

SCHEDULE A: Applications with Recommendation

20/0500

Item No: 15

Date of Committee: 23/07/2021

Appn Ref No:
20/0500

Applicant:
Persimmon Homes
Lancashire

Parish:
St Cuthbert Without

Agent:

Ward:
Multiple Wards

Location: Land adjacent to Carleton Farm, London Road, Carlisle, CA1 3TY

Proposal: Erection Of 50no. Dwellings (Including 20% Affordable) With Associated Infrastructure & Open Space

Date of Receipt:
03/08/2020

Statutory Expiry Date
03/11/2020

26 Week Determination

REPORT

Case Officer: Christopher Hardman

1. Recommendation

1.1 It is recommended that “authority to issue” approval is given subject to the completion of a S106 legal agreement to secure:

- a) the provision of 20% of the units as affordable (in accordance with the NPPF definition);
- b) a financial contribution of £171,878 to Cumbria County Council towards education provision (Subject to viability);
- c) a financial contribution of £8,267.25 towards toddler/infant provision and £14,643.89 towards off-site sports provision; and
- d) the maintenance of the informal open space within the site by the developer.

If the Legal Agreement is not completed, delegated authority should be given to the Corporate Director of Economic Development to refuse the application.

2. Main Issues

2.1 Whether The Proposal Is Acceptable In Principle

2.2 Whether The Layout, Scale And Design Of The Dwellings Would Be

- Acceptable
- 2.3 Impact Of The Proposal Of The Living Conditions Of The Occupiers Of Any Neighbouring Properties
- 2.4 Provision Of Affordable Housing
- 2.5 Highway Matters
- 2.6 Drainage Issues
- 2.7 Open Space Provision
- 2.8 Education
- 2.9 Impact On Trees/ Hedges
- 2.10 Crime Prevention
- 2.11 Other Matters

3. Application Details

The Site

- 3.1 This site is a 1.52ha agricultural field with hedgerows surrounding the site to the north, east and west. The southern boundary has been changed recently with the widening of Sewells Lonning to accommodate two-way traffic from the A6 London Road/Carleton Road direction. To the north is residential development and to the east is the recently constructed Speckled Wood development. The site is gently sloping from the north down to the southern boundary. There are two residential properties on Carleton Road which are outside the site boundary but surrounded on three sides by the proposal.

Background

- 3.2 The site is allocated for housing in the Carlisle District Local Plan 2015-2030 (Policy H01 - Site U5) Land between Carleton Road and Cumwhinton Road.

The Proposal

- 3.3 The proposal is for a mix of 50 x 2-4 bedroomed houses including 20% affordable units. The layout is designed as an extension to the existing street character with houses located along the road frontages and an internal access road within the site and additional housing fronting that road. The mix of houses reflect those in the wider area with a mixture of detached, semi-detached and terraced properties along with bungalows as part of the affordable mix.
- 3.4 Within the site is an area of open space which incorporates the existing hedgerow separating this development from the newly constructed Speckled Wood. This area incorporates open space, landscaping and drainage attenuation and provides a buffer between the two developments. A footpath link has also been created to access the A6.

4. Summary of Representations

4.1 This application has been advertised by means of a site notice and notification letters sent to 38 neighbouring properties. In response 4 letters of objection and one letter of comment were received to the application, with a further 2 letters of objection being received following a re-consultation following the submission of amended plans. A letter of objection has been received from Councillor Trevor Allison who is the city councillor for the Dalston and Burgh ward.

4.2 The letters of objection raise the following issues:

- I have been a resident of Speckled Wood Drive for two years and have had to suffer being in the middle of a building site for that time with heavy goods vehicles being unloaded outside of my property, roads being covered in mud for days on end and site traffic running up and down all day. I finally hoped that this summer would see the end to that and the estate would be complete as all houses have been built and all but 2/3 occupied but the roads are incomplete, there is no traffic calming, the public open space is only just about progressing and has a long way to go and has now ground to a stop again, the site compound and portacabin's remain in situ although all equipment and employees apart from the site manager left the site several months ago and we are surrounded by large directional signage on nearly every lamppost through the estate. I have asked Persimmon twice for a completion date but none has been forthcoming which leads me to believe that site traffic may be routed through the existing estate particularly as an employee recently admitted that "Speckled Wood Drive would be the last to be completed" and that Persimmon will try and retain the existing site compound and portacabins. If the development is approved there must be a planning condition which prevents site traffic from entering the site other than from London Road or Sewells Lane and that any site compounds should be on the development site.
- The estate roads of the existing estate are very narrow and with residents parking on them makes it very difficult to negotiate and to add additional access to twenty five houses on the proposed development is going to make matters worse and compromise road safety on this residential estate. The proposed housing together with the 189 houses on the estate will only have two means of access and egress which will make it difficult for the emergency services to service the estate in the event of a major emergency. Therefore, consideration should be given making an additional roadway on to Sewells Lane as well as the proposed foot access.
- The existing estate has poor broadband connection despite being told when I bought the property that there was fibre to the house, Persimmon failed to inform me that there was no infrastructure to support it. I therefore request that a Community Infrastructure Levy should be applied to this development to enable that infrastructure to be put in place to cover the new estate and the existing estate.
- I have recently been consulted about making Sewells Lane two way to which I objected on the basis that with residents parking it was not wide enough to take two-way traffic. However, if the developer were to widen the whole length of Sewells Lane it would improve everybody's access to

the A6 and then the two-way scheme would work.

- The drains of the existing site are frequently being attended to by various drainage contractors and any drainage from the proposed development should be into a totally separate systems as there are obviously problems with the existing system.
- I have heard a lot recently about the proposed Garden Village Project and question where this development site is in the greater scheme of things particular as a development for 160 houses has also recently been approved within a few hundred yards?
- We request that a fence be erected to protect our boundary fence and property.
- Are our drains (which are outside our boundary) going to be incorporated into the new estate drainage system? We have concerns about this causing us problems with our drainage as on the adjacent
- Speckled Wood development the drains appear to need frequent attention and the smell is appalling. On looking at background papers accompanying the application (Flood risk & drainage assessment 27072020) it states that our property and our neighbours are served by a cesspit within the proposed development. This was removed over 40 years ago and is now a sewerage drain from the 2 properties
- The field around our property does not drain well and during periods of heavy rain causes runoff to flow from the field and across our property. Building on the field is likely to increase this problem and we are concerned that unless rain water drainage is clearly planned and managed in the new development that there will be a future risk to flash flooding of our property or properties further down Carleton Road, particularly as extreme weather incidents are increasingly likely.
- Can you ensure that the hedge along the A6 (Carleton Road) will be removed at a time when birds are not nesting as this hedge is home to dozens of birds.
- Can anything be done to ensure that in windy conditions we are protected from particles of sand etc caused by construction works blowing into our properties and making it impossible to open windows and hang out washing.
- I feel there is no point objecting to the planning for the 50 new houses as they are going to get permission whatever is said as the 190 houses adjacent to them did, what I am objecting to again is the footpath that appears on the plans linking what will be all 240 homes to Mallyclose Drive. I don't understand how there has been no communication to residents of Mallyclose Drive about these plans, yet when the same footpath was proposed for the initial 190 house development there was communication, yet the house development itself was actually further away than this new proposal.
- The developer I presume chose not to proceed with the footpath initially, yet now there is going to be even more homes and people the proposal is there again. I also note there is a police comment regards the footpath. Something like this is a common gathering point and vandalism issue in other parts of the city (I can speak from experience, living in a cul-de-sac with a footpath) as it is not in view. The Council have put gates on back lanes in numerous areas which is a similar security issue to a footpath, so I hope you will also object to the footpath.

- Residents around Malliclose Drive and surrounding streets already have to put up with the streets being used as a 'rat-run' by cars to the numerous Garlands Estates yet here we are with another potential cut-through that potentially could involve people being dropped off or picked-up at a dead end. There are already numerous cars who either go straight to the top of Malliclose Drive or turn from Farbrow Road, not realising it is a dead end. Also surely there is ample points of exit and entry to these 2 new estates why do we need another?
- Just a point of comment which has also been made by a resident of Speckled Wood, planning is submitted for another 50 houses yet the top level of road appears un-finished on the current estate, with drains far higher than the tarmac, yet all houses appear finished, maybe 1 should be completed before planning is considered for another.

4.3 The letter of comment raises the following points:

- After receiving the plans from Persimmon informing us that they intend to build 50+ houses which surround, literally within touching distance of my home, no prior warning, considering our own home for over 38 years will be directly involved I think it is disgusting that there has been no contact from Persimmon or anyone involved in this process to inform us of what is going on and how it will effect us, there is only two houses (homes) that are directly involved around the planning of his estate
- Someone without prior warning has taken it upon themselves to decide that it seems we are about to become part of a large estate.
- Because of others the value of my home will now lose value, so even if we decide to move because of the decision of others we will lose out.
- If we decide to stay the plans that have been submitted have houses directly like I said within touching distance (and please do not think I am exaggerating) we will be completely surrounded both to the side and back of our garden.

4.4 The letter of objection from Cllr Trevor Allison raises the following concerns:

- The residents are greatly concerned that with the proposed layout, their kitchen window which currently has an open aspect, will face a blank side wall extending beyond their garage. The distance will be broadly in line with the temporary fence. This seriously impacts on the outlook and amenity of Millholme and will affect its value. Although Policy HO3 is intended for housing in residential gardens, the same principle must surely apply here Para 4 "There is no unacceptable loss of living conditions to surrounding properties by overlooking, loss of light, overbearing nature of the proposal...."
- The site plan, shows that the identical next door property on the North side is not affected in the same way as there is generous provision to accommodate a ROW/ footpath leading to the open space allocation for the development. The proposed arrangement which impacts severely on Millholme is unacceptable and is shown starkly on the site plan.
- The objection is not to the development as such. They are simply asking for a review of the location of the different properties fronting onto the A6. so as to share the open space more equitably between the two existing

properties.

4.5 Following the re-consultation the following issues were raised in objection:

- The siting of the footpath link from the proposed development onto Carleton Road raises a number of problems;
- It exits directly on to the main A6 southbound, just below the brow of a hill, with traffic approaching at 30mph (and often in excess of the speed limit) thus increasing the risk of danger to cyclists and pedestrians. There is also the risk of cars frequently dropping off and picking up residents and visitors at this entrance.
- The proposed pathway now runs much closer to our property and is much narrower in aspect making security, vandalism and littering a real concern as it will become a more secluded area.
- The siting of a new bus stop approximately 100 yards from the path way will cause buses to slow down and stop on an existing cycle lane, raising the danger to cyclists and other vehicles overtaking on the main A6.
- The initially proposed pedestrian access to Malliclose Drive had fewer safety issues.
- The low permeability of the ground to the north of The Whins and Mill Holme causes flooding during heavy rain and the additional hardstanding at the planned properties numbers 1 to 8 will exacerbate the problem raising the risk of flooding to these properties. As extreme weather events are becoming more frequent, has appropriate, high volume, surface water drainage been planned to alleviate this issue?
- On the landscaping plans it indicates the planting of a tree directly next to the boundary of The Whins, which would overhang the garden quite quickly depending on tree type and also further conceal this area.
- During the proposed development, what plans have been put in place to replace the existing stock fence on the land with suitably substantial fencing to continue to protect the existing fencing around the property as this is not a party fence.
- The drainage plans indicate that the existing foul waste drain will connect property number 8 with numbers 9 to 18 to the south of our property and we are concerned how this may potentially affect the foul water drainage from The Whins which is part of this system.
- The staggered exit fencing planned for the proposed footpath would need to be within the gap between property 8 and The Whins and not on the existing pavement as this would restrict vehicle access to the property. Space is needed to safely reverse into the driveway and avoid reversing out onto the A6.

Objections remain the same as original response and raise the following further issues:-

- The application should not be approved until the existing Speckled Wood Estate is complete and the roads and drains are adopted.
- The size of the proposed garages and parking spaces are too small and are only big enough for a very small family car which will lead to indiscriminate parking through out the development as occurs on the existing estate.
- Sewell Lane although recently widened is still not wide enough for

- residents/visitors parked cars and two way traffic.
- As previously mentioned a condition must be added preventing site traffic private and commercial from using Speckled Wood Drive to access or Egress the development site.

5. Summary of Consultation Responses

Cumbria County Council - (Highways & Lead Local Flood Authority): - Initially there was insufficient information however following revised details the following response has been received:

The applicant is reminded that the proposals they have provided requires the crossing of Cumbria County Council land for a drainage connection and footway connections for dwellings facing Sewell's Lane. The applicant is advised to ensure adequate agreements are in place for this to happen. It is advised that the applicant contacts the Council's Property Services team at their earliest convenience to ensure there are no delays in the future. This is a separate requirement to the licences required to work within the highway.

Local Highway Authority (LHA) response:

Access / Visibility Splays (Sewell's Lane) - The applicant has altered the layout of the proposal in order to remove the vehicle accesses onto Sewell's Lane. The access is now obtained between

plots 30 and 35. This is acceptable. It is assumed that the hatched access indicated on plan SWC.PL01 serving properties 20-34 will remain private.

Accesses to London Road - Details of adequate visibility splays have now been provided.

Parking Provision and Turning behind Parking Spaces - The applicant has provided a new layout plan indicating parking spaces. The proposal is acceptable, and is in the appropriate places supported with 6m turning areas behind the parking bays. As the detailed design is progressed these shall be maintained.

Sewell's Lane Carriageway Improvements and Traffic Calming - The applicant has provided a speed survey which has been carried out at the north end of Sewell's Lane. However, this was not considered to be a reflection of the speeding issue along Sewell's Lane as it was too close to the junction with Cumwhinton Road. To have obtained a reflective speed the survey should have been carried out in the central area between London Road and Cumwhinton Road. In line with the Cumbria Development Design Guide and, as previously indicated, that a solid block of development along the front of Sewell's Lane now exists,

a comprehensive traffic calming scheme is required. As other elements of the highway requests have now been addressed it is considered that this element should be subject to a suitable condition.

Right-hand turning lane from London Road - As part of the recent Sewell's Lane road widening improvements a right hand lane has been provided within London Road. Therefore, this element is no longer required.

Lead Local Flood Authority (LLFA) response:

As part of the response dated 15th February 2021 the applicant was requested to provide further information regarding the proposed drainage system. The LLFA have had various discussions with the applicant regarding the site as the drainage system is proposing to discharge into an existing

system serving the Speckled Wood development.

The applicant has provided various details demonstrating that the system has been tested to see if the system can meet a 100 year plus 30% climate change and 100 year plus 40% climate change design event. In the most extreme event it is predicted that small volumes of surcharge from manholes may occur. These are in locations away from housing, however, as part of the detailed design further information on exceedance routes should be provided. As such an appropriate condition is provided below to ensure full details are provided prior to commencement on site.

Conclusion:

In summary, it is considered that the applicant has provided sufficient information to demonstrate a suitable highway and drainage network can be provided to serve the development. Education information was provided in our response dated 8th October 2020. Therefore, the LHA and LLFA have no objection to the proposal subject to the following conditions - Traffic management for Sewell Lonning; construction of roads, footpaths and cycleways; ramps; footway barriers; access road construction; construction traffic management plan; surface water drainage scheme; construction surface water management plan;

St Cuthberts Without Parish Council: -

Initially responded:

The Carlisle District Local Plan 2015-2030 states (with regard to this site U5) that the Highways advice is that the existing access/lack of visibility onto London Road will mean that there is the need for improved two way access at Sewells Lonning. The Parish Council has already raised objections with Cumbria County Council Highways Authority about their latest proposals for making a partial widening to enable a new two way system at Sewells Lonning. The Parish Council would as a minimum want widening of the full length of the Lonning (from London Road to Cumwhinton Road) The Parish Council understood that significant development in the South of Carlisle would be curtailed in light of the Garden Village and had assurances that only sites that had already been granted permission would be progressed. The Parish Council is concerned that housing development creep will undermine the strategic approach to the Garden Village Development if new planning permissions for developments at scale are granted on an ad hoc basis.

Following further consultation responded:

There is no confidence that the existing permitted development by Persimmons Homes at Speckled Wood will be completed in accordance with Planning Conditions and therefore no confidence that this proposed development will be completed in accordance with any Planning Conditions it may incur (if approved). This failure to complete at Speckled Wood also undermines the Parish Council's confidence in the power of Planning Conditions and the ability of the Planning Authority to ensure compliance. It does not bode well for the St Cuthbert Garden Village.

The development at Speckled Wood should be completed in accordance with Planning Conditions before this Planning Application is considered by the City Council.

Sewell Lane has been improved and made two way. But the planning application shows very small spaces for garages/parking spaces which leads

the Parish Council to anticipate parking of resident/visitor cars on Sewell Lane. Sewell Lane is too narrow for vehicle parking and this will become an issue for the flow of two-way traffic.

Access/egress for emergency vehicles and general traffic onto Sewell Lane is inadequate.

Designation of sud ponds as public open space is not reasonable and should be excluded from any open space provision/requirement.

Although identified for housing development within the existing Local Plan this site will be located close to the St Cuthbert Garden Village. But it is far from being in keeping with the vision for that development. The proposed housing is densely located on the site with limited green spaces. It adds to the Parish Council's concerns that the St Cuthbert Garden Village will create a sense of "us and them". Comparing this application with the first Garden Village approved development at Parklands only underlines this concern.

Northern Gas Networks: - No objection

Local Environment, Waste Services: - If this is the case, our waste collection vehicles are asked to avoid travelling over this type of surface, as it is not usually capable of supporting the weight of a fully loaded 26T vehicle and may be liable to cause damage.

- For plots 31 - 35, a waste container collection point would need to be created at the end of the block paving area (where it meets the main road), so a suitable area should be set aside for this (even if we were to travel over the paved areas, the angle of the road would prevent this in any case).

- Similarly plots 46 to 50 should be brought to the end.

- Please also ensure there is sufficient space on the pavement fronting Carleton Road for plots 9 -19 to leave their waste containers out for collection.

Local Environment - Environmental Protection: - No objections . We would request that relevant planning conditions should be put in place to protect residents both during the construction phase of this development and beyond.

Noise & vibration

Consideration should be given to limit the permitted hours of work in order to protect any nearby residents from possible statutory noise nuisance, this includes vibration. Any other appropriate noise mitigation measures should be considered, for example, the use of noise attenuation barriers, the storage/unloading of aggregates away from sensitive receptors and the use of white noise reversing alarms, where possible. These measures should aim to minimise the overall noise disturbance during the construction works.

Dust

It is necessary to protect any nearby residents or sensitive receptors from statutory nuisance being caused by dust from the site. Given that the site is located in a residential area it would be advisable to consider all appropriate mitigation measures. Vehicles carrying materials on and off site must be sheeted or otherwise contained, water suppression equipment should be present on site at all times and used when required, wheel wash facilities should be made available for vehicles leaving site and piles of dusty material should be covered or water suppression used.

Contamination.

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Further guidance can be found on the Carlisle City Council website “Development of Potentially Contaminated Land and Sensitive End Uses – An Essential Guide For Developers.”

Site investigations should follow the guidance in BS10175:2011 (or updated version) “*Investigation of Potentially Contaminated Sites.- Code of Practice*”. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

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

Air Quality and Transport

Measures that encourage the use of zero-emission modes of transport should be included in the development proposal. The aim is to minimise future impacts on air quality. It is recommended that the developer provides at least one electric vehicle charging point per dwelling, with off street parking. The use of rapid charging points in communal parking areas should also be implemented. This recommendation is supported by the following:

Institute of Air Quality Management (IAQM)

The provision of charging points is in line with current IAQM ‘Land-Use Planning & Development Control: Planning for Air Quality’ guidance (2017). Section 5 states:

“The provision of at least 1 Electric Vehicle (EV) “fast charge” point per 10 residential dwellings and/or 1000m2 of commercial floorspace. Where on-site parking is provided for residential dwellings, EV charging points for each parking space should be made”.

The National Planning Policy Framework (NPPF)

This was updated in February 2019 and concisely sets out national policies and principles on land use planning. Paragraph 105 states:

“If setting local parking standards for residential and non-residential development, policies should take into account: ...e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles”.

Paragraph 103 of the NPPF states:

“.... Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health...”.

The Carlisle District Local Plan 2015-2030

Carlisle City Council (CCC) adopted the Carlisle District Local Plan 2015-2030 in November 2016

Policy IP2 - Transport and Development:

“Sustainable Vehicle Technology: Developers will be encouraged to include

sustainable vehicle technology such as electric vehicle charging points within proposals”.

Paragraph 6.13 states: “... consideration should be afforded to increasing electric charging provision wherever appropriate and possible”.

Policy CM5 – Environment and Amenity Protection:

“The Council will only support development which would not lead to an adverse impact on the environment or health or amenity of future or existing occupiers”.

Cumbria Constabulary - North Area Community Safety Unit (formerly Crime Prevention): -

Footpath link to Carleton Road – Units 9 and 43 directly address this link. Unit 42 presents a gable towards it, therefore requesting introduction of a window (to a habitable room) to be inserted in this gable to provide additional natural surveillance towards the link.

Footpath link to Sewell Lonning – Unit 29 directly addresses this link. Unit 28 presents a gable towards it, therefore requesting introduction of a window (to a habitable room) to be inserted into this gable to provide additional natural surveillance towards this link

Discard the proposed pedestrian link to Mallyclose Drive. Presence of this link would provide an excess of routes that could aid escape (contrary to Policy CM 4 (3))

Rear/Side garden boundary treatments. No information on proposals provided. From a crime prevention perspective they must be tall and robust enough to deter intrusion. Yet must not unnecessarily obstruct surveillance views i.e. Units 20, 22 – 27 towards designated car parking spaces.

Recommend 1.8m vertical open-boarded (NOT closed-boarded) fencing for this purpose

Front garden boundary treatments (Policy CM 4 (2)) Clear and obvious definition between public and semi-private space. Physical treatments are more effective than symbolic examples, therefore recommend front curtilages be established with a continuous line of low-level, low maintenance planting.

Cumbria County Council - Development Management: - Education PRIMARY

There are insufficient places available in the catchment school of Cumwhinton to accommodate the primary yield of 10 from this development. Therefore, a contribution of £162,580 (10 x £16,258) is required. The £16,258 figure is the £12,051 figure identified in the County Council Planning Obligation Policy index linked.

SECONDARY

When considering the effect on pupil numbers from known levels of housing development across Carlisle, it is considered that there will be insufficient places available in Central Academy to accommodate the secondary pupil yield from this development. An education contribution of £171,878 (7 x £24,554) is required. The £24,554 figure is the £18,188 figure identified in the County Council Planning Obligation Policy index linked.

The above would be subject viability for the development site.

Natural England - relating to protected species, biodiversity &

landscape: - No comments

(Former Green Spaces) - Health & Wellbeing: - Request contributions for off-site provision and on-site maintenance of open space.

United Utilities: - Confirm no objection in principle subject to conditions relating to surface water drainage and that foul and surface water should be drained on separate systems.

6. Officer's Report

Assessment

- 6.1 Section 70(2) of the Town and Country Planning Act 1990/ Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2 The relevant planning policies against which the application is required to be assessed are the National Planning Policy Framework (NPPF), the Planning Practice Guidance (PPG) and Policies SP2, SP6, HO1, HO4, IP1, IP2, IP3, IP4, IP6, IP8, CC4, CC5, CM2, CM4, GI3, GI4 and GI6 of The Carlisle District Local Plan 2015-2030. The council's Supplementary Planning Documents (SPD) "Achieving Well Designed Housing", "Affordable and Specialist Housing" and "Trees and Development" are also material planning considerations.
- 6.3 The proposal raises the following planning issues:
 1. Whether The Proposal Is Acceptable In Principle
- 6.4 The site is allocated for housing in the Carlisle District Local Plan 2015-2030 (Policy H01 - Site U5) and the proposal to erect 50 dwellings on the site would, therefore, be acceptable in principle.
- 6.5 The site was allocated as part of a larger housing allocation, the first part of which has been developed by Persimmon Homes and is known as Speckled Wood. At the time of that application coming forward this land was in separate ownership and no application was made to develop the whole allocation. Persimmon have now submitted this application as phase 2 of the Speckled Wood development. The boundaries are consistent with the allocated housing site.
- 6.6 One of objectors has stated that they were not aware of the proposals around their property however full consultation was undertaken on the Local Plan (including articles in the press, public exhibitions and information sent to every household in the District) prior to the adoption of the Local Plan.
 2. Whether The Layout, Scale And Design Of The Dwellings Would Be Acceptable

- 6.7 The site covers an area of 1.48 hectares and the proposal is seeking to erect 50 dwellings on the site. This equates to a density of 34 dwellings per hectare which is consistent with other developments on the edge of the City. The adopted Local Plan gives an indicative yield of 204 dwellings for the whole site. This proposal takes the whole site to 239 units in total however this includes a small flatted development as part of the initial phase increasing numbers on the site. The local plan is indicative only and some sites will vary depending on particular constraints as detailed consideration is undertaken.
- 6.8 Two vehicular access points were proposed to the site with some properties accessed from Sewells Lonning however the recently improved junction (which utilised some land from this site) means that this is not feasible and therefore access is to be taken through the phase 1 development. In order to reduce the impact and to reflect the form of development along London Road, some properties will have direct access onto the road frontage. Access to Sewells Lonning will be pedestrian only. This is discussed further in the highways section of this report.
- 6.9 A footpath would be provided connecting the site to London Road so that pedestrians have access to other neighbouring developments and main bus routes. This is close to an existing property however it was initially linked to Mallyclose Drive but concerns over the use of an existing road led to revisions to the layout to alleviate potential access issues that the link may encourage.
- 6.10 As this site connects to the Phase 1 development a central open space has been created which includes areas for attenuation of surface water as well as retention of existing hedgerow and trees between the existing and proposed development.
- 6.11 The development would contain thirteen different house types and these would include ten affordable housing units including two bungalows. This would include a mix of 2, 3 and 4 bedroomed properties, detached, semi-detached and terraced. Brick, render and stone will be used throughout the development.
- 6.12 Objections have been raised in relation to the layout of the development with access from the Phase 1 of Speckled Wood however the proposal to reduce the number of properties accessing through the site and a direct road access to Sewells Lonning was not acceptable to the Local Highway Authority and therefore the proposal had to be revised in the interests of the operation of the revised junction.
- 6.13 In light of the above, the layout, scale and design of the proposed development would be acceptable.

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

- 6.14 The application site wraps around two residential properties and lies adjacent to residential properties on London Road and Phase 1 of Speckled Wood. With only one pedestrian access link to London Road this creates some inequity with regards to the separation distances to existing properties

especially the two properties at the centre of the development. Some revisions have been made however the proximity of housing will still create a contrast to the existing open field which surrounds them. There would be a minimum separation distance of over 21m between the proposed dwellings and the existing dwellings which is consistent with the Council's Supplementary Planning Document.

- 6.15 The separation distances within the site between proposed properties would also comply with the Council's separation distances (21m between primary facing windows and 12m between primary windows and blank gables) set out in the Council's Achieving Well Design Housing SPD.

4. Provision Of Affordable Housing

- 6.16 The proposed development is consistent with the Council's SPD by the provision of 10 units of accommodation half of which is intermediate and half affordable. There would also be the provision of bungalows within this mix of housing. To ensure that these remain affordable they would be included within a legal agreement.

5. Highway Matters

- 6.17 Initially the Local Highway Authority (County Council) (LHA) had concerns about the level of information provided in the transport assessment which required updated traffic flows for other developments since their Phase 1 of Speckled Wood and at the time the proposed improvements to Sewells Lonning which have now been completed. Further information was provided however there were still concerns about the access onto Sewells Lonning as well as detail in terms of visibility splays and parking arrangements. Some individual accesses would be considered but they were not consistent with the Design Guide requirements of the LHA and further information was required.
- 6.18 Throughout the process concerns had been raised that the improvements to Sewells Lonning had led to increased speeds and although the developer undertook a speed survey, the LHA was not convinced that the data was accurate. They have therefore sought additional traffic calming measures for Sewells Lonning to combat the concerns raised by local residents.
- 6.19 Further information was provided along with revisions to the layout and the LHA were satisfied that concerns in relation to parking areas and visibility splays, in addition some improvements had been made to the junction arrangements outside of this application. They have no objection to the proposal subject to conditions relating to traffic management for Sewell Lonning; construction of roads, footpaths and cycleways; ramps; footway barriers; access road construction; and, construction traffic management plan.

6. Drainage Issues

- 6.20 The applicant has submitted a Flood Risk Assessment and Drainage Assessment (FRA) which details the drainage principles associated with the development. The applicant has stated within the FRA that the proposed

surface water discharge is to be attenuated into the surface water sewer to the south of the site. A series of attenuation measures were proposed between the Phase 1 and Phase 2 developments.

- 6.21 The Lead Local Flood Authority considered that additional information was required to be satisfied that the appropriate flows are being considered. In addition, local residents had also raised concerns about the drainage within the fields including their own provisions. The initial proposals were not adequate to meet the requirements outlined in the NPPF and the proposed discharge rate was above the existing greenfield run-off rate. In addition, the allowance for climate change is a 40% uplift and not the proposed 30%.
- 6.22 Detailed micro drainage calculations were provided but further clarification was sought. This was subsequently provided and the LLFA now has no objection to the proposals subject to conditions (surface water drainage scheme; submission of a Construction Surface Water Management Plan). United Utilities has also raised no objections subject to conditions relating to ensure separate drainage systems.
- 6.23 Residents have raised concerns about drainage infrastructure outside their property boundaries. Essentially this becomes a civil matter should there be any issue with blockages or damage during construction however as the development provides a comprehensive scheme for surface water and foul drainage it is envisaged that some co-ordination of drainage would occur to ensure other properties are not affected by existing drainage outlets.

7. Open Space Provision

- 6.24 The proposed development includes on-site open space as central to the Phase 1 and Phase 2 development and an informal play area has already been provided on Phase 1 of the Speckled Wood development. The open space provision would also link to London Road providing a green network through the development. Persimmon operate a management company to deal with management and maintenance of open space provision. The Health and Wellbeing team (Green Spaces) have requested off-site payments as the site is not large enough for all open space provision including a play area and off-site sports provision. As there is play provision on Phase 1 of Speckled Wood this element is not required in full however this only covers junior provision and a contribution is required to upgrade infant provision at Dale End Field. There is also a requirement for off-site sports provision. Overall, subject to a legal agreement to secure financial contributions, the proposed provision is acceptable.

8. Education

- 6.25 It is estimated that the proposed development would yield 10 children of primary age (catchment of Cumwhinton School) and 7 secondary pupils (catchment of Central Academy) for the local schools. A financial contribution has therefore been requested. Persimmon Homes has not objected to payment of the required amounts however there are ongoing viability discussions to determine the final level of contribution.

- 6.26 Prior to this application being submitted, some Members of the Committee will be aware that the Homes England application near Carleton Clinic included a significant contribution towards the upgrade of Sewell Lonning. In implementing those works, some land was required from this allocated housing site in order to widen the road resulting in an abnormal cost on the development. Therefore provisions in advance of detailed proposals were made to enable the grant funded improvements of Sewells Lonning to take place within the required timescales. This does not in any way prejudice the determination of this application however it does affect land values/purchase negotiations which impact on viability.
- 6.27 The requirement for contributions towards school places is consistent with Policy CM2. Therefore, subject to negotiations with the County Council as Education Authority, a contribution of £171,878 is required for 10 primary places and 7 secondary places (12 x £17,829). This will form part of the required legal agreement. Members will be updated on this matter at the meeting.

9. Impact On Trees/ Hedges

- 6.28 The site contains a number of hedgerows which surround the area and a tree survey has been submitted with the application.
- 6.29 The majority of the hedgerow to the west of the application site separating Phase 1 and Phase 2 will be retained as will the hedgerow on the northern boundary. Due to the layout fronting London Road and continuing the form of existing development there will be a number of access points however to reflect the nature of the area replacement hedgerows will be planted to some garden frontages ensuring that visibility splays can be retained. There are limited trees in the hedgerows and therefore some tree planting is proposed particularly within the open space where larger species can be planted to increase the biodiversity of the site.
- 6.30 A concern has been raised that the planting scheme includes trees close to existing housing which will grow over their boundaries and require future maintenance by existing property owners. This only affects one tree and this can be relocated within the site or replaced by a more suitable variety of the same species to overcome this issue.
- 6.31 In light of the above, the proposal would be acceptable.

10. Crime Prevention

- 6.32 The Crime Prevention Officer (CPO) raised a number of concerns relating to matters of surveillance but in particular requested that the access to Mallyclose Drive be omitted from the proposed layout as that increases routes for escape throughout the development contrary to policy CM4. The layout has consequently been modified to remove that footpath link.
- 6.33 The CPO has also requested obvious definition of front curtilages. The development would be an open plan estate but individual property owners

would be able to define their front boundaries by planting.

11. Other Matters

- 6.34 Objectors have raised the issue about completion of Phase 1 of the Speckled Wood development. Since completing the houses the roads have not been finally surfaced and therefore handed over to the County Council for adoption. In addition, a site compound had remained on Phase 1. It is the intention of the developer to relocate the site compound and finish the road surfacing following the granting of permission to progress on Phase 2. It is not possible for the LPA to enforce completion of phase 1 before the granting of permission for Phase 2 as this would be considered unreasonable. Each individual site has to be treated on its merits. The matter has been raised with the developer and they are keen to move on, subject to permission being granted for the next phase of development. Should permission not be granted further discussion would have to take place with the developer regarding completion of the works.
- 6.35 A condition has been added to the permission which requires each dwelling to be provided with a separate 32Amp single phase electrical supply. This would allow future occupiers to incorporate an individual electric car charging point for the property.
- 6.36 A concern has also been raised with regards to broadband services on the existing development. Planning conditions require the provision of the infrastructure in relation to telephony, broadband, etc to ensure this is done during construction however we are not able to guarantee the level of provision of that service which will be the responsibility of service providers within the commercial market place.

Conclusion

- 6.37 The application site is allocated for housing in the adopted Local Plan. The layout, scale and design of the development would be acceptable and the proposal would not have an adverse impact on the living conditions of existing and future occupiers. Subject to the proposed conditions and a S106 agreement it is considered that the proposal would not raise any issues with regard to highway safety, foul and surface water drainage, trees, education, or open space. The site would provide 20% of the dwellings as affordable (in accordance with the NPPF definition) which is considered to be acceptable. The proposal is, therefore, recommended for approval subject to the completion of a S106 Agreement.
- 6.38 If Members are minded to grant planning approval it is requested that "authority to issue" the approval is given subject to the completion of a S106 agreement to secure:
- a) the provision of 20% of the units as affordable (in accordance with the NPPF definition);
 - b) a financial contribution of £171,878 to Cumbria County Council towards education provision (Subject to viability);

- c) a financial contribution of £8,267.25 towards toddler/infant provision and £14,643.89 towards off-site sports provision; and
- d) the maintenance of the informal open space within the site by the developer.

If the Legal Agreement is not completed, delegated authority should be given to the Corporate Director of Economic Development to refuse the application.

7. Planning History

- 7.1 There is no direct planning application history relating to this site.
- 7.2 There is associated planning history relating to the Speckled Wood development from planning application 13/0983 onwards.

8. Recommendation: Grant Subject to S106 Agreement

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

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2. The development shall be undertaken in strict accordance with the approved documents for this Planning Permission which comprise:
 - 1. the submitted planning application form;
 - 2. the Location Plan (Dwg SWC.L01 Rev A) received 3rd August 2020;
 - 3. the Planning Layout (Dwg SWC.PL01 Rev G) received 30th March 2021;
 - 4. the Highways and Drainage Layout (Dwg 30433/1 Rev A) received 30th March 2021;
 - 5. the A6 Carleton Road/Sewell Lonning Priority Junction Improvement (Dwg A074549-1-TTE-00-XX-DR-O-00001 Rev P01) received 30th March 2021;
 - 6. the Drive Access for Plots 1-19 on A6 Carleton Road Visibility Splays (Dwg A074549-1-TTE-00-XX-DR-O-00002 Rev P01) received 30th March 2021;
 - 7. the Landscape Proposals (Dwg 6298.01 Rev B) received 30th March 2021;
 - 8. the Amended House Types received 30th March 2021;
 - 9. the Boundary Treatment Plan (Dwg SWC.BTP.302) received 30th

March 2021;

10. the Arboricultural Impact Assessment received 27th July 2020;
11. the Archaeological Desk Based Study received 27th July 2020;
12. the Flood Risk and Drainage Assessment (and supplementary information of calculations and statement revisions) received 27th July 2020;
13. the Housing Need Statement received 27th July 2020;
14. the Preliminary Ecological Statement received 27th July 2020;
15. the Transport Statement (and Supplementary Information/note) received 27th July 2020;
16. the Notice of Decision;
17. any such variation as may subsequently be approved in writing by the Local Planning Authority.

Reason: To define the permission.

3. Prior to their use as part of the development hereby approved, full details of all materials to be used on the exterior of the buildings, including roofs, walls, cladding, doors, windows, external frames and rainwater goods shall be submitted to and approved in writing by the local planning authority. The development shall then be undertaken in strict accordance with the approved details.

Reason: To ensure the development is acceptable visually and harmonises with existing development, in accordance with Policies SP6 of the Carlisle District Local Plan 2015-2030.

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

Reason: To ensure that a satisfactory landscaping scheme is implemented and maintained, in the interests of public and environmental amenity, in accordance with Policies SP6 and GI 6 of the Carlisle District Local Plan 2015-2030.

5. Other than those trees and hedgerows identified for removal on the

approved plan, no tree or hedgerow existing on the site shall be felled, lopped, uprooted, layered or otherwise structurally altered without the prior written consent in writing of the local planning authority. A scheme of protection, based on the advice provided within the adopted Carlisle City Council Supplementary Planning Document 'Trees and Development' relating to the retained trees and hedgerows shall be implemented in accordance with details that have first been submitted to and approved in writing by the local planning authority. The said scheme shall provide details of how protection will be afforded to the retained items prior to, during and after construction.

Reason: To ensure that the existing tree and hedgerow resource is preserved appropriately, in the interests of public and environmental amenity, in accordance with Policies SP6 and GI6 of the Carlisle District Local Plan 2015-2030.

6. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly. The drainage scheme submitted for approval shall also be in accordance with the principles set out in the Flood Risk Assessment & Drainage Statement dated May 2020 proposing surface water discharging to a watercourse via surface water drainage system. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

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

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

8. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution.

9. Details of the relative heights of the existing and proposed ground levels and the height of the proposed finished floor levels of the dwellings and garages

shall be submitted to and approved in writing by the Local Planning Authority before any site works commence.

Reason: In order that the approved development does not have an adverse impact on the living conditions of the occupiers of any neighbouring properties in accordance with Policy SP6 of the Carlisle District Local Plan 215-2030.

10. No construction work associated with the development hereby approved shall be carried out before 07.30 hours on weekdays and Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any times on Sundays or Bank Holidays).

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

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

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

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

Reason: To maintain the visual character of the locality in accord with Policy IP4 of the Carlisle District Local Plan 2015-2030.

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

Site investigations should follow the guidance in BS10175.

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with

those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

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

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

15. No development shall commence until detailed drawings showing traffic management for the length of Sewell's Lane have been submitted to the Local Planning Authority for approval. The approved scheme of traffic management shall be completed in accordance with the approved details before the development is occupied.

Reason: In the interests of highway safety and to support Local Transport Plan Policies: LD5, LD7, LD8

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

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

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

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

18. Prior to commencement details of the footway barriers has be submitted to the Local Planning Authority for approval. The barriers shall be installed as approved prior to first occupation.

Reason: To ensure that pedestrians and people negotiate road junctions in relative safety and to support Local Transport Plan Policies: LD5, LD7,

LD8

19. No dwellings or buildings or structures shall be commenced until the access roads, as approved, are defined by kerbs and sub base construction.

Reason: To ensure that the access roads are defined and laid out at an early stage and to support Local Transport Plan Policies: LD5, LD7, LD8

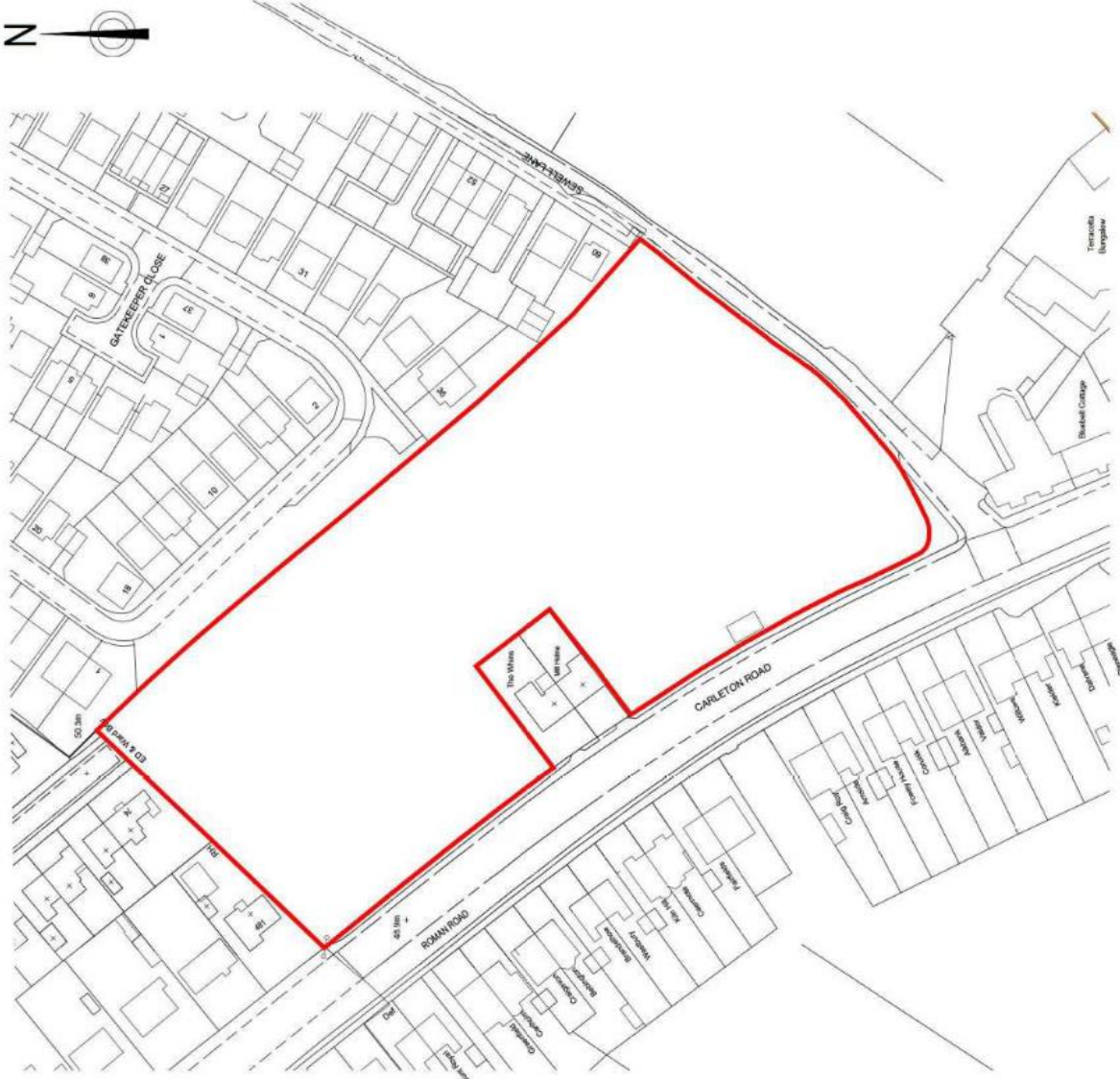
20. No dwellings shall be occupied until the estate road including footways and cycleways to serve such dwellings has been constructed in all respects to base course level and street lighting where it is to form part of the estate road has been provided and brought into full operational use.

Reason: In the interests of highway safety and to support Local Transport Plan Policies: LD5, LD7, LD8.

21. Development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. The CTMP shall include details of:

- pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;
- details of proposed crossings of the highway verge;
- retained areas for vehicle parking, maneuvering, loading and unloading for their specific purpose during the development;
- cleaning of site entrances and the adjacent public highway;
- details of proposed wheel washing facilities;
- the sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
- construction vehicle routing;
- the management of junctions to and crossings of the public highway and other public rights of way/footway;
- details of any proposed temporary access points (vehicular / pedestrian)
- surface water management details during the construction phase

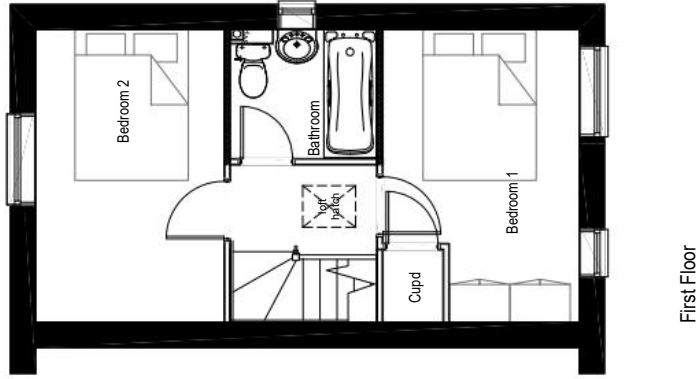
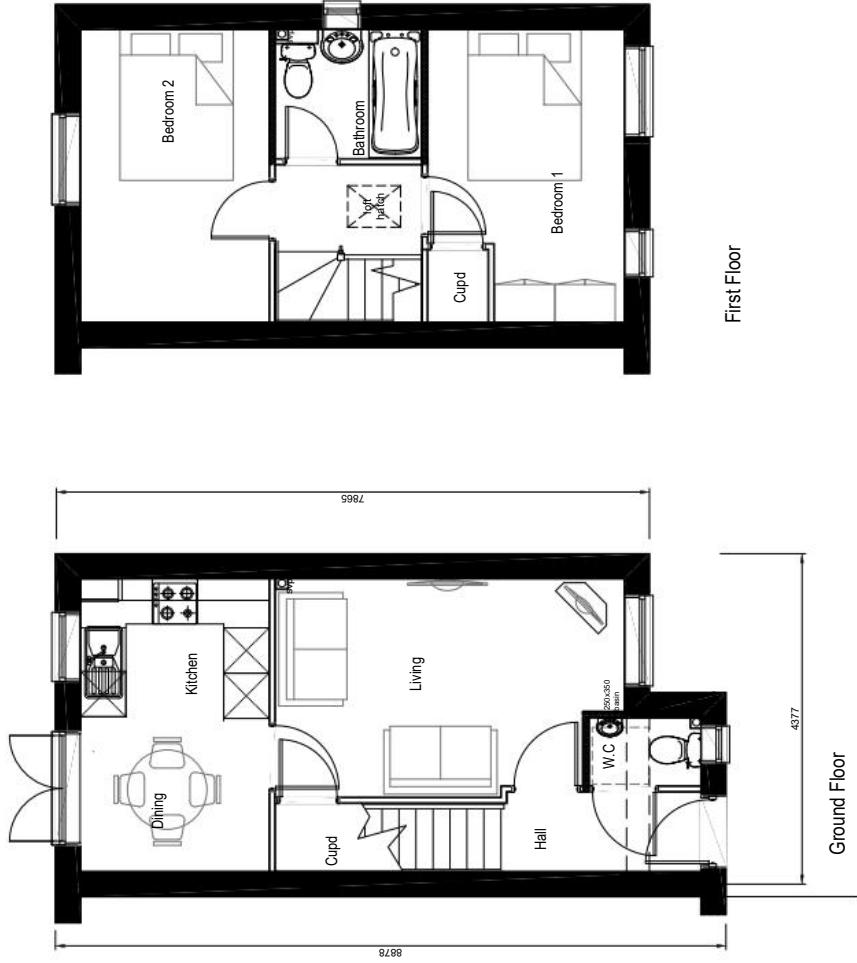
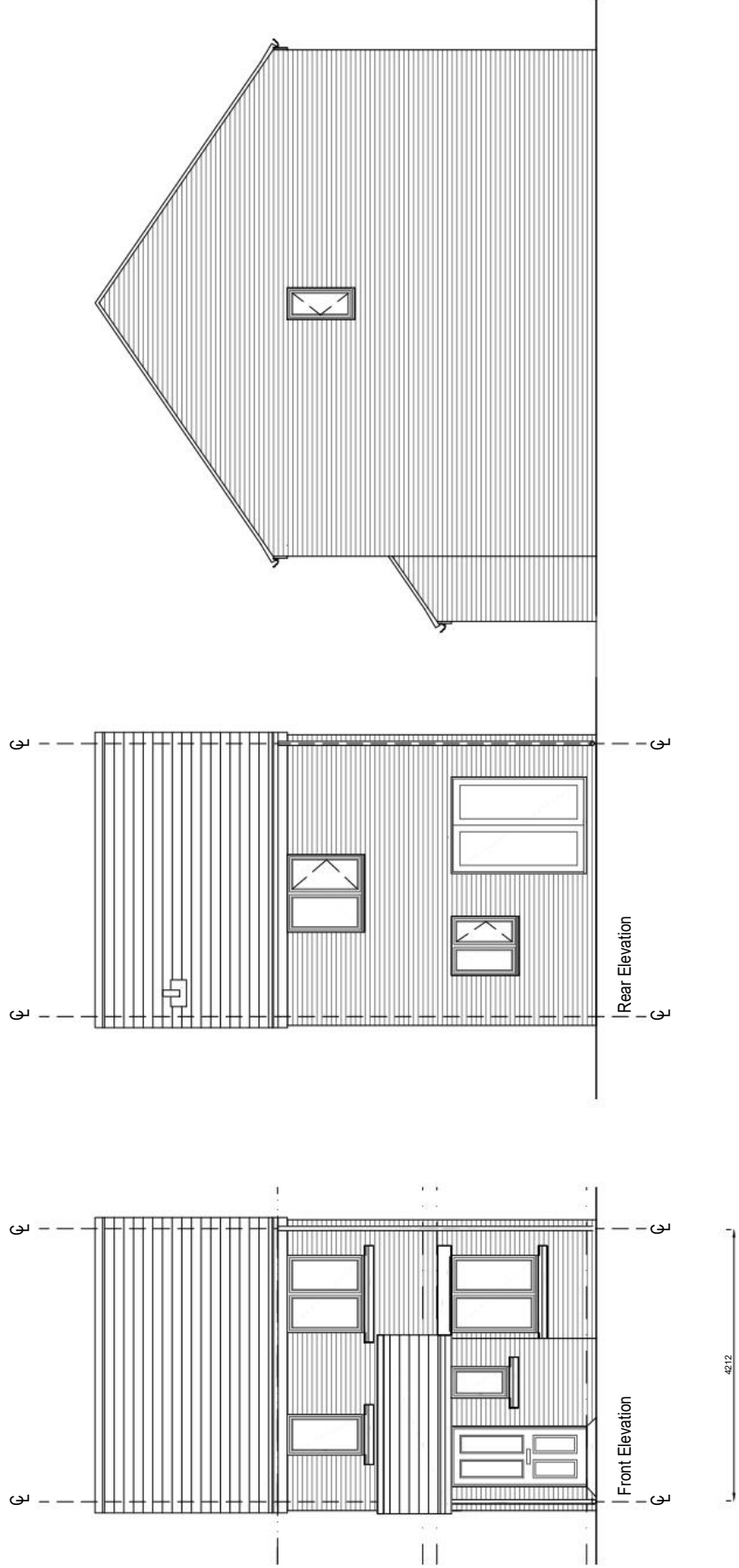
Reason: To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety and to support Local Transport Plan Policies: WS3, LD4



Development	Speckled Wood		
Location	CARLSLE		
Marketing Name	Speckled Wood Phase 2		
Drawing Title	Location Plan		
Drawing Number	SWC.L01		
Revision	A	Scale @ A3	1:1250
Drawn By	SDH	Date Started	Mar 2020
Checked by	Date		

 **PERSIMMON**

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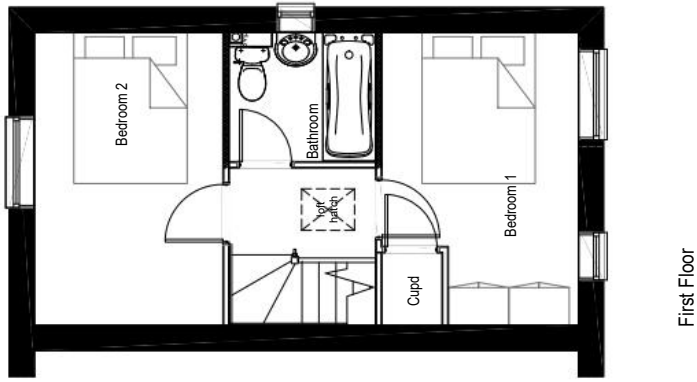
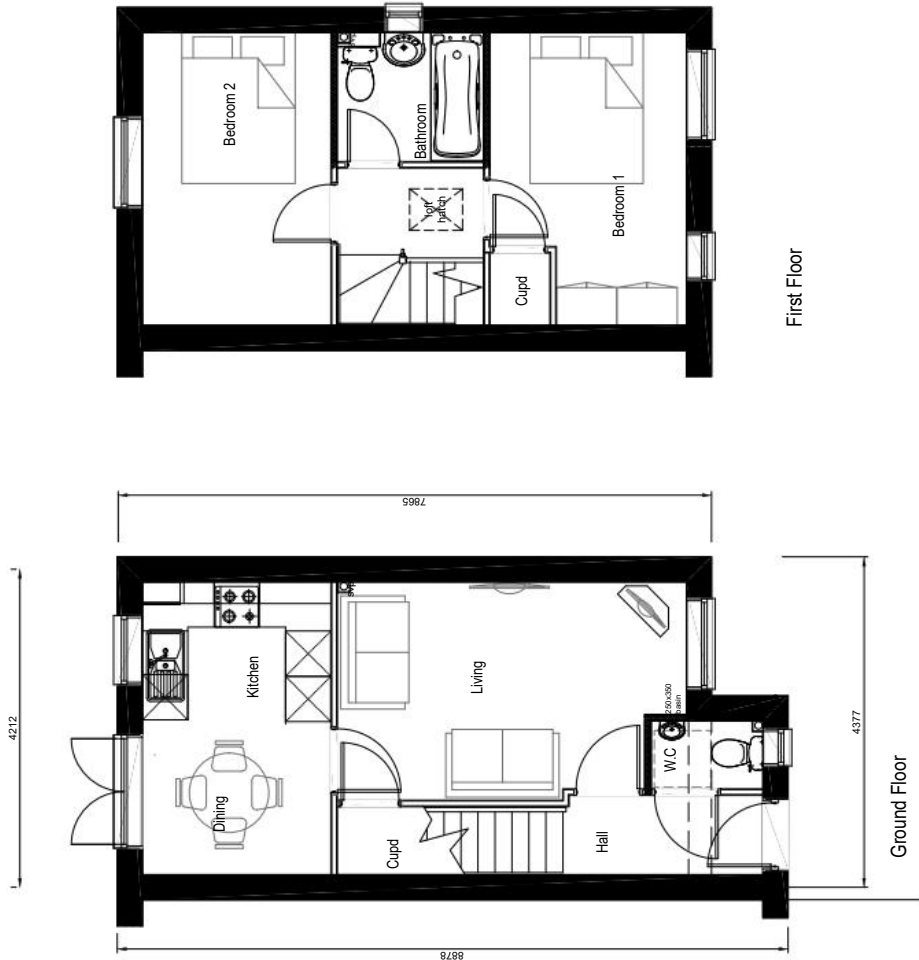
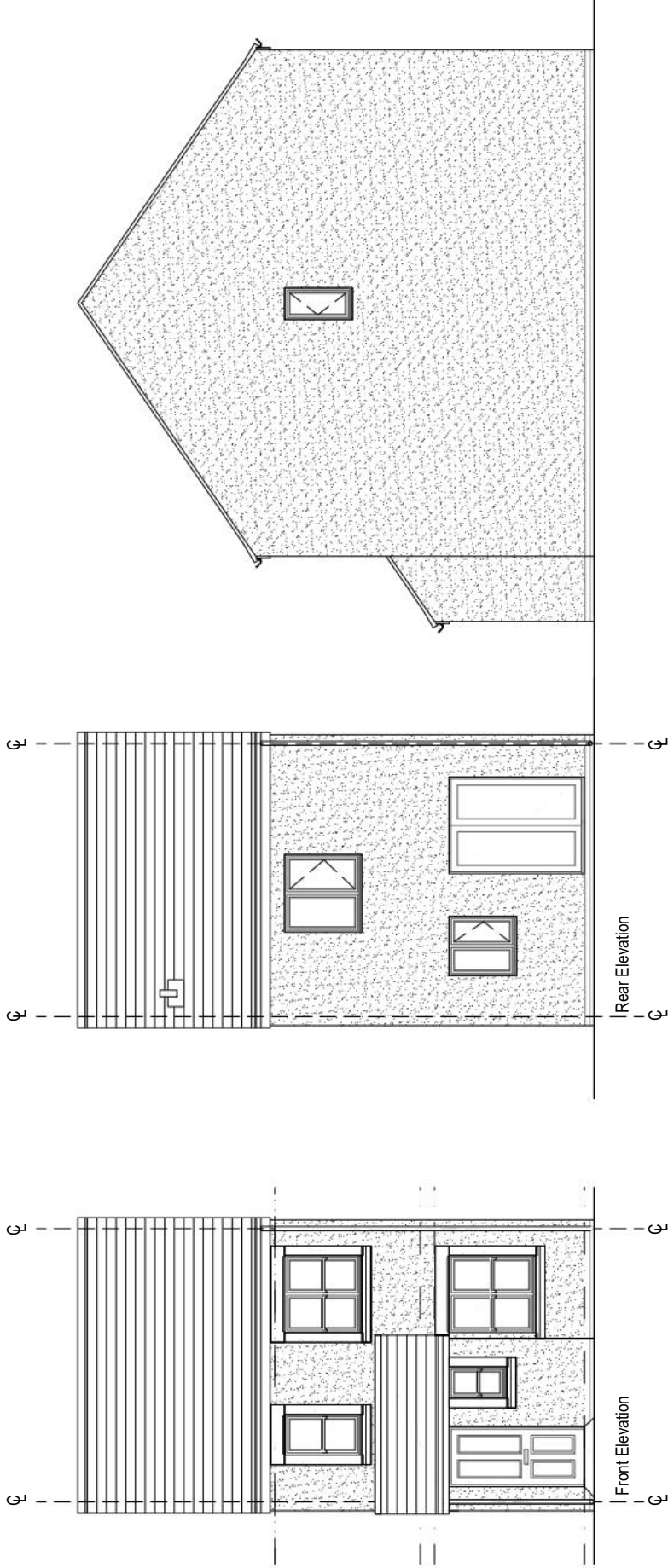
Rev. B Plot numbers updated. 24.02.21



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THE ALNWICK HOUSE TYPE, Brick Elevations (Plots 32-34)

'THE ALNWICK' | PLANS AND ELEVATIONS | 2 STOREY | 2 BED | FOOTAGE: 638 | SCALE: 1:100



Rev. B Plot numbers updated. 22.02.21

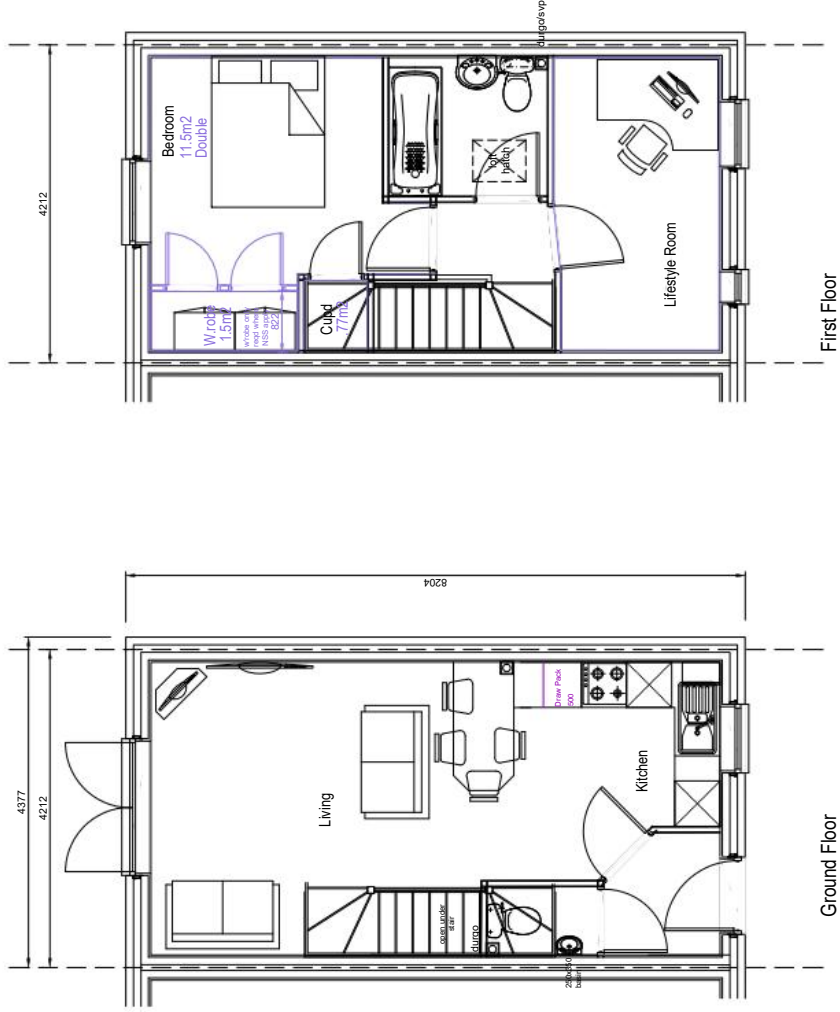
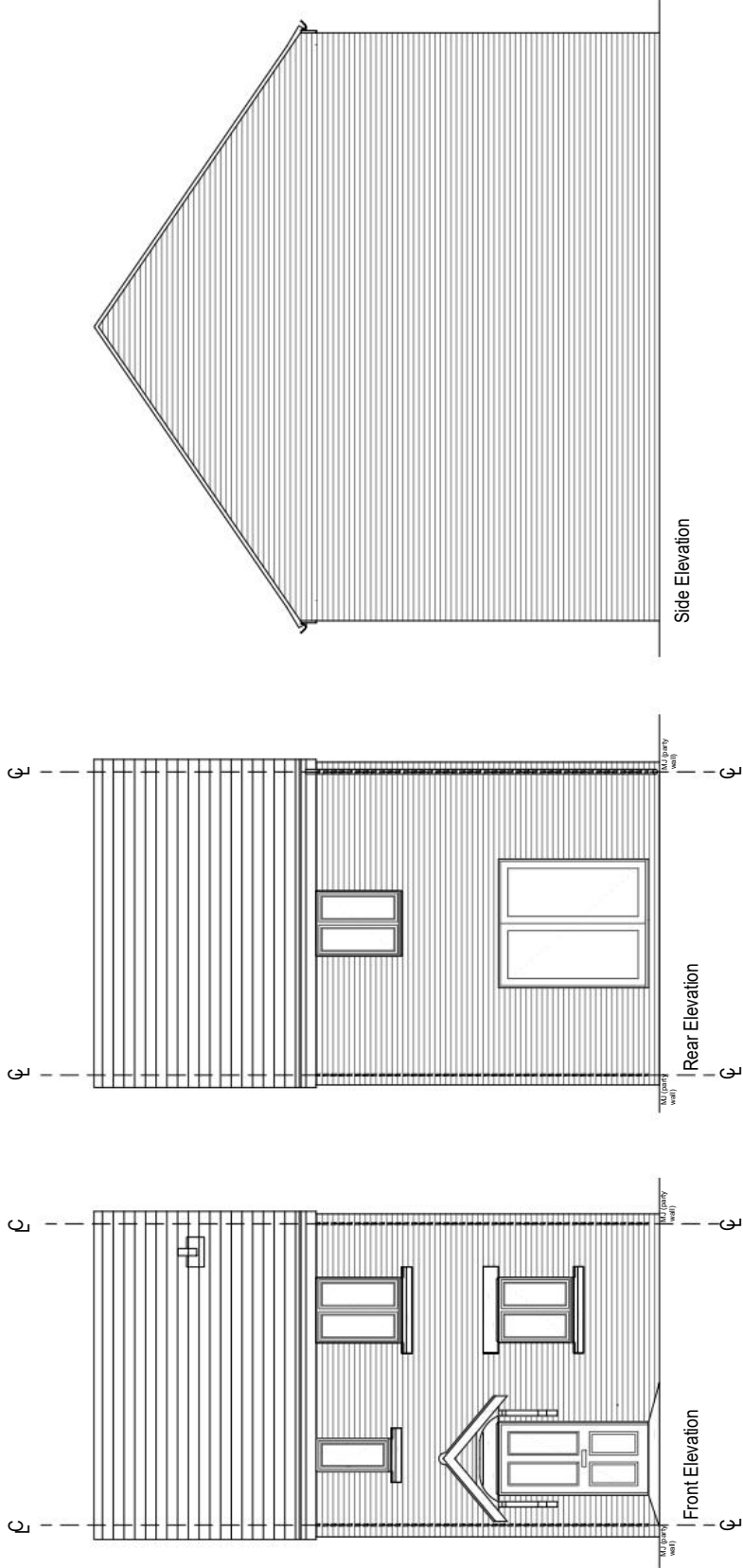
THE ALNWICK HOUSE TYPE, Full Render (Plots 20-22)



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'THE ALNWICK' | PLANS AND ELEVATIONS | 2 STOREY | 2 BED | FOOTAGE: 638 | SCALE: 1:100

LAYOUT REFERENCE: 'ALM'



National Space Standard
1b 2p 59.9m²
1.8m² storage

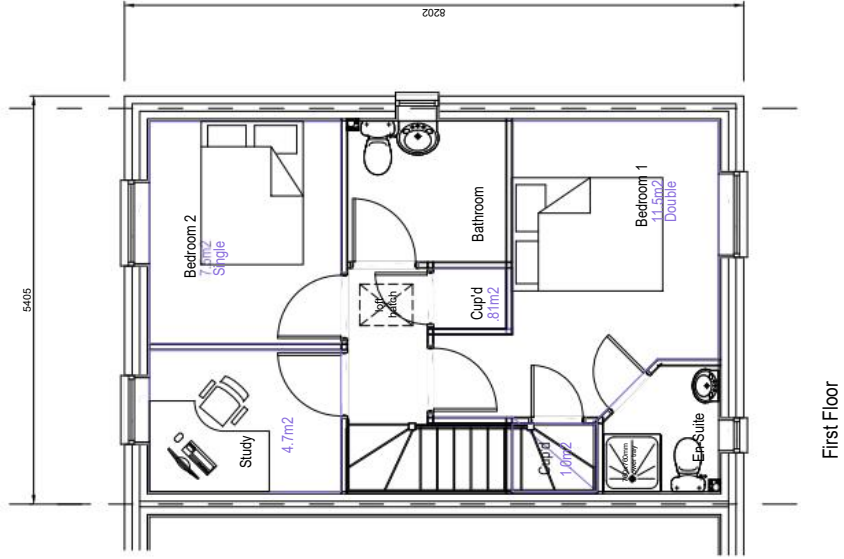
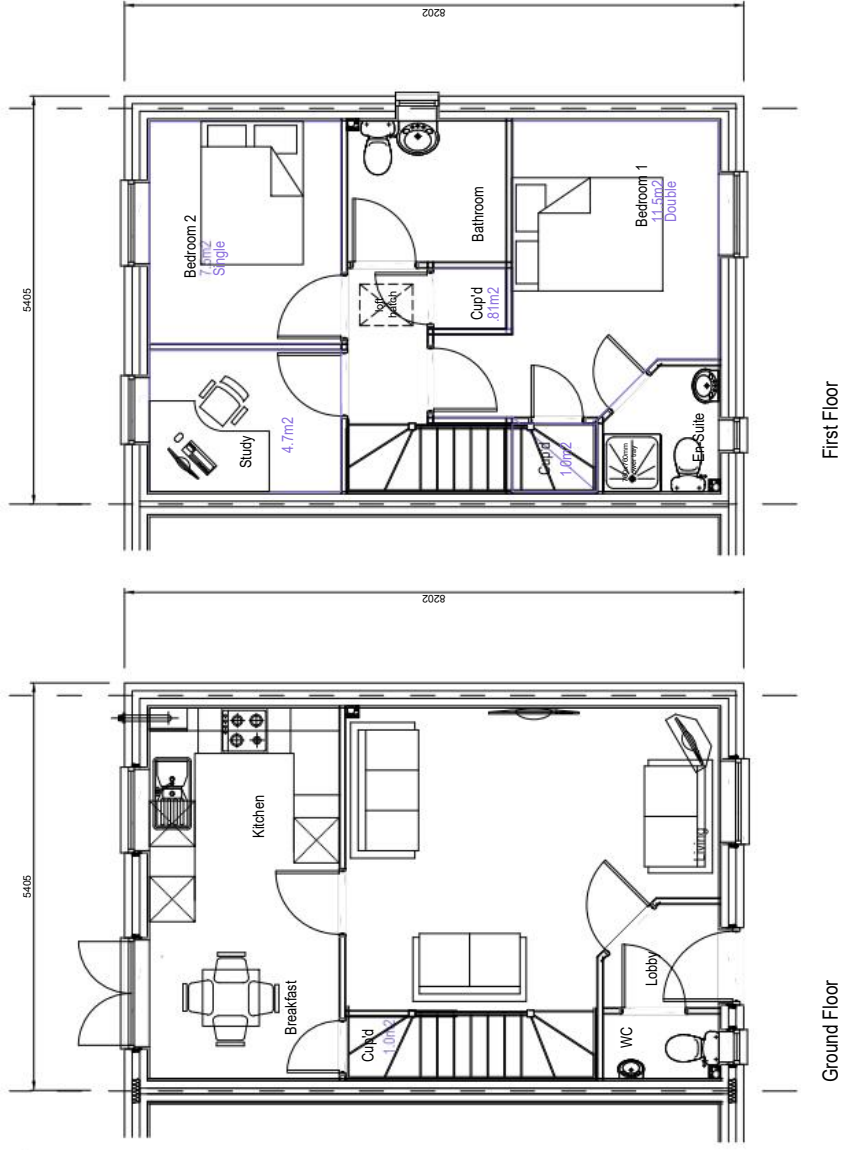
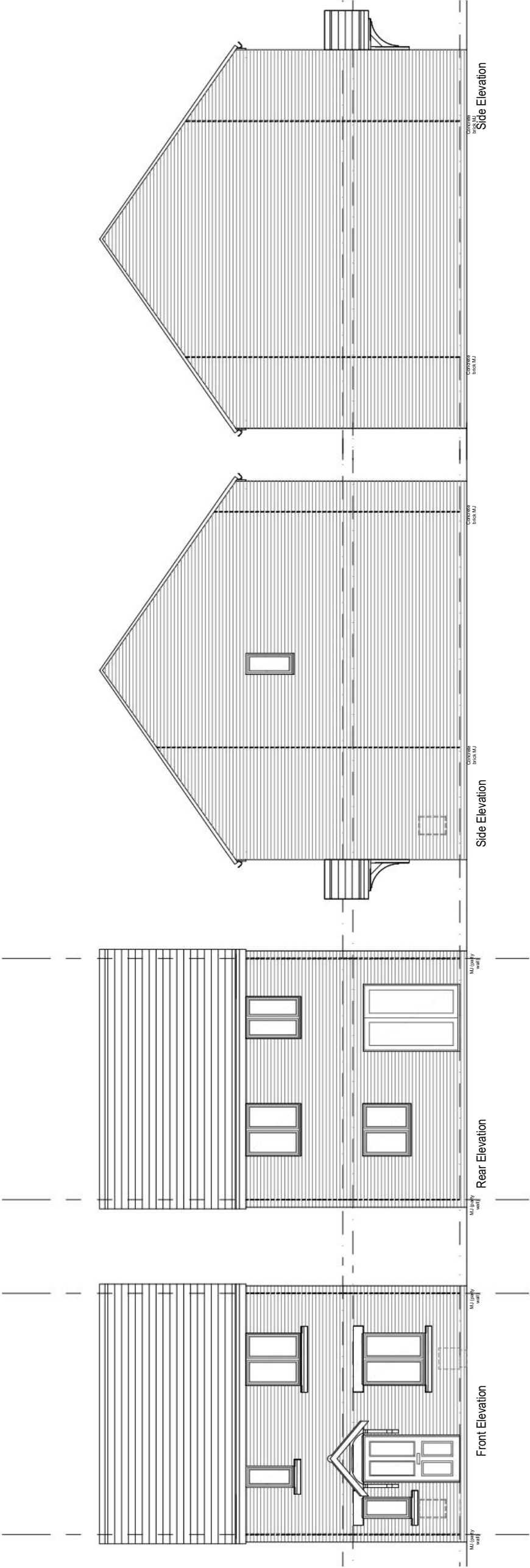
THE ALNMOUTH HOUSE TYPE, Brick Elevations (Plots 43-45)

'THE ALNMOUTH' | PLANS AND ELEVATIONS | 2 STOREY | FOOTAGE: 643 | SCALE: 1:100



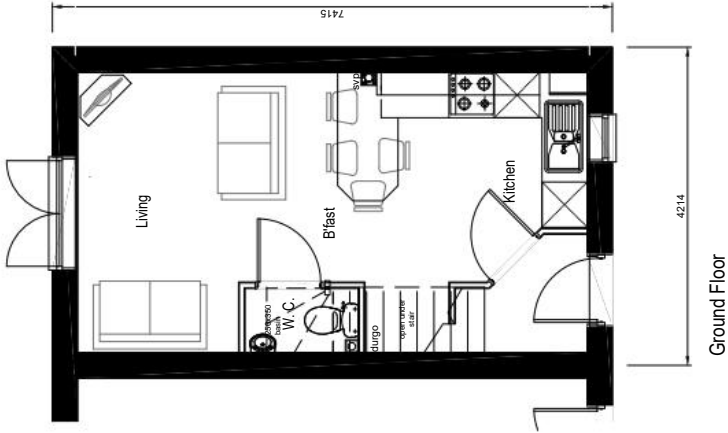
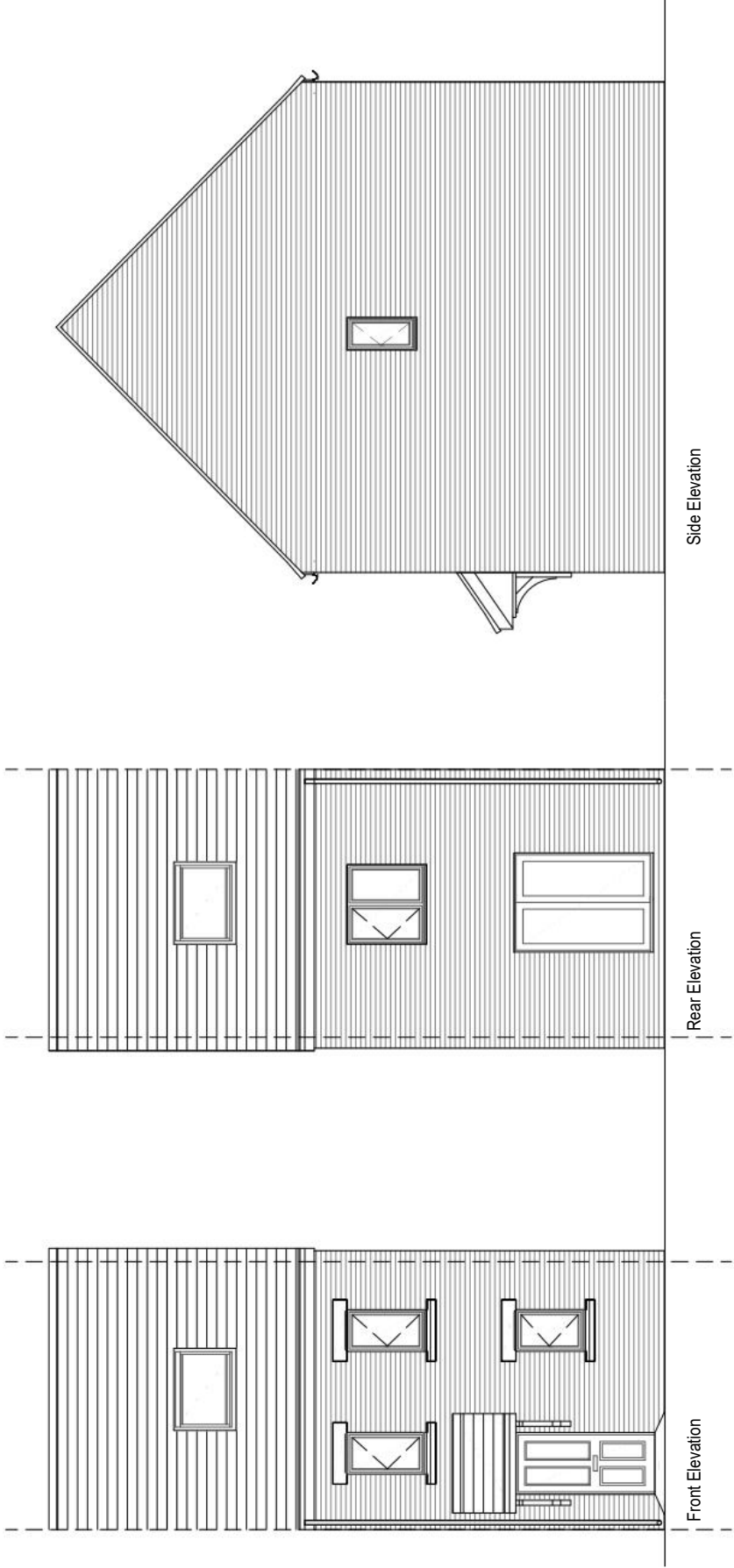
Persimmon Homes Lancashire

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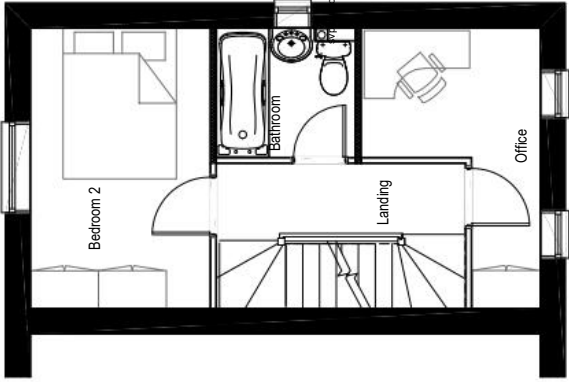


National Space
Standard 2b 3p 75.5m²
2.0m storage

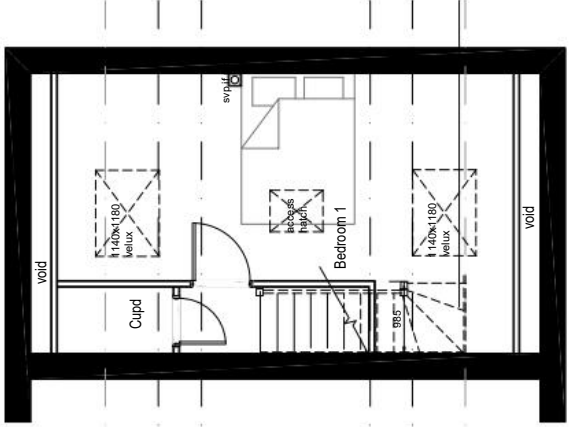
THE DANBURY HOUSE TYPE, Brick Elevations (Plots 11-13, 17-18, 30, 35-36)



First Floor

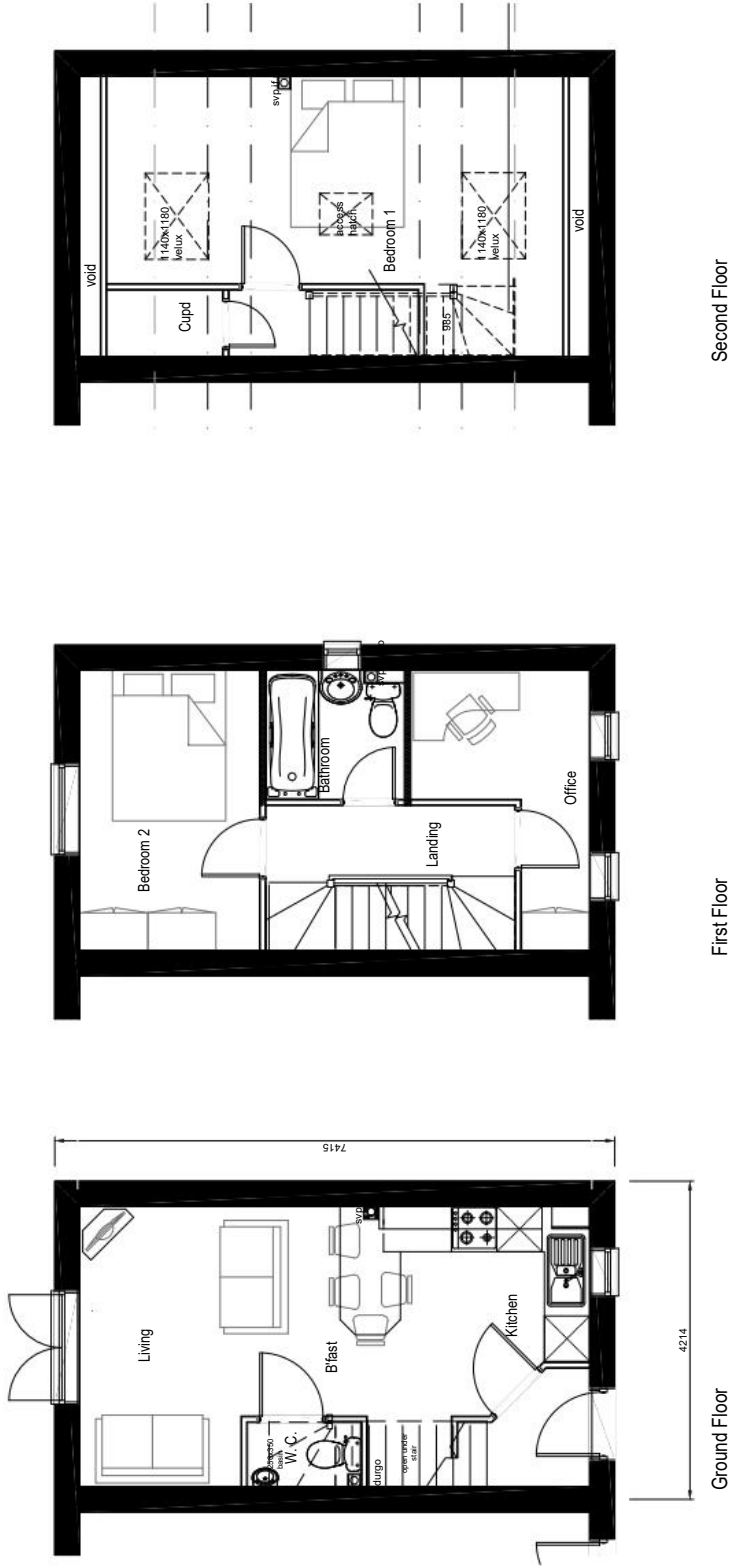
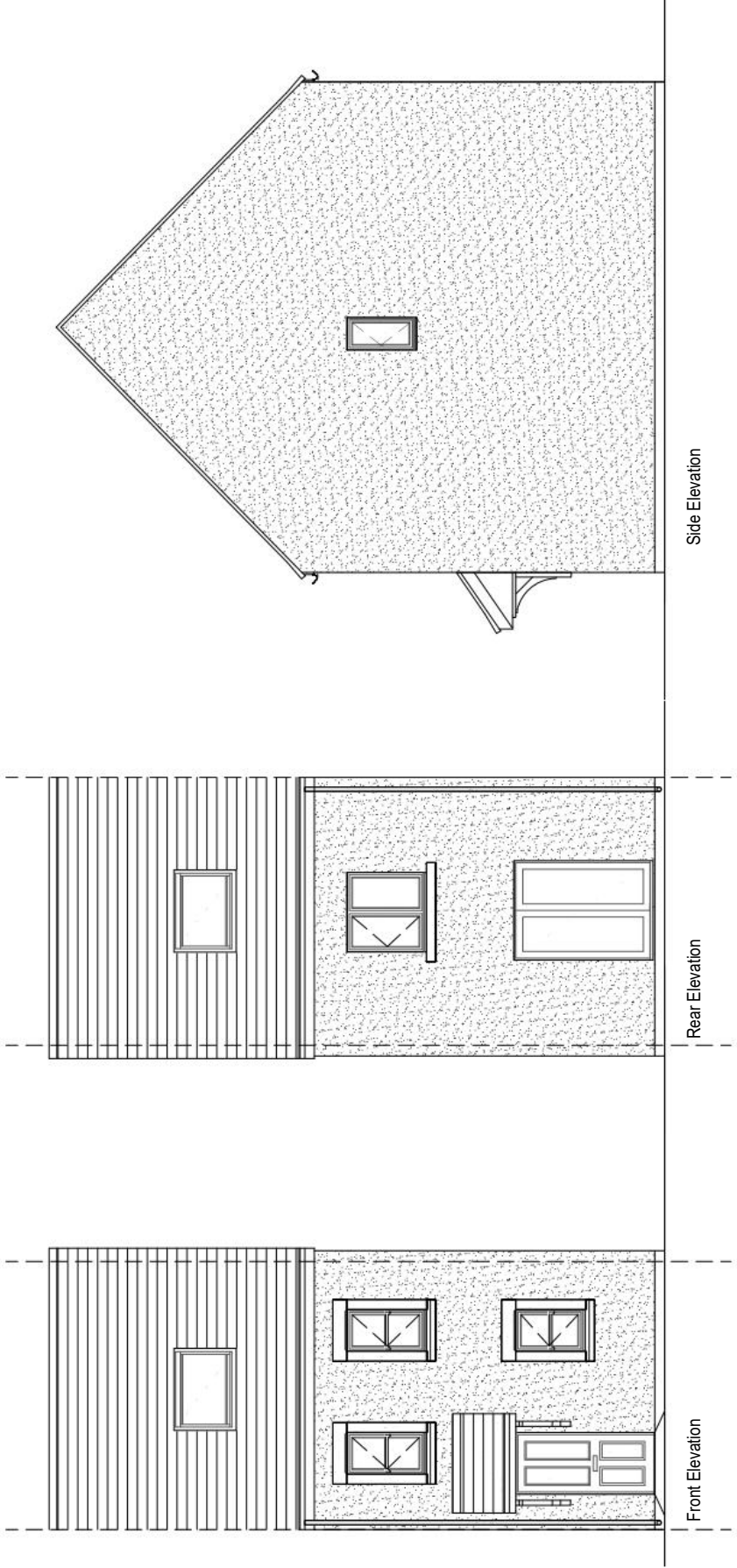


Second Floor



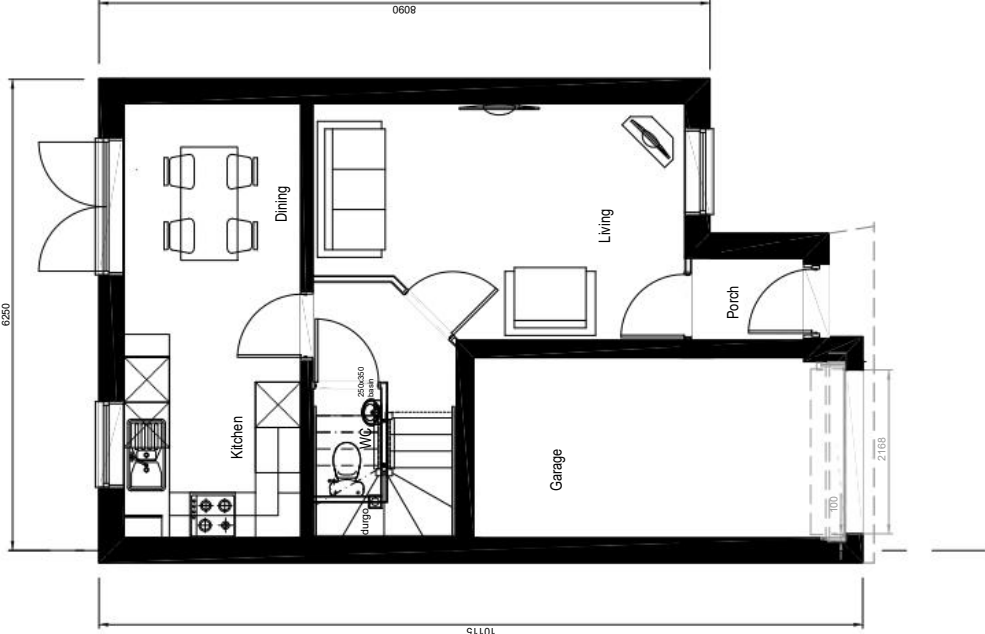
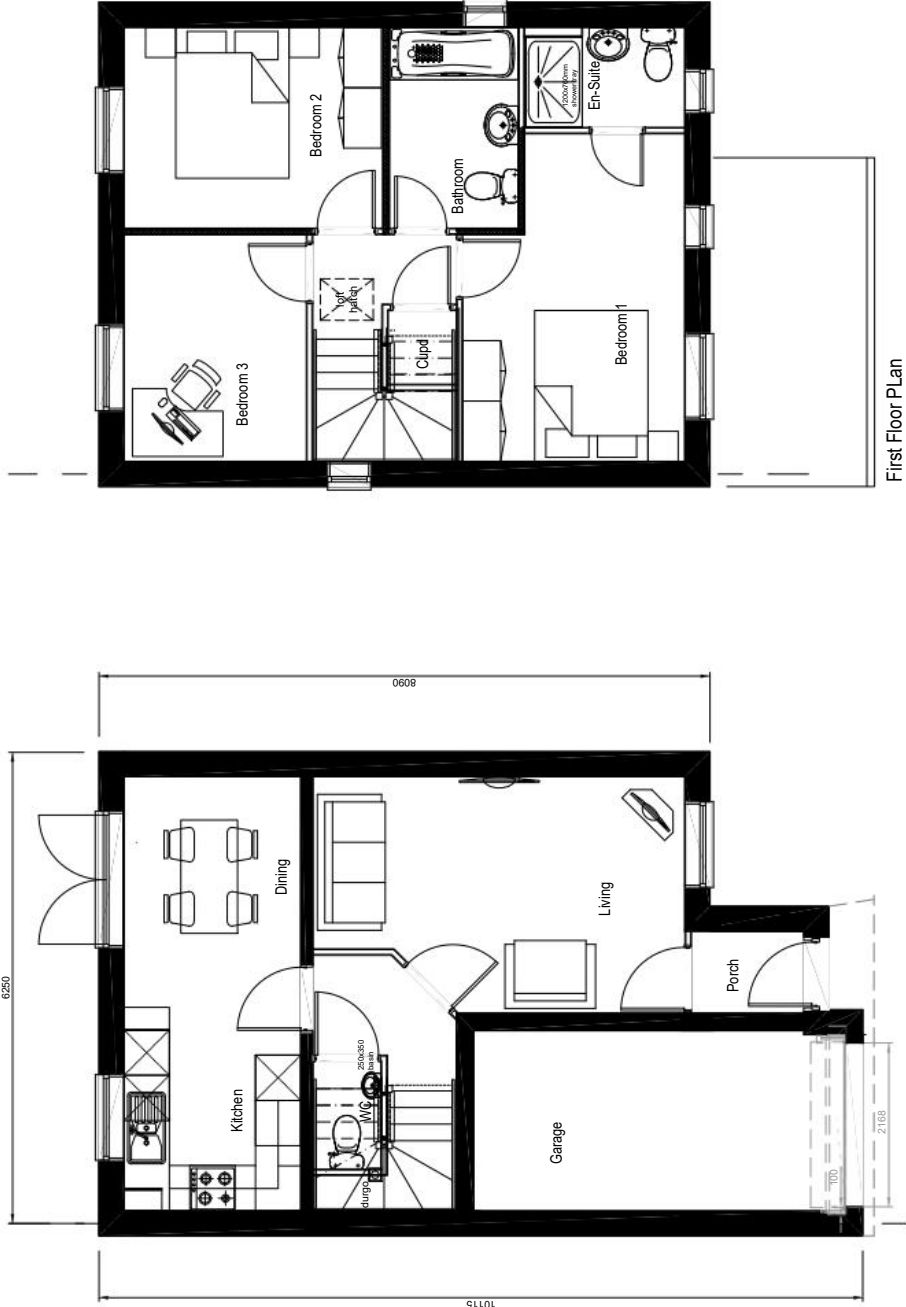
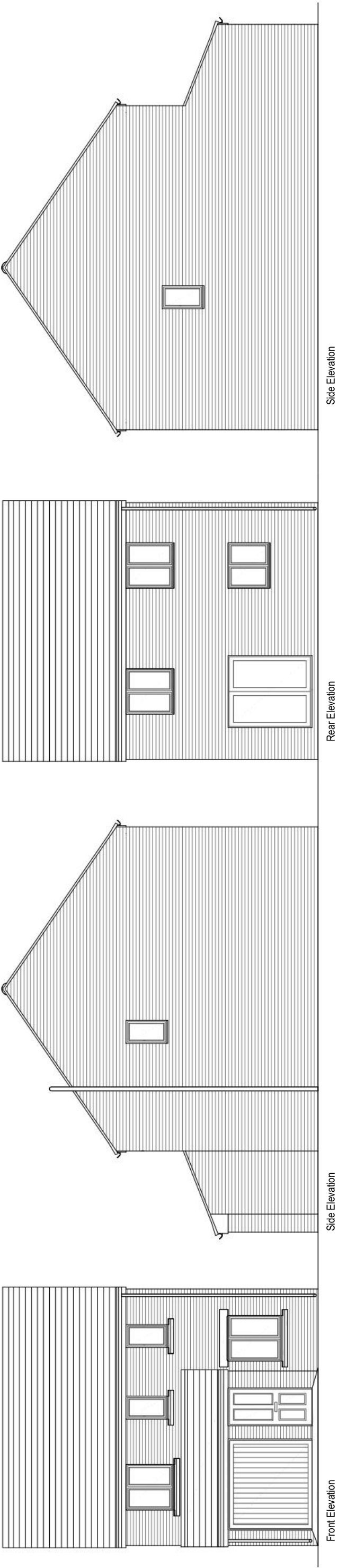
THE MOSELEY HOUSE TYPE, Brick Elevations (Plots 46-48)

'THE MOSELEY' | PLANS AND ELEVATIONS | 2.5 STOREY | 3 BED | FOOTAGE: 762 | SCALE: 1:100



THE MOSELEY HOUSE TYPE, Full Render (Plots 25-27)

'THE MOSELEY' | PLANS AND ELEVATIONS | 2.5 STOREY | 3 BED | FOOTAGE: 762 | SCALE: 1:100



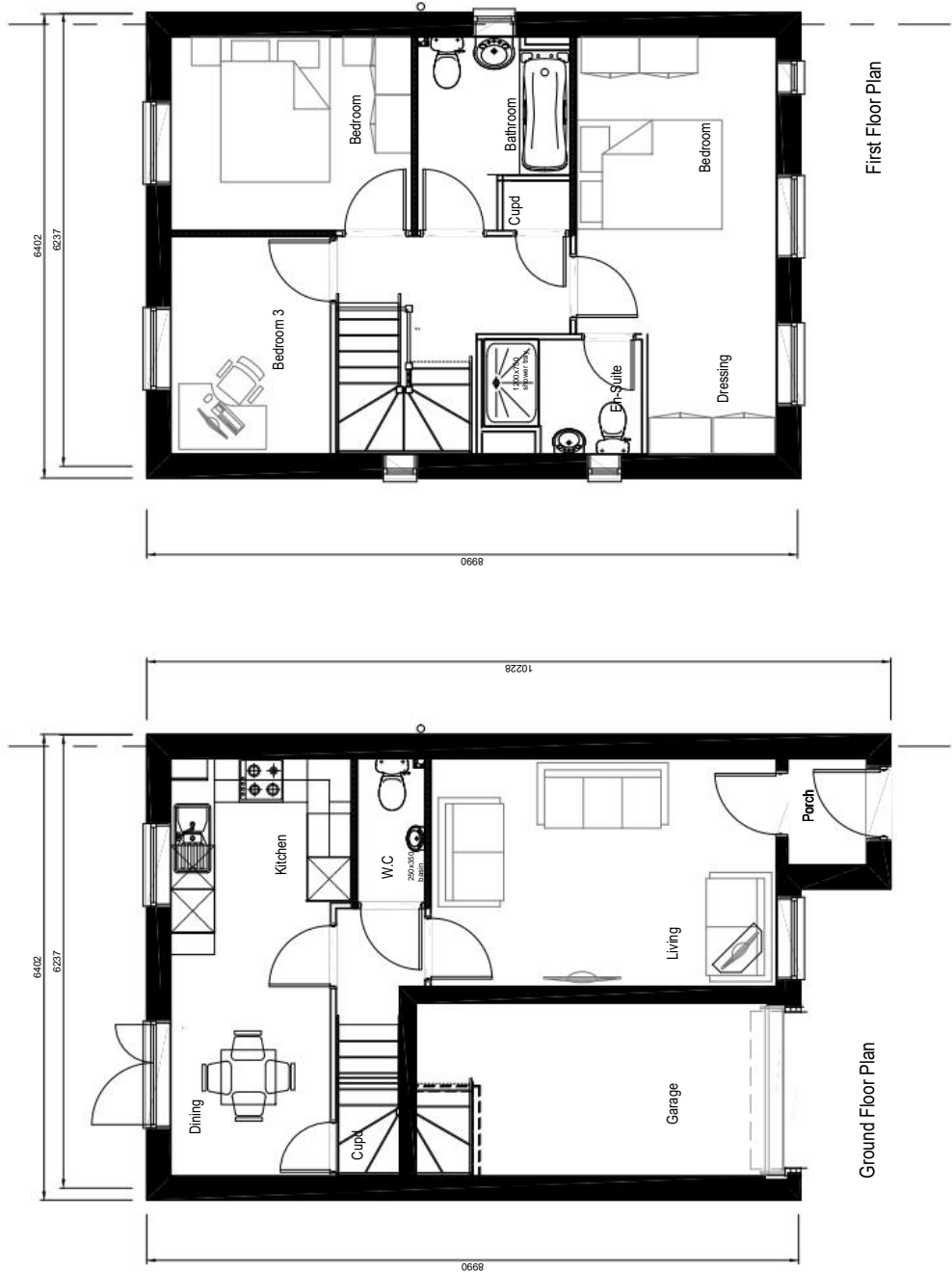
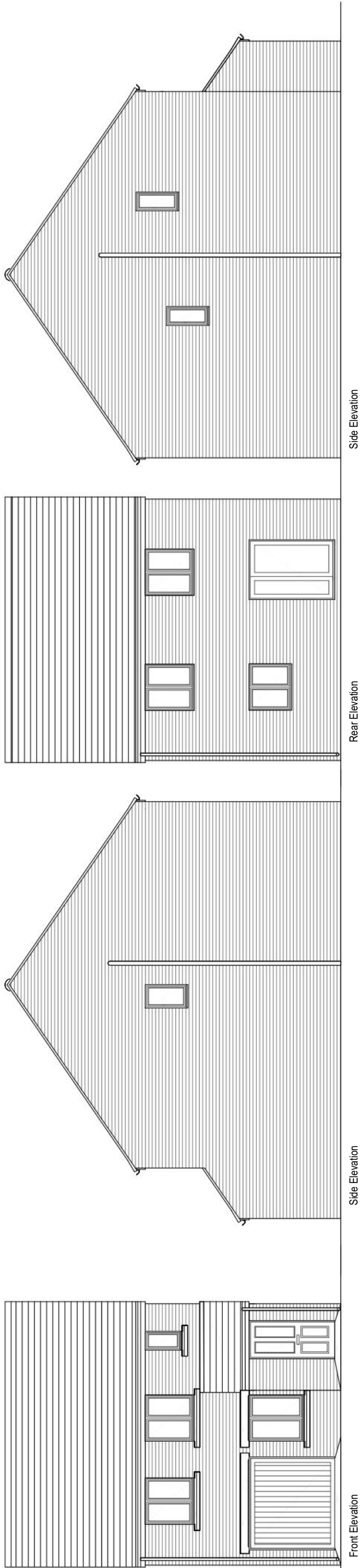
Rev. B Plot numbers updated. 24.02.21



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THE BUTTERMERE HOUSE TYPE, Brick Elevations (Plots 5-6, 9-10)

'THE BUTTERMERE' | PLANS AND ELEVATIONS | 2 STOREY | 3 BED | FOOTAGE: 870 | SCALE: 1:100

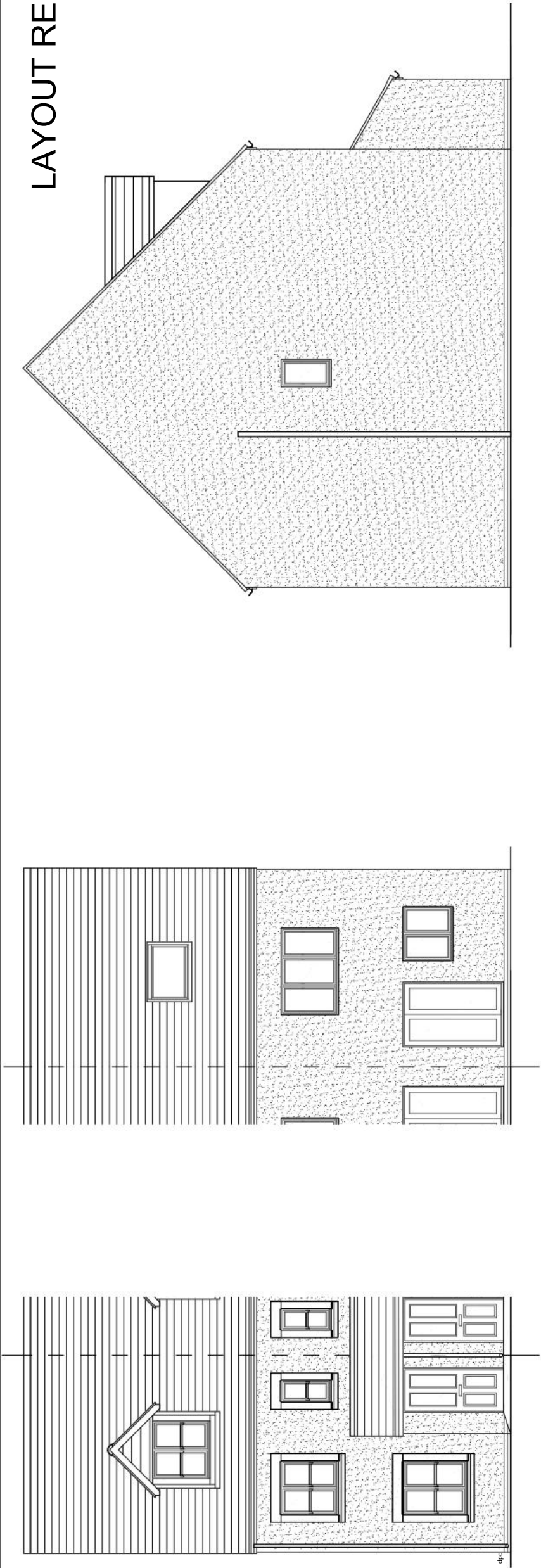


Rev. B Plot numbers updated. 24.02.21

THE GRASMERE HOUSE TYPE, Brick Elevations (Plots 3-4, 14)



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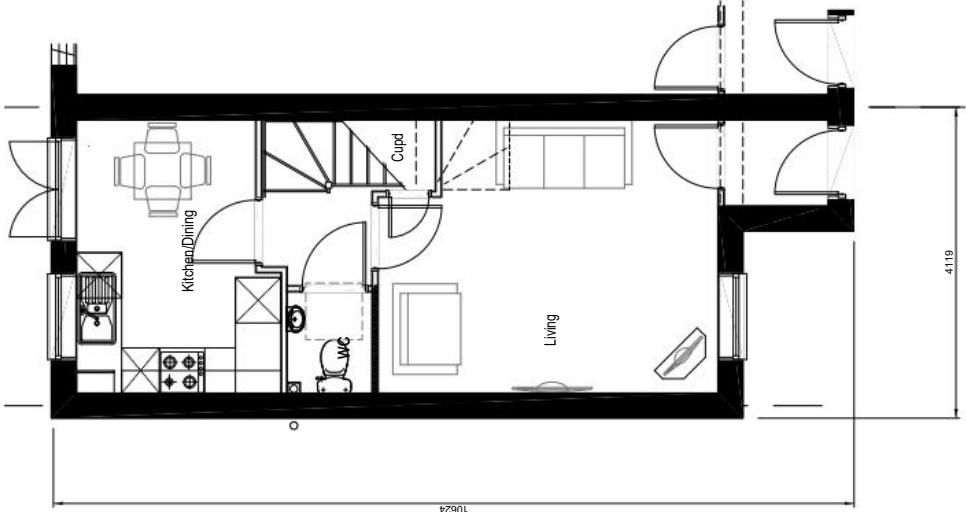


LAYOUT REFERENCE: 'WND'

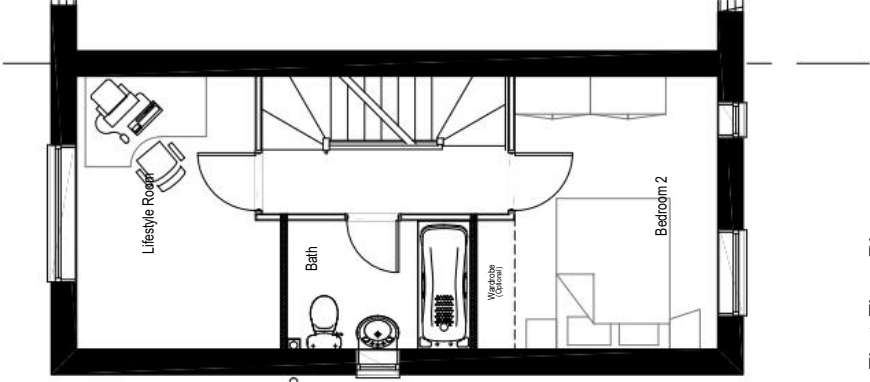
Front Elevation

Rear Elevation

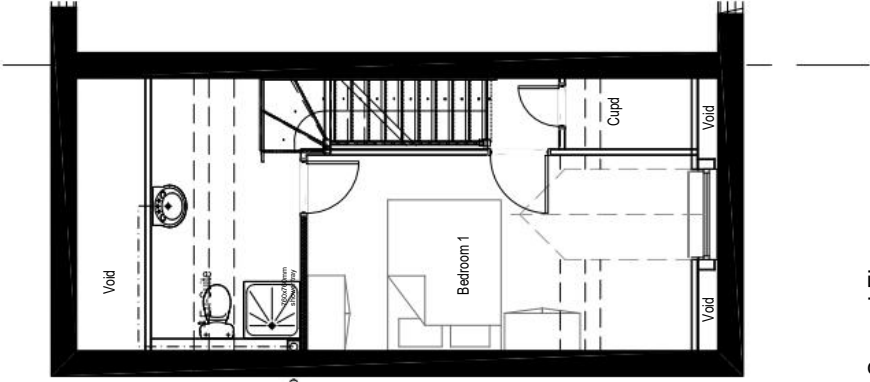
Side Elevation



Ground Floor Plan



First Floor Plan



Second Floor

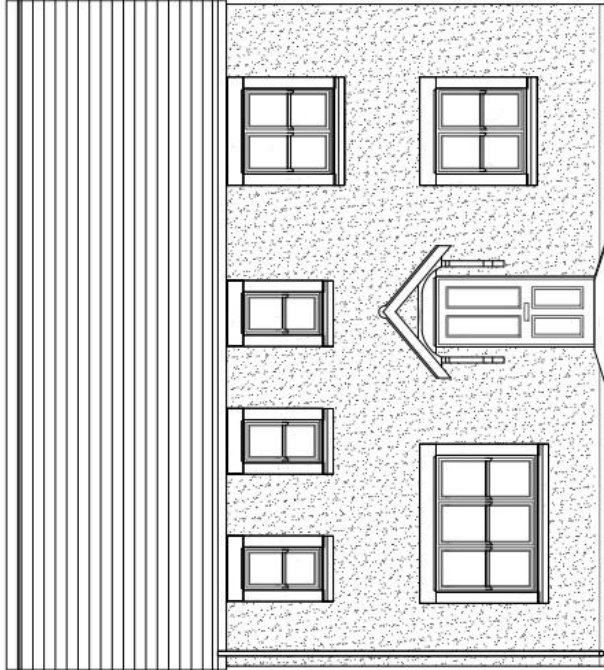
THE WINDERMERE HOUSE TYPE, Full Render (Plots 38-41)

'THE WINDERMERE' | PLANS AND ELEVATIONS | 2.5 STOREY | 3 BED | FOOTAGE: 970 | SCALE: 1:100

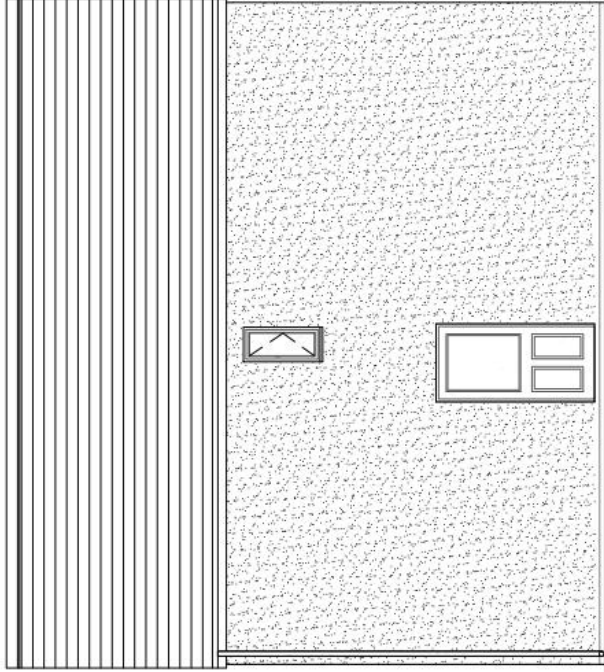
Rev. A Plot numbers updated. 27.11.20



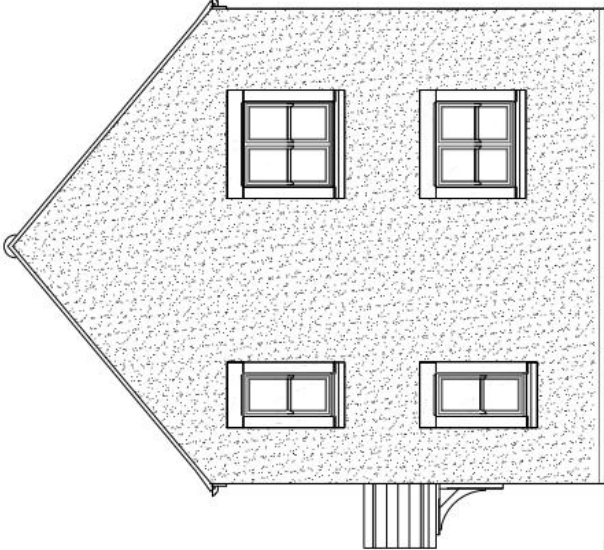
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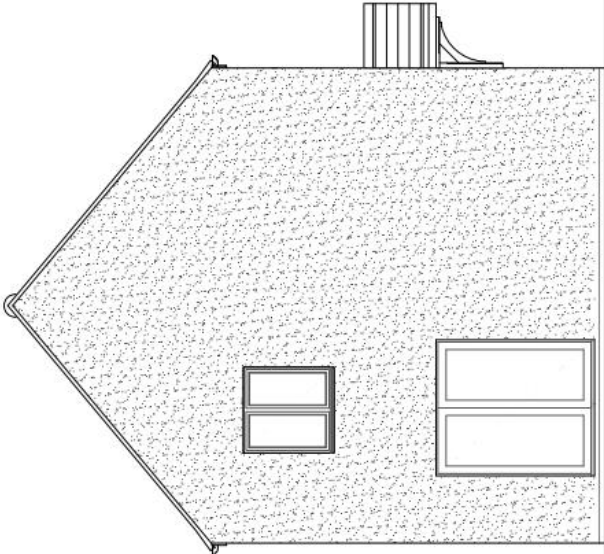
Front Elevation



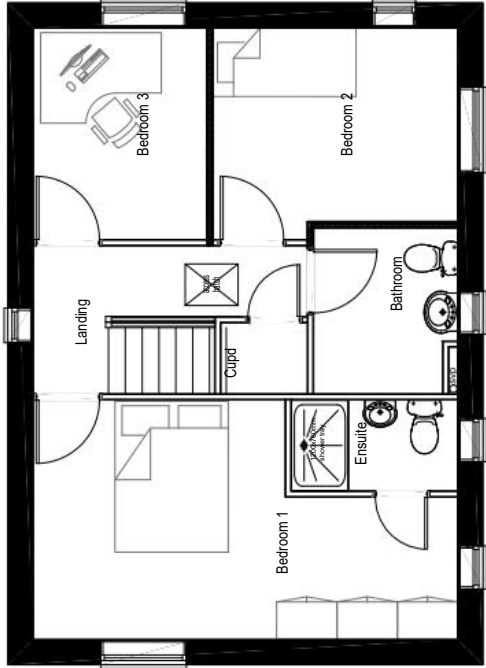
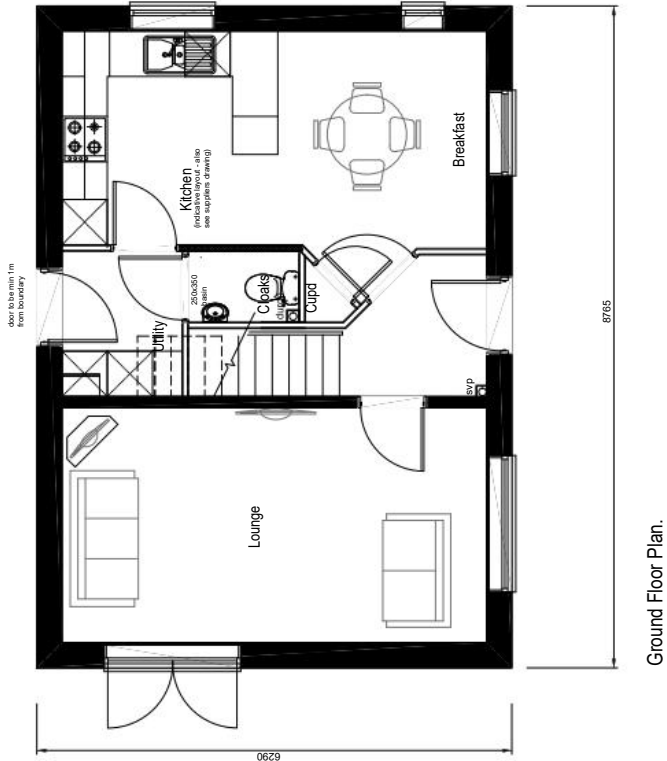
Rear Elevation



Side Elevation



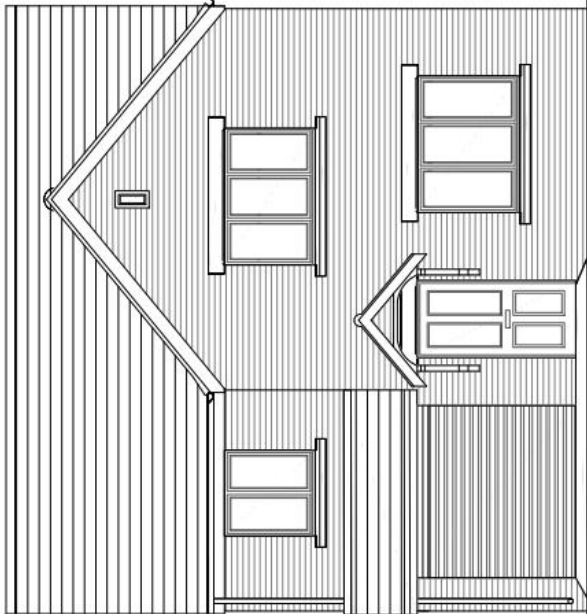
Side Elevation



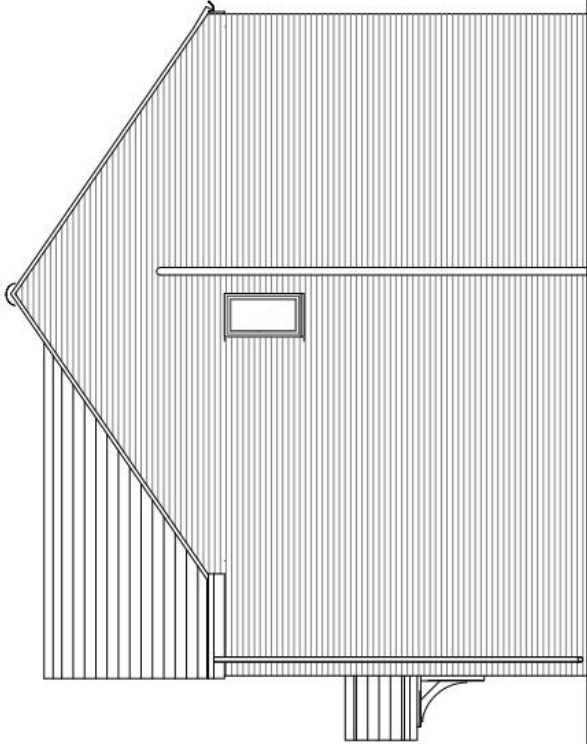
THE LOCKWOOD CORNER, Full Render (Plots 8 & 29)

'THE LOCKWOOD CORNER' | PLANS AND ELEVATIONS | 2 STOREY | 3 BED | FOOTAGE: 999 | SCALE: 1:100

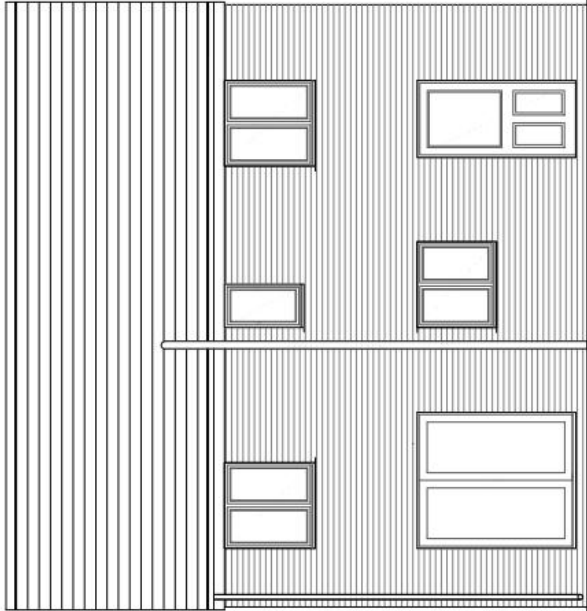
LAYOUT REFERENCE: 'HOR'



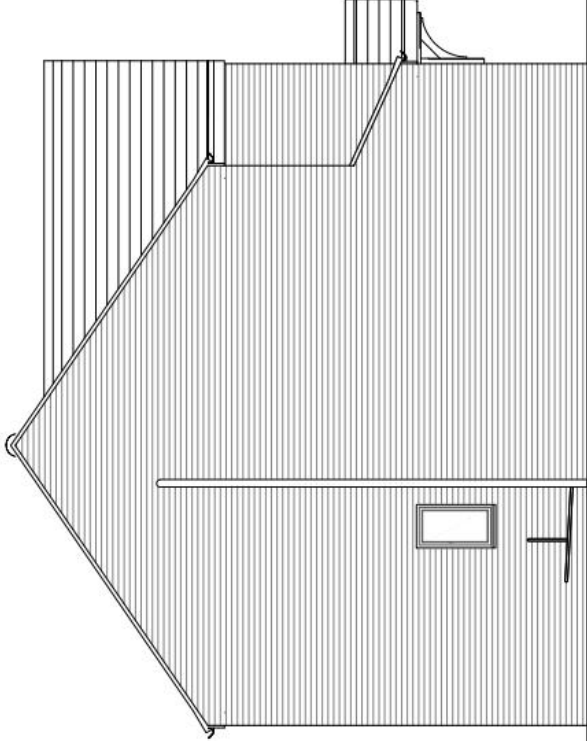
Front Elevation



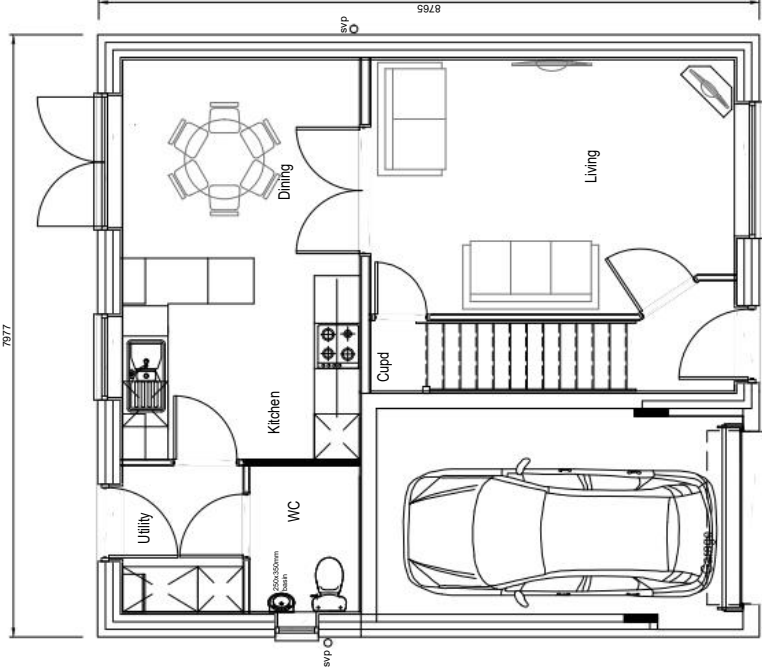
Side Elevation



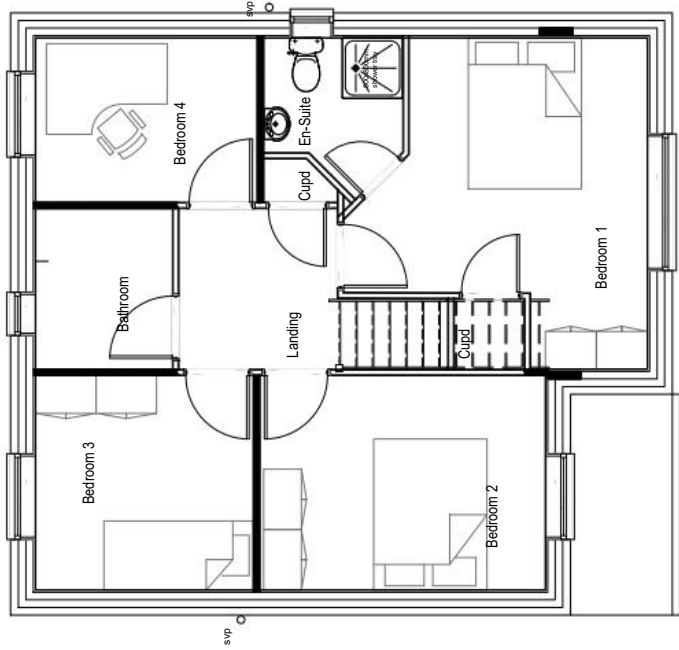
Rear Elevation



Side Elevation



Ground Floor Plan



First Floor Plan

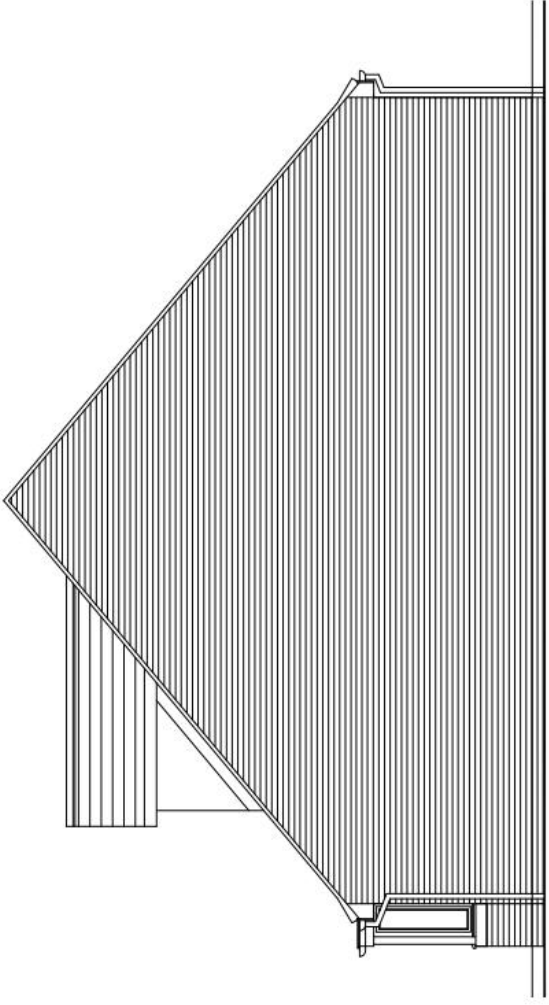
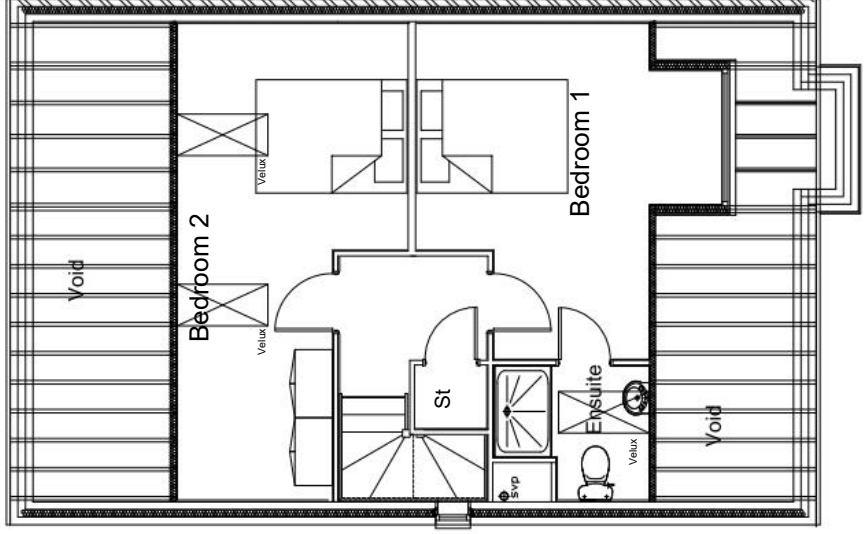
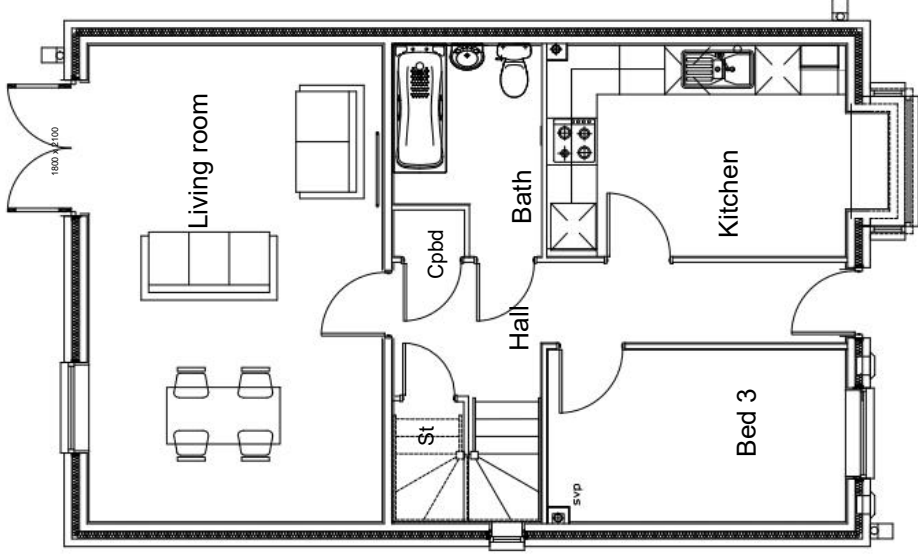
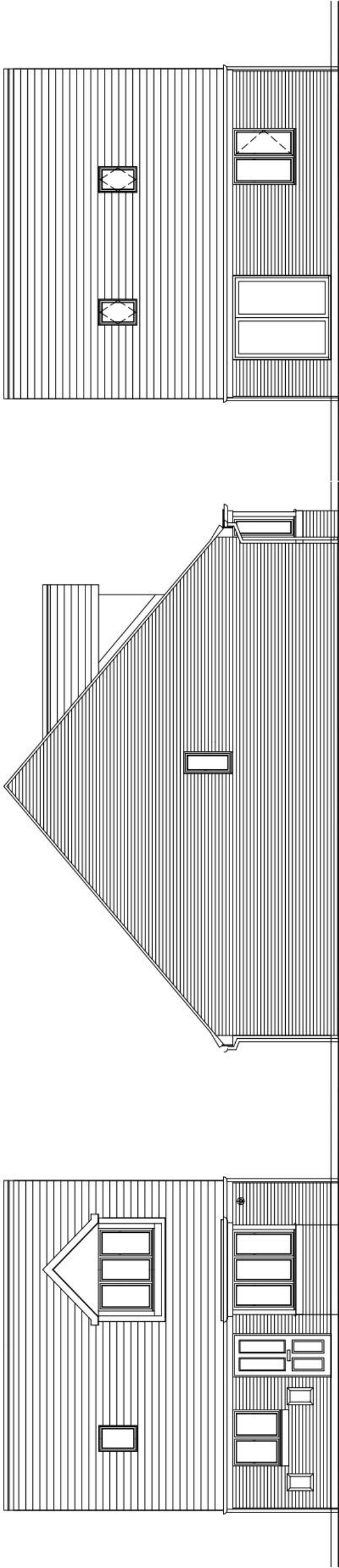
THE HORNSEA HOUSE TYPE, Brick Elevations (Plots 7, 15, 16 & 49)

'THE HORNSEA' | PLANS AND ELEVATIONS | 2 STOREY | 4 BED | FOOTAGE: 1096 | SCALE: 1:100

Rev. B Plot numbers updated. 24.02.21



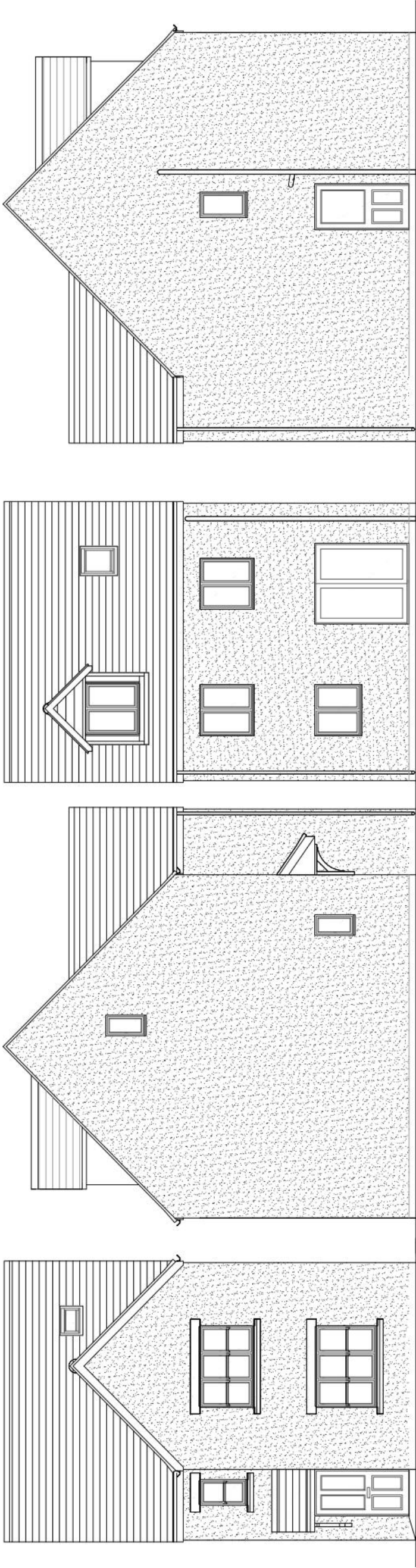
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THE BUNGALOW, Brick Elevations (Plots 1-2)

'THE BUNGALOW' | PLANS AND ELEVATIONS | 1.5 STOREY | 3 BED | FOOTAGE: 1121 | SCALE: 1:100

LAYOUT REFERENCE: 'EAR'

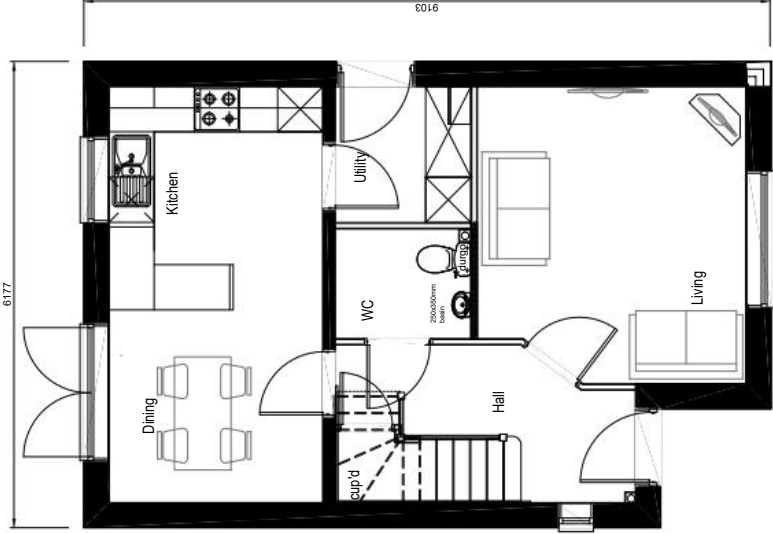


Front Elevation

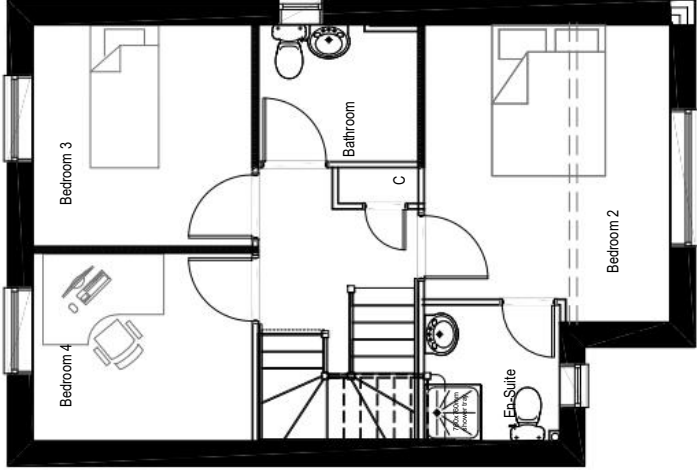
Side Elevation

Rear Elevation

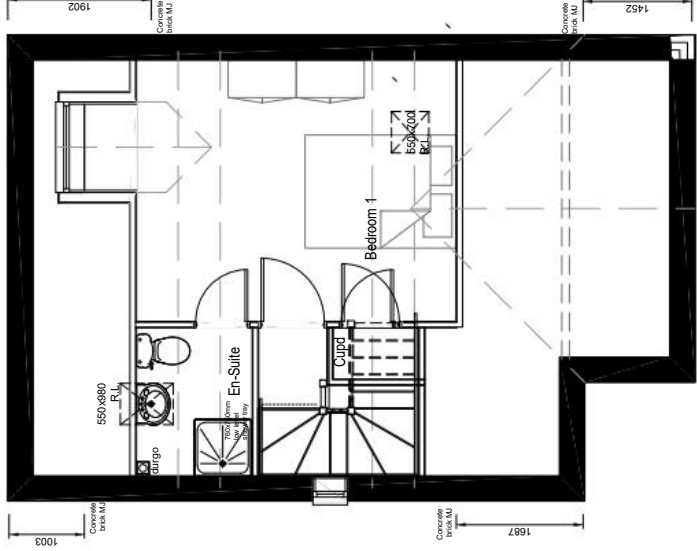
Side Elevation



Ground Floor Plan



First Floor Plan



Second Floor Plan

THE EARLSWOOD HOUSE TYPE, Full Render (Plot 19, 41)

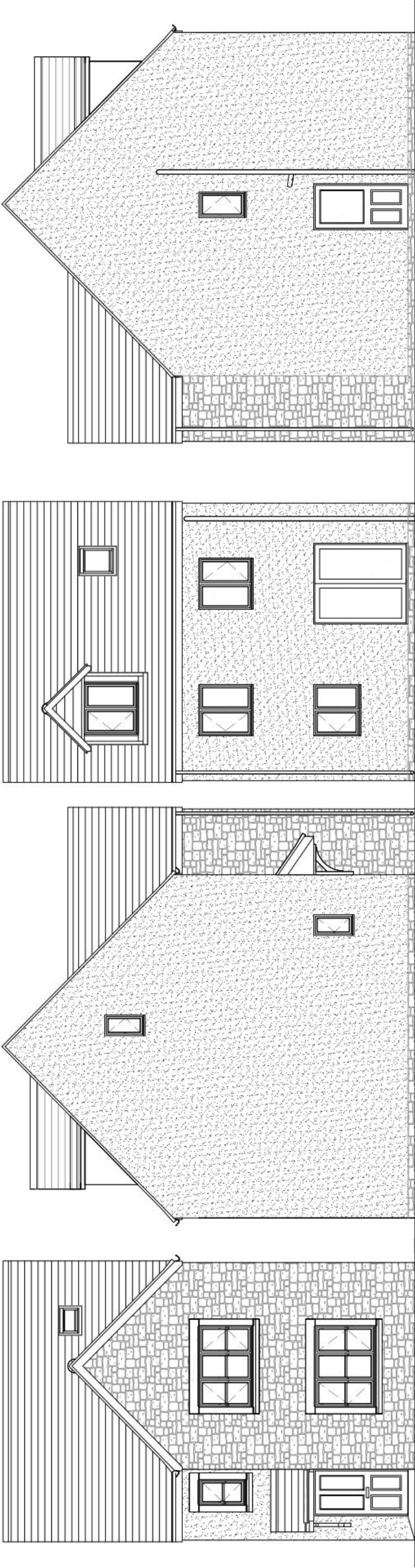
'THE EARLSWOOD' | PLANS AND ELEVATIONS | 2.5 STOREY | 4 BED | FOOTAGE: 1220 | SCALE: 1:100

Rev. B Plot numbers updated. 24.02.21



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LAYOUT REFERENCE: 'EAR'

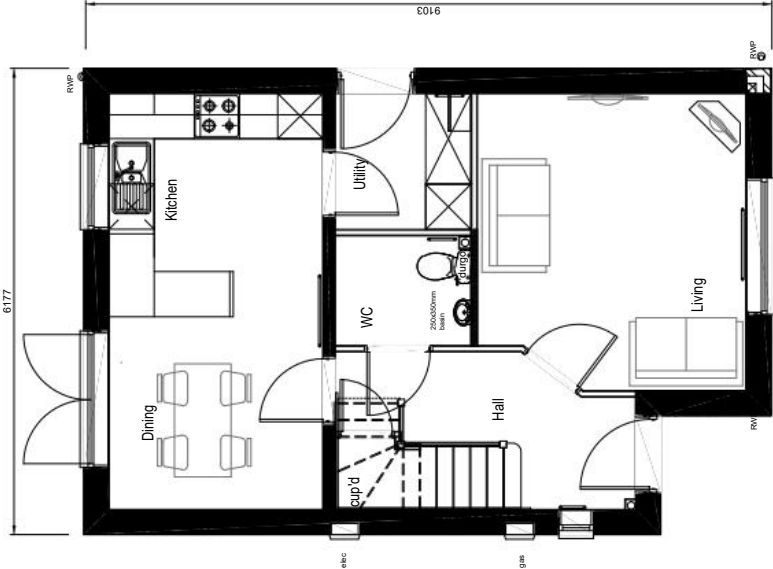


Front Elevation

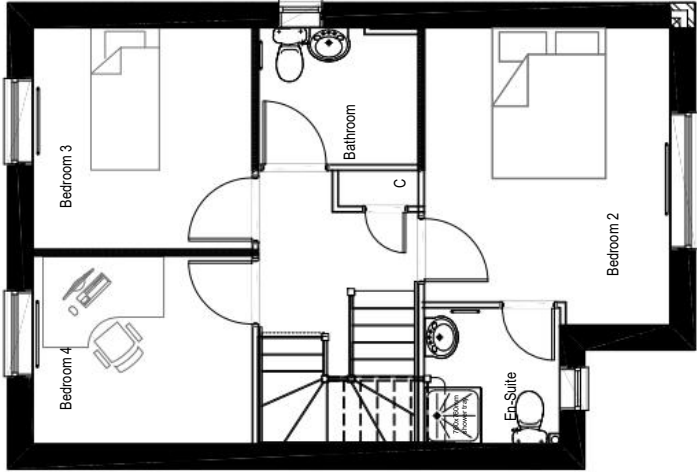
Side Elevation

Rear Elevation

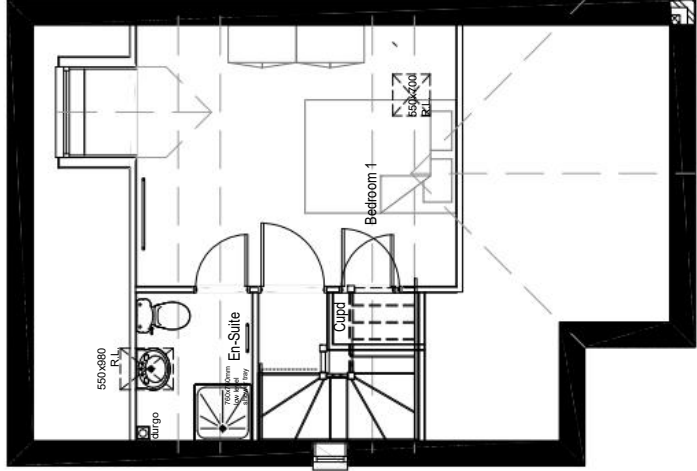
Side Elevation



Ground Floor Plan



First Floor Plan



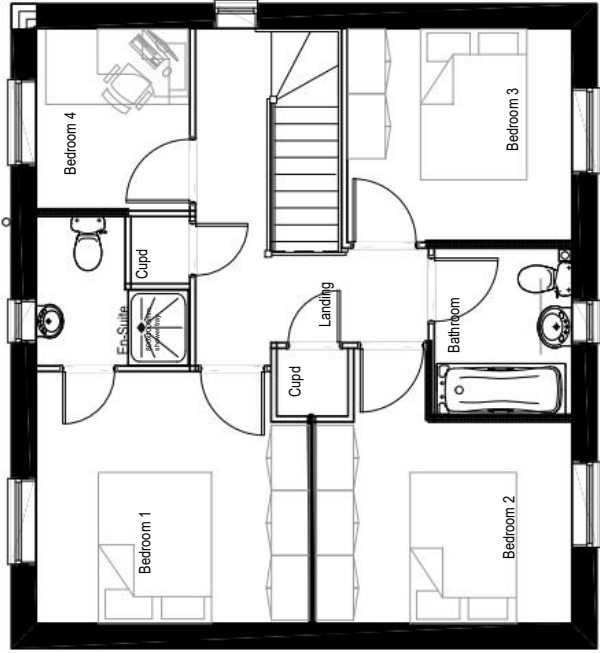
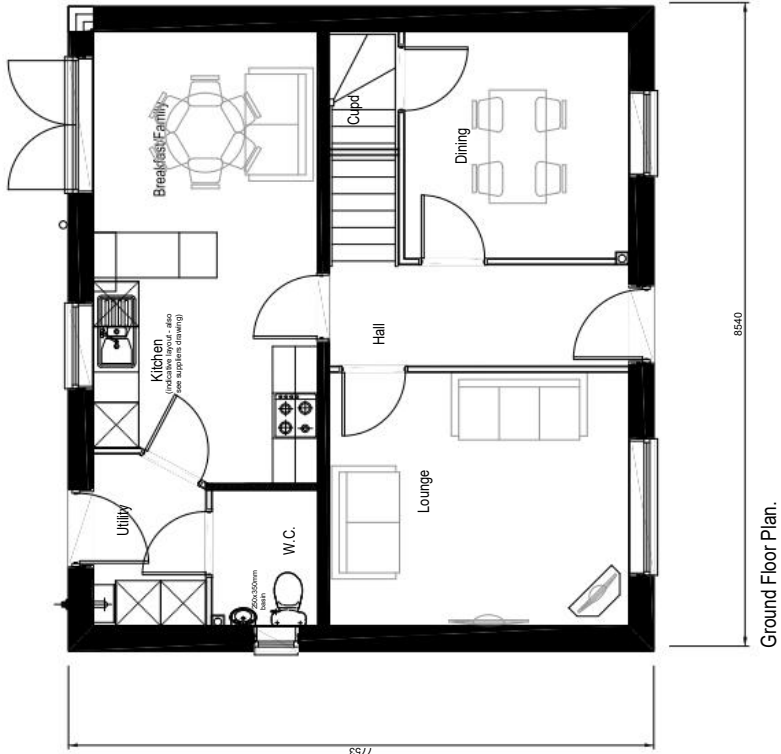
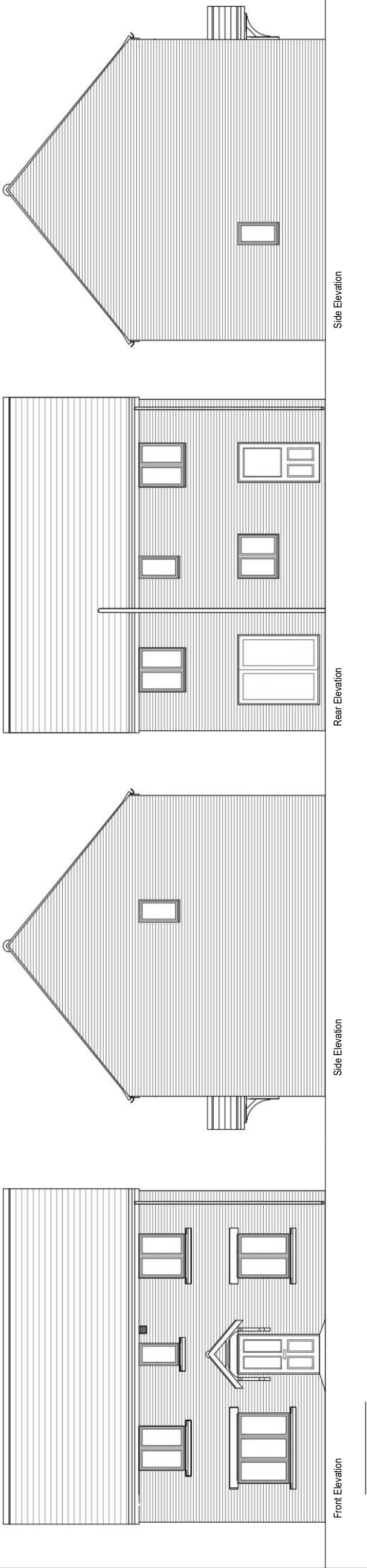
Second Floor Plan

THE EARLSWOOD HOUSE TYPE, Feature Stone Front (Plot 27)

'THE EARLSWOOD' | PLANS AND ELEVATIONS | 2.5 STOREY | 4 BED | FOOTAGE: 1220 | SCALE: 1:100



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THE CONISTON HOUSE TYPE, Brick Elevations (Plot 50)

'THE CONISTON' | PLANS AND ELEVATIONS | 2 STOREY | 4 BED | FOOTAGE: 1222 | SCALE: 1:100

First Floor Plan.

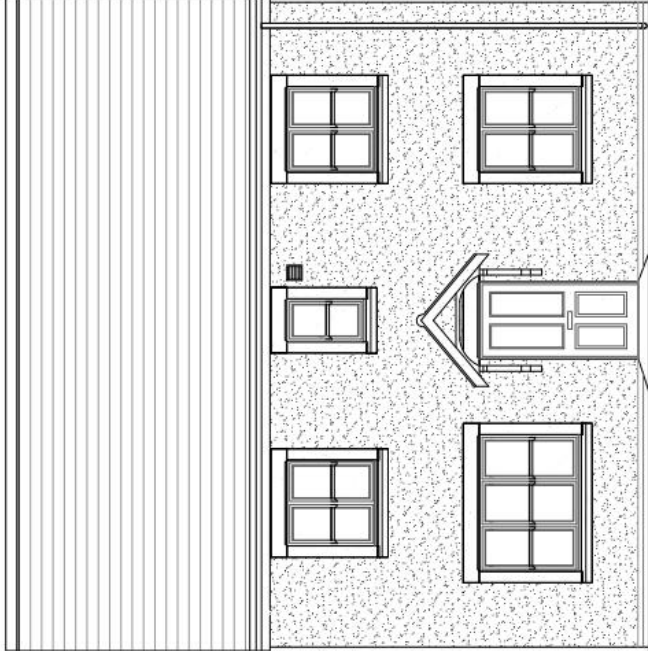
Rev. A Plot numbers updated. 27.11.20



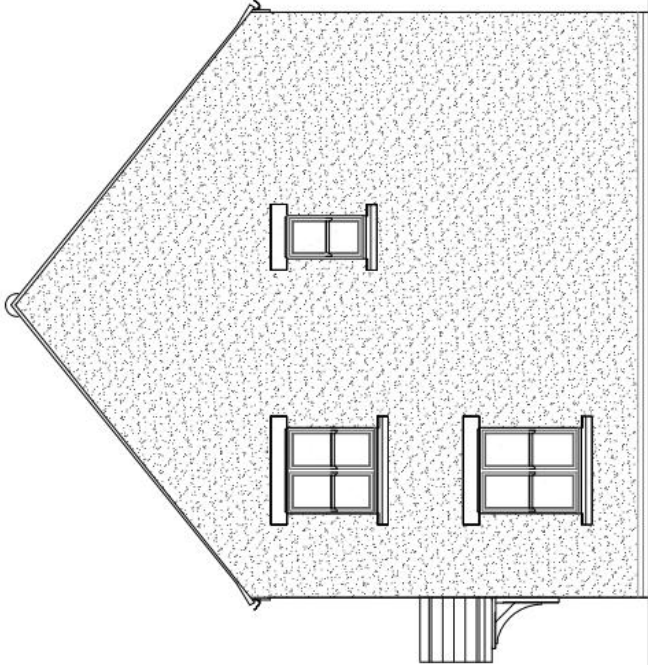
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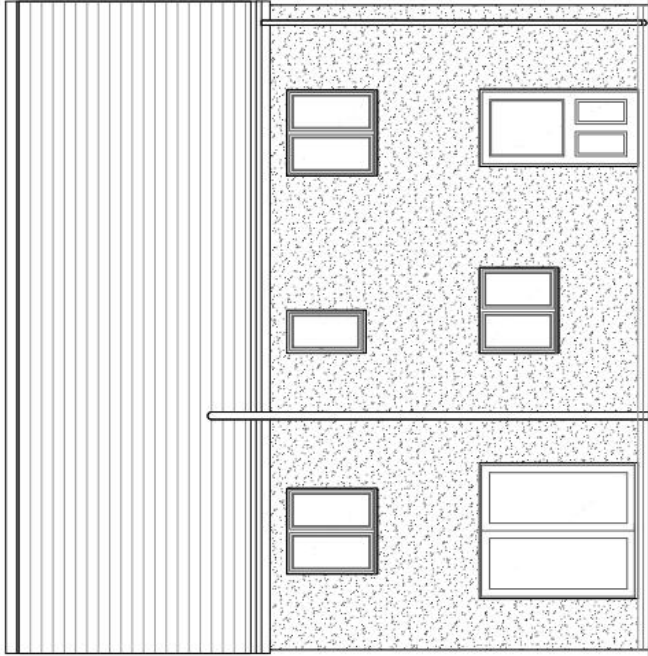
LAYOUT REFERENCE: 'CON (V3)'



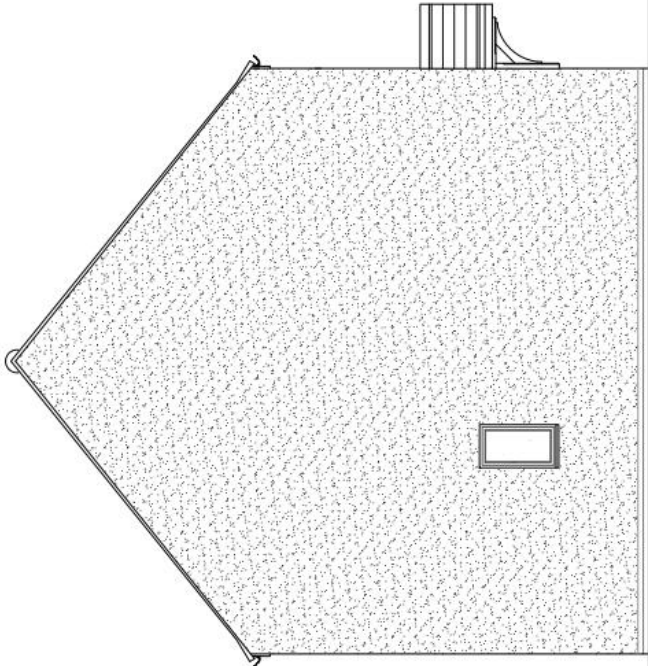
Front Elevation



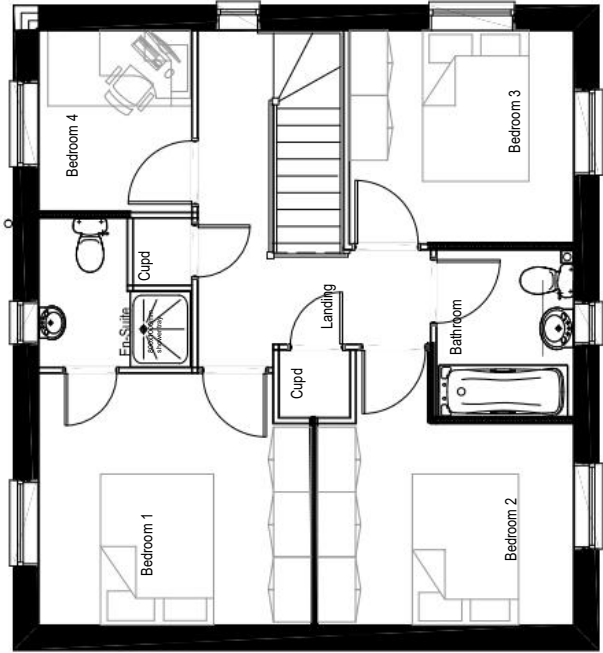
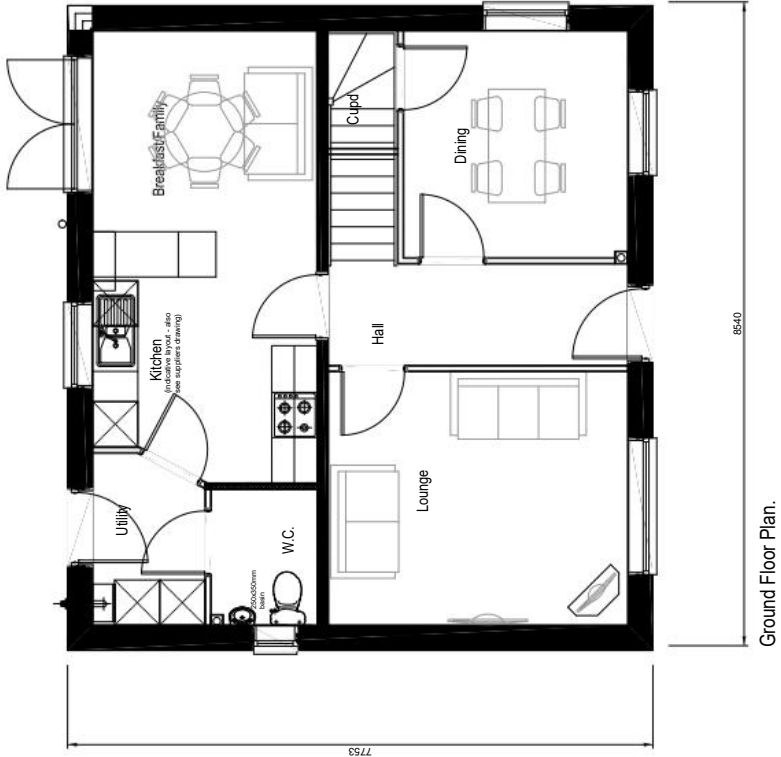
Side Elevation



Rear Elevation



Side Elevation



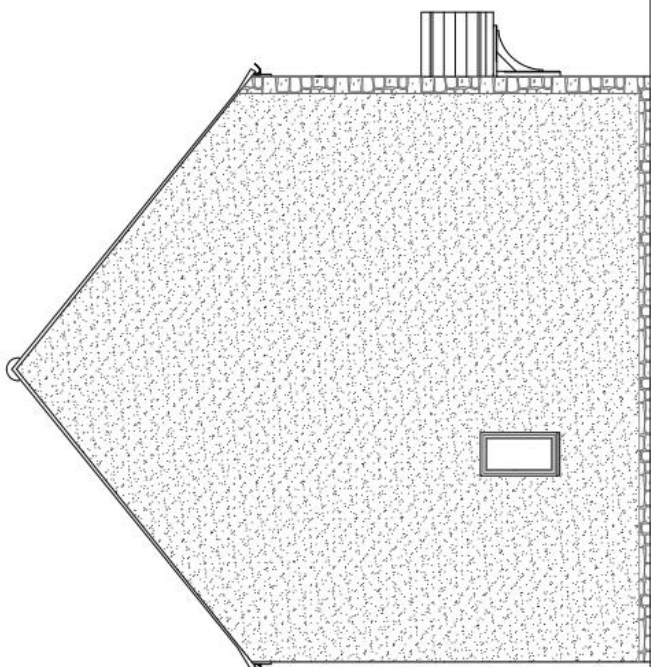
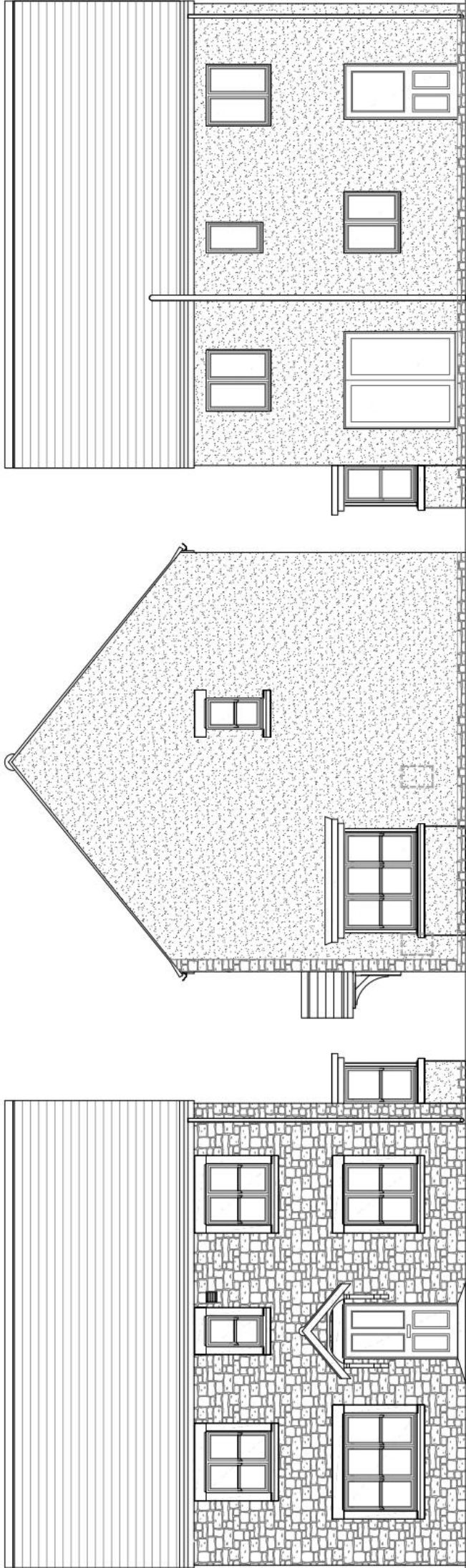
THE CONISTON CORNER HOUSE TYPE, Full Rendered Elevations (Plot 42)

'THE CONISTON' | PLANS AND ELEVATIONS | 2 STOREY | 4 BED | FOOTAGE: 1222 | SCALE: 1:100



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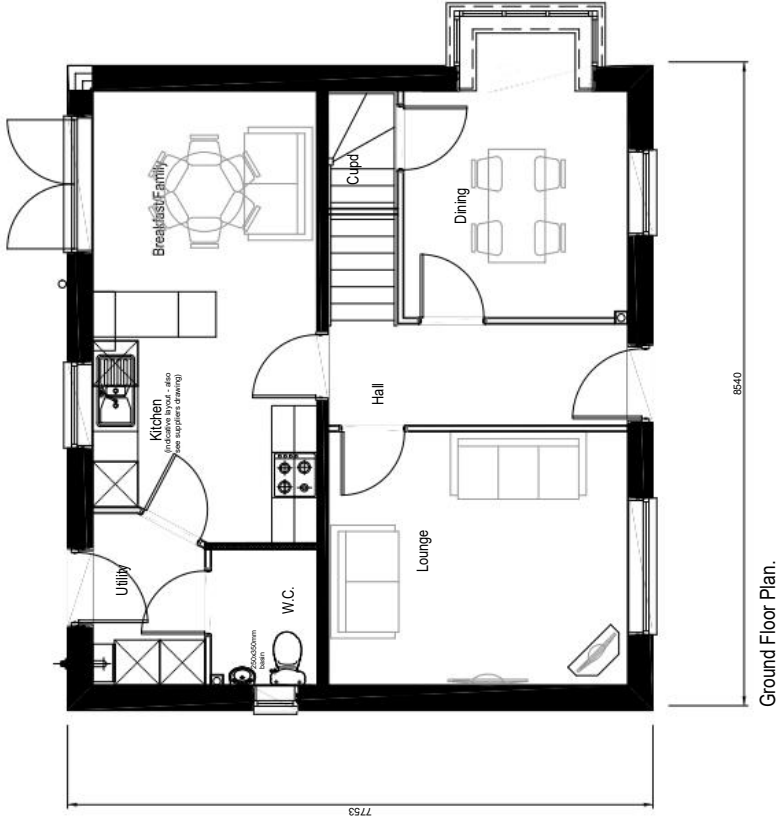
LAYOUT REFERENCE: 'CON (V4)'



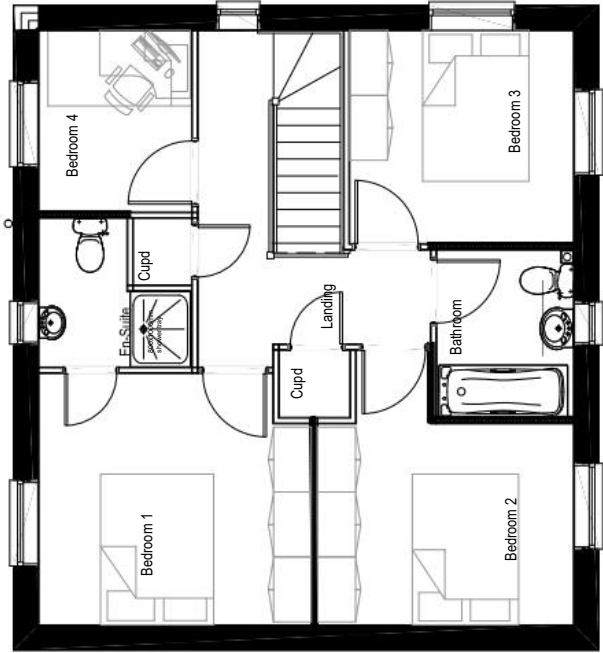
Front Elevation

Rear Elevation

Side Elevation



Ground Floor Plan.



First Floor Plan.

THE CONISTON CORNER HOUSE TYPE, Feature Stone Front (Plot 28)

'THE CONISTON' | PLANS AND ELEVATIONS | 2 STOREY | 4 BED | FOOTAGE: 1222 | SCALE: 1:100

Rev. A Plot number updated; amended to corner version. 27.11.20
Rev. B Amended to 'V4' corner bay. 24.02.21



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