

SCHEDULE A: Applications with Recommendation

21/0744

Item No: 01

Date of Committee: 13/05/2022

Appn Ref No:
21/0744

Applicant:
Currock Avenue Limited

Parish:
Carlisle

Agent:
Peterloo Estates Limited

Ward:
Multiple Wards

Location: Land at Currock Yard, Off South Western Terrace, Carlisle, CA2 4AY

Proposal: Residential Development & Associated Infrastructure Comprising 92no. Dwellings, New Public Open Space, Communal Car Park & New Access Into The Site

Date of Receipt:
04/08/2021

Statutory Expiry Date
04/11/2021

26 Week Determination

REPORT

Case Officer: Stephen Daniel

1. Recommendation

1.1 It is recommended that authority to issue approval with conditions is given to the Corporate Director of Economic Development, subject to the completion of a S106 agreement to secure:

- a) the provision of 18 of the units as affordable;
- b) the provision of 4 bungalows on the site;
- c) an off-site open space contribution of £34,511 for the upgrading and maintenance of open space at Jubilee Road;
- d) a financial contribution of £19,593 to support the off-site improvement of existing sports pitches;
- e) the maintenance of the informal open space and play area within the site by the developer;
- f) a financial contribution of £403,024 to Cumbria County Council towards secondary school places;
- g) a financial contribution of £6,600 to Cumbria County Council for the monitoring of the Travel Plan;
- h) the management arrangements of the proposed parking area;
- i) any financial contributions/management/maintenance that might be required to deal with the issue of nutrient neutrality.

If the legal agreement is not signed, authority be given to the Corporate

Director of Economic Development to refuse the application.

2. Main Issues

- 2.1 Whether The Proposal Would Be Acceptable In Principle
- 2.2 Layout, Scale And Design
- 2.3 Impact On Residential Amenity
- 2.4 Access and Transport Impacts
- 2.5 Drainage Matters
- 2.6 Effect on Nature Conservation/Biodiversity
- 2.7 Impact on Heritage
- 2.8 Affordable Housing
- 2.9 Open Space
- 2.10 Education
- 2.11 Contamination
- 2.12 Air Quality
- 2.13 Noise
- 2.14 Crime Prevention
- 2.15 Impact On The Railway Line
- 2.16 Nutrient Neutrality

3. Application Details

The Site

- 3.1 The application site is a crescent shaped parcel of land, extending to 3.1 hectares in area, situated just off Currock Road. It lies to the west of where South Western Terrace, Redbank Terrace, Redbank Square and Adelphi Terrace all terminate and also extends from the rear [west] boundaries of dwellings on the odd-numbered side of Lund Crescent, up to the application site's western boundary with the Cumbria Coast Train Line. While at its greatest it is 130 metres wide, broadly from Adelphi Terrace across to the western site boundary, that width progressively diminishes towards both its northern and southern fringes with the land tapering to a narrow neck where it abuts, respectively, the rear of dwellings at Currock Bank Court and retained operational railway land.
- 3.2 Although now derelict and unkempt, the use of Currock Yard by the railway industry dates from sometime between 1870-1900 when its development followed the construction of the Carlisle to Maryport railway line. It changed little from those early years, with only minor building additions being undertaken in the 20th Century. Following nationalisation of the railway industry the site was used by British Rail, then by DB Schenker following their acquisition of the site in 1996, as a depot for the maintenance of traction and rolling stock. That use has progressively declined from broadly 1970 onwards, with both the levels of stock and staff employed at the depot reducing markedly over the years. Final cessation of the use occurred in 2007 when all activities were re-located to Kingmoor Yard, the main rail freight facility serving Carlisle. The land has been unused since that time

with the remaining buildings (with the exception of the pump house) being demolished and much of the land has become overgrown.

Background

- 3.3 A previous application on this site was submitted and approved at Committee in 2011, however, as the Section 106 Agreement was never signed the Council finally disposed of the application in 2018.
- 3.4 The application was supported by an indicative site layout plan that showed how the site could be developed to accommodate circa 99 residential units. The indicative layout was modified to show the retention of the former Pump House (to be converted to 2 no apartments). The application proposed the retention (with modifications) of the existing access via South Western Terrace for the proposed development.
- 3.5 Members deferred the application at the initial committee meeting, when it was considered, so that highway issues could be given further consideration. The proposal was intending to use South Western Terrace as the only vehicular access to the site and Members were keen to explore alternative access arrangements.

The Proposal

- 3.6 A mix of 2, 3 and 4 bed dwellings (92 in total) are proposed across the 3.1 hectare site. This equates to around 30 properties per hectare which would be an acceptable density and a low density for an urban area.
- 3.7 The previous planning application had mostly north facing gardens, with a large number of them facing onto the railway. In order to maximise solar gain for the living spaces, as well as the gardens and to buffer the homes from the railway line, the main entrance road has been situated to the north boundary of the site, alongside the railway. Not only does this provide some separation from the houses and their gardens from the railway line, it also gives greater opportunity for south facing gardens. This has the environmental advantage of increasing solar gain into the main living spaces which decreases the need for heating.
- 3.8 Although developed as one site, the proposed layout treats each area as distinct, creating groups of buildings with different landscaping treatments used for each area. To the north, as the site is entered from South Western Terrace, the landscaping and treatments are fairly reflective of the Victorian terrace, with brick and railing boundary walls and two-storey buildings. As you move closer to the centre of the site, taller three-storey buildings are proposed, giving a greater variety to the frontages as well as responding to the rise in levels to the east of the site. While to the south end of the site, a softer landscaping approach has been made, with more boundary hedges and greater landscaping to reflect the more rural land and the River Caldw to the south.
- 3.9 A mix of housing sizes has been proposed, with seven house types being

used across the site, with a variety of treatments and orientations. The dwellings would include a range of design features to add visual interest including two and three storey flat roof projecting gables; two-storey pitched roof projecting gables; the use of varying roof heights; flat roof dormer windows at eaves level; the use of red bricks with contrasting buff bricks; and areas of cement fibre weather board cladding. The housing mix consists of: 8 two-storey two-bedroom dwellings; 14 two-storey three-bedroom dwellings; 3 two-storey four bedroom dwellings with garages; 21 three-storey four bedroom dwellings; 16 three-bedroom dwellings with integral garages; 26 three-storey four bedroom dwellings with integral garages; and 4 bungalows. The site would include detached and semi-detached properties and terraces of between 3 and 8 dwellings.

- 3.10 Landscaping would be provided around the periphery of the site to provide a buffer to the railway line as well as the surrounding residential development. Landscaping would also be provided within the open spaces that would be provided towards the western end of the site (near to the Adelphi Terrace) to create biodiversity and a more pleasant living environment.
- 3.11 The main approach from the site is from South Western Terrace, which is the main vehicular and pedestrian access. A new footpath link to Adelphi Terrace would be created to improve the porosity of the site. This would have external lighting installed to make it more accessible. An emergency vehicle access (EVA) would also be provided via Adelphi Terrace. Initially a link at the south of the site to Lund Crescent was looked at, however, the public footpath that previously existed between 91 and 93 Lund Crescent has been removed.
- 3.12 Across the site a total of 183 in-curtilage parking spaces, 41 garages and 23 visitor parking spaces would be provided. This is a total of 247 spaces for the 92 dwellings. Every house has been allocated at least one car parking space, with the majority having at least two external parking spaces, with separate visitor parking provided.
- 3.13 Each property would have front and rear garden space which is defined through a variety of boundary treatments, including brick walls, native species hedges, fencing and walls with railings above. All entrances are overlooked and footpaths are generally very visible and adjacent to vehicular access. External hard landscaping for garden patios and paths would be mainly permeable paving to allow for ease of access as well as good surface water run-off. There are also some areas of gravel towards the south of the site to compliment the softer landscaping.
- 3.14 Currently there are only 23 homes fronting South Western Terrace. These are arranged in a short terrace of 7 dwellings on the north side of the road with a longer terrace of 15 dwellings on the southern side of the carriageway. At the moment, the residents have no off-street parking facilities but rely upon kerbside parking on both sides with resultant narrowing of the effective carriageway to about 3m.
- 3.15 The applicants thus propose to provide, close to the northern site boundary

and to the west of the smaller terrace on the north side of South Western Terrace, an off-street parking area. It is intended to provide a secure resident's parking area for 15 vehicles, the intention being that these would be for the occupiers of homes on the street. In addition, as part of the access works illustrated within the Transport Assessment, it is envisaged that the kerb lines to both sides of South Western Terrace would be partly set back to create at the eastern end of the street two indented lay-bys for limited resident parking parallel to the road.

- 3.16 This would be achieved by altering the current carriageway and existing footways to provide a future footway width of 1.8m, plus 2m wide parking bays to each side and a through carriageway of 4.8m. This is sufficient width to enable vehicles to pass each other but would reinforce the current 20mph speed limit that applies. A further area of kerbside parking would be provided adjacent to the western end of the southern terrace i.e. from broadly nos 13-25 South Western Terrace.

4. Summary of Representations

- 4.1 This application has been advertised by means of a press notice, the displaying of 3 site notices as well as notification letters sent to 178 neighbouring properties. In response 54 letters of objection have been received, together with a petition against the proposed development which has been signed by 13 people from 9 households.

- 4.2 The letters of objection raise the following concerns:

Highway Matters

- South Western Terrace cannot take the volume of traffic on such a tiny cobbled street;
- to use this already over crowded road as an access to this site is ridiculous;
- South Western Terrace is very narrow and steep and in the winter time the road is very slippery and access and egress is not only difficult but dangerous;
- if the cobbled road was covered in tarmac that would be an absolute crime;
- there are cars parked everywhere now and getting in and out of the street is already little short of a nightmare;
- cars are parked on both sides of Currock Road and this obscures visibility coming out of the junction of South Western Terrace - the volume of traffic with another 92 houses would impact considerably on an already difficult junction to exit;
- extra traffic including works vehicles and delivery wagons will potentially cause damage to vehicles parked and also to the cobbled setts on the road which are not designed for modern vehicles and the volume of traffic that this site will generate;
- there are already a large number of car accidents on Currock Road especially along from Beaconsfield Street onto Currock Road. Extra traffic will increase risk to drivers and pedestrians;
- there would be not enough room for 2 cars going each way to pass - often wait for a long time trying to exit the street because of the volume of traffic

on Currock Road and the close proximity and sheer volume of cars turning right out of Beaconsfield Street;

- another 92 houses with at least 92 cars would make this situation worse and would be a danger to pedestrians trying to cross the road;
- regardless if there is multiple access points, the surrounding area doesn't have enough space to house all those people and their cars;
- there isn't enough parking for the current residents on the street, and adding more traffic and noise to what is a small, quiet terrace is unsustainable;
- car parking is an issue and a communal car space for this number of houses is unlikely to be large enough;
- already people have to juggle cars around when the bin men come, and turning around on the street is a difficult task;
- adding more traffic won't make it any easier to get out of the junction at the top;
- the road was never designed to be a through road for another estate, and cannot support the traffic;
- the access from South Western Terrace onto Currock Road is dangerous as it is - South Western Terrace was never designed to be a through road;
- the access via South Western Terrace cannot be acceptable due to poor access onto Currock Road and the increased volume of traffic on an already busy road - additionally, it would increase traffic onto Beaconsfield Street, which is also already busy and relatively narrow (with parked cars);
- the average UK home has 1.21 cars. That's another 110+ cars, coming up a road to a junction that is already nigh on impossible to get out of;
- South Western Terrace is steep, and in winter when it ices over can't be driven out of - 3 cars were damaged last winter alone due to the poor surface conditions, and that is just from the residents of the street;
- there is no room to turn around on the street already, and during the morning and evenings cars turning around already causes congestion;
- there are several disabled residents on South Western Terrace who require their cars to be parked outside their houses due to mobility issues - this should also be a consideration;
- disabled residents won't be able to park in the car park at the bottom of the street;
- access for large trucks and emergency services will be problematic due to the narrowness of the road and the presence of parked cars;
- a few small children live on the street nowadays and these children are used to it being a dead end street - would fear for their safety;
- narrowing the pavements to accommodate local residents parking in order to accommodate the heavy flow of traffic for the proposed development does not make sense as the paths will be narrowed and less accessible for pedestrians and especially those with mobility access difficulties;
- pedestrians are already running a gauntlet crossing the road, in part due to the lack of footways on both sides of the road until past the petrol station on Currock Road;
- trying to cross Currock Road is already difficult, the volume of traffic and the speed at which it travels is a concern and bringing more traffic to the area will only increase this problem;
- believe part of the plan is to build a small car park for the residents of the street, but we feel this would be used by other streets due to the lack of

parking that they also suffer from;

- the Transport Assessment is wholly inadequate in answering or articulating the potential impact of such a development. Section 7 'Traffic Impact Analysis' relies on the previous 2010 applications figures for its assessment which is from over a decade ago. For example, how traffic levels have changed since then is not assessed and there is no consideration of any relevant changes (such as other housing developments across the locality) since the previous 2010 application. Need an accurate, up to date assessment of traffic impact be undertaken by an independent assessor before any decisions are considered on this development;
- see nothing but problems with a path leading on to Adelphi Terrace by the way of congregating youths and unsociable behaviour - will be used as a scooter, motorbike thoroughfare, hence making the new estate and Adelphi Terrace a rat run;
- since South Western Terrace is built on a hill, local children drive bikes, skateboards and electric scooters and motorbikes down the hill at speed - fear that if more children are in the area this would become more of an issue especially if traffic increases the likelihood of an accident;
- many years ago a pedestrian crossing was proposed but was never seen through;
- presume there would have to be traffic lights on South Western Terrace, Beaconsfield and Currock Road in order to prevent accidents. However if you added traffic lights you will then reduce available parking space for the existing houses nearby, and cause even more parking issues further up the road;
- there have been a number of road traffic accidents at this junction including a cyclist being knocked off their bicycle;

Ecology/ Trees

- Currock Yard is the only wild area left in the centre of Carlisle;
- access to Currock Yard is restricted at the moment so any wildlife or birds or insects have not been disturbed for a long time;
- the wildlife in Carlisle is already at a minimum, there are no hedgerows and wild spaces. The sides of the train line and the rewilded areas have a huge amount of life in them, surely a better use of the land would be to turn it into a park and have the additional green space for the local community;
- there is also a significant amount of hedgerow wildlife living in the wild area next to the train line - birds and small mammals all have a home in there;
- this was refused once before, as that land is a conservation area for rare newts - what's happened to them?;
- this land was previously identified as a habitat of newts and natterjack - toads, a EPS-European protected species - has a survey of this development area been carried out by a suitably qualified surveyor e.g. a qualified ecologist;
- there is bat activity on the site and great crested newts live on the site;
- due to the previous use of the yard, we are concerned that there is potential for the contamination of the natural waterways;
- there is a diverse wildlife habit down there with foxes and a regular female sparrow hawk;
- a number of large trees will be lost;
- the site is a much needed haven for wildlife - it's one of the only places in

town where my family and I have seen urban foxes, badgers and rabbits galore - these creatures use our railway system as their urban highway and travel along it to breed, live and be happy;

- the area gets laden with butterflies and insects on the wildflowers, which in turn feed birds;
- the railway land at the bottom of South Western Terrace is a diverse habitat for wildlife - seen lizards and sparrow hawks both of these species are in decline due to habitat loss. Sparrow hawks are a protected species by law and they could be nesting on the land;

Impact On Residential Amenity

- air pollution from increased traffic is of concern as air quality is poor along Currock Road - how will the planning decision take account of the health impact on residents along Currock Road due to the inevitable increase in petrol/diesel fumes pollution;
- existing residents would have a loss of privacy due to the proximity of the footpath and the amount of people and vehicles going past;
- dust and debris will no doubt affect our air quality and environment and in turn affect our health;
- concerned about noise from the building works as many local residents work from home;
- the increase in road traffic will increase the levels of both air and noise pollution in the area. The junction of Currock Road and Beaconsfield Street, adjacent to the planned development, is already congested and likely has high levels of nitrogen dioxide from vehicle emissions. High levels of nitrogen dioxide are associated with an increased risk of lung disease;
- would like to see a survey of the air quality at the proposed entrance i.e the junction of South Western Terrace and Currock Road and the adjacent already congested junction of Currock Road and Beaconsfield Street, which should include peak times, to establish the levels of nitrogen dioxide and to calculate the impact of the additional traffic emissions on those levels;
- DB Schenker already wake the whole of Currock up at 4.30/5.30/6.30 every morning running ridiculously loud trains - plans would build another 92 houses, even closer;

Infrastructure

- due to the construction and building of the new southern link road and the building of St Cuthberts Garden Village of 10,000 houses, does this area really need the 92 that are planned for this location? This area of Carlisle is also heavily congested and cannot sustain more homes without the requisite infrastructure;
- regardless of this particular site specifics, why are there plans to build yet more houses? The infrastructure in this city is just not there to support more residents. We have new houses all over Carlisle already. The town centre is slowly deteriorating, there's high unemployment and a total lack of vision as to the future;
- to put 92 new homes in this area it will put excess strain on all local resources including local primary schools which are already over subscribed and local doctors which are already hard to get an appointment for;
- how many new children will require nursery, pre-school, primary and secondary places - 92 homes could easily equate to over 100 children at

any one point in time in the future. What impact will this have on the local schools places?;

Other

- with increasing climate change, is it wise to put so many new homes near to a river in a flood risk city;
- the site floods due to runoff from the neighbouring land - there was a land slide years ago where our back fence ended up on the railway;
- concerned about flooding due to the location of this new estate;
- will the council make a requirement that a % of these homes be ring fenced for locals on the housing waiting list?;
- building dwellings on the site would be unsafe due to movement in the ground - the land was originally swamp land and when you start digging could start movement on Coney St and surrounding terraced streets;
- this area should be a conservation area - a beautiful quaint street a reminder of Carlisle' s railway history;
- this area would be better used as extra green space for an already growing city;
- with this being an industrial site question whether it is suitable for residential buildings as it may be contaminated ground;
- the site is contaminated from heavy oils and diesels;
- believe the rail building with the flat roof is listed and would make a great 2-storey studio apartments - see from the proposed development it seems to have disappeared?;
- a proposed designated parking area at the end of South Western Terrace, instead of trees, shrubs and wildlife, and 92 houses with over 92 cars would obliterate the only glimpse of countryside that can seen from nearby properties;

4.3 The petition which has been signed by 13 residents from 9 households raises the following concerns:

- application fails to consider the needs of disabled residents - the TA should be updated to cover this issue;
- the provision of parking spaces for South Western Terrace is inadequate - more parking spaces are required;
- new traffic volume figures should be collected for the TA - traffic volumes referred to in the TA are woefully outdated and considered to be void;
- the impacts of the development on highway safety have not been analysed;
- walking distances to services/ shops/ schools are too far and involve crossing busy roads;
- local cycling infrastructure is poor;
- the nearest bus stop (250m) serves one bus a day. The nearest bus stop with a regular bus service is over the 400m recommended distance;
- the only way to improve accessibility would be to re-route existing bus routes or make them more frequent - need a more frequent bus service via

James Street and Victoria Viaduct without this the development is very inaccessible;

- the TA fails to address the difficulties vehicles have exiting Red Bank Square, Red Bank Terrace and Adelphi Terrace;
- need an agreed traffic management system for Currock Junction;
- South Western Terrace is steep and becomes icy in cold periods and snow/ ice make it impossible to exit - need a regular gritting plan in place;
- the TA doesn't take account of increased traffic from the south due to the development of the southern bypass;
- a new traffic management system should be agreed with all local residents;
- local schools are over subscribed;
- the land is contaminated - contamination worsens over time;
- there are several protected species within the site;
- recreational areas would encourage youngsters to congregate;
- substances hazardous to health have been used on the site - a lot of these were not disposed of correctly and will have polluted the site - it is not suitable for residential use. Developing the site will be harmful to for residents moving into the site and pose potential health risks to the surrounding area;

4.5 Following a re-consultation 7 further letters of objection have been received. These make the following points:

- the amended plans show an emergency vehicle access (EVA) - have to assume that South Western Terrace is the main and only access road to the new estate - the problems and objections raised prior to the amended plans still stand;
- the proposal should involve a one way system with traffic calming measures and traffic should be subject to a number of traffic light systems to slow traffic;
- a permit system should be put in place for residents;
- the EVA is not going to stop undesirable people gathering around the area between the new estate and Adelphi Terrace. It's going to create an ideal situation for trouble and an additional route for dog walkers and an area for the non-existent police not to patrol;
- if access from Adelphi Terrace is needed in an emergency, where are existing people living at the bottom of Adelphi Terrace, which is a private road, supposed to park, whilst allowing enough room for emergency vehicle access;
- bollards are an open invitation for kids with electric scooters and motor bikes to use as a rat run, with no consideration given at all to the aging population in the area;
- why is an emergency access deemed essential - there are no emergency

accesses for other streets around the immediate area - it just appears the plans are to appease the builders and future owners, with no consideration to others who live in Adelphi Terrace whom it will affect;

- South Western Terrace is only 12.1m wide between houses at the top part of the road which is not enough for the planned path ways and parking space along with a 4.8 m wide road;

- after poor drainage was blamed for the 2020 Stoneheaven rail accident, causing the death of three people, the United Utilities comments about drainage on this site is worrying. The railway line not only takes passenger traffic, but is used to transport nuclear material to and from Sellafield;

- since Carlisle has over-delivered on its housing objectives, a better use for the site would be as a park.

5. Summary of Consultation Responses

Network Rail - LNW (North): - no objections in principle subject to conditions/ informative - various requirements must be met as the proposal includes works within 10m of the railway boundary and an interface with the railway boundary - therefore the agreement and supervision of Network Rail is required;

Natural England: - the proposed development is within close proximity to the River Eden SAC and River Eden & Tributaries SSSI, therefore, a Habitat Regulation Assessment is required to assess the impact on the River Eden SAC. A Construction Environmental Management Plan is required;

Local Environment, Waste Services: - no objections in principle;

Health & Wellbeing: - there is already a deficiency of open space in the local area and it would be preferable that this is provided on site. If this is not feasible then a contribution of £27,990 should be made to upgrade open space that is accessible from the development at Lund Crescent and the River Caldew Corridor; there is no play provision on site so a contribution to upgrade and maintain the play facilities at Jubilee Road should be made of £34,511; a contribution of £19,593 should be made to local grass pitch provision or district wide artificial pitch provision; the developer will be required to ensure appropriate measures are put in place for the management of any new open space provided through this development. Subsequently agreed the play area could be provided on site and no play contribution would, therefore, be required;

Local Environment - Environmental Protection: - requested the submission of a full BS4142 noise assessment. Noise Management Plan would also be useful as part of a wider Construction Management Plan. Suitable restrictions on hours of operation should be imposed in order to protect the amenity of nearby residents, including vehicle movements. Need a condition requiring noise level measurements to be undertaken in a representative number of units in the development to verify that the noise from the railway and industrial units does not result in the internal and

external noise levels exceeding World Health Organisation guidelines. Need conditions to ensure area adjacent to the railway line is landscaped and to require electric charging points to be installed at each property. Also requested conditions that require a remediation strategy to be agreed with the local planning authority and implemented;

Cumbria County Council - (Highway Authority - Footpaths): - Public footpath 109322 follows an alignment to the south of the proposed development area and must not be altered or obstructed before or after the development has been completed;

Cumbria Fire & Rescue Service: - no comments received;

Cumbria County Council - (Highways & Lead Local Flood Authority): - no objections subject to conditions (details of the proposed highway works and links; construction details of the proposed roads/ footways; timing of highway works; submission of Construction Traffic Management Plan; submission of a Travel Plan; an report reviewing the effectiveness of the Travel Plan; submission of surface water drainage scheme);

Environment Agency: - no objections;

Cumbria Wildlife Trust: - no comments received;

Cumbria County Council - Development Management: - there is a requirement for 22 primary school places from this development; currently there are 21 places available in Bishop Harvey Goodwin which is the catchment school. There are many spaces available with the other primary schools located in the 2 miles threshold from this development. An education contribution would not, therefore, be required for primary school places. A contribution for all 16 secondary places that the development would generate would be required as the September 2021 intake level at St John Henry Newman's cannot be sustained given the new school capacity. A contribution for £403,024 (16 x £25,189) would, therefore, be required for secondary education and this would need to be secured through a Section 106 Agreement;

Cumbria Constabulary: - although the majority of dwellings are orientated to overlook the access roads, there are various places where natural surveillance opportunities are compromised. Several communal spaces are not directly addressed, being placed to the rear of buildings or present blank gables towards them. Would not be in favour of an additional footpath link towards Lund Crescent. The Block and Site Plan drawings depict strong definition and demarcation of space by the formation of front curtilages to many of the dwellings - this should be replicated to all dwellings. Provided advice on security gates, door and windows. The choice and location of planting must be carefully considered to ensure it does not obstruct views or create hiding places as they mature;

Cumbria County Council - (Archaeological Services): - the application proposes the demolition of the former two-storey brick pump house that

survives on the site. The pump house has the potential to fulfil the criteria of a locally important heritage asset and, if so, then policy HE6 states that the presumption should be to retain it. In the event planning consent is granted and the pump house is considered not to be a locally important heritage asset, it should be recorded prior to demolition;

United Utilities: - no objections subject to conditions (submission of Construction Risk Assessment Method Statement; details of foul and surface water drainage; submission of sustainable drainage management and maintenance plan).

6. Officer's Report

Assessment

- 6.1 Section 70(2) of the Town and Country Planning Act 1990/Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires that an application for planning permission is determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise.
- 6.2 The relevant planning policies against which the application is required to be assessed are the National Planning Policy Framework (NPPF), the Planning Practice Guidance (PPG) and Policies SP1, SP2, SP6, SP7, SP8, SP9, HO2, HO4, IP1, IP2, IP3, IP4, IP6, IP8, CC3, CC4, CC5, CM4, CM5, HE2, HE6, GI3, GI4 and GI6 of the Carlisle District Local Plan 2015-2030. The Supplementary Planning Documents Achieving Well Designed Housing, Affordable and Specialist Housing, Trees and Development and Designing Out Crime are also a material planning considerations.
- 6.3 The planning issues raised by the proposals are as follows:
 1. Whether The Proposal Would Be Acceptable In Principle
- 6.4 Para 11 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:
 - c) approving development proposals that accord with an up-to-date development plan without delay; or
 - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 6.5 Policy SP1 (Sustainable Development) of the adopted Local Plan states that when considering development proposals Carlisle City Council will take a

positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

- 6.6 Criterion 1 of Policy SP2 (Strategic Growth and Distribution) states that sufficient land will be identified to accommodate 9,606 net new homes between 2013 and 2030 including a minimum annualised average of: 478 new homes between 2013 and 2020 and 626 net new homes between 2020 and 2030 (adjusted to have regard to delivery in 2013-2020 period). Criteria 6 of Policy SP2 states where possible and appropriate, the re-use and redevelopment of previously developed land will be encouraged across the District. Within the urban area of Carlisle the reuse and redevelopment of underused, vacant and derelict land will be supported in order to secure the continued regeneration of the City.
- 6.7 The site was identified as part of the Strategic Housing Land Availability Assessment (SHLAA) in 2012 as a site that could be delivered within 0-5 years after the Local Plan adoption, however, it is still vacant. Whilst not an allocated site within the adopted Local Plan, the site falls into the category of "windfall". Its location within the urban core and status as "previously developed" land are positive attributes and its immediate proximity to extensive housing areas suggest that this is the most suitable alternative use for it (re-use for other forms of employment use would be likely to result in inappropriate and unacceptable environmental impacts). In addition, the proposed redevelopment for housing would extend the range and choice of housing available in the Currock area which is presently dominated by small terraced and semi-detached houses. It could, therefore, create "step-up" housing for families that are settled in the area but would prefer larger and/or more spacious accommodation or those wanting to move to bungalows. This, in turn, would release smaller homes onto the housing market.
- 6.8 In light of the above, the proposal would be acceptable in principle.

2. Layout, Scale And Design

- 6.9 A mix of 2, 3 and 4 bed dwellings are proposed across the 3.1 hectare site. This equates to around 30 properties per hectare which would be an acceptable density and low density for an urban area.
- 6.10 The previous planning application had mostly north facing gardens, with a large number of them facing onto the railway. In order to maximise solar gain for the living spaces as well as the gardens and to buffer the homes from the railway line, the main entrance road has been situated to the north boundary of the site, alongside the railway. Not only does this provide some separation from the houses and their gardens from the railway line, it also gives greater opportunity for south facing gardens. This has the environmental advantage of increasing solar gain into the main living spaces which decreases the need for heating.
- 6.11 Although developed as one site, the proposed layout treats each area as distinct, creating groups of buildings with different landscaping treatments

used for each area. To the north as the site is entered from South Western Terrace, the landscaping and treatments are fairly reflective of the Victorian terrace, with brick and railing boundary walls and two storey buildings. As you move closer to the centre of the site, taller three-storey buildings are proposed, giving a greater variety to the frontages as well as responding to the rise in level to the east of the site. While to the south end of the site, a softer landscaping approach has been made, with more boundary hedges and greater landscaping to reflect its more rural character.

- 6.12 A mix of housing sizes has been proposed, with seven house types being used across the site, with a variety of treatments and orientations. The dwellings would include a range of design features to add visual interest including two and three storey flat roof projecting gables; two-storey pitched roof projecting gables; the use of varying roof heights; flat roof dormer windows at eaves level; the use of red bricks with contrasting buff bricks; and areas of cement fibre weather board cladding. The housing mix consists of: 8 two-storey two-bedroom dwellings; 14 two-storey three-bedroom dwellings; 3 two-storey four bedroom dwellings with garages; 21 three-storey four bedroom dwellings; 16 three-bedroom dwellings with integral garages; 26 three-storey four bedroom dwellings with integral garages; and 4 bungalows. The site would include detached and semi-detached properties and terraces of between 3 and 8 dwellings.
- 6.13 As a flat, vacant site, with the housing to the west at a much higher level, the mix of bungalows and two and three-storey dwellings has been carefully thought out to reflect the different areas within the site. As entering from South Western Terrace, which has two-storey Victorian terrace buildings, the proposed homes are also of two-storey, with some bungalows set back behind the two-storey properties. While as you move further into the site, where the higher level buildings along Lund Crescent are more apparent, then the three-storey house types are more prevalent.
- 6.14 As the development is accessed from South Western Terrace, a row of 19th Century, Victorian railway terrace houses, the proposed scheme looks at a contemporary approach that still respects the aesthetics of these terraces. Brick is used to complement that used on adjacent sites, however, the red brick has been complemented with buff brick on projecting bays that echo the contrasting brick on Lund Crescent, but with a modern application. Large windows, with a mix of smaller openings are used, as evidenced in the railway cottages. The scheme proposed is fitting for the 21st century, with pitched roofs complemented with pitched and flat projecting bays. These projecting bays allow for prominent entrance areas, as well as providing a rhythm to the massing of the site. The overriding design has been driven by a progression from existing Victorian terrace style housing on the road entering the site, but with a contemporary approach that meets the modern needs and desires of families today.
- 6.15 Landscaping would be provided around the periphery of the site to provide a buffer to the railway line as well as the surrounding residential development. Landscaping would also be provided within the open spaces which would be provided towards the western end (near to the Adelphi Terrace) to create

biodiversity and a more pleasant living environment.

- 6.16 The main approach from the site is from South Western Terrace, which is the main vehicular and pedestrian access. A new footpath link to Adelphi Terrace would be created to improve the porosity of the site. This would have external lighting installed to make it more accessible. An emergency vehicle access would also be provided via Adelphi Terrace. Initially a link at the south of the site to Lund Crescent was looked at, however, the public footpath between 91 and 93 Lund Crescent has been removed.
- 6.17 Across the site a total of 183 in curtilage parking spaces would be provided together with 23 visitor parking spaces. This is a total of 206 for the 92 dwellings. There are a further 41 garages of 3m by 5m. Every house has been allocated at least one car parking space, with the majority having at least two external parking spaces, with separate visitor parking space allowance.
- 6.18 Each property is provided with front and rear garden space which is defined through a variety of boundary treatments, including brick walls, native species hedges, fencing and walls with railings above. All entrances are overlooked and footpaths are generally very visible and adjacent to vehicular accesses. External hard landscaping for garden patios and paths would be mainly permeable paving to allow for ease of access as well as good surface water run off. There are also some areas of gravel towards the south of the site to compliment the softer landscaping.
- 6.19 The Council's Heritage Officer/ Urban Design Officer has been consulted on the application and considers that it should be refused in its current form. Contrary to advice and the indications of the outline application, the pump house does not seem to have been positively addressed by the applicant and is proposed for demolition. Similarly, the railway heritage of the site, including surviving capstans and a weighbridge is not addressed. The pump house should be retained and positively integrated into the scheme. It constitutes an undesignated heritage asset to which the provisions of Local Plan Policy HE6 - 'Locally Important Heritage Assets' applies. Local Plan Policies SP6 (Securing Good Design) and Policy SP7 (Valuing our Heritage and Cultural Identity) also support its retention. The County Archaeologist also considers the pump house has the potential to fulfil the criteria of a locally important heritage asset and, if so, then policy HE6 states that the presumption should be to retain it. This issue is discussed in Section 7 (Impact on Heritage) below.
- 6.20 In relation to the layout, the Council's Heritage Officer/ Urban Design Officer has raised concerns about: the orientation of the scheme, whose access road abuts the railway to the west, with new dwellings facing the railway; the poor connectivity to the open space and wildlife areas; the lack of integration into the scheme of existing mature and semi-mature trees which formed part of the railway landscaping scheme; and the lack of street trees and meaningful private planting; the poor integration with the existing highway/ pedestrian network - Red Bank Terrace remains disconnected and possible routes to the south of the site (where there was a public footpath) appear to

have been dismissed. It should be noted that the present historic basalt setted surface of South Western Terrace is specifically identified within the Council's adopted Urban Design SPD as assets meriting retention. Any works to these streets should give full credence to this.

- 6.21 Whilst the Council's Heritage Officer/ Urban Design Officer comments are noted, the provision of the primary access road adjacent to the railway line seems a good solution for this site as it provides a buffer between the dwellings and railway line, which could be landscaped. Having dwellings facing the railway line on the opposite side of the road is considered to be preferable to having rear gardens adjoining it. There are two footpaths that cross the open space and provide links to Adelphi Terrace. The mature trees around the periphery of the site are being retained and the majority of the trees that are being removed are self-seeded trees and of low amenity value. A condition has been added to the permission which requires details of new landscaping to be agreed with the local planning authority. Whilst there is no footpath connection to Redbank Terrace there are footpath connections to South Western Terrace and Adelphi Terrace. The former footpath to the south that linked the site to Lund Crescent has been removed and the land has been incorporated into the garden of a residential property. The Highways Authority has confirmed that the basalt setts can be retained (with the exception of the first 10m which would need to be tarmac) if the development is approved and the traffic levels increase on South Western Terrace.
- 6.22 In light of the above, the layout, scale and design of the proposed development are considered to be acceptable.

3. Impact On Residential Amenity

- 6.23 The existing dwellings on South Western Terrace, Red Bank Terrace and Adelphi Terrace have gable elevations facing the site. Whilst the dwellings on Lund Crescent have rear elevations facing the site, these sit at a significantly higher level than the site and are separated from the site by a landscaped embankment. The separation distances between the existing and proposed dwellings would largely exceed the separation distances advised in the Council's SPD Achieving Well Designed Housing (21m primary window to primary window and 12m primary window to a blank gable).
- 6.24 While it is contended that there would be a loss of privacy to existing residents from passing traffic and pedestrians, this is no more than happens with any new development, since every new home owner in every new estate, regardless where it is built, has to drive, cycle or walk past somebody's existing house to get there.
- 6.25 In light of the above, the proposal would not have an adverse impact on the living conditions of the occupiers of neighbouring residential properties through loss of light, loss of privacy or over-dominance.

4. Access and Transport Impacts

- 6.26 Objectors consider that South Western Terrace is inadequate in width and, due to its gradient and surfacing (setts), is not suitable to access the development. They also consider it has poor junction design where it meets Currock Road.
- 6.27 The provision of an additional access from Adelphi Terrace or Red Bank Terrace was explored during the previous application and was ruled out by the Highways Authority. The creation of a new access into the site was also explored. One option would be to create a new access from Lund Crescent but this would require the acquisition and demolition of two to three existing dwellings and is, therefore, unlikely to be a realistic option. A further option, would be to erect a road bridge, which would be accessed via Bousteads Grassing but this was ruled out for environmental reasons and in any event, would be likely to be cost prohibitive.
- 6.28 The previously approved application proposed to use South Western Terrace as the only access to the site which was acceptable in highway terms. This road was built by the Glasgow & South Western Railway Company and was used as the only access for the site when it operated as a rail goods yard. The Highways Authority has confirmed that this is acceptable but has also requested the provision of an EVA which would be via Adelphi Terrace.
- 6.29 The physical dimensions of South Western Terrace i.e. from front wall to front wall, are actually quite generous and the gradient of the street is not so severe as to conflict with good road design. The applicants propose to re-engineer the road to remove the existing, continuous kerbside parking that occurs on both sides of the carriageway and replace it with a combination of indented, parallel parking, reduced footway widths and a new area of secure, off-street parking for use by residents. The modified "through" carriageway would be designed to safeguard the existing 20 mph speed limit but would enable access for the largest vehicles that normally use residential streets, such as furniture removal and delivery wagons, refuse collection vehicles and appliances used by the emergency services.
- 6.30 The applicant's proposals for parking for the existing residents of South Western Terrace embrace a combination of limited, roadside parking within indented parallel bays, together with the proposed dedicated, secure off-street parking area just to the west of the access lane leading to the rear of Currock Bank Court. These proposals would create about 29 parking spaces in total which compares favourably with the number of existing dwellings (23). Precise arrangements for the formation of the off-street parking area, the assignment of its spaces, the mechanism for managing access to it, and arrangements for its future maintenance would need to be agreed.
- 6.31 Concerns have been raised about parking for people who are registered disabled and need to be able to park close to their home. That is precisely the sort of detail that would need to be carefully addressed but, as there would be "parallel" parking spaces provided on South Western Terrace, it

should be possible to ensure one is specifically allocated for people with disabilities.

- 6.32 The Highways Authority has been consulted on the application. It is illustrated within the block plans submitted that the development has two access points; the main vehicular access via South Western Terrace onto Currock Road and an Emergency Vehicle Access (EVA) onto Adelphi Terrace. It is also noted that in the previous response to this application the Highways Authority scrutinised the Transport Assessment and car parking requirements which were proven to be acceptable.
- 6.33 A detailed survey has been undertaken of South Western Terrace to create a new design for the highway. As an indicative plan drawing number 3422-F03 Revision C is acceptable subject to the normal s278 process and its safety audits. As noted previously the first 10m of South Western Terrace from Currock Road is to be surfaced in tarmac and additional grit bins are to be provided as requested.
- 6.34 The visibility splays associated with the proposed access onto South Western Terrace / Currock Road are to be 2.4m x 60m in line with the requirements of the Cumbria Development Design Guide. The applicant has demonstrated within the Transport Assessment Addendum that visibility splays of 2.4m x 60m are achievable for the access from South Western Terrace onto Currock Road. In addition, the applicant has demonstrated that visibility splays of 2m x 2m are achievable for the Emergency Vehicle Access and this is acceptable to the Highways Authority.
- 6.35 The proposed development is to incorporate a 20mph speed limit throughout to match the existing speed limits on South Western Terrace. As such the site is to be designed to meet the requirements of a 20mph zone with speed restraint being achieved by changes to the horizontal or vertical alignment; these should blend in and form part of the design of the highway layout. The developer would also be required to fund the Traffic Regulation Order for the site and amend the layout of the development taking into consideration the speed limit.
- 6.36 A swept path analysis has been undertaken for the loop road to demonstrate that refuse vehicles and similar can travel around the bends. The Highways Authority have reviewed the drawings submitted and the road widths are sufficient to be able to accommodate refuse vehicles.
- 6.37 The previous response noted an issue with the footway provision serving plots 34 to 41. In the most recent layout plan a footway is now provided serving plots 34 to 41 which is 2m in width. This provision is now acceptable to the Highways Authority.
- 6.38 The Highways Authority has stated that the applicant and local planning authority should note a potential conflict between the planning application currently under consideration and the potential of a busway that is being explored to link St Cuthbert's Garden Village to and from Carlisle Station and the city centre. The busway proposal affects the southern end of the site

with a potential bus only bridge being explored over the railway in this location. This has the potential to impact upon the access arrangements associated with the development and, therefore, the applicant is to work with the local planning authority and Highways Authority as details regarding the busway become available.

- 6.39 At present there are no details of the proposed busway, no plans of the potential route have been produced and no public consultation has taken place on the proposals. At this stage, therefore, the applicant cannot take this busway into account and this issue should not be given any weight.
- 6.40 In light of the above, the proposed highway impacts of the proposal would be acceptable subject to the imposition of conditions; the payment of £6,600 for Travel Plan monitoring (to be secured through a S106 Agreement); and details of the management arrangements for the proposed new parking area (to be agreed through the S106).

5. Drainage Matters

- 6.41 A revised drainage schematic has been submitted that proposes to discharge surface water into the combined sewer network at 5l/s, which is below the 9.2l/s greenfield runoff rate calculated for this site. The applicant has worked through the hierarchy of drainage options, as stated within the Cumbria Development Design Guide, to determine that the only possible surface water discharge point is into the combined sewer. It is agreed that infiltration is not a viable method of disposal due to the contaminated nature of the soils; however this does not preclude the use of permeable paving and other SuDS features to be used for the attenuation of surface water. Therefore, the discharge rate and method is acceptable to the Lead Local Flood Authority (LLFA) subject to agreement with United Utilities.
- 6.42 The applicant should note that attenuation is required on site to accommodate a 1 in 100 year plus 40% to account for climate change storm event. Initial calculations have been submitted to the LLFA with the applicant stating that a full suite of Micro Drainage calculations would be provided at a later stage of the planning process. The LLFA has no objections with regards to this information being provided at a later date and secured through the use of a planning condition (submission of surface water drainage scheme). It is also noted that the permeable paving provides sufficient treatment for a residential development in accordance with page 568 of the SuDS manual (table 26.2).
- 6.43 United Utilities has confirmed that it has no objections to the proposals subject to the imposition of conditions (submission of: surface water and foul water drainage schemes; a Sustainable Drainage Management and Maintenance Plan; and a Construction Risk Assessment Method Statement).

6. Effect on Nature Conservation/Biodiversity

- 6.44 Through, effectively, abandonment for several years, parts of the site have

the potential to have become wildlife habitats used by a variety of species including bats, amphibians and reptiles, and perhaps by some that are protected species.

- 6.45 A baseline ecological survey of the site has been undertaken. A desk study and Preliminary Ecological Appraisal (PEA) were undertaken in April 2021, including searches using the Multi Agency Geographic Information Centre (MAGIC) and the Cumbria Biodiversity Data Centre. The PEA provides an assessment of potential ecological impacts associated with the development of the site.
- 6.46 The site has a mosaic of hardstanding, tall ruderal, semi-improved grassland, ephemeral / short perennial vegetation and scrub. Other habitats present on site include a small stand of woodland, scattered mixed trees, a building and a pond. The site boundaries are a mixture of brick walls and high security fencing. The results of the survey, combined with the results of the desk study, highlighted the requirement for further work in relation to reptiles and bats. Mitigation measures were suggested to ensure that the development does not have an adverse impact on breeding birds and hedgehogs. Some invasive species are present on site and these would need to be subjected to control measures as part of any development and should be eradicated from the site through chemical treatment or mechanical excavation.
- 6.47 The PEA also suggests mitigation measures that should be implemented during the construction phase of the development to reduce the potential for the proposed development to adversely impact nearby designated sites as a result of increased pollution to ground water or surface water. These measures should be set out by the contractors prior to the commencement of works and will need to be agreed with the local planning authority and other statutory consultees.
- 6.48 The PEA recognises that the development presents an opportunity to improve the habitats on site for wildlife, such as bats and birds. The inclusion of nest boxes and bat boxes would provide suitable nesting and roosting features in the long-term.
- 6.49 No records of Great Crested Newts were returned from within 2km of the proposed development site. The PEA report previously prepared for the site by WYG in March 2010 makes reference to anecdotal evidence of GCNs previously being present within the pond on site. However this claim was never substantiated and there are no records or survey information available to confirm its validity. The PEA report prepared by WYG makes reference to several common frogs being observed on site during the walkover survey in 2010. No records of any amphibians were observed on site during the walkover survey, despite a search in numerous potential locations.
- 6.50 There is a single pond on site, located within the small area of broadleaved semi-natural woodland within the eastern section of the site. The pond was subject to an assessment of its suitability to support breeding GCNs. This assessment found the pond to have a score of 0.45, which is classified as

'poor' suitability. The key factors contributing to the low score and poor suitability classification include the ponds small size, the ponds tendency to dry up most years, the lack of other ponds within the local area and the high level of shade afforded to the pond by the surrounding woodland.

- 6.51 The terrestrial habitats within the development footprint are broadly suitable for GCNs. The areas of grassland, woodland and scrub provide sheltered commuting and foraging opportunities, whilst there are also hibernation opportunities in the rotting timber within the woodland and the numerous rubble piles present across the site. As part of the walkover survey, an eDNA survey was undertaken of the onsite pond, the results of which came back negative, indicating that GCNs are not present within this pond. As such, it is considered that GCNs are not present on site or within the immediate vicinity of the site.
- 6.52 A further survey for bats was undertaken. The building and habitats within the development boundary provide low quality habitat for foraging and commuting bats, however the site is situated in an area which provides moderate quality habitat for bats. The quality of roosting habitat within the building on site was initially assessed as moderate. However, the assessment was precautionary as internal access was not permitted in April 2021. Following an updated external inspection and internal inspection in September 2021, the quality of roosting habitat within the building was reassessed as low. No evidence of roosting bats was recorded during the inspections. However, two presence / absence surveys were undertaken to account for the time of year limitation. No bats were found to be using the building on site to roost during the presence / absence surveys, despite the favourable conditions. Furthermore, no field signs of bats, such as droppings, were found during the internal inspection, suggesting no historic or present use by roosting bats. Therefore, no further mitigation or compensation measures are required with regards to bats.
- 6.53 Natural England has been consulted on the application. The proposed development is within close proximity to the River Eden SAC and River Eden & Tributaries SSSI and a Habitat Regulation Assessment is, therefore, required to assess the impact on the River Eden SAC. A Construction Environmental Management Plan is required to ensure appropriate pollution prevention guideline measures are incorporated and this should include materials and machinery storage, biosecurity, the control and management of noise and fugitive dust, surface water runoff and waste to protect any surface water drains and the SAC from sediment and pollutants such as fuel and cement.
- 6.54 A Shadow Habitats Regulations Assessment (sHRA) of the proposed residential development has now been undertaken following the response by Natural England. Pollution of the River Caldw section of the River Eden SAC during site clearance and the construction phase of the development has been identified as the only impact pathway that could have a potential significant adverse impact upon the River Eden SAC. Without mitigation, the proposed development could adversely affect the designation features and contravene the conservation objectives.

- 6.55 The report sets out a series of mitigation measures which aim to ensure that any impact from the proposed development would be avoided or fully mitigated. Provided these measures are implemented, it is considered that the proposed development would have no adverse effect on the integrity of the River Eden SAC, its designation features or its conservation objectives, through either direct or indirect impact pathways. It is concluded that the proposals would have no adverse effect on the integrity of the River Eden SAC or any other designated sites, either alone or in-combination with other plans and projects. Natural England has confirmed that it agrees with the conclusions reached in the Shadow Habitats Regulations Assessment.
- 6.56 In light of the above, subject to conditions and suitable mitigation the proposal would not have an adverse impact on nature conservation/ biodiversity.

7. Impact on Heritage

- 6.57 The application proposes the demolition of the former two-storey brick pump house that survives on the site. The pump house dates from the late 19th century when the site was used as a railway service and maintenance depot for the Glasgow and South Western Railway Company. It is the last remaining structure from the railway depot and, despite having been a victim of vandalism and neglect, the pump house retains functional and decorative architectural features of note. Given its architectural interest and its historical association with the railway, which was so important to the later 19th century development of Carlisle, the Council's Heritage Officer and the County Archaeologist consider that it should be retained.
- 6.58 The developer notes that the building is in a very poor state of repair and that it is an isolated, incongruous, industrial building with no contextual setting and it adds nothing to the sense of place that the developer is seeking to create with the new housing development. Most importantly, the building is incapable of being redeveloped because part of the building accommodates the site's electrical substation. To move the substation would make the whole project unviable. To leave the building as it is would detract from the new streetscape and be unsightly. If the building is left it is unclear who would be responsible for its security and maintenance. Squatters were evicted from the building in December 2021.
- 6.59 The pump house is currently in a poor state of repair and its re-use would be difficult given that it currently contains an electricity sub-station, which prevents the first floor from being converted into residential use. The cost of retaining and converting the building into residential use (which require the relocation of the sub-station) would be very expensive and would have an impact on the viability of scheme. Whilst the building could be retained with the electricity sub-station within it, this would detract from the proposed scheme and would not provide an end use for the building which would help to ensure its future maintenance. With no end use the building would continue to deteriorate and would detract from the development.

- 6.60 Whilst the loss of the building is regrettable, with no viable end use the future maintenance of the building is an issue. It is, therefore, considered that the loss of the building is acceptable in this case and a condition has been added to ensure that the building is recorded prior to its demolition. This recording should be in accordance with a Level 2 Survey as described by Historic England in Understanding Historic Buildings A Guide to Good Recording Practice, 2016.

8. Affordable Housing

- 6.61 The site adjoins existing residential areas and is in good proximity to local shops and services, employment and public transport. The location is, therefore, considered suitable for both market and affordable housing.
- 6.62 The application site falls within Affordable Housing Zone B, which requires a 20% affordable housing contribution. Local Plan Policy HO4: Affordable Housing stipulates that the affordable housing provision should be 50% affordable/ social rent (usually through a Housing Association) and 50% intermediate housing (usually discounted sale at a 30% discount from market value through the Council's Low Cost Housing Register or shared ownership through a Housing Association).
- 6.63 Based on this 92 unit application, 18 affordable units (equating to 20% rounded down to the nearest whole unit) would be required (9 for affordable or social rent and 9 for intermediate low cost home ownership).
- 6.64 The Council's Affordable and Specialist Housing Supplementary Planning Document (SPD) recommends that on sites of between 50 and 99 units 5% of the dwellings provided should be bungalows or other accommodation suitable for older persons which applies to both the open market and affordable sectors. This reflects the housing need identified in the SHMA due to the ageing population, which is supported by POPPI (Projecting Older People Population Information Systems) data, which projects a 33.5% increase in the population aged 65 or over in Carlisle between 2020 and 2040 (including a 68.8% increase in people aged 85 and over).
- 6.65 In the case of the application site, 92 units x 5% would equate to 4 bungalows (rounded down to the nearest whole unit) or other adaptable unit types suitable for older persons (across the market and affordable sectors).
- 6.66 Local Plan Policy HO4 stipulates that "the siting of affordable housing within a development also needs careful thought to ensure that it is not concentrated within one area of the site, but is integrated throughout the development. This approach will ensure greater opportunities for community cohesion." Housing Associations are generally amenable to small clusters of rental units, from a housing management perspective, as long as they are not all in the same area of the site; however, the intermediate units should be "pepper-potted" across the site in accordance with mixed sustainable communities principles.
- 6.67 The Council's expected space standards for affordable homes are set out in

the Affordable and Specialist Housing Supplementary Planning Document (SPD). The space standard by GIA (gross internal area) for the property types recommended as affordable units as part of this application are:-

2-bed/ 3 person bungalow – 60 m²

2-bed/ 3 person house – 65 m²

3-bed/ 4 person house – 80 m².

- 6.68 The Council's Housing Officer has been consulted on the application. He has confirmed that the proposals meet with the requirements of Local Plan Policy HO4 Affordable Housing and the Affordable and Specialist Housing Supplementary Planning Document. The 18 affordable properties included in the application represents 20% of the 92 units in the development (complying with the target for Affordable Housing Zone B) provided on a 50/50 basis between affordable homes to rent and low cost home ownership. The unit mix proposed is reflective of the need by property type stipulated in the Council's most recent Strategic Housing Market Assessment (affordable/ social rent: 9 units (4 no. 2 bed houses / 3 no. 3 bed houses / 2 no. 2 bed bungalows); low cost home ownership: 9 units (4 no. 2 bed houses / 5 no. 3 bed houses).
- 6.69 The affordable units are reasonably distributed across the site, reflecting mixed sustainable communities principles. Whilst there is one cluster of several rental units, Housing Associations tend to prefer small groupings of affordable units for management purposes and this is a relatively small grouping, bordered on each side by market housing, so is considered acceptable.
- 6.70 The gross internal area (GIA) for each of the affordable units (2 bed bungalow - 60 m²; 2 bed house – 70 m²; 3 bed house - 80 m²) is compliant with the minimum recommended affordable unit sizes, stipulated in the Council's Affordable and Specialist Housing SPD.
- 6.71 The four bungalows provided (including two affordable bungalows) are compliant with the 5% target for bungalows (or other adaptable accommodation) on sites of between 50 and 99 units, set out in the Affordable and Specialist Housing SPD.
- 6.72 The provision of the affordable housing on the site would need to be secured through a Section 106 Agreement.

9. Open Space

- 6.73 The Health and Well Being Team has been consulted on this application. The Local Plan target is for 3.6Ha/000 population which equates to 1.1 Ha of open space based on an occupancy of 311 (estimated). There is already a deficiency of open space in the local area and it would be preferable for this to be provided on site. If this is not feasible, then a contribution of £27,990 should be made to upgrade open space that is accessible from the development at Lund Crescent and the River Caldey Corridor.

- 6.74 The access is generally good with pedestrian/cycle access to Currock through Adelphi Terrace. There is no play provision on site. A contribution of £34,511 to upgrade and maintain the play facilities at Jubilee Road is, therefore, required. The site is too small to provide sports pitches, but a contribution of £19,593 should be made to local grass pitch provision or district wide artificial pitch provision.
- 6.75 The developer would be required to ensure appropriate measures are put in place for the management of any new open space provided through this development.
- 6.76 The applicant has confirmed that they are happy to agree to a contribution of £27,990 to upgrade Lund Crescent and the River Caldew Corridor and to pay a contribution of £19,593 towards local grass pitches or district artificial pitches. The applicant is also happy to ensure that the open space is properly managed as it is essential to ensure it remains a high quality and desirable place to live.
- 6.77 In relation to play provision, the applicant is intending to accommodate play provision on site and does not, therefore, wish to contribute to upgrading/ maintaining existing play facilities away from the development. The Health and Well Being Team has confirmed that it is happy for a children's play area to be provided on the site. A condition would need to be added to the permission which would require the location and design of the play area to be agreed with the local planning authority and this play area would need to be maintained by a management company.
- 6.78 Financial contributions towards amenity open space and sports pitches and the maintenance of the open space/ play area within the site would need to be secured through a Section 106 Agreement.

10. Education

- 6.79 A dwelling-led model has been applied and theoretically estimates a yield of 38 children: 22 primary and 16 secondary pupils for the schools. The catchment schools for this development are Bishop Harvey Goodwin (0.6 miles measured from approximate centre of the development site) and Central Academy for secondary education (1.3 miles). There are 7 other primary schools within the distance threshold of 2 miles. The next nearest secondary schools are Trinity School (1.5 miles) and St John Henry Newman Catholic School (1.5 miles) which is an RC school and faith schools have no specific catchment area, as they take children from a larger undefined area.
- 6.80 The pupil yield model, used to calculate how many children a development is likely to produce, works on the average number of children in dwellings across Cumbria. This methodology provides a best estimation for determining pupil yields for the purpose of planning for school places and has been agreed within the Cumbria County Council Planning Obligation Policy. The methodology for calculating available spaces in schools first considers developments with planning approval, before assessing which

schools the developments will impact and what spaces remain for the most recently proposed development. Currently there are four developments affecting the primary schools used for this assessment and twenty developments for Carlisle's secondary schools.

- 6.81 There is a requirement for 22 primary school places from this development; currently there are 21 places available in Bishop Harvey Goodwin which is the catchment school. There are many spaces available with the other primary schools located in the 2 miles threshold from this development. An education contribution would not, therefore, be required for primary school places.
- 6.82 A contribution for all 16 secondary places that the development would generate would be required as the September 2021 intake level at St John Henry Newman's cannot be sustained given the new school capacity. A contribution for £403,024 (16 x £25,189) would, therefore, be required for secondary education and this would need be secured through a Section 106 Agreement.

11. Contamination

- 6.83 The application is accompanied by a Phase 1 Desk Study and Preliminary Risk Assessment. This recommends that an intrusive contaminated land investigation is undertaken to determine the actual pollution linkages and to quantify the risk to the receptors, as well as a geotechnical investigation in order to provide data for design and construction of suitable foundations.
- 6.84 A Site Investigation (SI) has also been submitted with the application. The SI was undertaken as a result of recommendations made in the Phase 1 Desktop Study and Risk Assessment Report for the site. Out of the twenty samples tested, four samples returned exceedances for lead and arsenic. Statistically this level of contamination is low with no other exceedances noted for PAH or TPH or any other contaminants. The previous historical industrial nature which was developed across the vast majority of the site, has resulted in little or no topsoil being present on the site which could be re-used.
- 6.85 For the areas beneath the proposed buildings, the hardstanding base of the proposed structures would break the linkage between the pollutants in the subsoil and future receptors. It may also be possible to re-use some of the non-contaminated soils in the development, however suitable testing and screening should be undertaken in order that their suitability for use can be proved during the works. It is recommended that where the ground level is to be maintained in gardens and landscaped areas, soils are removed to a depth of 0.60mbgl and replaced by clean materials, which may include the importing of clean off-site materials, as well as the re-use of site clean soils. This could also be achieved by the addition of 0.60m of clean soils. The removal and replacement of this shallow subsoil from across the site and replacement with clean soils would be sufficient to mitigate the risks posed by the limited contamination encountered during the site investigation, given that exceedances were limited to depths of 0.20m, 0.30m and 0.40m.

- 6.86 If any locally contaminated areas are encountered during the works then the removal and replacement of these soils should be considered along with a physical barrier such as geotextile or gravel layer. A delineation exercise should also be undertaken to reveal the extent of any local contamination. As construction workers may come into contact with contaminated soils during the removal of the soil and subsequent groundworks, safe working practices should be implemented and appropriate PPE should be used to mitigate the risks of contact with contaminated soils. It is recommended that an appropriate number of soil samples are taken from the base of the excavation and submitted to an accredited laboratory for the purposes of validating that none of the contamination remains insitu.
- 6.87 The report contains a number of recommendations which would need to be followed. It also states that a remediation strategy should be agreed with the relevant local planning authority prior to such works commencing and/or the production of a validation report.
- 6.88 The Environment Agency has reviewed the Phase 1 Desk Study and Preliminary Risk Assessment and Site Investigation. The original steam shed at this location was disused by 1924 and the existence of Kerosene storage sheds to this time is possible. The railway companies of that time were known to excavate hand dug wells in order to abstract water for the locomotives and there could still be such a well on the site. The depot stored old diesel engines on this site prior to closure and servicing of these units may have taken place. The applicant should be aware of the above when further working on the site. Only one groundwater sample found TPH's and this was below the limits for domestic construction. The lower aquifer is a principle aquifer and a watch briefing is necessary to ensure that no larger contamination issues exist on the site. The EA agrees in principle with the reports recommendations and looks forward to being consulted on the remediation strategy.
- 6.89 The Council's Environmental Health Team has been consulted on the application. It notes that the phase 2 report concludes that there are some risks to human health receptors. As suggested within the report, a remediation strategy should be agreed prior to commencing works on site and a validation report would be required. This should be produced in line with the Environment Agency Land Contamination Risk Management (LCRM) guidance. Conditions have been added to the permission which require the submission of a remediation scheme and its implementation.

12. Air Quality

- 6.90 An Air Quality Assessment has been submitted in support of the application. During the construction phase of the proposed development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Assuming good practice dust control measures are implemented, the residual potential air quality impacts from dust generated by construction, earthworks and trackout activities are predicted to be not significant.

- 6.91 A review of GC monitoring data at representative locations indicated that monitored annual mean NO₂ concentrations are below the relevant AQOs at roadside locations. A further review of the DEFRA pollutant background maps indicated that the annual mean NO₂ and PM concentrations are expected to be below the relevant AQOs across the proposed development. When assessing the existing background levels in the vicinity of the site and distance to specific monitoring locations, it is considered that future site users would not be exposed to unacceptable NO₂ or PM concentrations.
- 6.92 Predicted impacts on annual mean NO₂ concentrations as a result of operational phase exhaust emissions using 2019 emission factors were predicted to be moderate at three sensitive receptor locations and negligible at all remaining sensitive receptors. Critically, there were no new exceedances due to the operation of the proposed development and all moderate impacts were restricted to the ground floor level. This analysis is worst-case as it does not account for vehicle fleet and emission improvements in line with current future predictions. As such, predicted impacts for this scenario are assumed to over estimations of actual impacts.
- 6.93 Predicted impacts on annual mean PM concentrations using 2019 emissions factors were predicted to be negligible at all sensitive receptor locations. A more realistic scenario utilising 2022 emission factors was undertaken. This indicated predicted impacts on annual mean NO₂ and PM concentrations as a result of operational phase exhaust emissions would be negligible at all sensitive receptor locations within the vicinity of the site. The overall significance of potential impacts was determined to be not significant in accordance with the EPUK and IAQM guidance. The use of robust assumptions, in the form of worse-case road vehicle emission factors, was considered to provide sufficient results confidence for an assessment of this nature. It should be noted that the implementation of mitigation measures ensures operational phase impacts associated with the development would be minimised and this supports the findings of the 2022 emission factor analysis.
- 6.94 Based on the results of the Air Quality Assessment, the site is considered to be suitable for the proposed end use.
- 6.95 Officers in Environmental Health have been consulted on the Air Quality Assessment. The proposed development would have some moderate adverse impacts on local pollution levels in an Air Quality Management Area (AQMA) on Currock Road. National and local policies seek to ensure that any development does not have an adverse on air quality within AQMAs. However, any development on this site, or the re-use of site for its previous use, would lead to an increase traffic levels on Currock Road which would have an adverse impact on air quality. It is considered that the benefits of developing a brownfield site in a sustainable location would over ride the moderate adverse impact on the AQMA. It should be noted that air quality has improved in the last two years due to less people travelling to work due to Covid restrictions. It is likely that a number of people will continue to work from home for at-least part of the week which should lead to improvements

in air quality throughout the city. The increased use of electric vehicles will also reduce vehicle emissions in the future.

- 6.96 The residents nearest to the railway line would also have some exposure to exhaust fumes from diesel trains as this is a non-electrified trainline. Green screening is, therefore, important which is mentioned in the air quality report and this can be secured through the landscaping condition. A condition has also been added to the permission which requires electric vehicle charging points to be provided within the development.

13. Noise

- 6.97 A detailed environmental noise survey has been undertaken in order to establish the prevailing noise climate at the development site. The assessment indicates that acceptable internal noise levels should be readily achievable through the appropriate specification of double glazing and ventilation solutions. This would likely take the form of conventional thermal double glazing in conjunction with trickle ventilators within the building envelope. Noise emission limits have been set for new items of fixed plant related to the development.
- 6.98 Officers in Environmental Heath have been consulted on the noise report. In line with Environmental Heath's comments, conditions have been added to the permission which requires the applicant: to submit a BS4142 Noise Assessment prior to work commencing on site and this would need to include details of any mitigation that would be required (this must include the impact from the adjacent railway line and the neighbouring industrial site); submit a Construction Management Plan for approval by the local planing authority; and to take noise level measurements in a number of units in the development to verify that the noise from the railway line and industrial units do not result in the internal and external noise levels within the dwellings exceeding WHO guidelines during the daytime and night time. With these conditions in place the proposal would be acceptable in relation to noise impacts.

14. Crime Prevention

- 6.99 The Crime Prevention Officer has been consulted on the application. Although the majority of dwellings are orientated to overlook the access roads, there are various places where natural surveillance opportunities are compromised. Several communal spaces are not directly addressed, being placed to the rear of buildings or present blank gables towards them, e.g. POS to the rear of Plots 2, 11, 12, 13–16, 33, 42, 70–83. The block closest to the footpath link to Adelphi Terrace presents staircase landing windows towards this feature.
- 6.100 The Block and Site Plan drawings depict strong definition and demarcation of space by the formation of front curtilages for a number of the dwellings. This measure should be replicated to all dwellings. Formation of curtilages with low-level planting would be sufficient for this purpose. This issue can be addressed through the discharge of the boundary treatment and landscaping

conditions.

- 6.101 The gates securing access to rear gardens (e.g. plots 32, 34/57, 41/50, 64) must be full-height lockable examples to deter intrusion. The dwellings should incorporate exterior doors and ground floor windows with products specified to PAS 24:2016. Garage doors should be specified to LPS 1175 or STS 202 to resist forced entry. The applicant has been made aware of these requirements.
- 6.102 The Design and Access Statement makes reference to the importance of the landscaping scheme, for screening purposes and for the creation of wildlife habitat. The choice and location of plant species must be carefully considered to ensure they do not obstruct views or create hiding places as they mature. This issue can be addressed when the applicant submit details of the proposed landscaping scheme for approval through a discharge of conditions application.
- 6.103 Plots 34 to 41 face on to part of the open space, with the rear elevations of plots 31 to 33 also facing onto some of open space. In response to the Crime Prevention Officer's comments, an additional living room and bedroom window have been added to the gable of Plot 33 at first and second floor level and these would overlook part of the open space. There are also two footpaths that run through the open space which would provide surveillance.
- 6.104 In light of the above, the proposal would not have an adverse impact on crime prevention.

15. Impact On The Railway Line

- 6.105 The site would lie in close proximity to a railway line and Network Rail has been consulted on the application. It has confirmed that it has no objections in principle to the proposal, subject to the imposition of a series of conditions and informatives which would require: the submission (directly to Network Rail) of a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway and this is in addition to any planning consent; the provision, at the applicant's own expense (if not already in place), of a suitable trespass proof steel palisade fence of a minimum height of 1.8m adjacent to the boundary with the railway/railway land; the applicant to provide details of any scaffolding works within 10m of the railway; the submission of a risk assessment and method statement prior to any vibro-impact works taking place on site; the submission of a demolition methodology statement prior to any demolition works taking place; full details of the disposal of both surface and foul water; full details of ground levels, earthworks and excavations to be carried out near to the railway boundary; a minimum 3m easement to be provided between structures on site and the railway boundary; details of appropriate vehicle safety protection measures along the boundary with the railway; and a BAPA (Basic Asset Protection Agreement) would need to be agreed between the developer and Network Rail.

16. Nutrient Neutrality

- 6.106 Alongside other local planning authorities, Carlisle City Council has received a letter dated 16th March 2022 from Natural England about nutrient pollution in the protected habitats of the River Eden Special Area of Conservation (SAC). The letter advised that new development within the catchment of these habitats comprising overnight accommodation (which includes new dwellings) can cause adverse impacts to nutrient pollution.
- 6.107 Local authorities have been advised that planning applications and plans in affected areas should be carefully considered and mitigation should be used to ensure there are no adverse effects to meet the requirements of the Conservation of Species and Habitats Regulations 2017. Whilst the council assesses the implications of these matters, it cannot lawfully conclude that development within the catchment of the River Eden SAC will not have an adverse effect. Therefore, until these matters are resolved, the council will not be able to grant planning permission for developments comprising overnight accommodation (including new dwellings) within the affected catchments. This application cannot, therefore, be approved until this issue is resolved.

Conclusion

- 6.108 The application site is located in a very sustainable location, near to the city centre and in an established residential area of the city. It can add to the stock of affordable housing in Carlisle and will bring about the re-use of previously developed land, a key objective of national and local planning policy.
- 6.109 The layout, scale and design of the proposed development are acceptable. The proposed access and parking arrangements (including for residents of South Western Terrace) would be acceptable. The proposal would not have an unacceptable adverse impact on residential amenity, on biodiversity, on heritage assets, on crime prevention or on the adjacent railway line. Affordable housing and bungalows would be provided on the site in line with policy requirements, with a children's play area also being provided on site. The issues of air quality, drainage, noise and contamination can be addressed through the discharge of conditions. Contributions would be made to improving open space in the area and to providing additional school places.
- 6.110 The proposal is, therefore, recommended for approval subject to the completion of a S106 Agreement.
- 6.111 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 18 of the units as affordable;
 - b) the provision of 4 bungalows on the site;
 - c) an off-site open space contribution of £34,511 for the upgrading and maintenance of open space at Jubilee Road;

- d) a financial contribution of £19,593 to support the off-site improvement of existing sports pitches;
- e) the maintenance of the informal open space and play area within the site by the developer;
- f) a financial contribution of £403,024 to Cumbria County Council towards secondary school places;
- g) a financial contribution of £6,600 to Cumbria County Council for the monitoring of the Travel Plan;
- h) the management arrangements of the proposed parking area;
- i) any financial contributions/management/maintenance that might be required to deal with the issue of nutrient neutrality.

If the S106 is not completed, the Corporate Director for Economic Development be given authority to refuse the application.

7. Planning History

- 7.1 Application 10/0656 which was an outline application for proposed residential development including alterations to the public highway on South Western Terrace to form vehicle access was approved at committee in November 2011 subject to the completion of a S106 legal agreement. The S106 was never signed and the application was finally disposed of in June 2018.

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. submitted planning application form received 26th July 2021;
 - 2. Site Location Plan (drawing ref 20064-40 Rev A) received 18th August 2021;
 - 3. Proposed Block Plan (dwg ref 20064-12 Rev J) received 14th April 2022;
 - 4. Site Plan 1 of 3 (dwg ref 20064-13 Rev G) received 22nd March 2022;
 - 5. Site Plan 2 of 3 (dwg ref 20064-14 Rev G) received 14th April 2022;
 - 6. Site Plan 3 of 3 (dwg ref 20064-15 Rev F) received 22nd March

2022;

7. House Types 1, 2 and 2G Plans and Elevations (drawing ref 20064-04 Rev A) received 26th July 2021;
8. House Types 3 and 4 Plans and Elevations (drawing ref 20064-05 Rev A) received 26th July 2021;
9. House Type 5 Plans and Elevations (drawing ref 20064-26 Rev A) received 10th March 2022;
10. Elevations Plots 1 – 10 (drawing ref 20064-16 Rev A) received 26th July 2021;
11. Elevations Plots 11 – 22 (drawing ref 20064-17 Rev B) received 10th March 2022;
12. Elevations Plots 23 – 33 (drawing ref 20064-18 Rev A) received 26th July 2021;
13. Elevations Plots 34 – 43 (drawing ref 20064-19 Rev A) received 26th July 2021;
14. Elevations Plots 44 – 53 (drawing ref 20064-20 Rev A) received 26th July 2021;
15. Elevations Plots 54 – 62 (drawing ref 20064-21 Rev A) received 26th July 2021;
16. Elevations Plots 63 – 71 (drawing ref 20064-22 Rev A) received 26th July 2021;
17. Elevations Plots 72 – 79 (drawing ref 20064-23 Rev A) received 26th July 2021;
18. Elevations Plots 80 – 86 (drawing ref 20064-24 Rev A) received 26th July 2021;
19. Elevations Plots 87 – 92 (drawing ref 20064-25 Rev A) received 26th July 2021;
20. 3D View of site from north (drawing ref 20064-35 Rev A) received 26th July 2021;
21. Proposed 3D Views (drawing ref 20064-36 Rev A) received 26th July 2021;
22. Proposed 3D Views 3 (drawing ref 20064-37 Rev A) received 26th July 2021;
23. Proposed 3D Views 3 (drawing ref 20064-38 Rev A) received 26th July 2021;
24. Proposed 3D Views 4 (drawing ref 20064-39 Rev A) received 26th

July 2021;

25. Site Sections 1 of 5 (drawing ref 20064-43 Rev A) received 26th July 2021;
26. Site Sections 2 of 5 (drawing ref 20064-44 Rev A) received 26th July 2021;
27. Site Sections 3 of 5 (drawing ref 20064-45 Rev A) received 26th July 2021;
28. Site Sections 4 of 5 (drawing ref 20064-46 Rev A) received 26th July 2021;
29. Site Sections 5 of 5 (drawing ref 20064-47 Rev A) received 26th July 2021;
30. Transfer Plan (drawing ref 12044-WMS-ZZ-XX-DR-C-15903-S2-Rev P3) received 9th August 2021;
31. Concept Drainage Layout (drawing ref ELL/21021/PE/L/1000 Rev B) received 1st February 2022;
32. Air Quality Assessment (ref. AQ45559 02/07/2021) received 26th July 2021;
33. Design & Access Statement (July 2021) received 26th July 2021;
34. Desktop Study & Preliminary Risk Assessment report (Report Number: GES 1007-20, September 2020) received 26th July 2021;
35. Factual Report on a Ground Investigation (Report No. GES 1007-20, January 2020) received 26 July 2021;
36. Noise Impact Assessment Report (ref. 28853/NIA1 21/06/2021) received 26th July 2021;
37. Planning Statement (July 2021) received 26th July 2021;
38. Flood Risk Assessment (ref. AQ45559 02/07/2021) received 26th July 2021;
39. Rain Induced Vibration Report 28853/TIV1 (21 June 2021) received 26th July 2021;
40. Preliminary Ecological Appraisal (17th May 2021) received 26th July 2021;
41. Draft Heads of Terms received 9th August 2021;
42. Transport Assessment (June 2021) received 16th August 2021;
43. Transport Assessment Addendum (December 2021) received 8th December 2021;
44. Shadow habitats Regulations Assessment (sHRA) received 8th December 2021;
45. Service Strips (Dwg 20064-49 Rev B) received 22nd March 2022;
46. Proposed Site Access Plan (Dwg 3422-F03 Rev C) received 22nd March 2022;

47. Swept Path Analysis (Dwg 3422-SP01 Rev C) received 22nd March 2022;
48. Concept Drainage Layout (Dwg ELL/21021/PE/L/1000 Rev C) received 22nd March 2022;
49. Quick Storage Estimate, received 22nd March 2022;
50. Surface Water Drainage Calculations, received 20th April 2022;
51. Parking Plan (Dwg 20064) received 8th February 2022;
52. the Notice of Decision;
53. any such variation as may subsequently be approved in writing by the Local Planning Authority.

Reason: To define the permission.

3. Samples or full details of all materials to be used on the exterior of the dwellings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before their first use on site. The development shall then be undertaken in strict accordance with these details.

Reason: To ensure the works harmonise as closely as possible with dwellings in the vicinity and to ensure compliance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

4. No development shall take place until full details of hard and soft landscape works, including a phased programme of works, have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to the occupation of any part of the development or in accordance with the programme agreed by the Local Planning Authority. Any trees or other plants which die or are removed within the first five years following the implementation of the landscaping scheme shall be replaced during the next planting season.

Reason: To ensure that a satisfactory landscaping scheme is prepared and to ensure compliance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

5. Prior to the commencement of development, details of the proposed boundary treatment to be erected along the western and southern site boundaries (with the nature reserve and woodland belt) shall be submitted for approval in writing by the Local Planning Authority. The boundary treatment shall then be erected in strict accordance with these details and retained at all times thereafter.

Reason: To ensure satisfactory boundary treatment is erected in accordance with Policy SP6 of the Carlisle District Local Plan 2015-2030.

6. No development shall take place until a Construction Risk Assessment Method Statement (RAMS) for construction of the proposed development, is submitted to and approved in writing by the Local Planning Authority. The statement shall outline the potential impacts from all construction activities

on infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to this infrastructure. The development shall be undertaken in accordance with the approved RAMS.

Reason: To ensure a satisfactory form of development and to afford appropriate protection of infrastructure that crosses the site.

7. Prior to the commencement of development (excluding demolition) details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions, the potential for infiltration of surface water in accordance with BRE365;
 - (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
 - (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
 - (iv) Incorporate mitigation measures to manage the risk of sewer surcharge; and
 - (v) Foul and surface water shall drain on separate systems within the site.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

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

8. Prior to occupation of the development a Sustainable Drainage Management and Maintenance Plan for the lifetime of the development shall be submitted to the Local Planning Authority and agreed in writing. The Sustainable Drainage Management and Maintenance Plan shall include as a minimum:
- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
 - b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the

sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

9. No development shall take place until a Construction Risk Assessment Method Statement (RAMS) for construction of the proposed development, is submitted to and approved in writing by the Local Planning Authority. The statement shall outline the potential impacts from all construction activities on infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to this infrastructure. The development shall be undertaken in accordance with the approved RAMS.

Reason: To ensure a satisfactory form of development and to afford appropriate protection of infrastructure that crosses the site.

10. Prior to the commencement of development, a Construction Environmental Management Plan shall be submitted to the Local Planning Authority for approval. This shall include appropriate pollution prevention guideline measures, including materials and machinery storage, biosecurity, and the control and management of noise, fugitive dust, surface water runoff and waste to protect any surface water drains and the SAC from sediment, and pollutants such as fuel and cement.

Reason: In order to protect the River Eden SAC and River Eden & Tributaries SSSI.

11. No development shall commence until full details of the wildlife enhancement measures to be undertaken at the site, together with the timing of these works, have been submitted to and approved, in writing, by the local planning authority. The development shall then be carried out in strict accordance with the agreed details.

Reason: In order to enhance the habitat for wildlife in accordance with Policy GI3 of the Carlisle District Local Plan 2015-2030.

12. Prior to the commencement of development, tree protection fencing shall be installed in accordance with details to be agreed in writing by the Local Planning Authority. The tree protection fencing shall be retained in place at all times until the construction works have been completed.

Reason: To ensure that the existing trees are protected, in accordance with Policy GI6 of the Carlisle District Local Plan 2015-2030.

13. 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 2015-2030.

14. 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.

15. 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.

16. No development other than that required to be carried out as part of an approved scheme of remediation shall be commenced until a detailed remediation scheme to bring the site to a condition suitable for the intended use (by removing unacceptable risks to human health, buildings and other property and the natural and historical environment) has been prepared. This is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

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

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

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

18. 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.

19. Prior to the commencement of development, a full noise impact assessment in accordance with British Standard BS4142, using the one-third octave method shall be submitted to the Local Planning Authority for approval. The assessment should cover all stages of a BS4142 and provide an explanation of each step, so that is clearly understandable. It must clearly demonstrate the noise levels in a concluding table of noise values. Details shall also be provided of any proposed mitigation measures and these shall be implemented prior to the occupation of any of the dwellings in accordance with a timetable to be agreed in writing with the Local Planning Authority.

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

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

The noise levels are to be measured with windows closed and all ventilators open in the room in which the measurements are carried out. Daytime noise levels are to be measured in living rooms and the night time levels to be measured in bedrooms. Measurements must be taken at plots which are

considered to be a worst case scenario, in terms of noise exposure. The rooms chosen must be orientated towards the noise sources.

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

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

21. Prior to the commencement of the development (including demolition works), a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development and demolition works shall then be undertaken in strict accordance with the Construction Management Plan.

Reason: To ensure the that the proposed demolition works do not have an adverse impact on the occupiers of any neighbouring properties, in accordance with Policy CM5 of the Carlisle District Local Plan 2015-2030.

22. 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.

23. Prior to the installation of the children's play area, details of the location and equipment to be installed shall be submitted for approval in writing by the Local Planning Authority. The play area shall then be installed in strict accordance with these details.

Reason: To ensure that suitable play equipment is provided on site in accordance with Policy GI4 of the Carlisle District Local Plan 2015-2030.

24. Prior to its demolition as part of the approved development, the existing former pump house shall be recorded in accordance with a Level 2 Survey as described by Historic England's document Understanding Historic Buildings A Guide to Good Recording Practice, 2016. Within 2 months of the commencement of construction works a digital copy of the resultant Level 2 Survey report shall be furnished to the Local Planning Authority.

Reason: To ensure that a permanent record is made of the building of architectural and historical interest prior to its demolition as part of the development.

25. A method statement and risk assessment must be submitted to the Local

Planning Authority and Network Rail for review and agreement prior to works commencing on site. The development shall then be carried out in strict accordance with the method statement and risk assessment

Reason: To ensure that the construction and subsequent maintenance of the proposal can be carried out without adversely affecting the safety, operational needs or integrity of the railway.

26. Prior to occupation of the site, the developer is to provide a suitable trespass proof fence adjacent to the boundary with the railway; the fencing details to be submitted to the local planning authority and Network Rail for agreement.

Reason: To protect the adjacent railway from unauthorised access

27. Details of scaffolding works within 10m of the railway boundary shall be submitted to the Local Planning Authority and Network Rail for agreement.

Reason: In the interests of protecting the railway and its boundary from over-sailing scaffolding.

28. Prior to any vibro-impact works taking place on site, a risk assessment and method statement shall be submitted to the Local Planning Authority and Network Rail for approval.

Reason: To prevent any piling works and vibration from de-stabilising or impacting the railway.

29. No demolition works shall be undertaken until a demolition methodology statement (including mitigation measures) has been submitted to the Local Planning Authority and issued to Network Rail. The demolition methodology statement strategy shall be implemented in full throughout the demolition period.

Reason: To safeguard the railway and its boundary from demolition machinery and dust and debris

30. Prior to the commencement of the development full details of ground levels, earthworks and excavations to be carried out near to the railway boundary shall be submitted to the Local Planning Authority and Network Rail for approval.

Reason: To protect the adjacent railway and its boundary.

31. Details of appropriate vehicle safety protection measures along the boundary with the railway shall be submitted to the Local Planning Authority (in consultation with Network Rail) for approval.

Reason: To prevent the design and layout of the road and parking spaces from impacting the adjacent operational railway with accidental vehicle incursion.

32. Details of the proposed highway works and links (as indicatively show on the submitted drawings) shall be submitted to the Local Planning Authority for approval. The development shall not be commenced until the details have been approved and no dwelling hereby permitted shall be occupied until the improvements have been constructed and complete.

Reason: To ensure a suitable standard of accessibility for pedestrians, cyclists and vehicles and to support Local Transport Plan Policies LD5, LD7 and LD8. For the avoidance of doubt this includes the works on South Western Terrace , Currock Road, parking access and the EVA to Adelphi Terrace.

33. The carriageway, footways, footpaths, cycleways etc shall be designed, constructed, drained to the satisfaction of the Local Planning Authority (to an adoptable standard) 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. 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.

34. No dwellings shall be occupied until the estate road including footways and cycleways to serve such dwelling 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.

35. 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

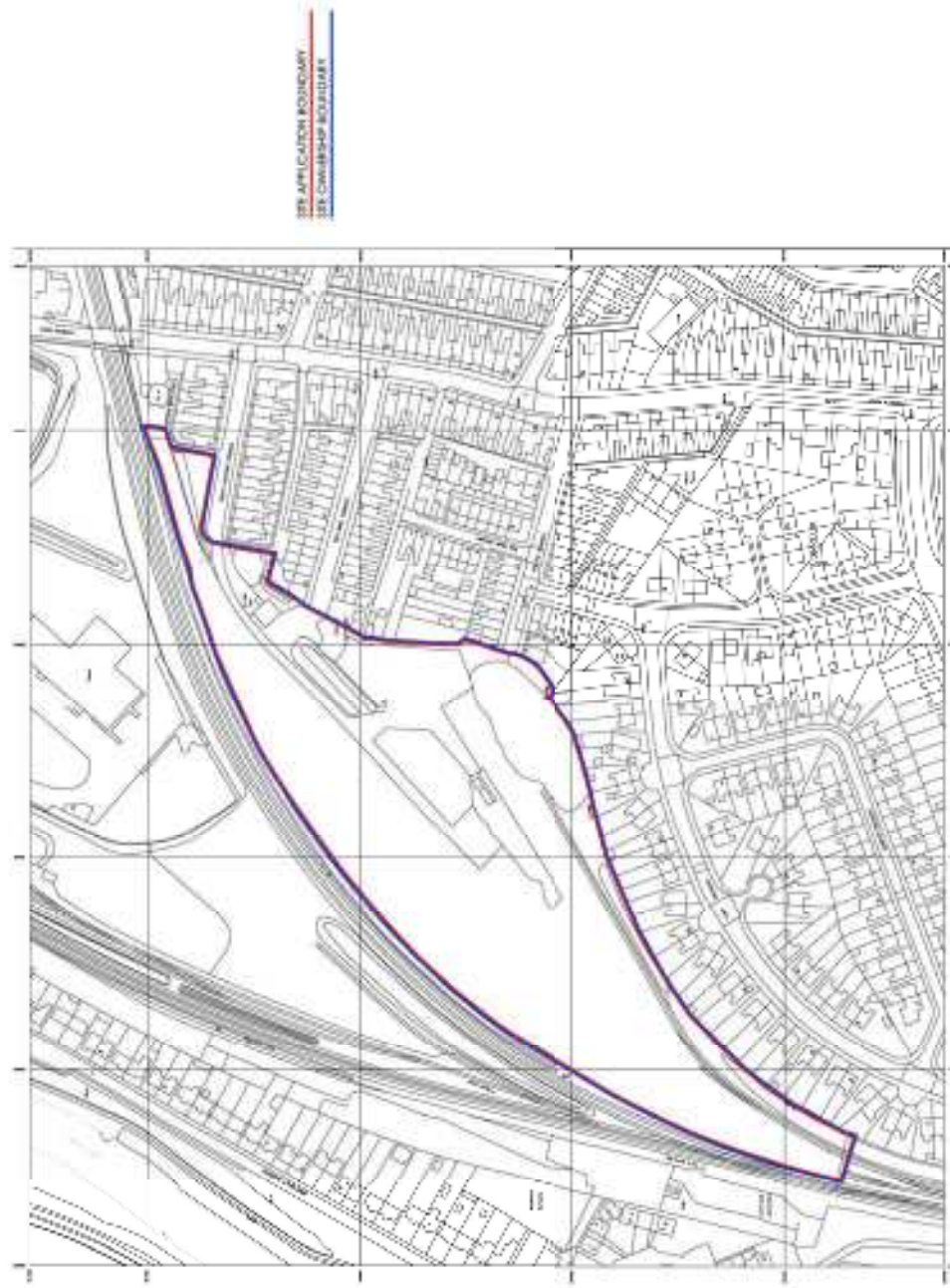
Reason: To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety and to support Local Transport Plan Policies WS3 and LD4.

36. Within 6 months of the development (or any part thereof) becoming occupied, the developer shall prepare and submit to the Local Planning Authority for their approval a Travel Plan which shall identify the measures that will be undertaken by the developer to encourage the achievement of a modal shift away from the use of private cars to visit the development to sustainable transport modes.

Reason: To aid in the delivery of sustainable transport objectives to support Local Transport Plan Policies WS1, LD4 and Structure Plan Policy T31.

37. An annual report reviewing the effectiveness of the Travel Plan and including any necessary amendments or measures shall be prepared by the developer/occupier and submitted to the Local Planning Authority for approval.

Reason: To aid in the delivery of sustainable transport objectives and to support Local Transport Plan Policies WS3, LD4 and Structure Plan Policy T31.



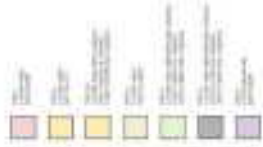
Site Location Plan Currock Yard

0 10m 20m 30m 40m 50m
 Scale 1:1250 @ A1





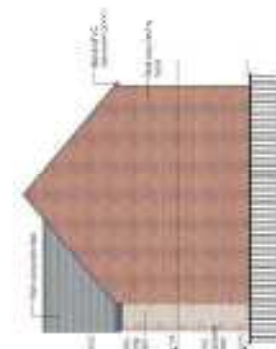
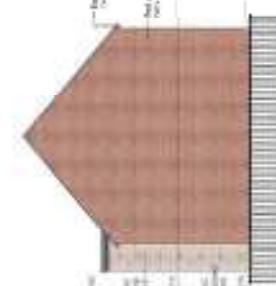
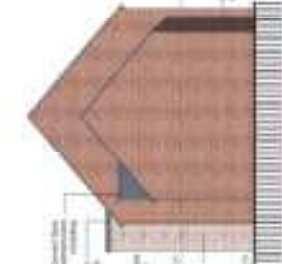




- 1. Planning
- 2. Design
- 3. Construction

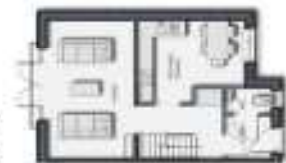


Site Plan 3 of 3
Currock Yard
 Scale 1:500 0 5m 10m 20m



House Types 1, 2 and 2G
Currock Yard

Scienze 7, 1000 (9 A)



1

[illegible]

3. Planning

3. Planning Planning Submission

Proposed Residential Development
Currock Yard, Carlisle

Cummins Engine Limited

House Types 1, 2 and 23
Horn and Beveridge

1000

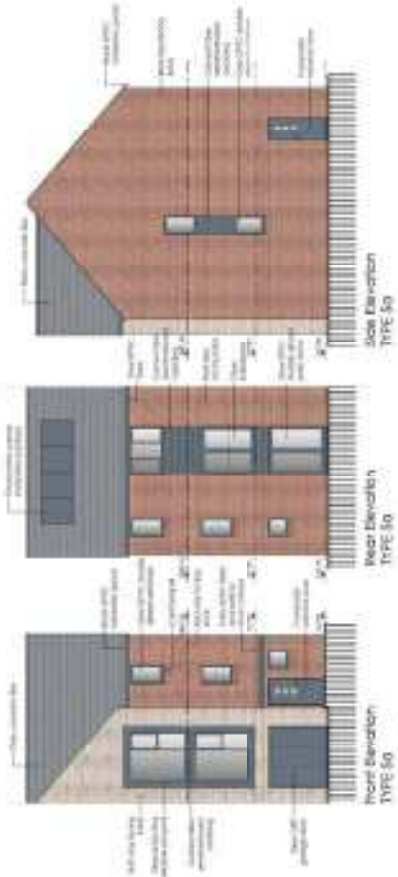
10/15/02

1. *Journal of the American Medical Association*, 2000; 284: 2689-2695.



House Types 3 and 4
Currock Yard

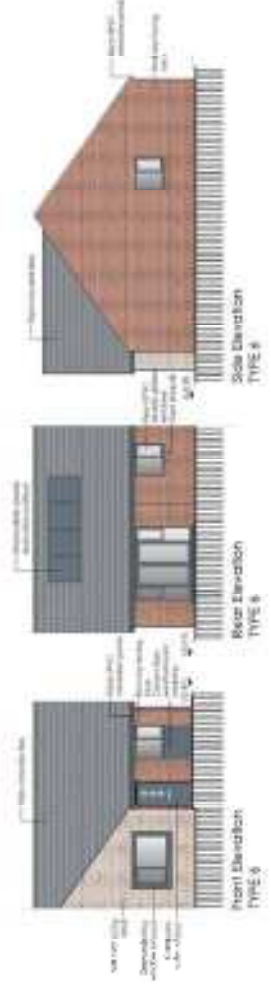
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Ground TYPE 50
 First TYPE 50

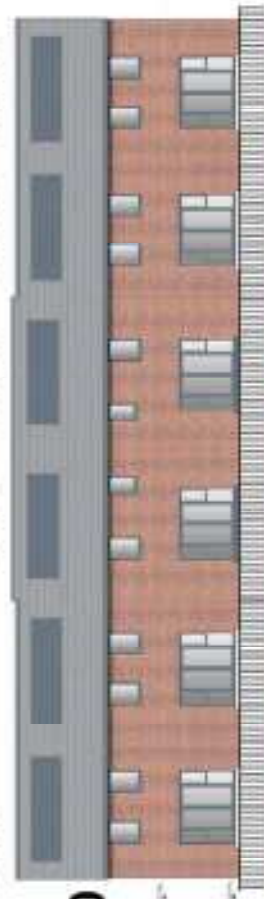
House Type 5 Currock Yard

0m 3m 6m 9m 12m
 Scale 1:100 @ A1

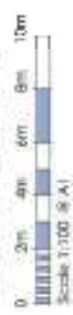


Ground TYPE 6

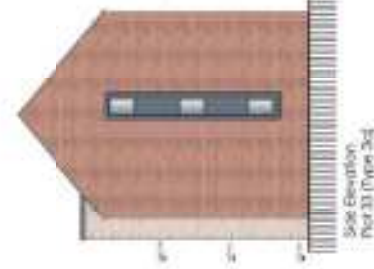
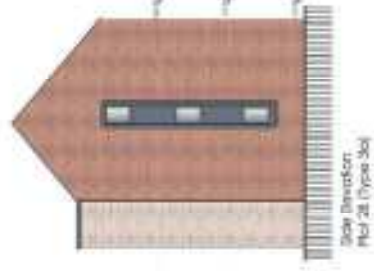
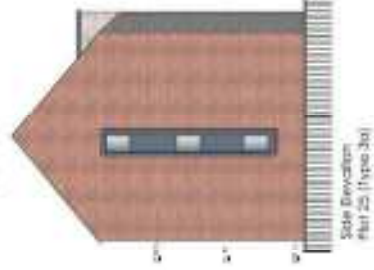
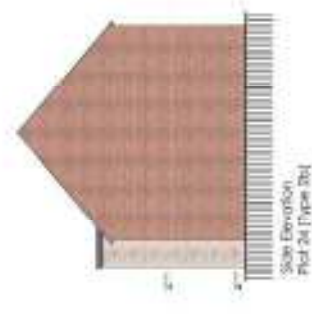
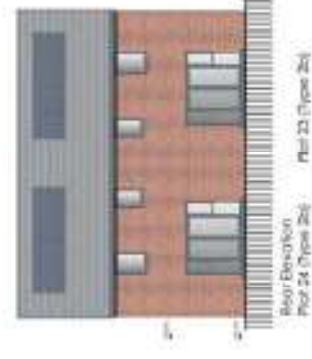
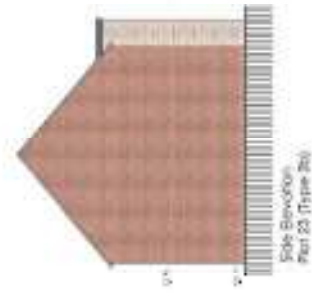
ARCHITECTS PLUS
 3-Planning Planning Submission
 Proposed Residential Development
 Currock Yard, Corbally
 Currock Avenue Limited
 House Type 6
 Plans and Elevations
 No. 10
 20/04/2024
 20064/26
 A



Elevations Plots 1 - 10
Currock Yard







Elevations Plots 23 - 33 Currock Yard



The information contained within this drawing is for the use of the client only and is not to be used for any other purpose. It is the responsibility of the client to ensure that the information is used in accordance with the intended purpose. The information is provided as a guide only and is not to be used as a basis for any legal proceedings. The information is provided as a guide only and is not to be used as a basis for any legal proceedings.



Elevations Plots 34 - 43

Currock Yard

0 2m 4m 6m 8m 10m
 Scale 1:100 (6 A)

ARCHITECTS PLUS
 3- Planning Planning Submission
 Proposed Residential Development
 Currock Yard, Corstree
 Currock Avenue Limited
 Deviations
 Plots 34 - 43
 20064-19
 A

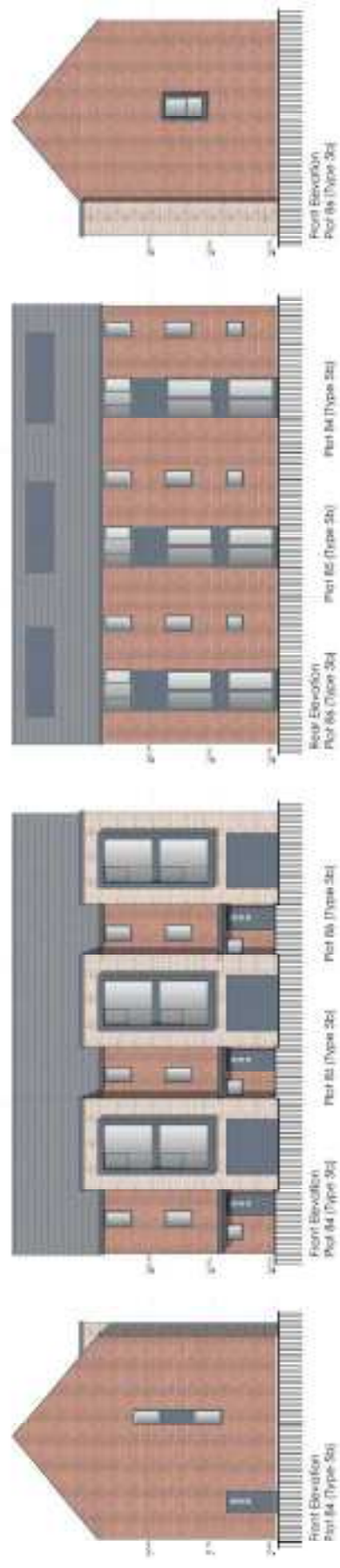
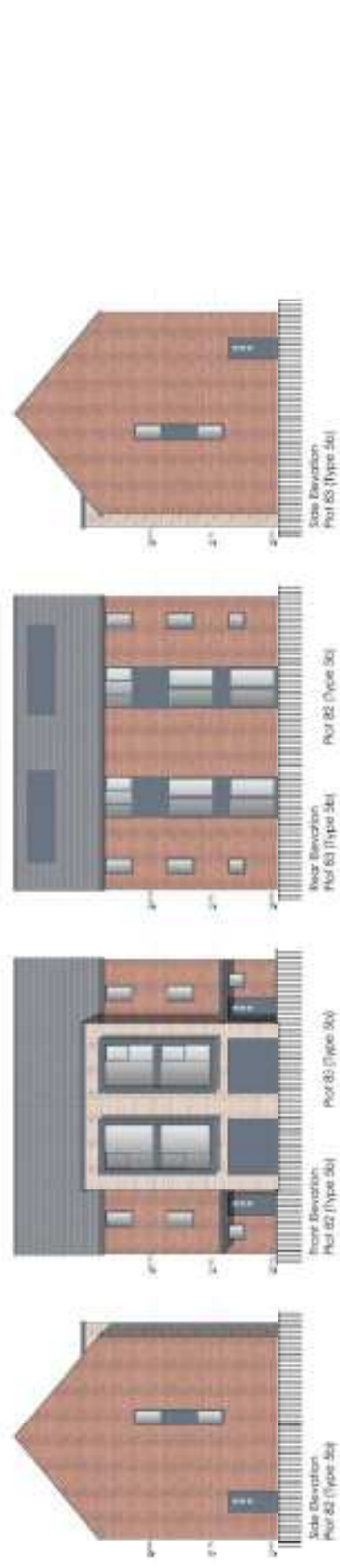
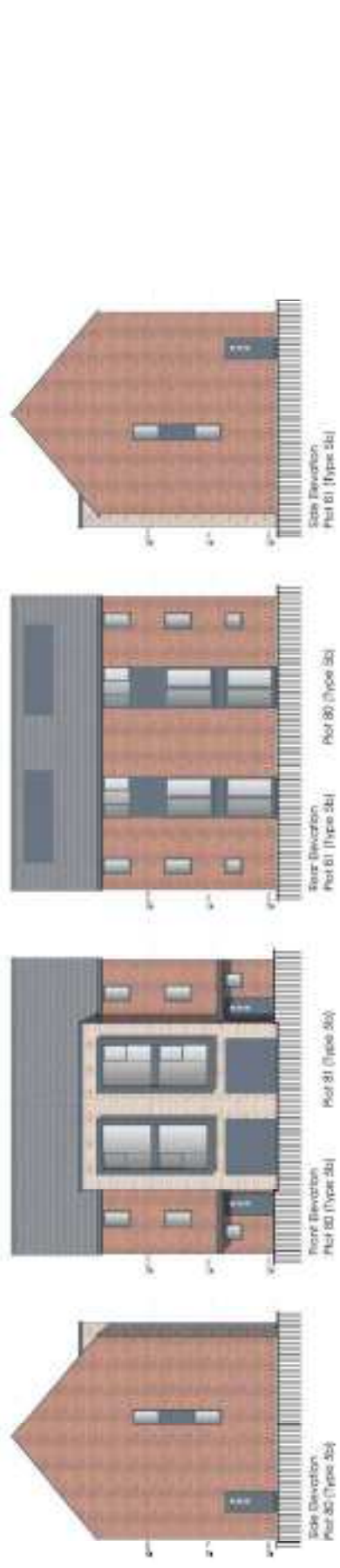




NOTES
 1. The client is responsible for ensuring that the drawings are used for the intended purpose and are not used for any other purpose.
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 10. The client is responsible for ensuring that the drawings are used for the intended purpose and are not used for any other purpose.

Elevations Plots 72 - 79 Currock Yard





Elevations Plots 80 - 86

Currock Yard



ARCHITECTS PLUS
 100-101 Currock Road, Currock, Glasgow G12 8LJ
 Tel: 0141 204 1000
 Email: info@architectsplus.co.uk
 Website: www.architectsplus.co.uk

3-Planning Planning Submission
ARCHITECTS PLUS

Proposed Residential Development
 Currock Yard, Currock
 Currock Avenue Limited

Deviations
 Plots 80-86
 Date: 20.05.2023
 By: [Signature]
 20064.24

NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DEMOTES NEW KERBS
- LOCAL AUTHORITY: CUMBRIA COUNCIL
- TOTAL AREA OF SITE: 3.14Ha



SITE LAYOUT NTS

| REV | DETAILS | DATE | BY | CHECKED | DATE |
|-----|------------------------------|------------|----|---------|------------|
| 1 | SITE LAYOUT NTS | 18/10/2023 | JC | JC | 18/10/2023 |
| 2 | WIDENING IN THE NORTH CORNER | 18/10/2023 | JC | JC | 18/10/2023 |
| 3 | WIDENING IN THE SOUTH CORNER | 18/10/2023 | JC | JC | 18/10/2023 |

CURROCK AVENUE LIMITED

CURROCK YARD,
CARLISLE

PROPOSED SITE ACCESS PLAN

1:500 @ A3

| REV | DATE | BY | CHECKED | DATE |
|-----|------------|----|---------|------------|
| 1 | 18/10/2023 | JC | JC | 18/10/2023 |

Craft Transport Planning & Design
240 Dearington
Huddersfield
HD4 4LY

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Tel: 0161 817 7300
Web: www.eddisons.com/services/transport-planning

3422-F03

Eddisons | Incorporating
| Craft



NORTH SOUTH AERIAL VIEW



VISIBILITY FROM EMERGENCY ACCESS
SCALE: 1:1000 @ A3