- *Incorporating a range of spaces, as expanded on in 8.4.1 – and a new hilltop woodland at Carleton Hillside*
- *Providing a hierarchy of pedestrian-friendly streets, and orienting buildings to positively frame streets*
- *Integrating with context, including the provision of convenient and attractive routes to the village centre, and to the River Petteril and Greenway.*



8.4.1 Carleton Village Centre

Opportunities

The core of an expanded Carleton village to incorporate a proposed local centre and primary school, and new homes, streets and greenspaces. Great views, undulating hills, woodland, sports facilities and the nearby River Petteril provide the opportunity for a network of greenspaces linked to the St Cuthbert’s Greenway.



Figure 30: Carleton Analysis



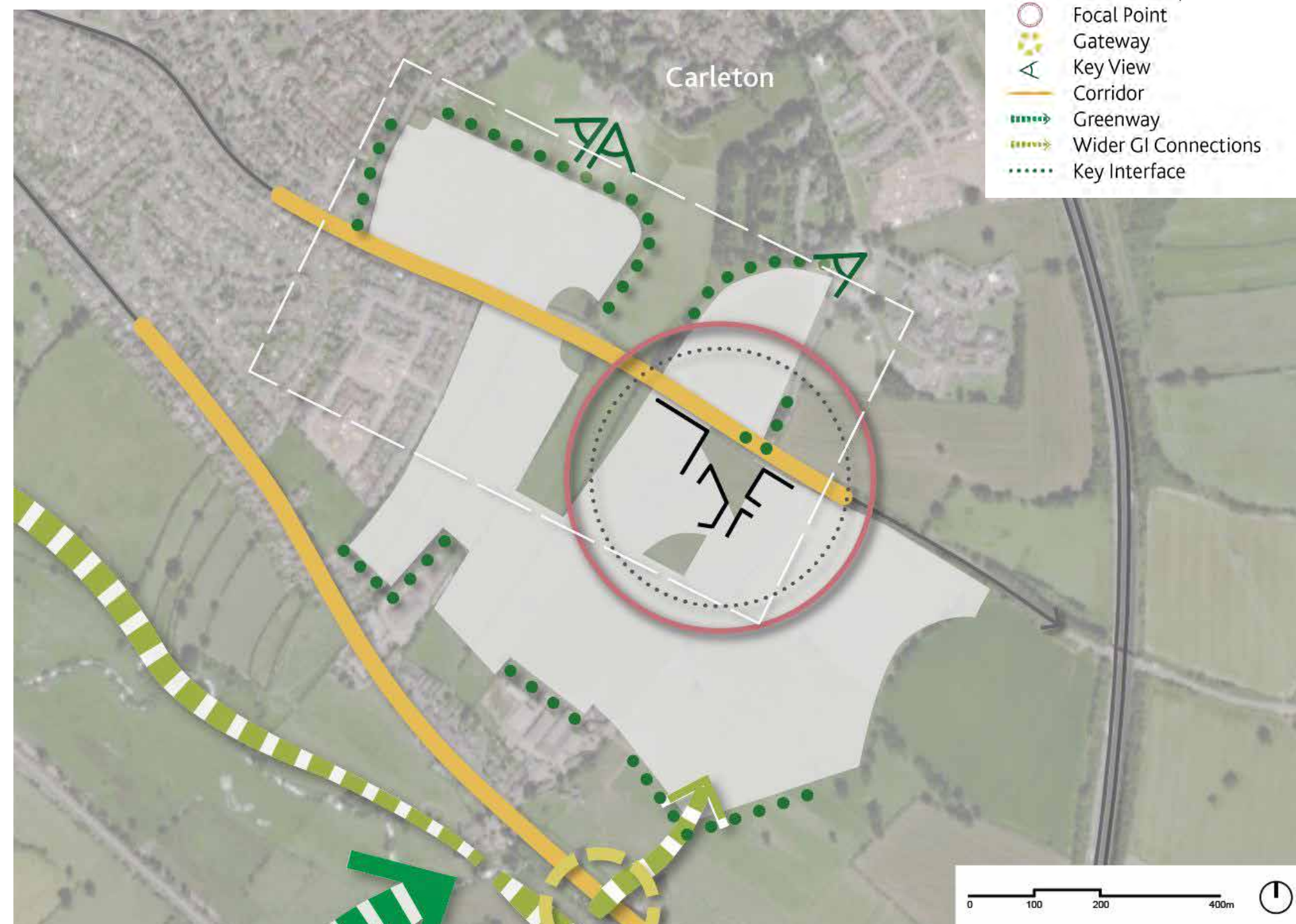


### Design Principles for Carleton Village Centre

- Delivering a new village centre for Carleton Garden Village, including shops, primary school and community facilities – in a prominent, accessible location facing Cumwhinton Road, and clustered around a village green
- Delivering a mix of quality medium and higher density homes, with the higher densities around the village centre (including the potential for an extra care facility)
- Orienting buildings to frame and overlook spaces and streets, and sensitively relate to existing homes
- Developing a distinct Carleton Garden Village character, taking cues from Carleton and Garlands and nearby Cumwhinton. Using traditional materials in innovative ways and using green links and spaces to define neighbourhoods.
- Providing a green / blue framework that makes the most of trees and hedgerows, and green corridors from Garlands SuDS, through the rugby club and clinic woodlands, and south along hedgerows to the River Petteril
- Incorporating a range of greenspaces including a new village green at the heart of the village centre and a hill top park to south west of the rugby club off Cumwhinton Drive
- Working with the characteristic topography of Carleton – it's undulating landscape, field patterns and panoramic views from high ground to hills south and east
- Integrating with context, including providing convenient and attractive routes to the village centre, the River Petteril and open countryside to the north east
- Providing a hierarchy of pedestrian-friendly streets
- Showcasing local distinctiveness, low carbon and innovation, including MMC, digital connectivity and BREEAM multi-residential building standards.
- Integrating a generous green buffer into the landscape framework between the motorway and an expanded Carleton.



Figure 31: Carleton Illustrative Framework Plan





8.5 Cummersdale

Historic Cummersdale provides the setting for this garden village. It developed over centuries, overlooking the River Caldew and driven by its mills, innovation and textiles heritage. Cummersdale Garden Village will respect this proud history, retaining the historic core’s distinct identity and complementing this with sensitive development incorporating a landscape buffer and linear park. New shared facilities will be clustered to the west – accessible to all.

A green network of open spaces will further connect Cummersdale with Caldew River Park, further north into Carlisle and east along St Cuthbert’s Greenway to Durdar District Centre. Along the valley to the south lies the picturesque village of Dalston and beyond to the north Lakes. A range of homes are provided, many with generous gardens and greenspaces. Lower densities to the east at Cummersdale Hill, and tree-lined streets and spaces further add to the village feel.

Cummersdale Local Centre

This character area provides a new centre for Cummersdale and the surrounding area – one that complements the existing village hall and square in the historic core. The new local centre will provide a cluster of school, local shops and facilities. Urban form will pick up on the grid pattern of field boundaries and hedgerows that criss-cross this flat site, providing the framework for medium density homes and streets. The centre itself will make the most of its location on the Dalston Road, as a new gateway to Carlisle from the southern link road, and in serving new and existing residents, including those west of the arterial road.

Cummersdale surrounding areas

Rising ground to the south of historic Cummersdale provides the opportunity to create a green buffer and linear park that wraps around the old village and connects eastwards to the Greenway and River Caldew. Further south, land provides the opportunity for a discrete low-density neighbourhood radiating out from Cummersdale, with urban form taking cues from croft buildings set in woodland and landscape

Overarching Design Principles for Cummersdale

- *Delivering a new local centre focused on a new neighbourhood square, likely to include a primary school, local shops and facilities – oriented to both be accessible to local people and be topped up by passing trade.*
- *Providing a mix of medium and lower density homes, with medium densities around the local centre and lower ones helping to create a sensitive new countryside edge.*
- *Orienting buildings to overlook streets and spaces, and sensitively relate to existing homes, notably around the southern periphery of Cummersdale and along Cummersdale Road.*
- *Providing a green / blue framework that makes the most of topography to the east and grid field patterns to the west, including hedgerows / trees, existing ditches and SuDS.*
- *Incorporating a range of spaces, including a linear park south and west of historic Cummersdale continuing eastwards along the St Cuthbert’s Greenway.*
- *Providing a hierarchy of pedestrian-friendly streets, and orienting buildings to positively frame streets, and a potentially calmed Dalston Road.*
- *Integrating with context, including the provision of convenient routes to the local centre, to the Greenway and across Dalston Road.*



# *Appendices*



APPENDIX 1: PROCESS FOR PLANNING POLICY AND MASTERPLANNING LARGE SITES

Typical Graphic	Statutory planning process	Master Planning Process
	<b>Establishing the policy basis for a large site</b>  Involved collating a comprehensive, but proportionate, evidence base to support a broad location in the local plan. Demonstrating that a site is viable and deliverable within the timescale envisioned is key.	<b>Vision and Concept</b>  An early Vision and Concept articulates the emerging spatial vision and development objectives, together with the overall aspirations for St Cuthbert's.
	<b>St Cuthbert's Local Plan and Strategic Design Guide Supplementary Planning Document (SPD)</b>  The SC Local Plan will set out the strategic policies to guide and inform development at St Cuthbert's, developing on the relevant policies of the CDLP. The Local Plan will provide the necessary spatial fixes for development. The supplementary planning document (SPD) complements the local plan. This is particularly effective in the case of St Cuthbert's where, there are a number of landowners and no collaboration agreements exists between them.  <i>Note: other SPD's may be required over time.</i>	<b>Master plan framework</b>  Prepared by the Council, with key partners, to create a strategic framework for development. This document provides greater spatial clarity to the vision and concept and starts to define the infrastructure requirements, as well as the key place making features and design aspirations.
	<b>Outline planning application</b>  Outline planning applications, provide site specific parameter plans, together with a design and access statement. The early master planning work described opposite is therefore essential to the outline planning application stage.	<b>Planning application master plan</b>  The key master plan structuring elements developed earlier in the process (e.g. land use budget, green infrastructure, movement and urban design principles) can be presented as plans and diagrams at the outline application stage, having been subjected to EIA. The application drawings are normally supported by a design and access statement, which sets out design principles and any proposals for post-outline master planning work.
	<b>Post outline (or pre-consent) design work</b>  Where appropriate an outline permission can include master planning conditions to establish a post outline (but pre-consent) master planning approval process. This should be in the form of a Design Code requiring further design detail of strategic spatial components (e.g. main streets, open spaces, primary school, neighbourhood centre, etc.) to be approved in advance of reserved matters.	<b>Post outline (pre-consent) design work</b>  The post outline stage is a natural extension of the master planning process for large sites. At this stage detailed designs will start to emerge for the scheme and earlier assumptions about form can be tested and where necessary defined. This is often the stage when house builders/developers become more involved in the design process.
	<b>Reserved matters applications</b>  The Council will expect all reserved matters applications to demonstrate compliance with the various layers of master planning work described above. As at earlier stages of the process issues relating to management and maintenance are key here too.	<b>Reserved matters application</b>  At this late stage in the master planning process design teams will be tasked with producing detailed designs for individual components of the scheme. These will need to comply with the overall design concept (and with any code work) as it has evolved through the earlier stages of the master planning process. Reserved matters applications will often focus on detailed proposals for individual development parcels.

Overview of the statutory planning process and masterplanning process to outline a good practise approach to design and scale as development proposals emerge.



## APPENDIX 2: LOW CARBON AND INNOVATION TECHNICAL EXPLANATIONS

### *Towards net zero carbon*

On March 5th 2019, Carlisle City Council passed a motion to declare a climate emergency; an admission that global warming exists and that the measures taken up to this point are not enough to limit the changes brought by it. More information at: <https://www.climateemergency.uk/blog/carlisle/>

Carlisle City Council is committed to reducing carbon emissions, both as an organisation and as the Local Planning Authority, and resolves to go further than the UK100 Agreement and to act in line with the scientific consensus that we must reduce emissions to net zero by 2030, and therefore commits to:

- Make the Council’s activities net-zero carbon by 2030;
- Ensure that all strategic decisions, budgets and approaches to planning decisions are in line with a shift to zero carbon by 2030;
- Support and work with all other relevant agencies towards making the Carlisle district Zero Carbon within the same timescale;
- Achieve 100% clean energy across Carlisle City Council’s full range of functions by 2030.

Recently Carlisle City Council consulted in the draft Local Environment (Climate Change) Strategy and Action Plan, setting out how environmental issues will be tackled. Comments are being reviewed to the strategy and action plan, and it is anticipated these will be adopted on 3rd November 2020. This reinforces their commitment to smart and sustainable living.

### *MMC and warranties*

The National Housebuilding Council (NHBC) works with offsite and other non-conventional construction manufacturers to provide assurance that their systems and sub-assemblies are suitable for cover under Buildmark warranty and insurance. Builders and developers using this online resource can benefit from NHBC’s experience of these different building systems and will be able to quickly look up which systems NHBC currently accepts.

MMC systems have been reviewed by NHBC for the benefit of NHBC’s registered builders and they can be accepted in homes covered by Buildmark warranty. Tables available from NHBC (MMC hub) at: [www.nhbc.co.uk/mmchub](http://www.nhbc.co.uk/mmchub)

Acceptance of the system is for warranty purposes only and does not negate the need for site-specific design checks, including the normal checking process of the building control provider. The builder should ensure that the design and installation meet relevant building regulations and NHBC requirements. NHBC reserves the right to review, amend and remove MMC systems from the list.

### *Mortgageability*

Modern methods of construction and innovative building techniques can still cause issues for purchasers seeking a mortgage valuation. Warranties and approvals will be required by Building Societies and other main stream lenders to ensure the longevity of a non-traditional build for the lifetime of any mortgage loan. NHBC’s ethos is based upon all homes being built to a finished standard that enables the issuing of a warranty for each home – such that homes are mortgageable and insurable under normal terms. Investors, developers and lenders need to be sure that such warranty and insurance is

available on any MMC approach they are considering.

### *Passivhaus*

For a building to be considered Passive House, it must meet the following criteria:

1. The space heating energy demand is not to exceed 15kWh/m2 living space (treated floor area) per year.
2. In terms of airtightness, a maximum of 0.6 air changes per hour at 50 Pascals pressure as verified with an onsite pressure test.
3. Thermal comfort must be met for all living areas during winter as well as in summer, with not more than 10% of the hours in a given year over 25 degrees centigrade.

All of the above criteria are achieved through intelligent design and implementation of Passive house Principles. Thermal bridge free design, superior windows, ventilation with heat recovery, quality insulation and airtightness.

### *Net Zero*

Some of the key components of a net zero specification are:

#### **Operational energy**

- High fabric energy efficiency in walls, roof, floors, windows & doors.
- A very airtight building (<1 (m3/h.m2@50Pa)
- Thermal bridging given due care and attention.
- Mechanical ventilation and heat recovery.
- Targets for percentage wall area to limit heat loss.
- Target total and space heating energy consumption.
- Maximise renewables so that 100% of annual energy requirement is generated on site.
- Include external shading to prevent overheating. Balance with daylighting needs.

#### **Embodied carbon**

- 40% reduction in embodied carbon or to <500kgCO2/m2.

## APPENDIX 3: ADDITIONAL SUSTAINABILITY/ LOW CARBON OPPORTUNITIES

### **Our One Planet Living® framework**

Bioregional created the One Planet Living sustainability framework – comprising ten simple principles and detailed goals and guidance – and developed it together with WWF.

**One planet living** available at: <https://www.bioregional.com/one-planet-living>

**One planet living for sustainable places** available at: <https://www.bioregional.com/resources/one-planet-living-for-sustainable-places>

**Climate and ecological emergency service for local authorities** available at: <https://www.bioregional.com/projects-and-services/use-one-planet-living-to-act-on-the-climate-emergency>

### **BREEAM Communities**

BREEAM Communities International is a simple and flexible route to improving, measuring and certifying the sustainability of large-scale development plans. It provides a framework to support planners, local authorities, developers and investors through the masterplanning process, before embarking on procurement, detailed building level design and construction.

**BREEAM Communities technical standards** available at: <https://www.breeam.com/discover/technical-standards/communities/>

**Achieving sustainable masterplans** available at: [https://files.bregroup.com/breeam/communities/Achieving-Sustainable-Masterplans\\_The-New-Case-for-BREEAM-Communities.pdf](https://files.bregroup.com/breeam/communities/Achieving-Sustainable-Masterplans_The-New-Case-for-BREEAM-Communities.pdf)

### **Arup sustainability framework**

**SPeAR®** (Sustainable Project Appraisal Routine) was developed by Arup’s software and sustainability experts to help the firm support clients’ sustainability goals. The tool appraises projects based on key themes such as transport, biodiversity, culture, employment and skills.

In addition, Arup have developed thinking around [zero carbon buildings at zero cost](#), as current commercial building standards don’t go far enough.

### **AIA Framework for Design Excellence**

The [Framework for Design Excellence](#) represents the defining principles of good design in the 21st century. Comprised of 10 principles and accompanied by searching questions, the Framework seeks to inform progress toward a zero-carbon, equitable, resilient, and healthy built environment.

### **World Green Building Council**

The [net zero carbon buildings framework](#) sets out definitions and principles around two approaches to net zero carbon and steps to achieving a net zero carbon building.

Further information is available at: <https://www.worldgbc.org/advancing-net-zero>



APPENDIX 4: BASELINE HABITATS, AND HERITAGE ASSETS AND CHARACTER



As part of the Masterplanning Framework a desk based assessment was undertaken, which can help inform early design thinking and help to identify survey work required.

The baseline report can be found here: [https://www.stcuthbertsgv.co.uk/Portals/0/Documents/Masterplan/SCGV\\_Baseline\\_CCCRev03\\_2019-08-28.pdf](https://www.stcuthbertsgv.co.uk/Portals/0/Documents/Masterplan/SCGV_Baseline_CCCRev03_2019-08-28.pdf)

Appendices for Baseline here: [https://www.stcuthbertsgv.co.uk/Portals/0/Documents/Masterplan/Appendices%20Combined\\_Rev%202019-08-28.pdf](https://www.stcuthbertsgv.co.uk/Portals/0/Documents/Masterplan/Appendices%20Combined_Rev%202019-08-28.pdf)

Sources: Arup



Images courtesy of: Hyas and Stuart Walker Photography

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# St Cuthbert's Garden Village

## Statement of Consultation for Strategic Design Supplementary Planning Document

April 2021



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## **1. Introduction**

- 1.1. The Town and Country Planning (Local Planning) (England) Regulations 2012 require a local planning authority to consult the public and stakeholders before adopting a Supplementary Planning Document (SPD). Regulation 12(a) requires a statement to be prepared setting out who has been consulted while preparing the SPD; a summary of the main issues raised; and how these issues have been addressed in the SPD.
- 1.2. This statement is a record of consultation undertaken during the production stage of the SPD together with the formal public consultation stage, and the outcomes of that consultation.
- 1.3. The St. Cuthbert's Garden Village Strategic Design SPD has been prepared to provide guidance for landowners, applicants and the Local Planning Authority in preparing and determining planning applications within St Cuthbert's that are of a quality appropriate for Garden Settlement.
- 1.4. The SPD promotes a positive planning process and establishes the Council's expectations about masterplanning and design quality, that will be forthcoming in future planning applications and subsequently approved development. It sets the next level of strategic design guidance for the whole of the new settlement, by defining the key structuring and place making elements necessary to underpin good design and delivery – providing a clear basis on which to develop detailed proposals in a co-ordinated way.



## 2. Preparation of the draft SPD

- 2.1. Carlisle City Council appointed Hyas Associates to develop the draft SPD in consultation with the local community, members of the City and County councils, landowners, and other stakeholders.
- 2.2. Partnership working was undertaken to engage Cumbria County Council, the landowners, infrastructure providers and local interest groups to consider ways to deliver good quality design on site in a successful manner.
- 2.3. In preparing the draft SPD the following main consultation and engagement meetings were carried out:

<b>Meeting type/group</b>	<b>Date</b>	<b>Invitees</b> <i>(in addition to Hyas and Carlisle City Council representatives)</i>	<b>Topic(s)</b>
<b>Landowner Meeting</b>	22 <sup>nd</sup> July 2020	Representatives from one interested developer	Early thinking around design standards and requirements
<b>Cumbria County Council</b>	24 <sup>th</sup> July 2020	Officers from the planning, highways, travel, flooding and water team	Highways and water
<b>Carlisle City Council</b>	27 <sup>th</sup> July 2020	Development management and design/conservation officers	Urban design and character
<b>United Utilities</b>	27 <sup>th</sup> July 2020	Area and planning managers	Sustainable Drainage Systems (SuDS)
<b>Project Steering Group</b>	21 <sup>st</sup> August 2020	City and County Officers	Presentation of baseline analysis of design opportunities and constraints



<b>Cummersdale Parish Council</b>	5 <sup>th</sup> October 2020	Cummersdale Parish Council members	Overview of SPD, Local Plan and Masterplan.
<b>St. Cuthbert's Without Parish Council</b>	13 <sup>th</sup> October 2020	St. Cuthbert's Without Parish Council members	Overview of SPD, Local Plan and Masterplan.
<b>Design Charettes 1</b>	20 <sup>th</sup> October	Project Steering Group members and relevant stakeholder group representatives in these topics	Discussions on streets and movements; local centres, design and character; low carbon and innovation.
<b>SCGV Members' Advisory Group (MAG)</b>	22 <sup>nd</sup> October	Members of Carlisle City Council	Overview of SPD and opportunities to engage and influence its contents.
<b>Design Charettes 2</b>	3 <sup>rd</sup> November	Project Steering Group members and relevant stakeholder group representatives	Discussions on green and blue infrastructure.
<b>Development management</b>	4 <sup>th</sup> November	Staff from development management team	Discussions on practicality of SPD when assessing planning applications
<b>Statutory Public Consultation 10<sup>th</sup> November 2020 – 22<sup>nd</sup> December 2020</b>			
<b>Infrastructure meeting</b>	10 <sup>th</sup> December	Cumbria County Council, United Utilities, Environment Agency	Feedback on infrastructure requirements and any gaps/issues to address
<b>Landowner meeting</b>	3 <sup>rd</sup> December	Representatives from x1 landowner group, City and County Council	Overview of SPD, design expectations and opportunities to feedback



<b>Landowner meeting</b>	12 <sup>th</sup> January 2021	Representatives from x1 landowner group, City and County Council	Review of early design layout and infrastructure
<b>Project Steering Group</b>	14 <sup>th</sup> January	City and County Officers	Summary of consultation feedback and discussion to agree SPD amendments
<b>SCGV Members' Advisory Group</b>	18 <sup>th</sup> January	Members representing Carlisle City Council	Summary of consultation feedback and discussion to agree SPD amendments
<b>Strategic Board</b>	11 <sup>th</sup> February	St. Cuthbert's Garden Village Strategic Board members	Update on consultation feedback and how issues will be addressed
<b>Transport</b>	19 <sup>th</sup> February	City and County Officers, WSP (commissioned to undertake LCWIP and Transport Study)	Update on emerging Transport Study being undertaken as part of the Local Plan evidence base

*Table 1 overview of meetings and workshops throughout the development of the SPD*

- 2.4. Any feedback received during meetings prior to Statutory Consultation were incorporated into the draft SPD in October and November.
- 2.5. During the consultation period (10<sup>th</sup> November – 22<sup>nd</sup> December 2020), people were invited to comment on the SPD proposals. A summary of these comments and how they have been addressed in the development of the SPD are set out in Sections 4 and 5 of this report. The St. Cuthbert's Strategic Design SPD has sought to address these comments constructively and creatively, balancing the practical needs of site delivery with the context of the local area and the SCGV Vision.

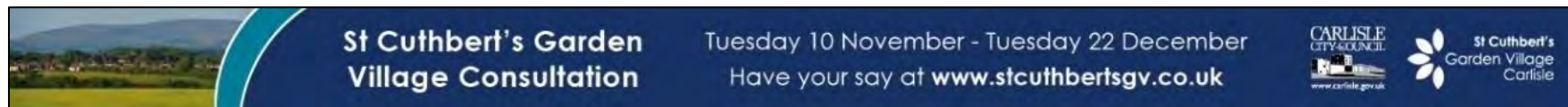


### 3. Consultation undertaken

- 3.1. Formal public consultation was undertaken on the draft SPD for a period of six weeks, from Tuesday 10<sup>th</sup> November to Tuesday 22<sup>nd</sup> December 2020.
- 3.2. A number of local groups requested an extension to this deadline, which was granted, allowing comments to be submitted up until 13<sup>th</sup> January 2021, thereby resulting in a 9-week consultation period overall.
- 3.3. Consultation on the SPD was undertaken in accordance with the Carlisle City Council Statement of Community Involvement adopted in 2010 (as best as possible given COVID-19 restrictions). A list of consultees is provided in Appendix 2.
- 3.4. The government encouraged LPAs to continue their plan making activities during the Covid-19 crisis. On 16th July 2020 The Town and Country Planning (Local Planning) (England) (Coronavirus) (Amendment) Regulations 2020 changed the requirement for councils to make copies of documents available for inspection at their principal office as set out in Reg 35 of The Town and Country Planning (Local Planning) (England) Regulations 2012. During the period of consultation for the SPD, Carlisle City Council complied with Reg 35 by making the document available online.
- 3.5. The draft SCGV Strategic Design SPD was consulted upon with the following accompanying documents:
  - St. Cuthbert's Garden Village Local Plan, Preferred Option Policies; and
  - Stage 2 Masterplan (*for information*).
- 3.6. The documents were made available on the SCGV website: <https://www.stcuthbertsgv.co.uk/> and paper copies were made available if requested.
- 3.7. A variety of methods were used to ensure as many people as possible were made aware of the consultation:



- The City Council sent out approximately 4,000 leaflets, and posters were put up on the parish council noticeboards.
- Emails were sent direct to all those on their St. Cuthbert's consultation database, (these include 'statutory' consultees).
- The 2 local MPs, all affected landowners and the Parish Councils also had direct emails.
- A digital banner was created (see below) and displayed on the Civic Centre on 10th November and again on 7th December.



- The dedicated St. Cuthbert's website refresh included an interactive portal, which received approximately 1,500 views.
- The City Council's Facebook, Twitter and LinkedIn was also used to promote the consultation with Carlisle Ambassadors, Carlisle Partnership, Discover Carlisle, Cumbria LEP, Cumbria County Council and Homes England tagged.
- A press release was issued on 6th November: <https://www.newsandstar.co.uk/news/18849536.public-urged-give-views-st-cuthberts-garden-village-plans/>
- In addition, an advert was placed in the Cumberland News at the start of the consultation. Feedback from Cumberland News indicated 10,417 impressions (how many times the advert has been delivered); 161 clicks; 1.55% click through rate (CTR) occurred from this.



- 3.8. The City Council also undertook site meetings, phone calls and postal responses; presentations to three parish councils, MAG, and wider council members, some of which were specific to the Local Plan, feeding back any considerations relevant to the SPD. Representatives from Hyas joined some of these meetings, as highlighted in Table 1.
- 3.9. Due to COVID-19, interested parties were encouraged to make responses in a digital format, however if this was not possible, postal responses were received.
- 3.10. Comments could be made online using the online consultation system, which contained a set of targeted questions created in Survey Monkey: <https://www.stcuthbertsgv.co.uk/GET-INVOLVED> or by completing the consultation response form and it emailing it to [stcuthbertsgv@carlisle.gov.uk](mailto:stcuthbertsgv@carlisle.gov.uk)



Figure 1 Digital consultation boards were prepared to ensure remote consultation was engaging for participants.



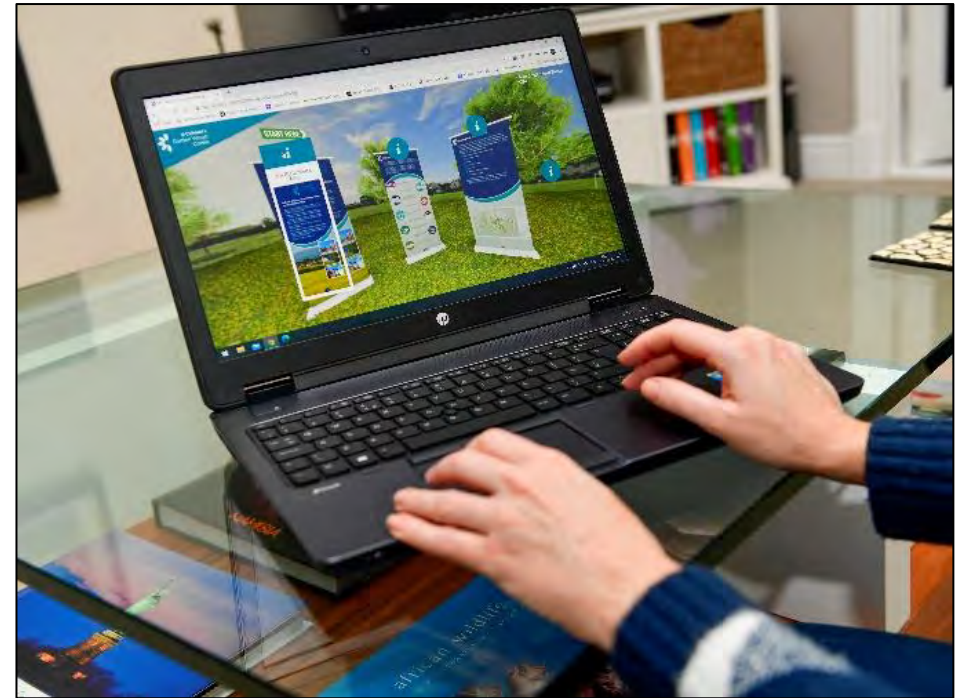


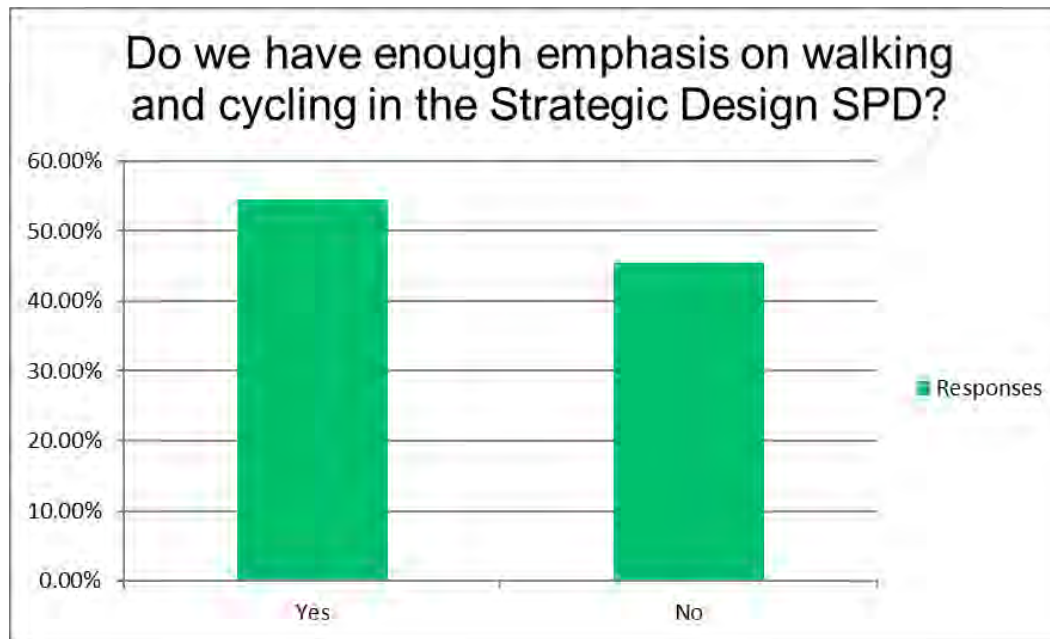
Figure 2 Interested parties could access the consultation materials on a variety of personal devices (Credit: Stuart Walker Photography)



## 4. Issues raised during the public consultation

4.1. The Survey Monkey questionnaire received 64 responses in total. The questionnaire contained 17 questions specific to the SPD. A summary of responses is provided below.

### 4.1.1. Question 1: Do we have enough emphasis on walking and cycling in the Strategic Design SPD?



An 'any other comments' box was provided for respondents to expand on their answer, of which, 14 people did.



Comments supporting the level of detail in the SPD outlined additional routes and facilities would be welcomed to facilitate a more sustainable and healthier lifestyle. Reference to supporting the Greenway was mentioned and some outlined scope for additional emphasis on walking and cycling.

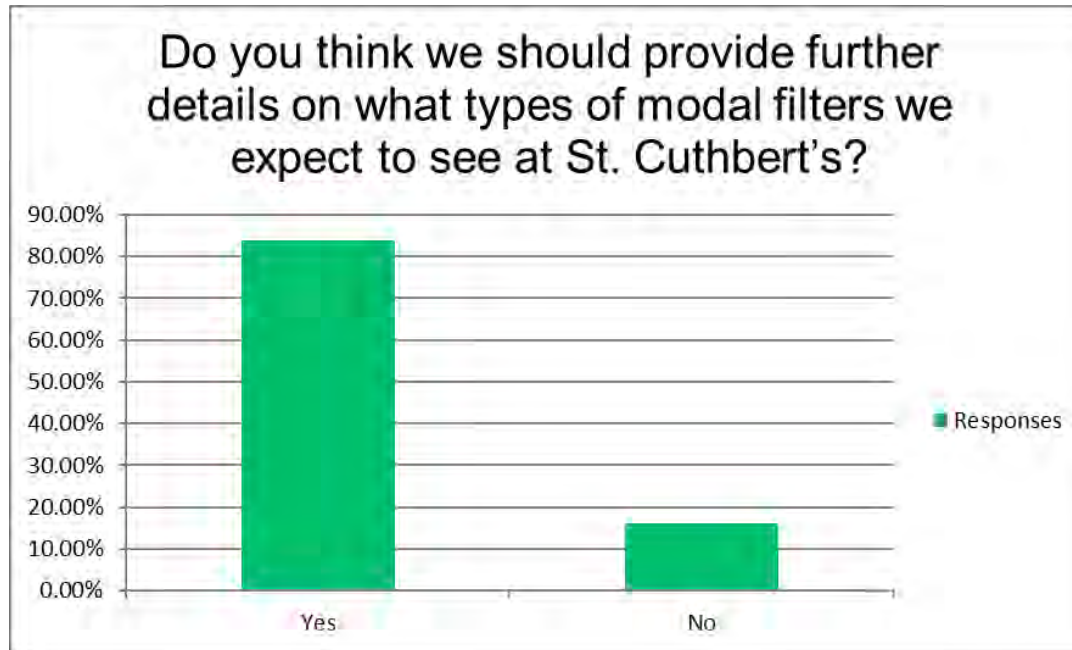
Some feedback outlined the need to think about areas and links outside of the Garden Village (GV) area to ensure links inside the Carlisle City centre were adequate also.

Comments opposing this, outlined too much emphasis was placed on this topic, outlining the area was dominated by personal car use and people were unlikely to change their habits.

Some feedback expressed was outside of the scope of the question, outlining the general location of the GV was unsustainable and should be on brownfield land. Concern over taking away existing routes during the development period of the GV was stated also.



**4.1.2. Question 2: Do you think we should provide further details on what types of modal filters we expect to see at St. Cuthbert's?**



An 'any other comments' box was provided for respondents to expand on their answer, of which, 10 people did.

Comments supporting the use of modal filters stated this would help reduce car use. Pedestrian and cyclist safety as a priority was supported.



Clarification was sought to explain how modal filters reduce car use. Ensuring such can be understood by all, for example, in line with the Dementia Engagement and Empowerment Project (DEEP) 'dementia friendly communities' guidance was highlighted for consideration.

Opportunities to integrate wildlife benefits into modal filters was suggested.

Concern over the appearance of modal filters was outlined.

Some feedback expressed was outside of the scope of the question, stating money and time was being wasted.

#### **4.1.3. Question 3: Do you have any further thoughts on how we can discourage poor parking through good design?**

Regarding vehicle parking, many respondents outlined the need to provide sufficient parking for residents (ranging from 1-4 spaces per dwelling, garages that can fit a car inside and/or space to park on personal driveways) and sufficient visitor parking and would contribute to less ad-hoc/on pavement parking.

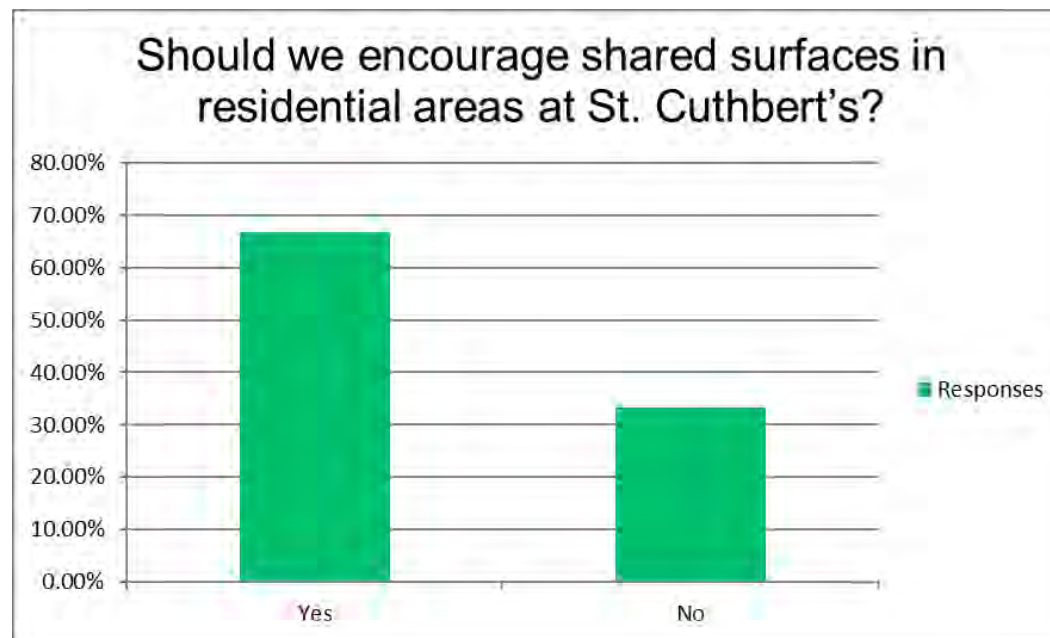
The use of one-way streets, providing 'outstanding' public transport, reverse parking requirements, strategic planting, resident permits, double yellow lines, bollards, wider streets and enforcement were also suggested to manage/reduce parking requirements.

Regarding the future of parking requirements, the need to ensure electric charging was outlined and it was suggested consideration to be given to new models of ownership, which may result in less cars per dwelling.



In addition, one safe cycling parking space per dwelling was outlined as insufficient.

**4.1.4. Question 4: Should we encourage shared surfaces in residential areas at St. Cuthbert's?**



An 'any other comments' box was provided for respondents to expand on their answer, of which, 13 people did.

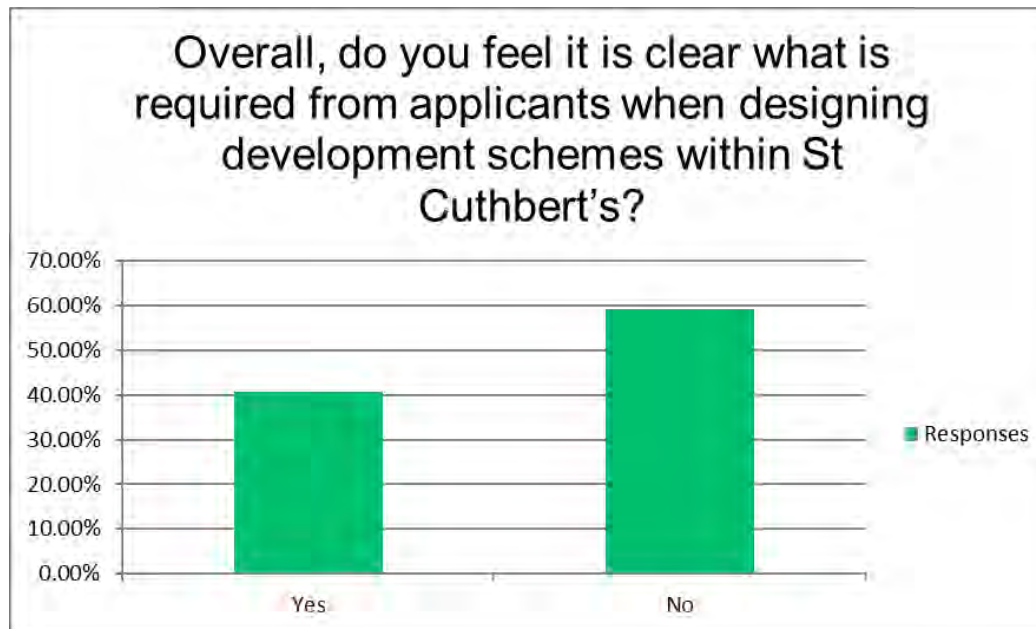
Those supporting the use of shared surfaces stated it would help to reduce driving speeds and outlined such should be provided in all residential areas.



Safety was a concern for others, the need to segregate all users was stated, through planting and street furniture.

How inconsiderate parking would be managed was queried and the need to ensure accessibility was fair for all users (examples provided: anyone with disabilities, sight issues or dementia) was outlined.

**4.1.5. Question 5: Overall, do you feel it is clear what is required from applicants when designing development schemes within St Cuthbert's?**



An 'any other comments' box was provided for respondents to expand on their answer, of which, 11 people did.



Those agreeing, outlined additional environmental protections and sustainability enhancements would be supported, including the provision of electric car charging at each house. Landscaping to boost biodiversity and the provision of wildlife corridors was supported.

Concerns over the enforcement of developers' requirements was expressed.

Some feedback expressed was outside of the scope of the question, outlining town centre redevelopment should be explored before any new development.

**4.1.6. Question 6: Building on the Stage 2 Masterplanning Land Use proposals, what do you think is important from a design perspective to support the success of the mixed-use spaces and local centres?**

Some responses supported the need for the GV to provide more than houses, integrating a mix of uses within the development. The need to provide, health, educational, local shops and cafes, sports, social, entertainment and commercial uses was outlined. Following the design of existing local villages nearby was expressed and giving buildings character was supported, as set out in the SPD.

The location of such land uses was highlighted, some respondents outlined the need to segregate uses, ensure safety through good design and lighting, and ensure local centres are within a 10 minute walk from houses to help support more vulnerable people.

Others expressed concern over the number of vacant properties within the city centre and impacts of pedestrianisation.



Some feedback expressed was outside of the scope of the question, such as the impact of building the GV will could have on existing nearby residents.

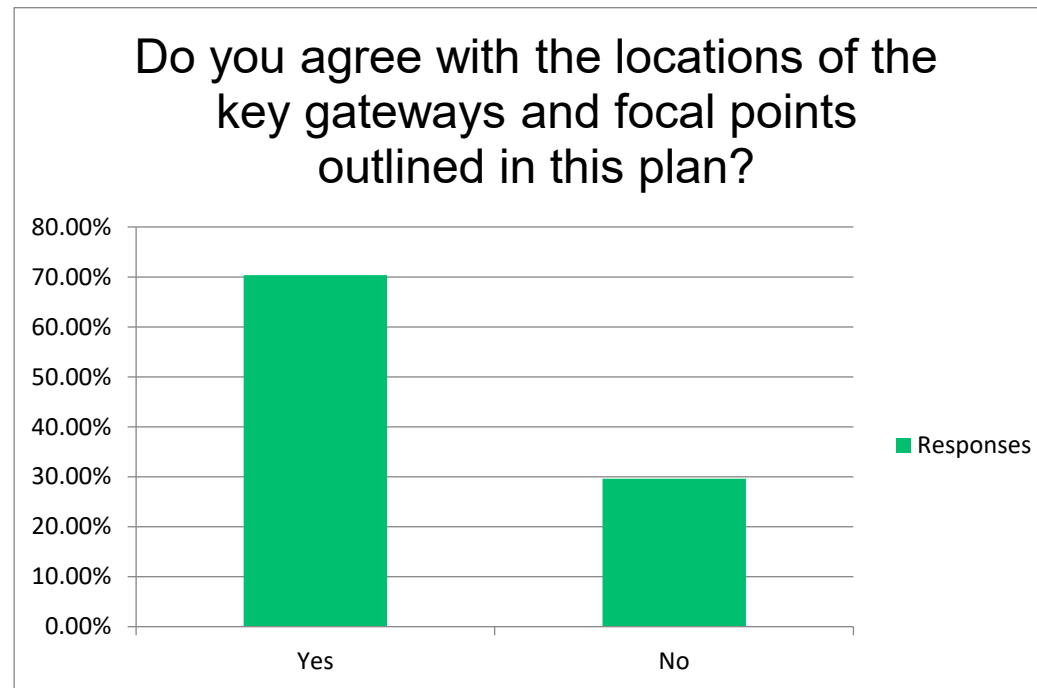
**4.1.7. Question 7: What do you think these facilities and spaces need to include to further encourage social interaction and cohesion?**

Respondents outlined the following would be beneficial: schools, doctors, green spaces, good connectivity, well maintained cycleways, small businesses (e.g., bakers, toy shop, bookstore, etc.), community committees, pubs, bars, restaurants, and sports clubs. The need to ensure facilities are provided for all generations and disabilities was highlighted.

The need to avoid cul-de-sacs was stated and the provision of gaps between existing and new communities was stated.

Some felt this question was difficult to consider due to the current COVID-19 restrictions.



**4.1.8. Question 8: Do you agree with the locations of the key gateways and focal points outlined in this plan?**

An 'any other comments' box was provided for respondents to expand on their answer, of which, 9 people did.

No comments were received that disagreed with the plan provided. In addition to those outlined, it was queried if an additional focal point could be provided in the area that borders the old city, and the city centre.



It was stated that the development should be kept within the CSLR boundary and concerns over the lack of rail transport were expressed.

Some feedback was outside of the scope of the question, such as the potential impact on walkways during the building stage.

**4.1.9. Question 9: What are the key 'local distinctiveness' characteristics you would like to see us promote at St. Cuthbert's?**

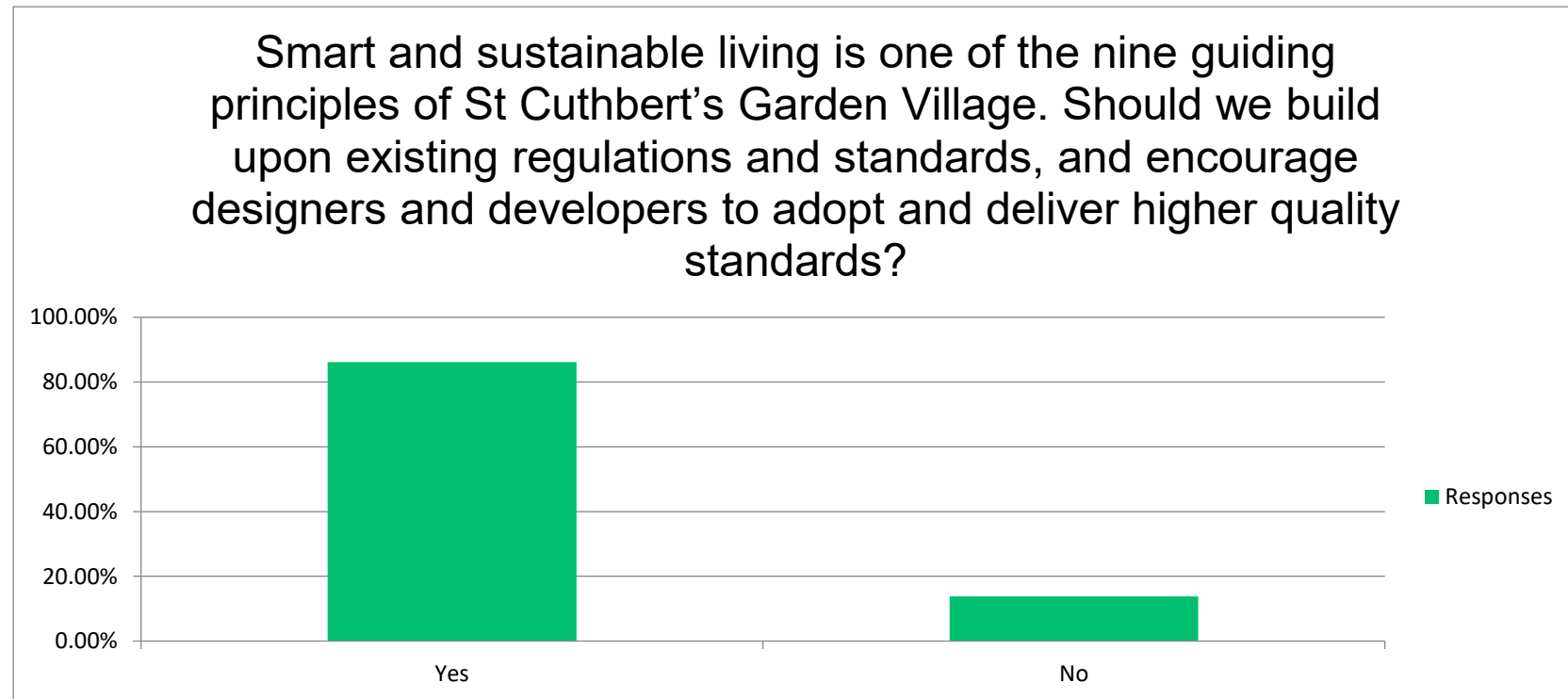
Feedback included: low density, green space for new and existing residents, low level buildings, modernisation (to a degree), a mix of housing, new employment opportunities, mirroring existing grad architecture in Carlisle city, use of stone rather than brick, small independent businesses, good signage, and noticeboards.

One feedback stated this cannot be achieved.

Some feedback expressed was outside of the scope of the question, such as not building the development and concerns that nearby settlements will become a building site.



- 4.1.10. **Question 10: Smart and sustainable living is one of the nine guiding principles of St Cuthbert's Garden Village. Should we build upon existing regulations and standards, and encourage designers and developers to adopt and deliver higher quality standards in order to meet the aspirations of St Cuthbert's both now and in the future?**



An 'any other comments' box was provided for respondents to expand on their answer, of which, 15 people did.



All comments supported this statement, outlining the importance of this to ensure a true flagship development, outlining it should be mandatory. The need to ensure sustainability requirements evolves as technology progresses was also stated.

One comment queried how developers can be held accountable and if it could be set out in any future contracts.

The need to ensure affordability and accessibility for all was highlighted.

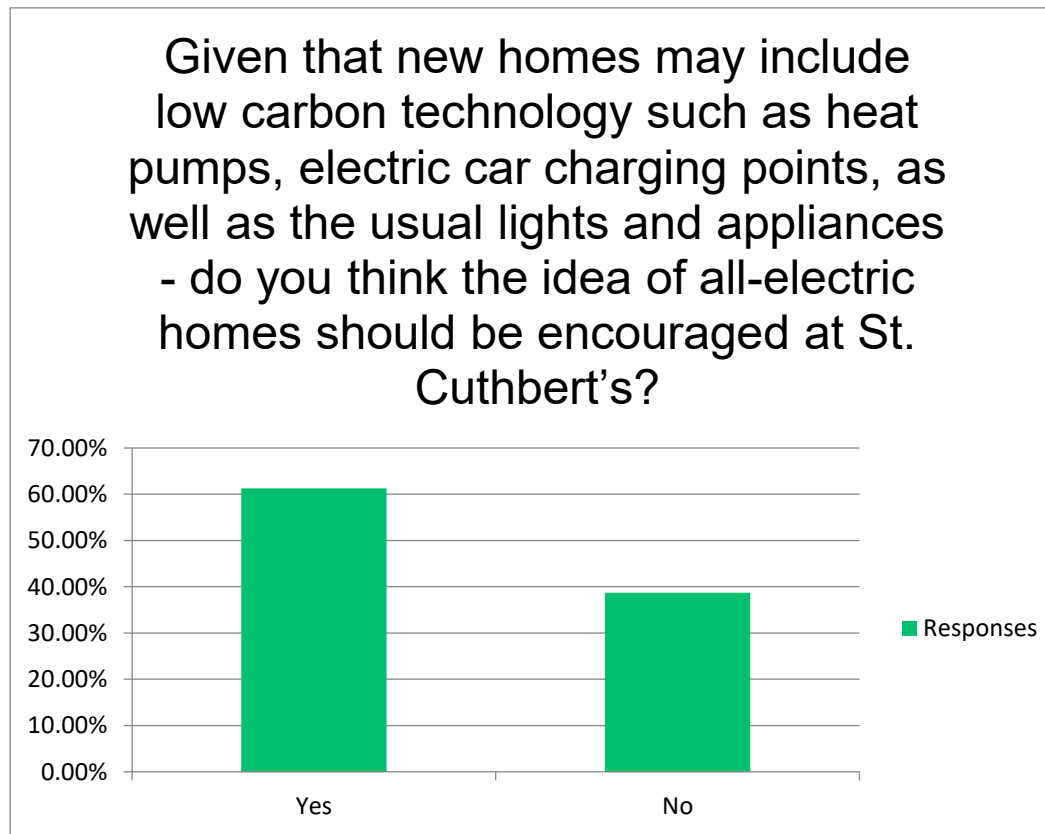
**4.1.11. Question 11: What do you think new development should do to make living and working through the COVID-19 pandemic easier?**

Feedback included: creating new jobs, access to outdoor spaces, local facilities to meet local needs, green spaces provided for every house, flexible housing (i.e., movable walls, plenty of space), natural lighting in buildings, easy access to facilities, good connections for walking and cycling, encouraging people to live close to their workplace, good Wi-Fi/communications, and emergency services.

Some respondents misinterpreted the question and felt it was irrelevant as it will no longer be an issue once the development is completed.



- 4.1.12. **Question 12: Given that new homes may include low carbon technology such as heat pumps, electric car charging points, as well as the usual lights and appliances - do you think the idea of all-electric homes should be encouraged at St. Cuthbert's?**





An 'any other comments' box was provided for respondents to expand on their answer, of which, 13 people did.

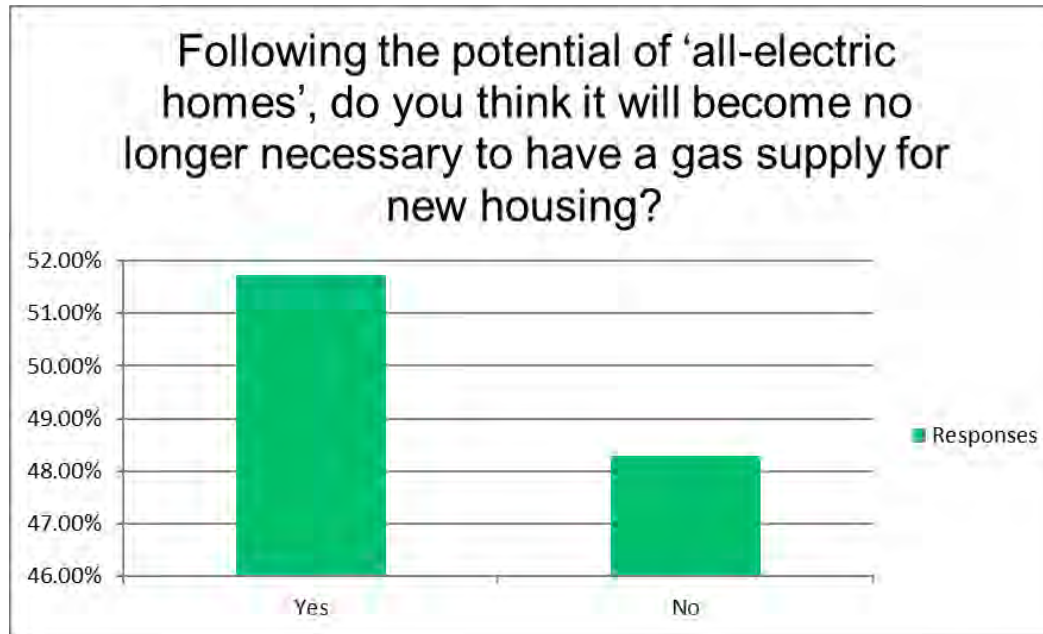
Those supporting this statement outlined anything else would exacerbate the climate emergency and therefore, it should be a standard for all new homes.

Others questioned the viability of this and expressed concerns over any potential impact on affordable housing.

Some felt the people should have a choice, whilst a combination of choices was stated by others to ensure resilience if a power cut occurred for example.



**4.1.13. Question 13: Following the potential of 'all-electric homes', do you think it will become no longer necessary to have a gas supply for new housing?**



An 'any other comments' box was provided for respondents to expand on their answer, of which, 13 people did.

Those supporting this outlined electricity can meet all of users' needs and highlighted this will depend on government guidance.

Feedback also included the need to include more than one energy source and concerns over the impact on existing capacity.



**4.1.14. Question 14: Will the National Grid, with its ambition for decarbonisation, be the best option for supplying low carbon electricity in the future St Cuthbert's Garden Village, or do we need to see more local energy solutions such as microgeneration options such as photovoltaics/solar panels?**

Two respondents did not support the idea of more local energy solutions.

The remainder outlined a mixture of approaches should be taken to ensure resilience. Several respondents stated local energy solutions for each house should be considered. The need to ensure all buildings are as energy efficient as possible was also stated, e.g., solar panels on all homes and small wind turbines considered for community centres.

A few questioned if community owned power generation could be explored to provide revenue for community facilities.

Mixed views were provided regarding larger scale generation, e.g., the provision of a solar farm was queried, whilst another respondent outlined tree planting would be more pleasant for communities.

**4.1.15. Question 15: How best do you think we can incorporate MMC into St. Cuthbert's whilst ensuring we keep a sense of local distinctiveness?**

Many supported a mix of housing styles (old and modern) to add variety, for both MMC housing and standard house building. The need to promote a non-uniform approach was outlined. The use of local stone cladding was suggested,



and it was also outlined that external landscaping and gardens can support local distinctiveness too. MMC could also incorporate feature to boost biodiversity e.g., spaces for invertebrates and bird boxes.

Some feedback also highlighted an over-emphasis on 'local distinctiveness' and that it should not come before sustainability and wellbeing.

Others were concerned that the quality of MMC housing could be inadequate in terms of quality and style. The need to ensure houses are constructed for the long term was expressed and ability to withstand the Cumbrian climate, as well as ensuring all designs are quality assured. It was also suggested that the phasing of the development should be steady to ensure built outs are meeting high standards.

The potential to develop a design competition was also queried.

One response was outside of the scope of the question, opposing the development in general.

**4.1.16. Question 16: How can we increase the amount of wildlife habitat across St. Cuthbert's? If you have any suggestions regarding where this could be done, such as ideas around suitable locations for where new habitats could be planted, please include this in your response.**

Most ideas provided stated additional planting such as trees, hedgerows, and wildflowers, would support this through the creation of wildlife corridors. In terms of types, providing hedgerows instead of fences for home boundaries, habitats that attract wildlife and bees were supported, as well as providing suitable infrastructure such as bug hotels and ponds. The



retention of existing planting such as mature trees and hedgerows was stated, e.g., woodland habitats at Durdar and protection of mature trees around the area of Rye Close and Broome Garth.

Some also expressed concern over using river corridors to enhance connectivity and the impact this could have on existing species and habitats.

Seven responses outlined the development should not proceed, and one suggested the size of the development should be reduced.

**4.1.17. Question 17: Whilst there are many ways SuDS can be incorporated into developments, do you have any comments on what elements from the examples above could work well at St. Cuthbert's?**

Feedback supporting SuDS outlined efficient drainage is essential, some indicated a mix of SuDS would be visually interesting and also support wildlife, e.g., ponds, wetlands, raingardens. It was outlined that residents could be encouraged to have garden ponds and bog gardens and if possible, excessive paving should be discouraged both during development and after completion. In addition, potential for other uses such as leisure (swimming, fishing, dog swimming) was queried.

The reintroduction of beavers was highlighted as a potential consideration.



Concern over the ability of SuDS to cope was raised and it was stated the existing site is boggy, which will be made worse by development. In contrast, it was also outlined due to topography the site is unlikely to be impacted to the same degree of flooding as seen in Carlisle City.

Two responses were outside of the scope of the question, one opposing the development in general. Another provided feedback on the importance of inclusive and adaptable design, as well as providing a mix of housing types to ensure that a full community is built for people's whole lives and they do not have to move to a completely different area when their circumstances change was provided.

4.2. The St. Cuthbert's email account received, 26 provided feedback specific for the SPD to consider. As each differed in structure, a summary of key points is set out by the following themes:

- Planning and policy
- Strategic requirements
- Character areas
- Process and delivery
- Other

#### **4.2.1. Planning and policy**

Feedback concerning planning and policy primarily focussed on the content provided in chapter 1 (introduction) and 4 (policy and guidance) of the draft SPD. A summary of main points made by stakeholders is as follows:

- The purpose of the SPD was supported, as detailed in the 'core purpose' provided in the introduction.



- The relationship between the SPD, Carlisle District Local Plan and emerging St. Cuthbert's Local Plan was considered unclear. Concern regarding the SPDs potential to prejudice the preparation of the Local Plan 'Policies Plan' by fixing aspects of the design/allocations/framework without the application of the various regulatory requirements associated with the Local Plan was expressed.
- The relationship between the SPD and development management requires further explanation.
- Suggestion to add reference to the role of the SPD in maintaining the Council's 5-year land supply.
- Concern that the SPD is seeking to circumvent the need for robust consultation and examination of policies ahead of the SCGV Local Plan being adopted.
- Suggestion to clearly set out what the current CDLP policies are relevant and link directly to the topics in the SPD.
- The status of the Stage 2 Masterplan requires further clarity, as the Carlisle District Local Plan refers to a 'masterplan' guiding development.

#### **4.2.2. Strategic Requirements and themes**

Feedback concerning the Strategic Requirements and themes focussed on the content provided in chapter 6 (Strategic Design Framework Plans & Strategic Requirements for Applications) and 7 (Key Themes) of the draft SPD. A summary of main points made by stakeholders is as follows:

- Objection to the use of word "must" in Strategic Requirements and "essential" planning application requirements. Some feedback expressed concerns over the achievability of requirements on all land parcels, requesting some flexibility to be included.
- Concerns that the SPD addresses land use mixes and quantum of greenspaces, ahead of the SCGV Local Plan.



## Transport

- Concerns over the adoption of highways, particularly where the SPD conflicts the Cumbria Design Guide.
- The need to include electric bus charging points (in addition to car charging) and provide good quality shelters should be provided at all stops was stated.
- Recommendation to set 350m as a maximum distance apart rather than the 400m mentioned in the consultation document.
- Suggestion to ensure any bus routes are able to link all the mobility hubs and the infrastructure is provided to allow this.
- More clarity on how mobility hubs will facilitate sustainable travel was requested.
- Advise that the outcomes of ongoing studies will impact locations of bus routes and streets hierarchy.
- Concerns over the use of car parking on the street to slow down traffic flow, as it many cause problems for bin wagons, emergency services and visibility for both children and adults crossing the road. Suggestion that car parking provision should be included within the curtilage of each household and car parks should be provided.

## Environmental

- Additional wording was provided for consideration, covering flood risk, water efficiency, rainwater, SuDS, maintenance, and drainage.
- Suggestion to re-direct the Greenway marginally to reduce the amenity impacts on existing dwellings.
- Information shared regarding work being carried out nationally, to deliver the Emergency Services Network, which may mean the provision of new energy masts cannot be discounted on site.



- Concerns that SPD does not give sufficient protection to existing trees, shrubs, hedges and other wildlife. Recommendation to include existing trees in Cummersdale in the SPD.
- Importance of balancing biodiversity offsetting and commercial farmers needs through proper engagement with landowners was highlighted. Any impact on food production should be minimised.
- Concerns over the potential impact on safety, security, health and wellbeing, and the environment due to the location of road and housing proximity to Blackwell.
- Key views in figure 14 do not align with Appendix 10 of the local plan.
- Support for the provision of wildlife friendly habitats in the development and suggestion that such could incorporate walkways for people.

### **Development**

- The SPD does not acknowledge other sites potential for residential development (i.e., those not considered in the Masterplan).
- Ensure all new households have high speed internet connection.
- Importance of implementing sustainable energy infrastructure methods, for instance solar panels and the provision for carbon net zero heat sources was stated.

#### **4.2.3. Character areas**

Feedback concerning the character areas focussed on the content provided in chapter 8 of the draft SPD. A summary of main points made by stakeholders is as follows:

- Aspects of the drawings/plans provided do not accord with the illustrated masterplan and framework.

**Cummersdale**

- Concerns that a lack of adequate consideration has been given to the area as it is not identified as a 'key location'.
- Suggestion to expand the design principles to include preservation of historic trees and key landscape features and to require developments to carefully plan for and address critical surface water drainage issues in the vicinity of Grace Lane.
- Suggestion to provide additional detail to the 5th draft design principle for Cummersdale to provide for a linked network of greenspaces and infrastructure at the local level that feeds into the greenway.
- Suggestion to reorientate the local centre so it does not turn its back to the village or become immediately adjacent to Dalston Road.

**Blackwell**

- Concerns over proximity of development to rear of Blackwell as it may affect wildlife in the area and have a negative social impact on the mental health and wellbeing of existing residents.

**Durdar**

- Suggestion that the land to the north west of the crossroads in Durdar village should consist of a mix of housing and landscaping to retain the valuable village feel and commercial should be sited out towards the new link road with better access and safety in mind.
- Suggestion to consider constructing park and ride facilities at the Durdar district centre to potentially add a small amount of trade to the bus service to Carlisle and help to improve its viability.



**Carleton**

- Suggestion that Carleton Green should be designated for higher density residential development, of 30-35dph to achieve higher residential densities close to Local Centres to promote sustainable transport.

**4.2.4. Process and delivery**

Feedback concerning the process and delivery focussed on the content provided in chapter 9 of the draft SPD. A summary of main points made by stakeholders is as follows:

- Request for additional clarity on the point at which the Council would expect a Design Code to be submitted for consideration, and comment from the Council on why the current requirement for justification through a Design And Access Statement does not meet the requirements of the policy framework for high quality development.
- The early production of an Infrastructure Delivery Plan and Viability Assessment evidence was welcomed as it was stated it is unclear how the Council can be prescriptive around delivery when these essential documents are not available.
- Suggestion to alter the phasing of the development.
- Some aspirations expressed to meet with other landowners to create a Memorandum of Understanding to jointly promote and deliver the site.
- Suggestion that if a developer cannot satisfactorily demonstrate that their development would not be prejudicial, the development should be refused on the grounds that the application is prejudicial to the delivery of St Cuthbert's Garden Village.

- Concerns in relation to the level of detail submitted at outline stage. It was stated that a well-defined Outline Drainage Strategy should be aligned with the policy to condition the requirement for it needing to be provided at reserved matters stage.
- It was considered unclear how individual developers and development within the phased approach will be involved with point of discharge to the main river system.
- It was considered unclear how the basic structural green infrastructure framework will be delivered in a coherent way, ideally before development has started.
- Views that the GV Vision and the infrastructure needed to make it happen could only be successfully delivered if there is a Strategic Developer.

#### **4.2.5. Other**

Suggestion for the Council to adopt the Secured by Design initiative for the GV. In essence this means:

- Optimising natural surveillance of public realm (no public spaces or designated routes concealed from easy view and from a variety of directions).
- Obvious demarcation of public and semi-private spaces with physical treatments.
- Protection of dwellings and buildings against forced entry utilising certified door, window, and glazing products.



## 5. How issues have been addressed

- 5.1. Following an internal review of all feedback received, a series of review meetings were held to outline and agree how the SPD should respond to any issues highlighted. These meetings are detailed in section 2.3.
- 5.2. Table 2 outlined how the feedback received via Survey Monkey will be addressed.
- 5.3. Table 3 outlines how other feedback will be addressed. It also includes updates required to the SPD following feedback from legal advice.
- 5.4. Paragraph 5.5. provides information on next steps (outside of the SPD) that may help to alleviate other concerns raised.

Question	Comment
<b>1</b> Do we have enough emphasis on walking and cycling in the Strategic Design SPD?	<p>Carlisle City Council and Cumbria County Council are currently undertaking a Local Cycling and Walking Investment Plan, and a Transport Improvement Study.</p> <p>We are engaging with the appointed consultants to input early thinking into the SPD to guide illustrative plans and supporting text.</p> <p>As the works are due for completion after the SPD will be adopted, an appendix is likely to be added to the SPD to outline any detailed plans as appropriate.</p>
<b>2</b> Do you think we should provide further details on what types of modal filters we expect to see at St. Cuthbert's?	<p>Additional information will be provided to explain types of modal filters and clarity regarding they seek to reduce car usage.</p> <p>Reference to the importance of pedestrian and cyclist safety, inclusive and good design will be added.</p>

		Additional images/diagrams examples will be added.
<b>3</b>	Do you have any further thoughts on how we can discourage poor parking through good design?	We have discussed this with Cumbria County Council and have added text to reflect their approach and requirements are reflected in the SPD, including the importance of early engagement for applicants to ensure sufficient parking is provided.
<b>4</b>	Should we encourage shared surfaces in residential areas at St. Cuthbert's?	Additional text outlining the need to ensure safety for all users is considered will be added to the SPD.
<b>5</b>	Overall, do you feel it is clear what is required from applicants when designing development schemes within St Cuthbert's?	<p>The SPD will be restructured to provide additional clarity on developer requirements.</p> <p>Further conversations with the Carlisle City Development Management team were undertaken to ensure the SPD requirements are clear and reasonable.</p>
<b>6</b>	Building on the Stage 2 Masterplanning Land Use proposals, what do you think is important from a design perspective to support the success of the mixed-use spaces and local centres?	<p>Feedback noted.</p> <p>Additional work required as part of the St Cuthbert's Local Plan will set out an appropriate land use mix, to ensure an appropriate mix of uses is provided.</p>
<b>7</b>	What do you think these facilities and spaces need to include to further encourage social interaction and cohesion?	<p>Additional work required as part of the St Cuthbert's Local Plan will set out an appropriate land uses to support the range of uses outlined from respondents.</p> <p>The SPD will provide further detail on the gaps/buffers between St Cuthbert's and surrounding land uses through sections/illustrations and supporting text.</p>
<b>8</b>	Do you agree with the locations of the key gateways and focal points outlined in this plan?	<p>In line with wider feedback and direction received, the gateways and focal points shown on plans will be of illustrative nature, rather than fixed frameworks.</p> <p>Other feedback is outside of the scope of the SPD.</p>



<b>9</b>	What are the key 'local distinctiveness' characteristics you would like to see us promote at St. Cuthbert's?	<p>Feedback noted.</p> <p>No changes are required to the SPD as feedback in is line with existing content (primarily in Sections 7.4 and Section 8).</p>
<b>10</b>	Should we build upon existing regulations and standards, and encourage designers and developers to adopt and deliver higher quality standards in order to meet the aspirations of St Cuthbert's both now and in the future?	<p>Additional text to outline affordable and accessible homes should also be of higher quality standards will be added.</p> <p>Further emphasis on future proofing homes and contributing positively to addressing the climate emergency to be added.</p>
<b>11</b>	What do you think new development should do to make living and working through the COVID-19 pandemic easier?	<p>Feedback noted.</p> <p>No changes are required to the SPD as feedback in is line with existing content (primarily in Section 7.7).</p>
<b>12</b>	Given that new homes may include low carbon technology such as heat pumps, electric car charging points, as well as the usual lights and appliances - do you think the idea of all-electric homes should be encouraged at St. Cuthbert's?	<p>In line with feedback, the range of options will be highlighted for consideration, rather than solely focusing on all electric homes.</p> <p>The need to ensure affordable homes are considered will be highlighted also.</p>
<b>13</b>	Following the potential of 'all-electric homes', do you think it will become no longer necessary to have a gas supply for new housing?	<p>Reference to be added to outline the need to ensure resilience of supply is considered when bringing forward proposals.</p>
<b>14</b>	Will the National Grid, with its ambition for decarbonisation, be the best option for supplying low carbon electricity in the future St Cuthbert's Garden Village, or do we need to see more local energy solutions such as microgeneration options such as photovoltaics /solar panels?	<p>Additional emphasis on the need to consider a range of energy supply methods to be added and the importance of ensuring all buildings are energy efficient is outlined.</p> <p>Interest in community energy generation to be passed onto the Council for consideration, as it is outside the scope of the SPD.</p>

<b>15</b>	How best do you think we can incorporate MMC into St. Cuthbert's whilst ensuring we keep a sense of local distinctiveness?	<p>Additional text to be added to outline opportunities to use local stone to clad buildings, as well as incorporating features to boost biodiversity.</p> <p>Emphasis on quality and style to be added.</p> <p>Reference that 'local distinctiveness' should not come at the cost of less sustainable/future proofed housing to be included.</p>
<b>16</b>	How can we increase the amount of wildlife habitat across St. Cuthbert's?	<p>The importance of undertaking environmental assessment and retaining/enhancing existing habitats and species will be emphasized further, with reference to locations mentioned outlined.</p> <p>Other feedback noted, largely in line with existing SPD proposals.</p>
<b>17</b>	Whilst there are many ways SuDS can be incorporated into developments, do you have any comments on what elements from the examples above could work well at St. Cuthbert's?	<p>Additional emphasis on providing a range of SuDS will be outlined.</p> <p>Ideas regarding opportunities for developers and residents as provided will be included.</p>

Table 2 Overview of how Survey Monkey responses will be addressed in the SPD.

<b>Topic</b>	<b>Comment</b>
<b>Planning and policy</b>	<p>Further clarity will be provided to explain the relationship between the SPD and the CDLP.</p> <p>An explanation will be provided regarding the emerging St. Cuthbert's Local Plan and the status of it within the context of earlier development presented ahead of adoption.</p> <p>Additional text/table will be provided to set out which of the existing CDLP policies are of direct relevance to the SPD.</p>



	<p>Confirmation that the SP Dis in line within the National Design Guide will be stated.</p> <p>References to the Stage 2 Masterplan will be consistent, setting out the role of it as evidence base to inform further work.</p> <p>The SPD will not refer to the 5-year housing supply, as the focus is to provide strategic design guidance. The applicant will be required to demonstrate this as part of any housing application.</p>
<b>Strategic requirements</b>	<p>The use of the word 'must' will be replaced by references to the Carlisle District Local Plan policies to ensure requirements are stronger.</p> <p>Additional text regarding water (SuDS, flooding, efficiency, and maintenance) will be incorporated into the SPD.</p> <p>Reference to the requirements of the SCGV Habitats Regulations Assessment Report will be outlined.</p> <p>Existing plans will be updated to reflect feedback and will be 'illustrative' rather than setting spatial fixes. This is to guide high quality proposals, whilst allowing further detailed assessment to fix site specific details as well as the emerging Local Plan.</p>
<b>Character areas</b>	<p>Plans and text will be updated to reflect feedback, or where this cannot be achieved, the reason will be provided.</p>
<b>Process and delivery</b>	<p>Additional clarity will be provided on the expectations of applicants, and the chapter will be restructured for clarity.</p>

	It will be outlined that the SPD will need to be considered and use as a tool to prepare planning applications.
<b>Other</b>	Other concerns regarding any disruption during construction phase of SCGV will be managed/mitigated through the planning process (e.g., through environmental impact assessments and planning conditions to ensure environmental conditions are managed appropriately) and Carlisle City Council are aware of this feedback.

*Table 3 Overview of how email/written responses will be addressed in the SPD.*

- 5.5. Issues outside the scope of the SPD primarily consisted of objection/dissatisfaction around the development of the GV and concerns regarding the impact of construction on residents. Carlisle City Council has established a good record of communication and consultation with interested parties and will continue this throughout the development of SCGV to ensure concerns are listened to, alleviated or minimized.



## **6. Conclusion**

- 6.1. All statutory procedures set out in Part 5 of the Town and Country Planning (Local Development) Regulations 2004, regarding the preparation and consultation arrangements for an SPD have been complied with.
- 6.2. The comments received on the draft SPD (November 2020) have been considered in making the SPD on Strategic Design Guidance for St. Cuthbert's Garden Village (March 2021) a more informed and user friendly document.
- 6.3. In accordance with Section 18(4) in Part 5 of the Town and Country Planning (Local Development) Regulations 2004, Hyas Associates and Carlisle City Council have considered representations and prepared this Statement of Consultation to provide a summary of the main issues raised and how these have been addressed in the SPD intended for adoption.
- 6.4. Therefore, the Strategic Design Guide SPD for St. Cuthbert's Garden Village has legally followed the process to allow for its adoption.

## **Appendix 1 Consultees**

The following organisations were directly notified of the draft St. Cuthbert's Strategic Design Guide SPD in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) via email, or post where no email address is available. Individuals are not listed. The consultees included:

- Councillors
- Parish Councils – various
- Various health providers
- Blue light services
- Various utility providers
- Education providers

The detailed list is as follows:



**Authorities:**

Allerdale Borough Council  
 Barrow Borough Council  
 Carlisle City Council (internal departments)  
 Copeland Borough Council  
 Cumbria County Council  
 Dumfries and Galloway Council  
 Eden District Council  
 Hart District Council  
 Lancashire County Council  
 Northumberland County Council  
 Scottish Borders Council  
 South Lakeland District Council  
 Tameside Council

**Voluntary Organisations and Community Groups:**

Action with Communities in Cumbria (ACT)  
 Age UK  
 AWAZ Cumbria  
 Carlisle and District Civic Trust  
 Carlisle Youth Zone  
 Cumbria Action for Sustainability (CAfS)  
 Cumbria Association of Local Councils (CALC)  
 Campaign for Borders Rail  
 CAMRA  
 Carlisle Cycling Campaign  
 Carlisle Federation of Community Organisations

Citizens' Advice Bureau  
 Cumbrian coast Rail Users' Group  
 Cummersdale Conservation Trust  
 CVS  
 Denton Holme Community Centre  
 Disability Association for Carlisle & Eden  
 Ramblers Association (Lake District Area Coastal Access)  
 Save Our Streets  
 Sustainable Carlisle  
 Wetheral Community Association

**Organisations:**

Canal & River Trust  
 Castles and Coasts Housing Association  
 Civil Aviation Authority  
 Cumbria Chamber of Commerce  
 Cumbria Community Foundation  
 Cumbria Local Nature Partnership  
 Cumbria Rural Forum  
 Cumbria Tourism  
 Cumbria Tourist Board  
 Cumbria Wildlife Trust  
 Cumberland & Westmorland Antiquarian & Archeological Society  
 Cumberland Building Society  
 Defence Estates Services  
 Defence Infrastructure Organisation  
 Defence Munitions Longtown  
 Eden Valley Hospice  
 Friends of the Lake District  
 Friends, Families and Travellers

Highways Agency  
 Historic England  
 Lake District National Park Authority  
 Marine Management Organisation  
 National Trust North Region  
 Natural England  
 Network Rail  
 NFU North West  
 North Cumbria Strategic Employers Forum  
 North Pennines AONB Partnership  
 Northern Upland Chain Local Nature Partnership  
 Northumberland National Park Authority  
 Ramblers Association  
 RAF Spadeadam  
 RNIB  
 RSPB  
 Scottish National Heritage  
 Solway Coast AONB  
 Sport England – North West  
 The Woodland Trust  
 The Coal Authority  
 The National federation of Gypsy Liaison Groups  
 The Showmans Guild of Great Britain  
 The Theatres Trust

**Churches:**

Carlisle Cathedral  
 Churches Together  
 Churches Trust for Cumbria

North Cumbria Methodist Circuit  
St John the Baptist, Upperby

**Businesses:**

Abacus Building Design  
Abbot Associates  
ADK Architects  
AP Properties Ltd  
Arc4  
Architects Plus  
Architectural Design Ltd  
Arcus Consultancy Services Ltd  
Armstrong Watson & Co  
Ashwood Design Associates  
Aspbury Planning  
Baines Wilson Solicitors  
Bam Nuttall Engineers  
BAM PPP UK Ltd  
Bap Planning  
Barton Willmore  
Bell Ingram Design  
Bell Park Kerridge  
Big Tree Planning  
Birley Steele Chartered Surveyors  
Black Box Architects  
BNP Paribas Real Estate  
Border Plumbing Services Ltd  
Bowcliffe Chartered Surveyors  
British Cycling  
Broadgrove Planning & Development Ltd  
Burnetts Solicitors  
Butler Land Management

Carigiet Cowen  
Carlisle Brass  
Carlisle Conference Group  
Carter Jonas Estate Agents  
CLA North  
CBRE  
C&D Rural  
Cluttons  
Chris Thomas Ltd  
Clifton Emery Design  
Colliers International  
Co-op Estate Services  
Countryside Properties  
Crossroads House Bed and Breakfast  
Cubby Construction Ltd  
Cushman & Wakefield  
David Coles Architects  
David Lock Associates  
Deloitte LLP  
De Pol Associates Ltd  
DPDS Consulting  
DPP One Ltd  
DPS Ltd  
DTZ  
DWF  
Eden Environment Ltd  
Eden Rock  
Edwin Thompson Chartered Surveyors  
EE  
Emery Planning  
Ener-Vate Consultancy  
Engie Regeneration Ltd

Equity Solutions Asset Management Ltd  
Fairhurst  
Fairtrade Twickenham  
Fields in Trust  
Firstplan Ltd  
FM Lister & Co  
Focal Research  
Forestry Purposes LLP  
Galpin Landscape Architecture  
Garner Planning  
Gately Hamer  
GL Hearn Property Consultants  
Green Swallow North Ltd  
GSC Grays  
GVA  
Harrison Pitt Architects  
Haycock and Jay Associates Ltd  
H&H Land & Estates  
Howdens  
Hugr Homes Ltd  
Hyde Harrington Chartered Surveyors  
HSE  
Health Watch  
Heaton Planning  
HIMOR Group  
Homebuilders Federation  
Home Housing association  
Homes England  
Hourigan Connolly  
How Planning LLP  
ID Planning  
Impact Housing Association



Isos Housing  
 Ian Ritchie Land Agents Ltd  
 I & H Brown Ltd  
 Intro  
 Jacobs  
 J A Jones & Sons Ltd  
 Jehovah's Witnesses in Cumbria  
 John Lyon Associates  
 John Taylor Estate Agents  
 Jones Lang La Salle  
 JWPC Limited  
 Kingmoor Park Properties Ltd  
 Kirkwells  
 Knights Frank LLP  
 KR Developments  
 Lambert Smith Hampton  
 Land Use Consultants Ltd  
 Lea Hough Ltd  
 Leith Planning Ltd  
 Lichfields  
 Linearity Solutions Ltd  
 Loader Monteith Architects  
 Lodore Limited  
 Lydia Leith Design  
 M & L Richardson & Sons Ltd  
 Mabbett & Associates  
 Manning & Elliott  
 Michael Carigiet Associates  
 Nathaniel Lichfield and Partners  
 Nexus Planning  
 Neverever Ltd (Gina McCabe)  
 Nevis Environmental

NickinCumbria  
 Nigel Thompson Developments  
 NJL Consulting  
 Northgate Vehicle Hire  
 Nosey Cow Inn  
 Paragon Veterinary Group  
 Peacock & Smith  
 Pegasus Group  
 Peill & Co  
 Peter Tyson  
 PFK Planning  
 Philosophy Design  
 Phoenix Architects  
 Planinfo Research Team  
 Planning Branch  
 Planning Potential  
 Planware Ltd  
 PN Daly Ltd  
 Property Search Group  
 Prospect Estates  
 Rapleys LLP  
 Rickerby  
 Rickerby Estates Ltd  
 Robson & Liddle Surveyors  
 ROL Design  
 Sam Greig Planning  
 Savills  
 Smiths Gore  
 Social Communications  
 Solway Communications/Grain Connect  
 Stagecoach Cumbria & North Lancashire  
 Stringtheory Ltd

Simtor Ltd  
 Sirius Planning  
 SLR Consulting Ltd  
 Space Designed Solutions Ltd  
 SSA Planning Ltd  
 Tanner & Tilley Development Consultants  
 Taylor Stopforth Consulting  
 Tetlow King Planning  
 The Border Kirk  
 The Lanes Shopping Centre  
 The Sands Centre  
 THROUGHSTONE Consulting  
 Three  
 Tiffen & Co Estate Agents  
 Tullie House Museum and Art Gallery  
 Turley  
 UCL Department of Geography  
 Urban Green  
 Vincent & Goring  
 Virgin Trains  
 Walton & Co Planning Lawyers  
 Washington Estates Ltd  
 Walton Goodland Ltd  
 Wardell Armstrong LLP  
 Ward Hadaway Solicitors  
 Welbeing  
 WSP  
 WYG

#### **All affected landowners**

**Developers:**

Adlington Planning  
Balfour Beatty  
BAM PPP  
Barrett Group UK Ltd  
Bellway  
Billingford  
Blackmores Ltd  
Bluefin Insurance Services Ltd  
Brookhouse Group  
Citadel Homes  
Custom Build Homes  
DevPlan  
Eden Planning  
ESH  
Fisher Homes Penrith  
Genesis Homes (North) Ltd  
Gladman  
Gleeson Homes  
Glenigan  
Harrison Northern Ltd  
Jayne McMillan  
Karlis Rullis  
Lovell New Homes  
Magnus Homes  
Maris Properties  
McKnight & Son Builders  
Morgan Sindall  
Oakmere Homes  
Persimmon  
RH Irving Construction  
Reiver Homes

Riverside  
Story Homes  
Taylor Wimpey  
Tesni Homes



## Appendix 2: Virtual Consultation Panels



**Strategic Design Supplementary Planning Document**

The Strategic Design Supplementary Planning Document (SPD) is required to effectively promote high quality design within the new communities in St Cuthbert's Garden Village, by informing planning negotiations and decisions.

It will sit alongside the Local Plan which will establish the locations of the different land uses and the high-level design policy.

The overarching aim of the Design SPD is to promote a specific and distinctive St Cuthbert's design, and avoid poor quality and bland volume housebuilding. However, it will apply to wider development than just housing, including:

- Local centres - form and interface.
- Green infrastructure - edges and connections.
- Character - areas, form, heights, densities.
- Streets - hierarchy, trees, interface.
- Parking - location specific ideas.
- Low carbon and innovation.




**Strategic Design Supplementary Planning Document**

The Strategic Design Supplementary Planning Document (SPD) will have a focus on three key locations within the garden village:

- Carleton early phases.
- Edge of the City at Blackwell focussing on the interface with existing development.
- Durdar District Centre - the key hub and interface with streets, green spaces and other uses.

The SPD has been developed through a collaborative approach and provides an excellent opportunity to engage external consultees and the local communities on the expectations around design quality and developing locally appropriate design approaches.