Application Reference No. 1/20/9009
Application Type: Full Planning Permission
Proposal: Erection of alternative provision facilities building.
Location: Land adjacent to Edgehill Road, Harraby, Carlisle, CA1 3PQ
Applicant: Cumbria County Council
Date Valid: 20 October 2020
Reason for Committee Level Decision: Application made by Executive Director for Economy and Infrastructure

1.0 RECOMMENDATION
1.1 That Planning Permission is granted subject to the:

(i) expiry of the statutory period required to publicise this planning application*, and

(ii) the conditions set out in Appendix 1 to this report.

*Please note that this planning application does not accord with the provisions of the Carlisle District Local Plan 2015-2030. The Town and Country Planning (Development Management Procedure) (England) Order 2015) requires that a statement to this effect must be made when advertising applications of this nature. If Members are minded to approve this application, any grant of planning permission cannot be issued until the expiry of the publicity period (5 December 2020).

2.0 THE PROPOSAL
2.1 Planning permission is sought for the construction of an Alternative Provision (AP) Educational Unit at land adjacent to Edgehill Road in the Harraby area of Carlisle. AP Units are educational facilities which are aimed at improving outcomes for young people who are unable, for academic, social or emotional reasons, to access the school curriculum in mainstream schools. The provision of this Unit would form a key part in delivering the Inclusive Cumbria Strategy 2017-2022 (agreed in December 2016 by Cumbria County Council’s Cabinet), which sets out a number of proposals for transforming the County Council’s approach to ensuring that all children have the best possible education and support.

2.2 In general terms, the need for Alternative Provision facilities in Cumbria is evidenced by the large and continuing increase in permanently excluded young people from mainstream schools. This has been a trend particularly over the last three years, alongside changes in the curriculum and assessment methodology. It is proposed that the key benefits of providing such facilities would be to achieve Council budget savings in the areas of Education, Social Care and
School Travel: to educate children closer to or within their communities, and to reduce fixed and permanent pupil exclusions.

2.3 The AP Unit in Carlisle would work in conjunction with the Pupil Referral Unit located in Carlisle and serve the north of the County. The AP Unit would accommodate up to 40 pupils, comprising 25 young people with Social, Emotional and Mental Health (SEMH) diagnosis, who would otherwise go on to be educated in independent settings, and 15 young people who would be awaiting specific diagnosis and unable to access the school curriculum in mainstream schools. The facility would employ 15 full time equivalent positions, comprising 12 full-time and 10 part-time employees (thus approximately 22 staff members in total). It would operate in accordance with standard school hours on a weekday basis (Monday to Friday), with a typical 09.00 hours start to the day and a 15:00 hours close to the day with a staggered leave time of between 14:30 and 15:00 hours.

2.4 The total site area is 0.87 hectares. The proposed modular building would be single storey with a dual pitch roof and a double height hall/dining room adjacent to the main entrance. The building would be fairly centrally located on the site and comprise a single ply roof with standing seams with solar PV panels to the southern roof elevation; walls with brick facing at lower levels and coloured render above, and windows and doors constructed from powder coated aluminium double glazed units.

2.5 The building would have a gross internal floorspace of 1111.5 square metres. It would comprise two dedicated secondary size classrooms and a range of specialist teaching spaces, including a science studio, a design technology room, an art room, a food technology room and multi-purpose space, as well as a hall/dining room, a kitchen, male and female changing facilities, staff and meetings rooms, and plant/ancillary/store facilities. Externally, there would be a 40 x 30 metre grass pitch to the west of the school building; a 17 x 35 metre Multi-Use Games Area (MUGA) immediately to the north, and an adjacent garden area also to the north. Car parking comprising 10 standard car parking bays and two disabled car parking bays would be provided immediately to the south at the front of the building and a further 9 standard car parking bays are proposed immediately to the east. Five bicycle parking spaces would be provided at the front of the building. The remainder of the site would be landscaped with grass covered areas, and a combination of retained mature trees and additional newly planted trees. Existing railings at the front of the proposed site along Edgehill Road would be retained, and it is proposed to erect a 2.1 metre high coloured mesh security fence around the sides and rear of the building to secure the school grounds.

2.6 Access to the site would be via an existing single access point immediately off Edgehill Road, which would provide access to the main school entrance, a lay-by area for pupil drop-off and pick-up, the car parking areas, and a delivery area. A one-way vehicular traffic system would operate within the site and a separate new site exit would be constructed further to the east onto Edgehill Road. Pedestrian access to the site would be via a separate access again off Edgehill Road, adjacent to the existing vehicular access.

3.0 SITE DESCRIPTION AND BACKGROUND

3.1 The site is located immediately adjacent to Edgehill Road, Harraby, to the South East of Carlisle City Centre. It is a ‘brownfield’ site and occupies the most
southerly part of the 3.57 hectare former Pennine Way School Site, which was originally constructed in the early 1950s and lies in a predominantly residential area. The proposal site is bounded by the now vacant school buildings to the north, off Pennine Way; Allandale Road to the west and Silverdale Road to the east, both of which are residential, and Edgehill Road to the south. A private dwelling and the Harraby Campus, comprising the relocated Pennine Way Primary School, a nursery, a community centre, and sports and other community facilities are located opposite the proposal site on the southern side of Edgehill Road.

3.2 Since its construction in the 1950’s the former Pennine Way School Site was occupied for educational use by a succession of schools, undergoing various modifications in response to the changing educational needs over the years, until August this year when the site was finally vacated. The site as a whole now stands vacant and the former school buildings located to the north of the proposal site await demolition.

3.3 The part of this site which is the subject of this application was the subject of several planning permissions between 2007 and 2013 for the continued use of the site as a car park serving the former Richard Rose Academy (formerly the North Cumbria Technical College) on the opposite side of Edgehill Road and now occupied by the Harraby Campus site. More latterly, the applicant has advised that site was used as a temporary car park to support Newman Catholic School (now the St John Henry Newman Catholic School), which occupied the former Pennine Way School site from its temporary relocation there in the aftermath of Storm Desmond in 2015 until its further relocation to a permanent new site on Scalegate Road, Carlisle in August 2020. Since then the site, which consists largely of amenity grassland, a hardstanding formerly used for car parking and broadleaved trees around the western, eastern and southern boundaries, has remained vacant.

3.4 The choice of site for the provision of this facility followed a lengthy period of review of alternative locations and feasibility analysis. This site was selected for a number of reasons, including its proximity to the Pupil Referral Unit located in Carlisle; its accessibility from both the road network and public transport; the high proportion of the target group it would serve residing in the local area (Harraby, Botherby, Upperby and Currock); its proximity to other educational, sports and community facilities, and other local services and utilities, and the relative availability of the site potentially enabling an earlier opening of the facility.

4.0 CONSULTATIONS AND REPRESENTATIONS

4.1 Carlisle City Council - Planning Department has no objections to or issues in principle with the proposed development. They advise, however, that because of the need to ensure that the use does not impact on the adjacent residential streets in relation to parking and pupil drop-off/pick-up, and historic drainage issues in the wider area, the views of the Local Highway Authority and Lead Local Flood Authority should be sought.

4.2 Carlisle City Council - Environmental Health Department advises the following:

- The implementation of on-site measures to minimise the overall noise disturbance during the construction works at the site in order to protect nearby residents from possible statutory noise nuisance, including vibration; potentially to include limiting the permitted hours of working; the
use of noise attenuation barriers; the storage/unloading of aggregates away from sensitive receptors, and the use of white noise reversing alarms for on-site vehicles;

- The implementation of on-site measures to protect nearby residents or sensitive receptors from statutory nuisance caused by dust during the construction works at the site; such measures potentially to include the sheeting of vehicles carrying materials on and off site; the presence of dust suppression equipment on site at all times and utilisation when required; the sheeting of dusty on-site materials, and the availability and use of wheel washing facilities for vehicles leaving the site;

- The attachment of planning conditions to any permission to ensure that any unexpected contamination discovered when carrying out the development is investigated, assessed and remediated as necessary to ensure that any risks from land contamination to future users of the land and neighbouring land are minimised;

- That measures to encourage the use of zero-emissions modes of transport are incorporated into the development scheme. Measures such as the use of rapid electric car charging points in the car parking areas is advised in order to minimise future impacts upon air quality, and to accord with guidance provided by the Institute of Air Quality Management (IAQM), policies in the National Planning Policy Framework (NPPF), and development plan policies contained in the Carlisle District Local Plan 2015-2030.

4.3 Cumbria County Council - Highway and Lead Local Flood Authority (LLFA) has no objections to the proposals from either a Highways or LLFA perspective, subject to the attachment of planning conditions to require the provision of visibility splay details for the proposed new site egress; internal site parking, turning and loading/unloading and drop-off/pick-up details; vehicular crossings over the highway verge/footway details; a Construction Traffic Management Plan (to include construction surface water management details), and a detailed drainage scheme, all largely prior to the commencement of development. The LLFA also advises that a culverted watercourse runs through the site and any proposed alteration to this and/or the proposed surface water disposal connection would be likely to require and Ordinary Watercourse Flood Defence Consent.

4.4 Cumbria County Council - Historic Environment Officer has no objections to the proposed development and does not wish to make any comments or recommendations.

4.5 Cumbria County Council – Consultant Ecologist considers that the proposed development would be constructed on an area of low ecological value and is satisfied that the supporting ecological report has adequately addressed the relevant protected species and habitats of the site. If planning permission is granted, however, the Consultant Ecologist recommends that attachment of planning conditions relating to tree protection and ecological mitigation. The former would require the erection and retention of appropriate fencing for the protection of existing trees on the site for the duration of the construction works. The latter would require the submission, implementation and subsequent management, for a period of not less than 5 years, of a detailed landscaping
scheme and bird and bat mitigation proposals in order to deliver biodiversity gains.

4.6 **Environment Agency** has no comments to make on the proposed development.

4.7 **Sport England** has been consulted but no reply had been received when this report was prepared.

4.8 **Natural England** has no comments to make on the proposed development. Natural England refers to their standing advice and states that their lack of comment does not imply that there would be no impacts upon the natural environment, but that the proposed development would be unlikely to result in significant impacts on statutory designated nature conservation sites or landscapes, and it is for the Local Planning Authority to obtain specialist ecological or other environmental advice when determining the environmental impacts of the development.

4.9 **Cumbria Constabulary** (Crime Prevention Officer) advises the following in terms of site security:

- It would be beneficial to improve natural surveillance opportunities by raising tree crown and thinning and trimming the landscaping elements around the southern, eastern and western boundaries of the site;

- The proposed 2.1 metre weld mesh security fencing around the sides and rear of the building is welcomed and a particular specification with matching lockable gates is advised. The site boundaries (including the existing vehicular and pedestrian access and proposed new site access at the front of the building) should be well defined and kept secure when the facility is closed, and the applicant should consider extending the security fencing around the entire site;

- The uniformity of the external lighting (deployed by the proposed low energy LED light sources) must be sufficiently high to deter intruders; that the proposed bin store is secure when not in use; and that a window is included in the kitchen north east elevation to improve surveillance of the external areas to the east of the building. Specific advice is provided on the installation of CCTV and intruder alarm systems and deterrent measures.

4.10 Cumbria Constabulary (Collision Reduction Officer) also comments that the presence of the proposed facility may contribute to the recurrent parking issues relating to the sports facilities on Edgehill Road, usually at weekends, by occupying land previously used for car parking.

4.11 **British Telecom** (BT) comments that the proposals should not cause interference to BT’s current and presently planned radio network.

4.12 **Electricity North West** advises that the proposed development could have an impact upon their infrastructure. They comment that the development is shown to be either adjacent to or would affect Electricity North West’s operational land or electricity distribution assets, and that where development is adjacent to operational land the applicant must ensure that it does not encroach upon either the land or any ancillary rights of access or cable easements, and that if planning permission is granted the applicant must contact Electricity North West to verify
such details.

4.13 Electricity North West advises the applicant to exercise great care to protect both the electrical apparatus and any personnel working in its vicinity, and refers the applicant to two documents produced by the Health and Safety Executive: HS(G) 47 – Avoiding danger from underground services, and GS6 – Avoidance of danger from overhead electric lines. Electricity North West further advises that should there be a requirement to divert the apparatus as a result of the development, the cost of the diversion would be borne by the applicant, and finally that it is the applicant’s responsibility to demonstrate the exact relationship on site between any assets that may cross the site and the proposed development.

4.14 Northern Gas Networks Limited (NGN) has no objection to the proposed development, but advises that there may be apparatus in the area that may be at risk during the construction works and if permission is granted, NGN requires the promoter of the development to contact them directly to discuss NGN’s requirements in detail. Should diversionary works be required, NGN advises that such works would be fully chargeable to the developer.

4.15 United Utilities (UU) considers the proposals to be acceptable in principle as they propose surface water discharging into a watercourse. They request that planning conditions be attached to any permission to require that surface water is discharged into the watercourse as proposed; to prevent the drainage of surface water, either directly or indirectly to the public sewer; to require the drainage of foul and surface water on separate systems, and to require the submission and subsequent implementation of a sustainable drainage management and maintenance plan for the lifetime of the development.

4.16 United Utilities further advises that the applicant should be aware of the following:

- The presence of a 300mm diameter public sewer crossing the site that UU may not permit building on, so a modification to the site layout or diversion of affected sewer may be necessary;

- The presence of an easement crossing the site, and that nothing should be stored, planted or erected on this;

- The presence of assets (culverted watercourse and 225mm diameter foul sewer) crossing the site that are not UU assets, and that contact should be made with the private owners responsible for these assets;

- The presence of water mains in the vicinity of the proposed development. Whilst located outside the red line of the application, the applicant must comply with UU’s standard Conditions for Works Adjacent to Pipelines;

- That it is the applicant’s responsibility to investigate the possibility of any UU assets potentially impacted by their proposals and to demonstrate the exact relationship between any UU assets and the proposed development.

4.17 The application site is within the County Council Electoral Division of Harraby North. Mr Cyril Frederick Weber, the local member representing this division, has been notified of the application.

4.18 No representations have been received.
5.0 PLANNING POLICY

5.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 provides that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. Government policy is a material consideration that must be given appropriate weight in the decision making process.

5.2 The development plan for this application comprises The Carlisle District Local Plan 2015-2030 (CDLP) which was adopted 8 November 2016. The key policies relevant to the determination of this planning application are considered to be:

- Policy SP 1: Sustainable Development
- Policy SP 2: Strategic Growth and Distribution
- Policy SP 6: Securing Good Design
- Policy SP 9: Healthy and Thriving Communities
- Policy HO 1: Housing Strategy and Delivery
- Policy HO 12: Other Uses in Primary Residential Areas
- Policy IP 2: Transport and Development
- Policy IP 3: Parking Provision
- Policy CC 3: Energy Conservation, Efficiency and Resilience
- Policy CC 4: Flood Risk and Development
- Policy CC 5: Surface Water Management and Sustainable Drainage Systems
- Policy CM 2: Educational Needs
- Policy CM 4: Planning Out Crime
- Policy CM 5: Environmental and Amenity Protection
- Policy GI 3: Biodiversity and Geodiversity
- Policy GI 6: Trees and Hedgerows
- Policy HE 3: Listed Buildings

5.3 The National Planning Policy Framework (NPPF) was published in a revised and updated form in February 2019. The national online Planning Practice Guidance (PPG) suite was launched in March 2014 and is continually updated. Both are material considerations in the determination of planning applications. The following sections and paragraphs of the NPPF are of relevance to the determination of this application:

- Section 2: Achieving sustainable development - Paragraphs 7-10; 11-14
- Section 8: Promoting healthy and safe communities - Paragraph 94
- Section 9: Promoting sustainable transport – Paragraphs 103, 108-110
- Section 12: Achieving well-designed places – Paragraphs 124, 127
- Section 14: Meeting the challenge of climate change, flooding and coastal change - Paragraphs 148, 150, 153, 157, 163, 165
- Section 15: Conserving and enhancing the natural environment – Paragraphs 170, 175, 178, 180

6.0 PLANNING ASSESSMENT

6.1 The key planning issues relevant to the proposed schemes are considered to be:

- Is the principle of the development acceptable, given the proposal site's allocation in the Carlisle District Local Plan for residential
development?

- Would the proposed development adversely impact upon the highway network and/or highway safety?
- Would the proposals increase the risk of flooding in the locality?
- Is the proposed development acceptable in terms of design, layout and siting?
- Would the proposed development adversely impact upon residential amenity and the amenity of other adjacent land users?
- Would the visual and landscape impacts of the proposed development be acceptable, and would there be any impacts upon heritage assets?

6.2 Other planning issues which are also important material considerations in the assessment of this planning application relate to: Nature conservation and Biodiversity, Carbon emissions and Climate Change, and Contaminated land.

Is the principle of the development acceptable, given the proposal site’s allocation in the Carlisle District Local Plan for residential development?

6.3 A key consideration in the determination of this planning application is its acceptability in principle and whether it conforms with the development plan. The whole of the former Pennine Way School site, including the part that is the subject of this planning application is allocated in the Carlisle District Local Plan 2015-2030 as Land Allocated for Residential Development (Policy HO 1; Site U3). Policy HO 1 states that planning permission will be granted for housing proposals that will deliver the allocations set out in the policy and contribute to achieving the Plan’s housing target. Policy SP 2 – Strategic Growth and Distribution sets out the housing target for the district during the local plan period. It states that that sufficient land will be identified to accommodate 9,606 net new homes between 2013 and 2030, with a minimum average annual target of 626 net new homes between 2020 and 2030, and that approximately 70% of this growth will be focussed on the urban area of Carlisle.

6.4 The housing sites identified in Policy HO 1, if all were to come forward for development, would provide a total capacity of 2,779 dwellings/units within urban Carlisle. The former Pennine Way Primary School site, with a total area of 3.57 hectares, has, according to the Local Plan, an indicative yield of 112 dwellings/units. The proposal site has a site area of 0.87 hectares, which would leave a residual 2.70 hectares for any potential residential development at this site. If the same residential density were to be applied, a total of 85 residential units could still potentially be delivered at this site, as the proposal site would account for a reduction in provision of 27 units. This would represent a reduction in the total capacity allocated for housing within urban Carlisle of only 0.9%. It is therefore considered that the reduction in potential capacity, when considered overall, would be negligible.

6.5 Whilst Policy HO 1 does not directly refer to any exceptions to housing development on this site, I consider that the proposed educational facility (Use Class F.1(a)) would be an acceptable use for this part of the site and compatible with and complimentary to this predominantly residential area. As indicated
above, the proposal is for a much needed strategic facility that would support a level of enhanced educational provision in Carlisle. It would be ideally located in this part of Carlisle close to the Pupil Referral Centre and in very close proximity to other educational and community facilities on the opposite side of Edgehill Road. The existence of facilities such as these contribute to the provision of the physical and social infrastructure that is required to support housing growth and to the delivery of sustainable communities and neighbourhoods where people want to live, which are important factors referred to in the supporting text to justify Policy HO 1 (paragraphs 5.2 and 5.4).

6.6 There are several policies in the NPPF that are of relevance to these proposals; however, Paragraph 94 is of particular relevance in considering the principle of the development and in providing support for the proposed development. It states:

‘It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.’ It further states that local planning authorities should ‘…give great weight to the need to create, expand or alter schools…’

6.7 One of the main strategic objectives of the Carlisle District Local Plan 2015-2030 is to create thriving, successful and healthy community for all by promoting mixed communities and ensuring that everyone can have a decent home in a safe environment with good access to health care, educational provision and other community facilities by sustainable modes. The supporting text to Policy SP 9 (Healthy and Thriving Communities) recognises the importance of educational provision in contributing to healthy and inclusive communities. Furthermore, Policy CM 2 (Educational Needs) states that proposals for the development of new educational facilities will be supported where they are well related to the catchment they serve. It further states that:

‘Where there is a need for new educational facilities outside of an existing site, the location should be close to the intended catchment in order to minimise travel in line with sustainable development principles.’

6.8 The proposed AP Unit would provide a specialist educational facility to meet a particular and proven need within the local community. Whilst it would be a new facility on a new site, it would be appropriately located to directly serve a high proportion of the target group it is intended to support (that is, those residing in Harraby, Botherby, Upperby and Currock). It would also be sustainably located in close proximity to other related and complimentary educational, sports and community facilities provided on the opposite side of Edgehill Road, and highly accessible on foot and by public transport.

6.9 Whilst the site of the proposed development is allocated for housing in the Carlisle District Local Plan and the policy makes no reference to any exceptions to this, developing part of the site allocation for educational purposes would have a negligible impact upon the total capacity allocated for housing in urban Carlisle. It is considered that the AP Unit would be a residentially compatible use for this part of the site and that the provision of another educational facility in the locality could help support the delivery of housing in this part of Carlisle. Further, it is evident that the proposals are consistent with the policy guidance provided by the NPPF and are supported by the policies of the Carlisle District Local Plan relating
to educational provision. Furthermore, Carlisle City Council – Planning has no objections to or issues in principle with the proposed development. I therefore conclude that the proposed development is acceptable in principle.

**Would the proposed development adversely impact upon the highway network and/or highway safety?**

6.10 The NPPF states that significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes in order to help reduce congestion and emissions and improve air quality and public health (Paragraph 103). It further states that applications for development should ensure that appropriate opportunities to promote sustainable transport modes can be taken up; safe and suitable access to the site can be achieved for all users, and any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to and acceptable degree (Paragraph 108). Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6.11 Reflecting the policy principles of the NPPF, Policy IP 2 (Transport and Development) of the Carlisle District Local Plan states that new development that would have a severe impact upon the transport network, and development likely to generate significant levels of transport within isolated and poorly accessible areas, will be resisted. It further states that new development that will be accessible to the public will be required to prioritise safe and convenient access for cyclists and pedestrians, and that all new development must demonstrate/provide convenient access to public transport. Policy IP 3 (Parking Provision) of the Carlisle District Local Plan requires new development to provide a minimum number of parking spaces, including disabled parking spaces, in accordance with any local standards. It also expects the provision of secure and convenient bicycle parking facilities in line with standards.

6.12 A Transport Statement (5 October 2020) has been submitted in support of this planning application. It makes clear that the specialist needs of the pupils attending the school would require their transportation to and from school by vehicle. To facilitate this there would be a separate access to and egress from the site off Edgehill Road with a one-way system in operation within the school site, incorporating a lay-by area for pupil drop-off and pick-up purposes. It is also proposed that the leaving times for the pupils would be staggered.

6.13 The site is located within a predominantly residential area with direct access to the site provided by Edgehill Road immediately to the south. Pennine Way forms the northern boundary/access to the adjacent former school site to the north. Both roads are subject to a 30mph speed limit. The closest A roads are the A69 (Warwick Road) to the north and the A6 (London Road) to the south west, both of which provide links to the M6 (Junctions 42 and 43, respectively). The Transport Statement indicates that there have been no accidents along the proposed site boundary or at any of the junctions in the immediate vicinity of the site, a few slight and one serious further afield during the last five years (2015-2019). The Transport Statement asserts that the proposed levels of occupation of the facility by staff and pupils would be far less than the former use of the adjacent part of the site by Newman School and the previous use of this site as a car park.
serving the school. It concludes that the associated traffic movements would have little or no impact on the immediate surrounding area and so the proposed development would have a negligible impact on traffic generation within the area.

6.14 It is proposed that a total of 19 car parking spaces, 2 disabled car parking spaces and parking facilities for 5 bicycles would be provided within the curtilage of the site. The *Cumbria Development Design Guide* (adopted November 2017) indicates that the parking requirements for a facility of this nature is 1 car parking space per 3 members of staff, plus 1 space per 4 person attending the facility, and 1 disabled space or equivalent to 5% of the car parking requirement, whichever is the greater. This equates to a requirement of 7 car parking spaces for staff, 10 for persons attending the facility and 1 disabled space. Provision would therefore exceed those specified in the guidelines. The guidance also indicates a requirement for the provision of 1 bicycle space per 5 members of staff, which would equate to 5 spaces. The proposed bicycle parking provision would also be sufficient and in accordance with the standards set out in the guidance.

6.15 The conclusions of the Transport Statement have not been challenged by the Highway Authority. The Highway Authority is satisfied that the provision of on-site car parking together with the proposed one-way traffic system and pick-up and drop-off provision within the curtilage of the site should minimise any potential impacts upon adjacent roads. The Highway Authority has no objections, subject to the attachment of a series of planning conditions requiring the provision of visibility splay details for the proposed new site egress; internal site parking, turning and loading and drop-off/pick-up details; vehicular crossings over the highway verge/footway details, and a Construction Traffic Management Plan prior to the commencement of development, in the interests of highway safety (included in Appendix 1).

6.16 The site is located within an area of Carlisle which is accessible by a variety of transport modes. The site is served by the Harraby East bus route which provides a direct link to Carlisle City Centre via London Road. There are several bus stops near the site, with multiple bus stops on both Edgehill Road and Pennine Way. There are also good pedestrian and cycle links to the site provided by Pennine Way and Edgehill Road with connections via cycle lanes or shared pavements to the wider urban area via London Road and Eastern Way to Warwick Road, and the proposal itself includes a separate pedestrian access to the site which would be segregated from the vehicular access and egress. Several traffic free routes are also available in the Harraby area to the south west of London Road and to the immediate north of the site linking Pennine Way to the Botcherby area and Warwick Road via Melbourne Park.

6.17 It is considered that the proposal would not adversely impact upon the local highway network to an unacceptable degree. The traffic generated by the proposed development should be less than that generated in association with the former use of the site as a car park supporting the Newman School. Sufficient on-site car and bicycle parking would be provided in accordance with the required standards, and, due to the location of the site, the proposed development would be accessible by a variety of transport modes. I therefore conclude that the proposed development is acceptable and consistent with the traffic and transport policies in both the NPPF and Carlisle District Local Plan.
Would the proposals increase the risk of flooding in the locality?

6.18 The NPPF states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change (Paragraph 148). It further states that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere as a result of the proposed development, and that, where appropriate, applications should be supported by a site-specific Flood Risk Assessment (FRA) (Paragraph 163).

6.19 Policy CC 4 (Flood Risk and Development) of the Carlisle District Local Plan seeks to ensure that new development does not result in unacceptable flood risk or drainage problems. It states that most new development should be located in Flood Zone 1 and supported by a FRA, as appropriate, to establish, amongst other things, whether a proposed development is likely to be affected by current or future flooding from any source, taking into account the increased risk associated with climate change; whether it will increase flood risk elsewhere or interfere with flood flows; that no other lower risk alternative sites exist; whether appropriate mitigation measures are proposed to deal with potential risks and effects; and that adequate flood plain storage can be provided, and that the capacity of the water supply, drainage and sewerage networks have been considered in liaison with the relevant statutory bodies to establish the impact of development on infrastructure. The policy further states that development should take account of the Council’s Strategic FRA along with any evidence from the Lead Local Flood Authority and the Environment Agency and where mitigation is required to make any impacts acceptable, this will be secured by planning condition or obligations.

6.20 Policy CC5 (Surface Water Management and Sustainable Drainage Systems) of the Carlisle Local Plan states that development proposals should prioritise the use of sustainable drainage systems; that surface water should be managed at source, not transferred, and discharged in the following order of priority: into the ground (infiltration at source); attenuated discharge to a surface water body; attenuated discharge to surface water sewer, highway drain or another drainage system, and as a last resort, attenuated discharge to a combined sewer. It states that the approach to surface water drainage should be based on evidence of an assessment of site conditions, and that where there is no alternative but to discharge surface water to a combined sewer, the applicant will need to demonstrate why and agree this with the appropriate bodies. The policy finally states that drainage requirements including maintenance and management arrangements for the lifetime of the development will be secured by planning conditions or obligations.

6.21 The planning application is accompanied by a Flood Risk Assessment (FRA) and a Drainage Strategy and Plan. The entire proposal site lies within the Environment Agency designated Flood Zone 1, defined as having a less than 1 in 1000 annual probability of river or sea flooding. The site is, however, located in an Area Susceptible to Ground Water Flooding as defined by the Environment Agency and, according to the Government’s website on long term flood risk, the proposal site is at risk from surface water flooding. The proposed building is located within an area largely categorised as low risk from surface water flooding; however, small parts of the site have been assessed to be at medium risk, including where the accesses connect to the Edgehill Road, and Edgehill Road itself is categorised as at high risk of surface water flooding.
6.22 The *Flood Risk Assessment* (FRA) (19 October 2020) attributes the surface water flood risk on site as being due to the topography of the site which is situated within a generally low-lying area. In accordance with planning policy and the hierarchy of drainage options that are required to be investigated, soil infiltration testing was undertaken on site to assess the viability of discharging surface water via infiltration at source, the most favoured option. The infiltration testing demonstrated that the ground has insufficient infiltration properties. On-site soakaways and permeable paving are therefore considered unviable options for the site.

6.23 The submitted FRA and *Drainage Strategy* (5 October 2020) states that the proposal is to positively drain the site by discharging surface water (from the facility's roof, hard play areas, car park and access areas) via a proposed on-site underground attenuation tank to an existing surface water sewer. This would be the third option in the drainage hierarchy. The LLFA has advised, however, that both documents have incorrectly referred to the feature as a sewer. This feature is in fact a culverted watercourse. The proposal is therefore to discharge surface water to an existing watercourse and not the sewer and so is consistent with the second and more preferable option in the drainage hierarchy. Attenuation storage and flow control would be designed to accommodate a 1 in 100 year flood event, with an allowance for climate change of 40%. It is also proposed to regrade areas of the site to ensure that any site overflows would be diverted away from the proposed building. The FRA concludes that the proposed positive draining of the site, together with site regrading would reduce the risk of surface water flooding, and notes that Edgehill Road is positively drained via highway gullies which would aid in reducing the risk of surface water flooding within the highway. The FRA states that it is anticipated that foul discharge from the development would connect to the existing combined sewer to the north of the site.

6.24 The LLFA consider these proposals to be acceptable, subject to the attachment of planning conditions to any permission to secure the submission and approval prior to the commencement of development, of a detailed surface water drainage scheme and remedial measures to reduce the surface water flood risk to the development (included in Appendix 1).

6.25 United Utilities advises that the proposals are acceptable in principle and request the attachment of planning conditions relating to surface and foul water drainage and the implementation and subsequent adherence to a sustainable drainage management and maintenance plan be attached to any permission. These requirements would be addressed by the conditions recommended in Appendix 1. United Utilities’ response includes a number of informatives and advice concerning their assets and the presence of on-site assets that are not owned by themselves. The applicant would obviously have to act upon this advice before proceeding with the development, should planning permission be granted.

6.26 Given the above, I conclude that, with the attachment of the planning conditions recommended in Appendix 1, the proposals are consistent with NPPF and Local Plan policy and are therefore acceptable.

**Is the proposed development acceptable in terms of design, layout and siting?**

6.27 The NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development
acceptable to communities (Paragraph 124). It further states that planning
decision should, amongst other things, ensure that developments will function
well and add to the overall quality of the area; are visually attractive; are
sympathetic to the local character and history of the area, and creates spaces
that are safe, inclusive and accessible which promote health and well-being
(Paragraph 127).

6.28 Carlisle District Local Plan Policy SP6 (Securing Good Design) states that
proposals should incorporate a host of good design principles such as the need
to respond to the local context and the form of the surrounding buildings in terms
of density, height, scale, and massing; ensure that all components of the
proposal (buildings, car parking, open space, new connections and landscaping)
are safe and well related to one another to ensure an attractive scheme which is
well integrated with its surroundings; ensure there is no adverse effect on the
residential amenity of the existing areas or adjacent land users, and aim to
ensure the retention and enhancement of existing trees, shrubs, hedges and
other wildlife through avoidance/alternative design, and include hard and soft
landscaping schemes to assist the integration of new development into existing
areas. Good design should enhance the quality of the buildings and spaces by
considering form and function, efficiency and effectiveness and the potential
impact of a development on the well-being of the people who will use and view it.

6.29 A Design and Access Statement (DAS) has been submitted in support of the
application. Due to its modular form, the proposed building would be similar in
character and appearance to facilities provided on the Harraby Community
Campus opposite the site, but visually distinct from the adjacent residential
properties. The height, scale, appearance and design of the building would,
however, be sympathetic to the predominantly two-storey residential properties
surrounding the site. Restricting the vertical scale of the building to single storey,
with only the hall/dining section of the build being double height, would emulate
the domestic feel of the surroundings. The partial facing of the external walls
with brick would also mirror the traditional construction of the adjacent dwellings.

6.30 It is considered that the building would integrate with and enhance the site and its
surroundings. This would be achieved through the proposals to retain the
existing trees along the western, eastern and southern boundaries of the site; the
additional tree planting to enhance these boundaries; the creation of further
landscaped areas at the front and eastern sides of the building, and the creation
of a grass sports pitch along the western boundary, all of which would create
some attractive green space in this largely densely developed urban area.

6.31 The design, orientation and form of the building has been greatly influenced by
the operational requirements of this specialist facility. The building would be of
modest scale, simple form and on one level to be easily readable and accessible
for its pupils. The internal space has been designed to maximise natural
ventilation and daylight with large aluminium framed windows proposed in the
office area and classrooms and clerestory windows in the double height hall. In
terms of access, the school would have a separate access and egress for
vehicular traffic in the form of a one-way system, and there would be a
segregated pedestrian access, all off Edgehill Road.

6.32 A key principle in the design of the proposed development has been to ensure
the safety and security of the site, staff and pupils. The site and proposed
building would be linear in form to promote good natural surveillance down the
length of the building; a 2.1 metre high security mesh fencing would be erected around the side and rear of the building; existing railings at the front of the building would be retained, and the vehicular and pedestrian accesses would be gated. The detailed comments made by Cumbria Constabulary have been passed to the applicant for information and action. It is evident, that further details are required in terms of the type, specification and extent of security fencing and other boundary treatments around the site in order to deter crime and anti-social behaviour. I therefore recommend the attachment of a planning condition to require this detail to be submitted and agreed before implementation.

6.33 it is considered that the proposed development complies with national and development plan policy in terms achieving the principles of good design. It is also considered that the proposal would make a positive contribution to creating a safe and secure environment by integrating security measures and designing out opportunities for crime, thereby complying with Policy CM 4 (Planning Out Crime) of the Carlisle District Local Plan.

Would the proposed development adversely impact upon residential amenity and the amenity of other adjacent land users?

6.34 Given the proximity of residential properties to the application site, there is a need to consider any potential impacts which could arise during both the construction phase of the proposed development and once operational. Carlisle District Local Plan Policy CM 5 (Environmental and Amenity Protection) states that support will only be given to development which would not lead to an adverse impact on the environment or health or amenity of future or existing occupiers. It further states that development will not be permitted where it would generate or result in exposure to, either during construction or on completion, unacceptable levels of pollution (from contaminated substances, odour, noise, dust, vibration, light, insects) which cannot be satisfactorily mitigated within the development proposal or by means of compliance with planning conditions.

6.35 The site is bounded by Allandale Road (leading to Tindale Drive) to the west and Silverdale Road to the east, both of which are residential. There is a residential property opposite the site on Edgehill Road and there are residential properties on Pennine Way further north. There would be some disruption for adjacent residents during the construction period. As recommended by Carlisle City Council – Environmental Health, conditions requiring a construction management plan to, amongst other things, control or suppress the impacts of noise, dust, vibration and lighting and to limit the permitted hours of working should minimise the impacts during the construction phase.

6.36 The proposal site is located within a Primary Residential Area, defined in Carlisle District Local Plan as predominantly residential areas that contain a number of other uses normally acceptable in housing areas, such as churches, small shops and public houses. Carlisle District Local Plan Policy HO12 (Other Uses in Primary Residential Areas) requires the amenity of residential areas to be protected from inappropriate development. The curtilage of the closest residential properties along Allandale Road and Silverdale Road would lie approximately 45 metres and 40 metres, respectively, from the south west and north east elevations of the building itself. Whilst there would be windows in both gable ends of the facility, impacts would be very limited due to the single storey nature of the building.

6.37 The curtilage of those on Allendale Road would be approximately 16 metres from
the proposed grass pitch immediately to the west of the building, and those on Silverdale Road would lie approximately 22 metres from the proposed car parking area to the east of the building. Whilst there are no proposals to use the outdoor pitches (the grass pitch and the MUGA immediately to the north of the building) outside of normal school hours or to illuminate the external sports or play areas, should the situation change at any time in the future, a condition is proposed prohibiting the use of the pitches after 21:00 hours to minimise any potential disturbance to residents on Allendale Road. Landscaping proposals, including additional tree planting and the creation of a 1 to 1.5 metre grassed bund around the proposed parking area on the eastern part of the site would create a buffer between the proposed facility and the adjacent residential properties along Silverdale Road. This feature and the additional tree planting would, I consider, similarly help to soften the impacts of the proposed facility upon the residential property on the opposite side of Edgehill Road, the curtilage of which is located approximately 21 metres (property itself is around 31 metres) from the proposal site boundary.

6.38 The range of community and educational facilities associated with the Harraby Community Campus opposite and further east along Edgehill Road are for the most part set back from the road. These are similar facilities to those proposed and I do not consider that the users of the facilities would be adversely impacted by the development.

6.39 Subject to the imposition of the proposed conditions to protect the amenities of nearby residential properties during the construction phase and operation of the school, I consider that the proposal would comply with Policies CM 5, SP 6 and HO12 of the Carlisle District Local Plan.

Would the visual and landscape impacts of the proposed development be acceptable, and would there be any impacts upon heritage assets?

6.40 The proposed facility would be directly opposite and therefore in full view of several residential properties along Allendale Road and Silverdale Road, and the site would be visible by another residential property on the opposite side of Edgehill Road. There would be more distant views of the facility from the residential properties along Pennine Way and Tindale Drive. In visual terms, several properties would therefore be impacted by the proposed development. It is considered, however, that the retention of existing trees and additional planting along the boundaries to the site, together with additional landscaping at front and eastern parts of the site would help soften the appearance of the building in the local streetscape.

6.41 In wider landscape terms, it is considered that the proposed facility would be of modest proportions and sympathetic design which would assimilate reasonably well into the predominantly residential area with similar designed facilities on the opposite side of the road. The site would be largely screened from outside this immediate area and so the impacts upon the wider landscape would be minimal. I consider that there would be no unacceptable visual and landscape impacts and therefore the proposal complies with Policy SP6 of the Carlisle District Local Plan.

6.42 There are no listed buildings in the immediate vicinity of the site (the closest being located approximately 650 metres to the north and 570 metres to the south) and the site is not located within a Conservation Area. The development of the site would have no archaeological implications. There would therefore be
no impacts on heritage assets.

**Other Material Considerations:**

**Nature conservation and Biodiversity**

6.43 The NPPF states that planning decisions should contribute to and enhance the natural and local environment by, amongst other things, minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures (Paragraph 170). It further states that development whose primary objective is to conserve or enhance biodiversity should be supported, and opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity (Paragraph 175).

6.44 Policy GI 3 (Biodiversity and Geodiversity) of the Carlisle District Local Plan states that biodiversity assets will be protected and, where possible, enhanced, and that all proposals for development should protect and, where possible, enhance any priority habitats, European and nationally protected species as defined in the England, Natural Environment and Rural Communities (NERC) Act 2006. It states, amongst other things, that permission for development will be refused if significant harm resulting from development cannot be avoided, mitigated or compensated for, and that species appropriate provision will be sought on development sites to encourage an increase in biodiversity.

6.45 Policy GI 6 (Trees and Hedgerows) states that proposals for new development should provide for the protection and integration of existing trees and hedges/or are of specific natural or historic value. It advocates planning conditions requiring protective fencing around trees and the submission of tree surveys as part of the application. It states that proposals which result in the unacceptable or unjustified loss of existing trees or hedges will be resisted and that any proposals for onsite landscaping schemes should incorporate the planting of native tree species where practicable.

6.46 An *Ecological Appraisal* has been submitted in support of this planning application. The appraisal was originally undertaken in January 2016 for the whole of the former Pennine Way School site, including the proposal site. This was updated for the proposal site in October 2020.

6.47 In terms of designations within 2km of the site, the River Eden and Tributaries Site of Special Scientific Interest (SSSI), also designated as the River Eden Special Area of Conservation (SAC) lies approximately 1.9 km to the north of the site, and Woodbank Shingle Site of Invertebrate Significance (SIS), a non-statutory designation, lies approximately 1.4 km to the south west. The appraisal concludes that the proposed development would not have any impacts upon these designations either directly or indirectly. The appraisal further concludes that the site is of low ecological value, largely comprising species poor cultivated and disturbed amenity grassland, with gravel hardstandings occupying part of the site and broadleaf trees in good health around its periphery, and found limited evidence of protected species being present on the site and/or in the immediately surrounding area. The appraisal recommends the implementation of standard bat and bird mitigation and enhancement measures. The appraisal also recommends the protection of trees and their roots on site during the construction phase; the retention of existing trees as far as possible, and the
inclusion within the landscaping scheme of plant species which are native and wildlife friendly.

6.48 The County Council’s Consultant Ecologist concurs with the findings of the Ecological Appraisal and recommends the inclusion planning conditions to require the protection of trees during construction, and to secure the submission of a detailed landscaping scheme, bat and bird mitigation and enhancement measures and their subsequent management in order to deliver biodiversity net gain. The recommended planning conditions are attached in Appendix 1.

6.49 With the attachment of the recommended planning conditions, I consider that the proposals are consistent with the NPPF and comply with the Policies GI 3 and GI 6 of the Carlisle District Local Plan.

Carbon emissions/energy efficiency and Climate Change

6.50 In meeting the challenge of climate change, the NPPF states that the planning system should support the transition to a low carbon future (Paragraph 148) and that in determining planning applications, local planning authorities should expect new development to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption and help reduce greenhouse gas emissions (Paragraph 153). Policy CC 3 (Energy Conservation, Efficiency and Resilience) of the Carlisle District Local Plan states that new development should make the fullest contribution to creating environments which enable carbon reductions and are resilient to the effects of climate change. It states that development proposals must take into account the need for energy conservation and efficiency in their design, layout and choice of materials, and that the principles of energy efficiency should be considered early in the design process to consider building orientation to maximise solar gain and introduce options for alternative methods of heating. It further states that proposals which incorporate micro-renewable sources of renewable energy like photovoltaic cells will be supported.

6.51 The need to ensure energy efficiency and minimise carbon emissions in both the construction and operation of this proposed facility has been a key consideration. In terms of construction, the Design and Access Statement submitted with the application advises that the off-site modular approach to the design and construction of this facility would contribute significantly to the reduction in carbon emissions during the construction phase of the development. All of the building except for the hall/dining room would be constructed in a volumetric modular fashion which means that the building would be completed as much as possible in a factory prior to delivery. The advantages of this type of off-site construction as opposed to traditional construction include: a significant reduction in the amount of waste produced due to the ability with modular buildings to be able to plan more exactly the amount of material required and maximise its usage; a reduction in the amount of waste arising on site as the majority of the work is completed within the manufacturing plant, so reducing the amount of material taken to landfill and simplifying the strategy for site waste management; a significant proportion of materials used in the construction would be delivered to the manufacturing facility so reducing the delivery/construction miles and associated emissions at the proposal site itself; and the significant use of steel in the construction so at the end of the life of the building a large part of the structure would be easily recycled so reducing landfill.

6.52 The orientation of the building on site, external design and internal layout have all
been selected to maximise the potential for solar gain and natural daylight. The building has been designed to incorporate large south facing windows and the social/dining spaces would have a southerly aspect with a double-height windows being proposed for the southern elevation of the dining area/hall. Other energy saving measures proposed include; the use of a combination of natural ventilation (through the use of opening windows where appropriate) and mechanical ventilation with built in heat recovery; the use of 100% LED lighting both internally and externally, with presence detection within rooms to ensure automated turn off when not in use; the use of double-glazed windows throughout; the use of high levels of insulation in the building fabric (walls, floors and roof) to reduce heat loss through these major elements of the building, meaning that only a comparatively small gas boiler would be required for heating. The proposal also includes the installation of Solar PV panels and their positioning on the south facing portion of the lower roof of the building in order to maximise their electricity production. The PV panels would reduce the need to ‘import’ electricity from the National Grid thereby further reducing the carbon footprint of the site.

6.53 Carlisle City Council – Environmental Health recommends the inclusion of measures to encourage the use of zero-emission modes of transport within the development, such as the provision of Electric Vehicle (EV) fast charging points in the car park. This is consistent with the NPPF (Paragraph 103 and 105) and Policy IP 2 (Transport and Development) of the Carlisle District Local Plan which states that developers will be encouraged to include sustainable vehicle technology such as electric vehicle charging points within proposals. A planning condition requiring the provision of this is recommended and attached in Appendix 1.

6.54 Given the above, it is considered that the proposed development has been designed and would be constructed and operate in a way that would minimise greenhouse gas emissions and is consistent with the NPPF and accords with development plan policy in this regard.

Contaminated land

6.55 The NPPF states that planning policies and decision should ensure that a site is suitable for its proposed use taking account of ground conditions and any risk arising from land stability and contamination (Paragraph 178).

6.56 This policy principle is reiterated in Policy CM5 (Environmental and Amenity Protection) of the Carlisle District Local Plan Policy which states that support will only be given to development which would not lead to an adverse impact on the environment or health or amenity of future or existing occupiers, and that development will not be permitted where it would generate or result in exposure to unacceptable levels of pollution which cannot be satisfactorily mitigated within the development proposal or by means of compliance with planning conditions.

6.57 The site is of low risk of being contaminated given its former use. Carlisle City Council – Environmental Health has, however, recommended the attachment of a planning condition which would require any unanticipated contamination arising on the site to be dealt with in an appropriate way. This would ensure that in this unlikely event, the development would be carried out without unacceptable risk to workers, neighbours and other off-site receptors. This condition is included in Appendix 1.
With the addition of the recommended planning conditions, I consider the proposal to be consistent with the NPPF and compliant with Policy CM 5 of the Carlisle District Local Plan.

**Community engagement**

The proposed scheme has been the subject of consultation with relevant stakeholders, including the local community and councillors. There has also been engagement with Carlisle City Council as regards the principle of developing this site for the proposed purpose.

**CONCLUSION**

The proposal site is part of the former Pennine Way School site allocated in the Carlisle District Local Plan for housing. The proposal to develop this part of the site for educational purposes rather than housing is not, therefore, in accordance with the intentions of the Local Plan allocation. Development for educational purposes would, however, lead to the loss of only around 1% of the Local Plan’s housing land supply for the urban area of Carlisle and Carlisle City Council has no objections to the proposal.

There would be negative impacts upon residential amenity in the immediate vicinity of the site during the construction period, however, these would be mitigated by the conditions proposed. I also consider that, with attachment of the proposed conditions, the development would be acceptable in terms of potential impacts relating to traffic and flood risk.

The proposal would provide a specialist educational facility which would meet a particular and proven need in the locality. Development of the site would bring previously developed land back into beneficial use within a sustainable location, close to other related and complimentary educational, sports and community facilities, well served by public transport, and highly accessible by foot and bicycle. The building proposed to occupy this currently vacant site of low ecological value would be of an energy-efficient design that is considered to be sympathetic to and would integrate with and enhance its surroundings and offer the opportunity for ecological enhancements and biodiversity gains.

In summary, I consider that on balance, the proposed development is in accordance with the development plan; there are no material considerations that indicate the decision should be made otherwise, and with the planning conditions proposed, any potential harm would reasonably be mitigated. Furthermore, any potential harm to interests of acknowledged importance is likely to be negligible and would be outweighed by the benefits of the development. I therefore recommended that planning permission for this application be granted subject to conditions.

**Human Rights**

The proposal will have a limited impact on the visual, environmental and residential amenity of the area. Any impacts on the rights of local property owners to a private and family life and peaceful enjoyment of their possessions (Article 8 and Article 1 of Protocol 1 of the Human Rights Act 1998) are minimal and proportionate to the wider social and economic interests of the community.
Angela Jones
Executive Director for Economy and Infrastructure

Contact: Mrs Rachel Brophy

Electoral Division Identification: Harraby North
Appendix 1 - PROPOSED PLANNING CONDITIONS

Time Limit for Implementation of Permission

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Date of Commencement

2. Notification of the date of commencement of the development shall be made in writing to the Local Planning Authority within 7 days of such commencement. The Local Planning Authority shall also be notified of the commencement date of occupation of the new build, within 7 days of such commencement.

Reason: To enable the Local Planning Authority to monitor the development to ensure compliance with this permission.

Approved Scheme

3. The development hereby permitted shall be carried out, except where modified by the conditions to this permission, in accordance with the following:

   a. The submitted Application Form; dated 15 September 2020
   b. The Planning Statement - Revision A; October 2020
   c. The Transport Statement - Revision 2; dated 5 October 2020
   d. The Design and Access Statement – Revision B; September 2020
   e. The Ecological Appraisal – Revision 2; dated 14 January 2016; updated 6 October 2020
   f. Site Waste Management Plan
   g. Utilities Assessment
   h. The Drainage Strategy – Rev 1; 5 October 2020
   i. Flood Risk Assessment; dated 19 October 2020
   j. Plans numbered and named:
      i) Location Plan 5430/Drawing No. 5/Rev A; dated 05/05/2020
      ii) Existing Site Plan 5430/Drawing No. 6/Rev A; dated 05/05/2020
      iii) Proposed Site Plan 5430/Drawing No. 2/Rev G; dated 05/05/2020
      iv) Proposed Block Plan 5430/Drawing No. 4/Rev C; dated 05/05/2020
      v) Proposed Elevations 5430/Drawing No. 3/Rev C, dated 05/05/2020
      vi) Proposed Floor Plan 5430/Drawing No. 1/Rev D, dated 05/05/2020
      vii) Proposed Roof Plan 5430/Drawing No. 7/Rev B, dated 05/05/2020
      viii) Lighting plan, 7236/B/X1; dated 05/05/2020
      ix) Existing survey plan, 5430/14/A; dated 05/05/2020
   k. The details or schemes approved in accordance with the conditions attached to this permission.

Reason: To ensure the development is carried out to an approved appropriate standard and to avoid confusion as to what comprises the approved scheme.
Hours of Working during Construction

4. No site construction work, delivery or removal of materials shall take place on the site outside the hours of:

07:30 to 18:00 Monday to Fridays (except Public Holidays)
08:00 to 13:00 Saturday

No site construction work, delivery or removal of materials shall take place on Sundays; Bank Holidays and other Public Holidays.

Reason: To ensure the construction is carried out in accordance with the approved scheme and to minimise impacts upon the amenities of nearby residents, in accordance with Policy CM 5 of the Carlisle District Local Plan 2015-2030.

Construction Method Statement

5. No development shall commence on site until a Construction Method Statement has been submitted to and approved in writing by the County Planning Authority. The Method Statement shall include the following:

a. Details of the construction compound, areas of hardstanding, access tracks, vehicular access/egress, and parking provision during the construction phase;
b. Methods for cleaning of wheels, site entrance and adjacent public highway to prevent debris from the site being deposited upon the public highway;
c. HGV sheeting to prevent debris from the site being deposited upon the public highway;
d. Details of where plant and materials used in construction will be stored;
e. Details of where/how fuels, oils and other chemicals will be stored, and how spillages will be dealt with;
f. Surface water management plan for the construction phase;
g. A scheme for recycling/disposing of waste resulting from construction works, including a statement to the effect that there shall be no burning of waste on the site during the construction of the development;
h. Identification of potential sources of and measures to control/suppress noise, dust and vibration;
i. Details of temporary lighting during construction;
j. A written procedure for dealing with any complaints associated with the construction phase;
k. Post-construction restoration/reinstatement of the compound/working areas.

The construction phase of the development shall be carried out in accordance with the approved Construction Method Statement.

Reason: To ensure the construction of the development is carried out in accordance with the approved scheme, in order to minimize impacts on residential and environmental amenity, in accordance with Carlisle District Local Plan Policy CM 5.

Construction Traffic Management Plan

6. No development shall commence on site until a Construction Traffic
Management Plan has been submitted to and approved in writing by the County Planning Authority. The Construction Traffic Management Plan shall include, but not limited to, the following:

a. Details of the means of access and egress to the site;
b. Details of the construction of the site access/egress; the creation, positioning and maintenance of associated visibility splays, and provision of kerb radii;
c. Details of site access gates, to be hung to open inwards away from the public highway;
d. Details of proposed vehicular crossings over the highway verge/footway, to include lowering of kerbs, construction, and drainage.
e. Details to show provision for all vehicle parking (including HGV and worker), manoeuvring, loading and unloading for their respective purposes during construction;
f. Details to demonstrate sufficient turning space to enable all vehicles entering/leaving the site to do so in a forward gear;
g. The scheduling and timing of all HGV vehicle movements, temporary warning signs and banksman details;
h. Management of traffic within and accessing the site, and
i. Construction vehicle routing.

The approved Construction Traffic Management Plan shall be implemented in full from the commencement and throughout the duration of the construction phase of the development.

Reason: To ensure that traffic is managed in accordance with the approved scheme in the interests of highway safety and residential amenity.

Site Access Visibility Splays

7. No development shall commence on site until visibility splays providing clear visibility of 60 metres measured 2.4 metres down the centre of the new access road (referred to as the ‘New site Exit’ on the Proposed Site Plan, Drawing No 2, Rev G) and the nearside channel line of the carriageway edge at Edgehill Road have been constructed. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order), no structure, vehicle or object of any kind shall be erected, parked or placed and no trees, bushes or other plants shall be planted or be permitted to grown within the visibility splays which may obstruct them.

Reason: In the interests of highway safety, in accordance with Carlisle Local Plan Policy IP 2.

Detailed Site Layout

8. No development shall commence on site until details for provision within the site for the parking, turning and loading and unloading of vehicles (including minibus provision, pupil drop-off and pick-up arrangements and the provision of parking spaces for staff and visitors) have been submitted to and approved by the Local Planning Authority. The approved details shall thereafter be implemented in full and prior to the occupation of the building. The approved parking, loading, unloading and manoeuvring areas shall be kept available for those purposes at
all times and shall not be used for any other purpose.

Reason: *To ensure that vehicles can be properly and safely accommodated clear of the highway, in the interests of highway safety, in accordance with Carlisle Local Plan Policy IP 2.*

**Highway Crossings**

9. No development shall commence until details of proposed crossings of the highway verge and/or footway, including the lowering of kerbs, have been submitted to and approved by the Local Planning Authority. The development shall not commence until the approved details have been implemented.

Reason: *To ensure a suitable standard of crossing for pedestrian safety.*

**Electric Vehicle Charging Points**

10. No development shall commence on site above foundation level until a scheme detailing the provision of Electric Vehicle (EV) rapid charging points in the car park has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the building.

Reason: *To encourage the use of zero-emission modes of transport to reduce impacts on air quality, in accordance with Policy IP 2 of the Carlisle District Local Plan.*

**Detailed Drainage Scheme**

11. No development shall commence on site until a detailed surface (and foul) water drainage scheme (based on the hierarchy of drainage options set out in the National Planning Practice Guidance – NPPF with evidence of the site conditions) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

a. Details of the maintenance and future management of the scheme after completion for the lifetime of the development, and

b. Details of the remedial measures (referred to on Page 7 of the Flood Risk Assessment - dated 19 October 2020) to reduce the risk of flooding to the development.

The approved scheme shall be implemented and thereafter maintained and managed for the lifetime of the development.

Reason: *To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, in accordance with Policies CC 4 and CC 5 of the Carlisle District Local Plan.*

**Contaminated Land**

12. No development shall commence on site until a scheme to assess the potential presence of and deal with potential site contamination has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include an appropriate desktop study, site investigation, conceptual model and risk assessment (in accordance with DEFRA and the Environment Agency’s Land Contamination: Risk Management (LCRM) based Model Procedures for
the Management of Land Contamination - CLR11) to identify the extent of any potential contamination and the measures to be taken to void the risk to the public and the environment when the site is developed.

Development shall not commence until the measures approved in the scheme have been implemented and a validation report and statement has been submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future occupants of the development and neighbouring occupiers are minimised, together with those of controlled waters and ecological systems and to ensure that site workers are not exposed to unacceptable risk from contamination during construction, in accordance with Policy CM 5 of the Carlisle District Local Plan.

13. In the event that contamination is found at any time when carrying out the approved development, that was not previously identified, it must be reported immediately in writing to the Local Planning Authority. Development on the part of the site affected must be halted and site investigations and a risk assessment must be undertaken. Where required by the Local Planning Authority, remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority. These shall be implemented prior to occupation of the development.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy CM 5 of the Carlisle District Local Plan.

Tree Protection

14. No development shall commence on site until fencing that accords with BS5837: 2012 for the protection of trees to be retained on site, has been implemented. All protective fencing shall remain in place throughout the construction phase of the development.

Reason: To protect and preserve existing trees within the site and to ensure no net loss of biodiversity through compliance with the NERC biodiversity duty as reflected in Policy GI 3 of the Carlisle District Local Plan.

Landscaping and Ecological Mitigation Scheme

15. No development shall take place on the site until a detailed landscaping scheme (in accordance with the Proposed Site Plan – Drawing No. 2, Rev F, dated 5 May 2020) and ecological mitigation scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

a. Details of the proposed tree and shrub planting identified on Proposed Site Plan (Drawing No 2, Rev G, dated 5 May 2020), to include planting mix, planting size, location, protection and maintenance of proposed and existing
planting;
b. Details of the proposed ‘grass’ areas identified on the Proposed Site Plan (Drawing No 2, Rev G, dated 5 May 2020) to include seed mix and maintenance, landform and land levels to OS datum; and
c. Details of the provision of bird and bat boxes.

The approved scheme shall be implemented in full (a. and b. within the first available planting season and c. prior to the occupation of the building) and thereafter maintained and managed for a minimum period of five years.

Any tree or shrub planted as part of the landscaping scheme that, within a period of five years after planting, dies or becomes, in the opinion of the Local Planning Authority, seriously diseased, must be replaced in the first available planting season with a specimen of the same size as that originally planted, unless an alternative plant size and species have been agreed in writing with the Local Planning Authority.

Reason: In order to ensure no net loss of biodiversity through compliance with the NERC biodiversity duty as reflected in Carlisle Local Pan Policy GI 3, and in the interests of local and residential amenity in accordance Policy SP 6 of the Carlisle District Local Plan.

External Materials

16. No development shall take place on site above foundation level until:

a. samples of all external materials and finishes to be used on the building;
b. samples of all materials and finishes to be used for the hard-landscaped areas, including paving and pathways, and
c. details (specification, style, colour and finishes/materials) of all boundary treatments, including fences and pedestrian and vehicular gates

have been submitted to and approved in writing by the County Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure the construction is carried out in accordance with the approved scheme, and in the interests of local and residential amenity and site security, in accordance with Policies SP 6 and CM 4 of the Carlisle District Local Plan.

Sports Pitches

17. The use of the sports pitches (the Grass Pitch and the MUGA shown on the Proposed Site Plan Drawing No 2, Rev G, dated 5 May 2020) shall be restricted from 09:00 to 21:00 hours on all days of the week.

Reason: To safeguard residential amenity, in accordance with Policy CM 5 of the Carlisle District Local Plan.
Appendix 2
Ref No. 1/20/9009
Development Control and Regulation Committee – 30 November 2020

Appendix 2 - PLAN OF SITE LOCATION/EXTENT