

Carlisle Airport

CONSULTATION DRAFT

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Plan 1
Airport Location

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INTRODUCTION

1.1 Carlisle Airport is owned by the City Council who wish to dispose of the property for airport related purposes. The Council has prepared this Development Brief as a positive mechanism through which the right type of airport related development can be brought forward. The brief has been prepared under the Council's Code of Conduct on Planning Matters to ensure that there is clarity about the process of the disposal and how future development of the Airport will be assessed by the Council as local planning authority. The Brief also sets out the Council's proposed approach to assessing proposals for existing commercial sites immediately outside the Airport's perimeter.

- 1.2 The City Council has engaged consultants, Drivers Jonas, to advise on the appropriate means of marketing and disposal of the Airport in association with its Property Services Manager.
- 1.3 This Development Brief is intended to support the future of the Airport in a way that its growth can be reconciled with the need to protect the environment, the amenities of local residents and other policies which guide the development of the District. The Council intends that the Brief will enable developers to bring forward imaginative schemes that will aim to be commercially successful and fully address the environmental, transport and amenity concerns.
- 1.4 The Council will consult with local residents, the Parish Council and other interested groups and individuals on this draft Airport Development Brief. The Council will consider the comments made during the consultation period and then intends to adopt a suitably amended Development Brief as Supplementary Planning Guidance. The Council will use the adopted Brief to assess the acceptability of any subsequent planning applications it receives.

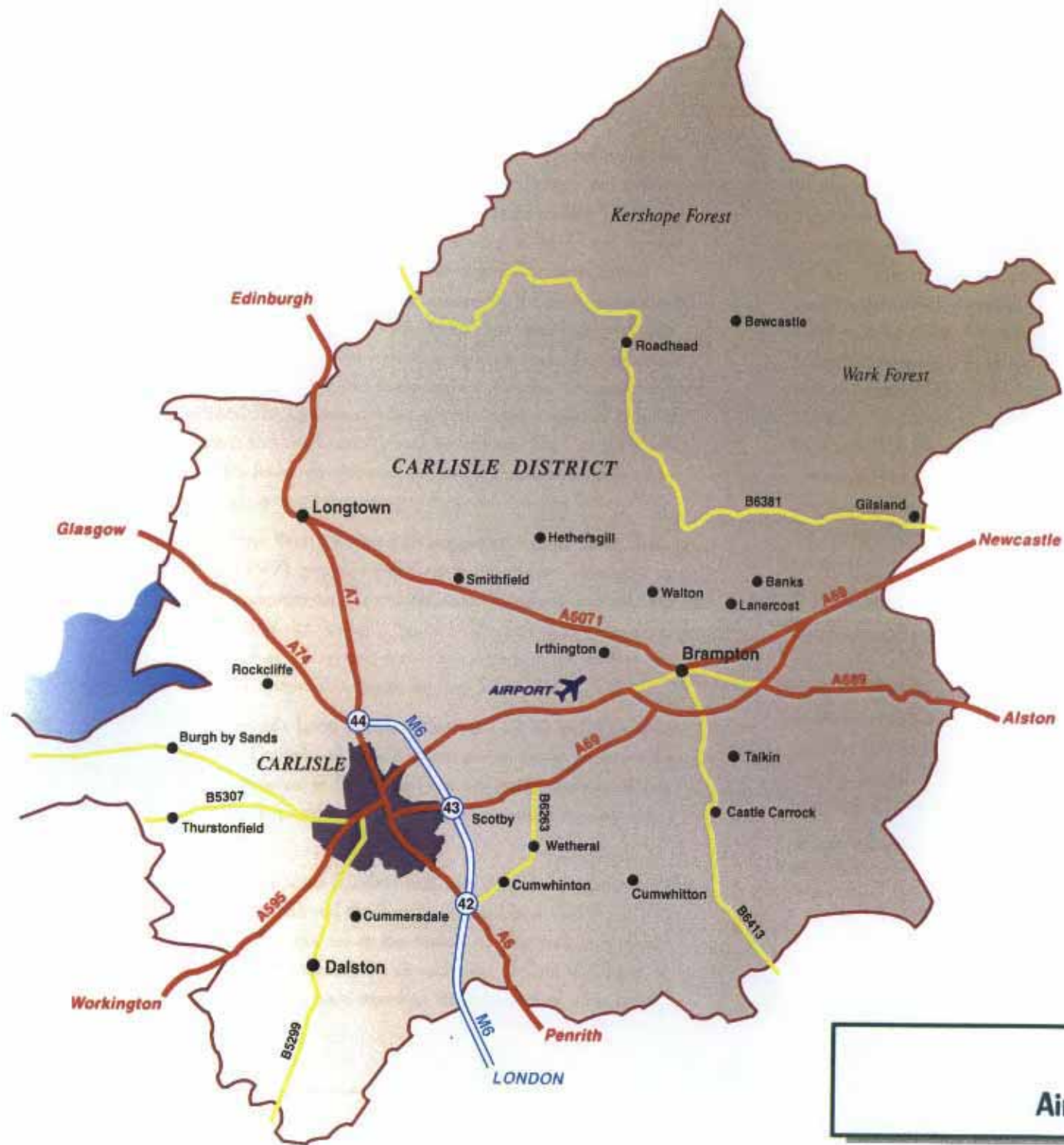
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SITE DESCRIPTION HISTORY & USES

- 2.1 Carlisle Airport is located on a low east-west ridge within open countryside on the northern side of the A689. It is approximately eleven kilometres to the east of Carlisle and the M6 and nearly five kilometres to the west of Brampton and the A69 road. In a regional and national context the Airport is located approximately 161 km to the south of Glasgow, 193 km north of Manchester and 96 km west of Newcastle. The Airport has an operational area of approximately 242 hectares and is bounded to the east and west by local roads leading north to the settlements at Oldwall, Laversdale and Irthington. The whole of the Airport lies within the buffer zone of the Hadrian's Wall World Heritage Site. A scheduled ancient monument lies within the perimeter of the south-western corner of the Airport which is a defined separate part of the World Heritage Site.
- 2.2 The Airport opened in February 1941 and was formerly known as Crosby-on-Eden Airfield, operating as a RAF training base for pilots during the Second World War. It consisted of three asphalt runway strips (all known by their magnetic bearings) namely, the main runway heading "07/25", crossed by "01/19" and "13/31" based around a series of hangars and a control tower. In 1946 it closed as an RAF station but was briefly used by British European Airways for de Havilland Rapide schedules to the Isle of Man before reverting to agricultural use.
- 2.3 In 1959 planning permission was granted to create a civil airport. The City Council purchased the Airport in 1961 from the Air Ministry and now run it with a directly appointed manager and staff. The Airport is currently used by private flying clubs, airline pilot training, limited scheduled airline services and the Ministry of Defence. Flying operations are limited to between 0600 and

2300 hours and primarily involve light aircraft with single or twin engines. The usual departure flightpath is in a westerly direction towards Carlisle with landings generally from the east.

- 2.4 Within the Airport perimeter there is a Passenger Terminal Building occupying an area of approximately 310 sq metres, connected to which is the control Tower. A series of single storey former accommodation blocks and hangars are occupied by a variety of uses including Solway Aviation Museum, the Airport's Fire Service and commercial firms.
- 2.5 Outside the western perimeter of the Airport, within the "Airport Industrial Estate", there are hangars currently used for the indoor racing of go-karts and the storage of tyres as well as serviced land available for industrial and storage purposes. Along the northern section of the perimeter, hangar 115 is used as a haulage depot whilst refurbished and extended premises occupied by ECM are used for the transport and delivery of vehicles.
- 2.6 In 1985 the Council gave outline planning permission for the comprehensive re-development of the Airport. This scheme suggested new airport facilities to the south of the site adjoining the A689 including a new airport terminal complex and business park but this was never followed up with any subsequent applications and has since lapsed. A plan showing the recent planning history of the site is contained in Appendix One.



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Plan 1
Airport Location

3 NATIONAL, REGIONAL & LOCAL POLICY CONTEXT

- 3.1 The Council is guided by both national and regional policy on airports. The 1985 White Paper "Airport Policy" and the White Paper on the "Future of Transport", released in July 1998, encourage the growth of regional airports to meet local demand for air travel where consistent with sustainable development principles and subject to aviation meeting the environmental costs which it imposes. The 1998 White Paper also highlights that each airport cannot be viewed in isolation from other airports as they both compete and complement each other to greater or lesser extents. The Government has commissioned a regional study of airports and the Council awaits its findings. The Council is aware that any future development at Carlisle Airport would need to take into account this emerging Regional Aviation Policy (*1).
- 3.2 The North West's Regional Development Agency Draft Strategy (July 1999) considers that Carlisle airport can "*develop a role which complements Manchester airport's strategic hub role and its international significance*". The NWDA draft strategy supports the growth of all the region's secondary airports in the context of realistic commercial strategies for their future role.
- 3.3 The Council's Local Economy Strategy (1999-2001) sets out that the Council will work with the private sector to secure the long term future of the Airport but will review the role of the airport and consider its disposal if private sector funding cannot be found.
- 3.4 The policies of the Cumbria and Lake District Joint Structure Plan (1991-2006) and the Carlisle District Local Plan (to 2006) allow for the need for airport related development at Carlisle Airport. In considering the development of Carlisle Airport, the Council will also have regard to the objectives of other policies

and guidance, particularly those of Planning Policy Guidance Notes, the Joint Structure Plan and the adopted District Plan. The Council will especially not wish to prejudice the successful redevelopment of the Kingmoor Park Employment Area and the continued success of Carlisle City Centre by permitting inappropriate development at Carlisle Airport. The Council is a member of the Local Authority World Heritage Forum and is committed to implementing national and local policies that require new development to not harm the character or setting of Hadrian's Wall World Heritage Site in accordance with the Hadrian's Wall World Heritage Site Management Plan and the Hadrian's Wall Landscape and Planning Study. The Airport is also in a rural location and the Council has a wider concern over the impact of development on the landscape of the countryside generally.

- 3.5 The Council will thus require that development proposals consider the potential impact on Hadrian's Wall World Heritage Site and avoid siting any buildings which are prominent when viewed from Hadrian's Wall. In relation to the general landscape there are excellent longer views of the North Pennines to the east, the Lakeland Fells to the south, Dumfries and Galloway to the west and the Scottish Borders to the north which need to be safeguarded.

*1 Advice on airports is contained in RPG 13 but has limited direct relevance; revised draft Regional Planning Policy is currently in preparation.

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LAND USES & AIRPORT RELATED DEVELOPMENT

- 4.1 The Carlisle District Local Plan (adopted 1997) under Proposal EM1 allocates 69 hectares for employment purposes within the District to provide for employment development needs, in addition to sites which already have planning permission. A 22 hectare allocation has been made at Carlisle Airport for employment development that is airport or transport related, with a need to be located at the Airport, or meets the needs of local businesses in the Brampton area. Within the framework of Proposal EM1 this Brief sets out to clarify what is meant by "airport" related development and which areas would be suitable for such development compared to specifically meeting the needs of Brampton.
- 4.2 The Council is confident that more than enough employment land is available in the District to meet employment needs. Traditionally the employment development needs of Brampton have been met through serviced land at Townfoot Industrial Estate. Under Proposal EM1 of the District Local Plan an additional 5.5 ha of employment land has been allocated to the north of Townfoot Industrial Estate. Despite the availability of the allocated land its development has not been brought forward because of the anticipated servicing costs compared to the likely final land value. Public and private funding sources are currently being explored by the City Council's Economic Development Unit with a view to bringing the land forward in the short term. It is expected that by the end of this year a firm view will have been formed by the potential partners as to whether a scheme is viable. At this stage, whilst there is a prospect of the allocated land at Townfoot Industrial Estate still being serviced in the short term, it is considered that the employment development needs of Brampton will be more appropriately met at this site. General industrial and

commercial uses related to the needs of Brampton have already been permitted outside the perimeter of the Airport at the Airport Industrial Estate. The land already committed in Brampton at Townfoot Industrial Estate or on the periphery of the Airport is thus considered sufficient to meet the local needs of Brampton.

- 4.3 There are opportunities to develop the Airport's potential to provide a regional air facility to assist in the growth and development of the area and give local people greater opportunity to travel by air without having to make long distance surface journeys. The Council anticipates that the future nature of the activities within the perimeter of Carlisle Airport will be of three main types:
- Operational activities, such as airline services, passenger handling facilities, aircraft parking and maintenance
 - Non-operational services such as restaurants, a hotel, shops and car parking provision which are related to operational activity.
 - Businesses which may be attracted to locate on the airport because of their close relationship with operational airport activities.

Development Guideline relating to proposals within the perimeter of the Airport:

The Council's policy is that within the perimeter of the Airport any new development, whether it relates to the change of use of existing buildings or the redevelopment and relocation of operational facilities, will be restricted to "airport" related uses.

- Air taxi

4.4 These may include:

- Air Freight forwarders
- Aircraft catering facilities (in-flight catering preparation and storage)
- Aircraft de-icing facilities
- Aircraft stands
- Aircraft sales
- Aircraft parts sales
- Aircraft hire
- Aircraft cleaning services
- Aircraft configuration and cabin dressing stores
- Aircraft maintenance hangars/workshops
- Airline catering facilities
- Airline offices (for on-airport administration)
- Airline sales
- Airline training centres
- Airport medical facilities
- Airport offices
- Animal quarantine
- Aviation and vehicle fuel storage
- Airport Facilities museum
- Avionics maintenance and supply
- Baggage sorting and storage
- Banks and Bureaux de Change
- Cargo handling facilities
- Car rental and hotel desks
- Car rental vehicle storage
- Catering facilities for staff and passengers
- Coach parking facilities
- Control tower
- Component maintenance including aircraft engines
- Crew check-in and briefing premises
- Crew medical examination centres
- Customs facilities
- Duty free sales and other retail sales for passengers
- Electricity sub-stations
- Firefighting and emergency facilities
- Flying schools and clubs
- Helicopter charters
- Hotels
- Immigration and customs positions
- Immigration detention block
- Information facilities
- Leisure flying clubs
- Long term car parking and short term car parking
- Mechanical transport depot and sand and grit store
- Navigational aids
- Passenger terminal
- Pilot supplies
- Police air operations
- Service vehicle maintenance and valeting operations
- Staff car parks
- Staff recreation facilities
- Suppliers of goods and services to airport based-uses (e.g. printers, cleaners, business services)
- Training facilities including flight simulators
- Warehousing and storage of goods which have been brought into or are to be sent out of the UK by air or are transported within the UK for air
- Other uses which can be shown to directly relate to the operation of the Airport.

5

PHASING & LOCATIONAL DEVELOPMENT OPTIONS

a. Co-ordinated Development

- 5.1 The Council will expect that the airport related uses identified in Section 4 are operationally and physically related to one another and built in co-ordinated manner. For example the development of a hotel or petrol filling station as a separate business activity, which is physically unrelated and/or in advance of any re-development of the Airport would not be permitted.

Development Guideline for the small scale extension of existing buildings and/or the redevelopment and relocation of operational facilities within the perimeter of the Airport:

The Council will expect that any initial applications involving development within the perimeter will be accompanied by a Master Plan identifying the phasing of each particular element of the overall scheme. Any development within the perimeter of the Airport that is not operationally and physically related and built in a co-ordinated manner will be resisted.

b. Incremental development and use of existing operational facilities

- 5.2 The condition of the existing Council owned properties means that they are likely to have a limited life span except for the relatively new Fire Station and the more recent hangar owned by TecFlight. The council assumes that any prospective purchaser/developer of the Airport shall undertake a condition survey of the buildings and runways to establish whether it is likely to be more economic to

demolish many of the buildings and provide new facilities over a period of time.

- 5.3 There are two operational intersecting runways at Carlisle. The Main runway 07/25 has an overall length of 1836m. The secondary runway 01/19 is approximately 1000m in length and serves the need of light aircraft in adverse wind conditions and acts as a taxiway from the main runway to the Terminal apron. Runway 13/31 is closed to air traffic.

- 5.4 The Council has undertaken an initial evaluation of the landscape and the potential impact of development on the site. The existing Airport buildings are located within the north eastern sector of the site, between runways 01/19 and 07/25. At present, little can be seen of these from Hadrian's Wall because of the topography of the area and their relatively low heights. This suggests that the potential for development in this sector of the Airport is limited to small-scale extensions of existing businesses.

Development Guideline for the small scale extension of existing buildings within the perimeter of the Airport:

In the case of the existing Airport related buildings and adjoining land, any new development shall be limited to small extensions which shall be of a scale and overall height which reflect that of the existing structures and designed so as not to cause any visual harm to Hadrian's Wall World Heritage Site and landscape generally. The Design Guidelines in Appendix Eleven give further guidance on the quality of development the Council expects.

c. Redevelopment and relocation of existing operational facilities within the perimeter of the airport.

- 5.5 The level of the land lying to the south-east of runway 07/25 falls gradually by approximately 19m from the north-east to the south. At the boundary with the A689, the site forms a gentle dished shape. Therefore, the larger area of the site - to the south-east of runway 07/25 - is mainly contained within a dip in the landscape. As it also enjoys the possibility of direct access from the A689, the Council would consider that this part of the Airport has the most potential for future airport-related employment development up to the maximum of 22ha. The Proposals Map attached in Appendix Ten identifies the extent of this area.
- 5.6 The identified area enjoys a high profile frontage along the A689. The Council will expect that the design of the buildings and landscape along this corridor will be of high quality so as to act as a flagship for the redevelopment of the remainder of the site.

Development Guideline for the redevelopment and relocation of operational facilities:

In the event that the redevelopment of the existing operational facilities and supporting non-operational activity for the Airport will be required it is accepted that this development will be in addition to the 22 hectares identified in the Local Plan for airport-related employment uses. The Council expects that in the redevelopment of the airport these uses will be located to the south of the site as identified in the Proposal Plan in accordance with the attached design guidance. The Council will agree the extent of the operational facilities with prospective developers and

anticipates that in extent this may

be no more than the 5 hectares already occupied by these users. If further land is required for operational activities the Council would expect this to be accommodated within the 22 hectares identified in Proposal EM1 of Carlisle District Local Plan. If existing operational facilities and related activities are relocated, the Council expects that the current site and buildings will eventually be demolished and will return to either hardstanding or preferably landscaped (see Design Guidelines in Appendix Eleven).

d. Development outside the perimeter of the airport

- 5.7 A number of sites have been developed outside the perimeter of the Airport, such as ECM's group of buildings and Hangars 115, 116 and 117 (the Airport Industrial Estate). The Council considers that these historic permissions can be interpreted as having contributed to an adverse effect on the view south from Hadrian's Wall.

Development Guideline for development on existing sites outside the perimeter of the Airport which is airport or transport related with a requirement to be located at the Airport or which will meet the needs of local businesses in the Brampton area:

Any further proposals for the redevelopment and extension to existing industrial and warehousing premises will be acceptable providing it does not have an adverse impact on the landscape and where appropriate opportunities are taken to improve, in terms of such matters as design and layout, the overall visual impact of any development on the landscape.

6

ARCHAEOLOGY

- 6.1 There is a scheduled ancient monument within the perimeter of the south-western corner of the Airport which is also a defined separate part of the Hadrian's Wall World Heritage Site. There are a number of known archaeological sites in the immediate vicinity including Hadrian's Wall and Vallum to the north of the Airport and sites at Beanlands Park, White Moss, Highfieldmoor, Baron's Dyke, Bleatarn, Oldwall and Woodhead. Archaeological excavations on land outwith the western perimeter of the Airport revealed prehistoric remains that may extend into areas next to Watchclose Woods. The line of the Roman road, the Stanegate, is also thought to traverse the site. The Airport thus contains considerable archaeological interest.
- 6.2 Current advice is contained in PPG16 "Archaeology and Planning", the Hadrian's Wall World Heritage Site Management Plan (July 1996), Policy 26 of the Cumbria and Lake District Joint Structure Plan (1991-2006) and Policies E25-E31 of Carlisle District Local Plan. The thrust of this advice is that any development should not damage, obscure or remove important archaeological sites.

Development Guideline for proposals within and outside the perimeter of the Airport:

The Council will expect that, in order to avoid damaging, obscuring or removing any potential archaeology within the perimeter of the Airport any prospective developer will commission a pre-planning application archaeological evaluation. The extent of the evaluation will be dependent upon the scale and location of the proposal but it is anticipated that it will comprise a programme of desk based assessment and trial trenching approved by the local planning authority in consultation with Cumbria County Council Archaeology Section and English Heritage. If required the City Council will work with Cumbria County Council Archaeology Section to provide a brief for this evaluation. The results of the evaluation will determine what subsequent preservation measures will need to be carried out either prior to or during development works. Development within or outside the perimeter of the Airport must not damage obscure or lead to the removal of important archaeological sites.

7

WILDLIFE

- 7.1 The Council will judge the impact of development proposals on wildlife on the basis of advice contained in PPG9 ("Nature Conservation") and Policies E12, E14, E18 and E19 of the Carlisle District Local Plan. There are likely to be two main impacts as a result of any development. Firstly from the operation of the airport and secondly from land take to construct new buildings and infrastructure.
- 7.2 There are no designated wildlife sites within the area covered by this development brief. The results of a 1999 survey of the wildlife interest of Carlisle Airport undertaken by Carlisle Natural History Society and Tullie House Museum concluded that Watchclose Woods is probably the single most valuable piece of wildlife habitat on the site. However, the major value of the site lies in the cumulative benefits of a large area of undisturbed open grassland under various mowing regimes interspersed with barley cultivation, scrub and woodland which sustain mammals, birds of prey and species such as the Skylark, Oystercatcher, Lapwing and Redshank. Although no rare species were encountered during the survey there are several species which are at risk. Appendices Four and Five contain plans of the existing trees and hedgerows, and the areas surveyed for wildlife.

Development Guideline for the small scale extension of existing buildings or the redevelopment and relocation of operational facilities within the perimeter of the Airport:

The developer, as part of the overall Master Plan, should commission and submit to the local planning authority, a more detailed survey of the site, including buildings, to establish which invertebrates, birds, reptiles, mammals and plants are

present. If wildlife assets are detrimentally affected as part of a development proposal, the Council will negotiate for appropriate mitigation measures to off-set the loss. A management plan for recognised wildlife habitats in the form of the woodland and open grassland and species such as the wading birds, barn owls and hares should form part of a wider landscape scheme for the whole site to accompany a planning application.

Development Guideline for proposals within and outside the perimeter of the Airport:

Development within or outside the perimeter of the Airport which is detrimental to the character or nature conservation value of the existing woodland, hedgerows and area generally will not be permitted unless:

- the harm caused to the value of those interests is clearly outweighed by the need for the development; and
- where practical, any environmental feature lost is replaced or enhanced with an equivalent feature.

- 7.3 Further guidance with regard to wildlife is also contained in Section 10

8

VEHICULAR ACCESS

- 8.1 At present, the Airport is approached from the A689 by the minor roads to Laversdale or Irthington. The former includes part of the original Airport perimeter road network and is generally in poor condition. The Council is advised by the County Council as the relevant Highways Authority, that the junction of the road with the A689 suffers from restricted sightlines to the west and also presents a hazard for traffic on the A689 approaching the junction from the west. There is good visibility at the junction of the Irthington road with the A689, and the condition of this road is better than the Laversdale Road. Sightlines north of the junction of the Airport access road and the Irthington road are restricted. The Airport access road suffers from poor geometry, width and the section immediately outside the ECM site is in particularly bad condition. The Highways Authority consider that the road which skirts the airport perimeter is not suitable by present day highway standards in respect of geometry, width and construction to accommodate any noticeable increase in traffic. The policies of the Cumbria and Lake District Joint Structure Plan (1991-2006) acknowledge the need for improvements to be made to the road access to Carlisle Airport. The Council will also be guided by Policies T3, T7 and T15 of the Carlisle District Local Plan.

Development Guideline for proposals within and outside the perimeter of the Airport:

Any new development shall be of a scale which is compatible with, and does not have any adverse effect upon, the existing highway network and road safety.

Development Guideline for the redevelopment and relocation of operational facilities within the perimeter of the Airport:

The City Council will take advice from the Highway Authority but it is anticipated that any significant redevelopment of the Airport will:

- require new access arrangements directly from the A689
- be subject to the findings of a Transport Impact Study, taking into account the need for access by public transport (see section 9, Transport)
- require that new roadworks are built to adoptable standards.

9

TRANSPORT

- 9.1 The Government's White Paper (1998) strongly supports the Council's ambition to improve public access to Carlisle airport by public transport in order to help to reduce the use of the private car where possible, to minimise congestion and pollution on nearby roads. The Council will assess development proposals in the context of Local Plan Policy T1 (Choice of Means of Travel). The Airport is poorly served by public transport, with the present bus service from Carlisle to Irthington and Brampton providing an infrequent service.

Development Guideline for the small scale extension of existing buildings or the redevelopment and relocation of operational facilities within the perimeter of the Airport:

Development proposals need to satisfy the Council that appropriate and satisfactory public transport links between the Airport, Carlisle and neighbouring towns and villages will be established. Clearly, any development scheme must make adequate provision for public transport within the Airport layout. It is therefore expected that a developer will prepare a Transport Policy and Commuter Plan, as part of the overall Master Plan, to explore further ways of making the Airport more accessible by means other than the private car. The Council accepts that where development is likely to be on an incremental basis, it is expected that the provision of alternative means of transport to the car will be on a phased basis allied to specified proposals in accordance with the aforementioned Master Plan.

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**GROUND WATER OR
LAND CONTAMINATION**

10.1 The Council and, it is advised, the Environment Agency have no records of contaminated water or pollution of the site. A system of surface water and agricultural drains serve the existing runway areas, discharging into the perimeter of the site. The Environment Agency has adopted Policy and Practice for the Protection of Groundwater (1998). Developers should be aware that the Airport is located on a major aquifer overlain by soils of high leaching potential. The site is not currently within a formally designated groundwater source protection zone and there are no close proximity groundwater abstractions known to the Agency at the present time. English Nature have confirmed that drainage flowing east and south from the Airport discharges into the Rivers Irthing and Eden which are part of the River Eden and Tributaries Site of Special Scientific Interest (SSSI) and the River Eden candidate Special Area for Conservation (SAC). Drainage west from the site flows adjacent to or through White Moss, Crosby Moor SSSI. Under the Habitats and Species Regulations development proposals affecting the River Eden and Irthing as a candidate SAC may require an appropriate assessment. In such an assessment, a developer may be required to provide information on the nature of any impacts on the SAC.

Development Guideline for proposals within and outside the perimeter of the Airport:

Proposals for development which would pose an unacceptable risk to the quality of groundwater or surface water, the River Eden and Tributaries SSSI and the River Eden candidate Special Area for Conservation will not be acceptable.

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11 PUBLIC UTILITY SERVICES

11.1 The existing control tower and adjacent buildings are served by a foul pumping station located on the edge of the apron adjacent to the tower. This pumps foul sewage to the gravity sewer at Irthington which in turn discharges to Irthington Wastewater Treatment Works. It is unlikely that the existing pumping station will have sufficient spare capacity to accept flows from any extensive development. In addition, North West Water have confirmed that there is known to be limited spare capacity in the wastewater treatment works at Irthington.

11.2 In order to accurately assess any proposal detailed flow calculations and clarification on the nature of any proposed effluent will be required by North West Water. Although the foul water sewer serving the Airport buildings is known to have limited spare capacity, a containment system connected to the existing system may suffice for any limited development of the northern sector of the Airport. If storage is to be included in the site drainage system then measures are likely to be required in order to avoid scepticity and smell problems. Alternatively, it may be necessary to increase the capacity of the existing gravity sewer, or consider a separate treatment works with regard to any proposal which will lead to the eventual comprehensive re-development of the Airport.

11.3 The suitability of other services such as electricity, water, gas and telecommunications will need to be investigated further by any developer.

Development Guideline for proposals within and outside the perimeter of the Airport:

New development will be permitted provided satisfactory means of foul drainage facilities are available or will be provided to serve the development.

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12

ENVIRONMENTAL & PUBLIC AMENITIES

a. Noise

- 12.1 The Council is guided by advice within PPG24 (*"Planning and Noise"*), which acknowledges that development which is necessary for the creation of jobs and the construction and improvement of essential infrastructure will generate noise. The Council will also take into account Carlisle District Local Plan Policy H17 (Residential Amenity) in assessing proposals.
- 12.2 The Council anticipates that noise may come from a number of sources:
- construction noise
 - operational noise from businesses
 - traffic noise
 - aircraft noise
- 12.3 **Construction** noise will vary in level and intensity and will be transitory in nature as it is limited to the duration of construction. The Council will require where necessary that building operations are restricted to daytime hours.
- 12.4 It is likely that all of the **operations** carried out, with the exception of loading and unloading of aircraft, will be undertaken within and outside buildings. Proposals which involve the ground running of engines which lead to a significant increase in noise will be subject to noise attenuation measures such as being restricted to agreed areas, levels, within specified periods, and screening by barriers and/or other buildings.
- 12.5 To mitigate any adverse effect due to road **traffic** noise experienced along highways serving the site, the Council will require the use of mitigation measures such as designated travel routes directing traffic away from residential properties, screening and by improving sound insulation in noise sensitive properties.

- 12.6 The Council is aware that an increase in **aircraft** noise is most likely to give rise to concern from local residents. The main sources of aircraft noise at Carlisle Airport would relate to the aircraft in flight and on the ground, the location of the runways, taxiways, aprons and stands, and, the type and use of either Auxiliary Power Units (APU's) or Ground Power Units (GPU's) which provide electricity to the stationary aircraft. Redevelopment of the Airport has the potential to cause a significant increase in aircraft noise impact because of a change in fleet mix to larger aircraft, increase in the number of air transport movements, increase in ground handling operations, and an extension in operational hours, to include night-time movements. In order to protect the amenity of residents any application leading to an increase in aircraft noise should be accompanied by predictions from the developer of the short and long-term airborne and ground noise impact of the operations, using modelling and monitoring techniques. A noise policy and strategy which sets out the developments proposed methods of noise management should also accompany any proposal. Measures for control, which would form the basis of a legal agreement, could include:
- installation of a noise and flight track monitoring system
 - noise complaint handling procedures
 - ground running and engine testing procedures (including maintenance of a log)
 - noise insulation scheme
 - limits on hours of operation for certain aircraft types and/or operations
 - control on the use of APU's and GPU's and/or installation of fixed electrical power units

- Community Liaison and Environmental group
- definition of noise preferential routes and/or procedures
- restriction of use of reverse thrust
- night flying policy
- noise reporting

12.7 The Council will, depending on the circumstances, apply limits to the noise impact of the airport by:

- setting maximum noise levels at specified locations
- specifying the maximum extent of noise contours
- specifying limits of change in noise climate
- setting noise quota counts
- setting limits on hours of operation for specified operations.

The use of such measures will be developed in negotiation with any operator and the local community to ensure that they are realistic, operationally safe and appropriate to the proposed development. A plan showing the existing daytime aircraft noise contours of Carlisle Airport is attached in Appendix Seven.

Development Guideline for the small scale extension of existing buildings or the redevelopment and relocation of operational facilities within the perimeter of the Airport:

Proposals for new development or the intensification of use of existing premises which involve an increase in noise should not only be accompanied by predictions from the developer of the short and long term noise impact of the operations but also a noise policy and strategy setting out the proposed methods of

noise management as part of the overall Master Plan.

Development will not be permitted if it would lead to an unacceptable increase in noise. Although the Council accepts that development is likely to be on an incremental basis it is expected that the implementation of the noise policy and strategy will be on a phased basis allied to specific proposals in accordance with the aforementioned Master Plan.

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b. Air quality

- 12.8 Aircraft emissions are subject to international control standards. The Council is undertaking an Air Quality Assessment of the District and wishes to ensure that general air quality at the Airport is not significantly affected by any operations. Clearly the impact on air quality will depend on the level of air activity and development proposed. Any proposal, whether in itself or part of a more comprehensive scheme which has the potential to affect air quality should be accompanied by predictions from the developer of the short and long term impact of the operations using modelling techniques. The Council may require a future operator to maintain Diffusion Monitoring Facilities and an Ambient Air Quality Monitoring Station to inform measures to reduce pollution levels.

Development Guideline for the small scale extension of existing buildings or the redevelopment and relocation of operational facilities within the perimeter of the Airport:

Proposals for new development or the intensification of use of existing premises which have the potential to affect air quality should not only be accompanied by predictions from the developer of the short and long term impact of the operations but also an air quality strategy as part of the overall Master Plan. Development will not be permitted if it would unacceptably lower the air quality of the Airport and surrounding area. Although the Council accepts that development is likely to be on an increment basis it is expected that the implementation of the air quality strategy will be on a phased basis allied to specific proposals in accordance with the aforementioned Master Plan.

c. Animal Welfare.....**Development Advice:**

Carlisle Airport is situated in a rural area surrounded by farmland. The intensification of airport related operations could have an impact on the wellbeing of livestock. Under the Agriculture (Miscellaneous Provisions) Act 1968 Part (1) nobody should undertake any activities which will cause unnecessary pain or distress to farm livestock. Airport operators may need to address the potential for harming the welfare of local livestock.

.....

- 13.1 RAF Spadeadam, which is located to the north of Carlisle

13 **RAF SPADEADAM PROTECTED AIRSPACE & AIR TRAFFIC CONTROL SERVICES**

Airport, has an Electronic Warfare Tactics Range (ENTR) which is the only facility in Europe to provide front-line aircrew of all three British Services with the facility to practice tactics and employ counter-measures in a simulated hostile environment. To provide the simulated environment, the Range operates a number of unique radars that represent anti-aircraft radar systems that are operated by potential opposition forces. Airspace restrictions have been established around RAF Spadeadam to create a safe environment for military aircraft using the ENTR.

Development Advice:

Prospective developers should liaise directly with the RAF to resolve potential conflicts over air space and air traffic control services.

14 **CIVIL AVIATION AUTHORITY SAFEGUARDING ZONES AND SIDE SLOPES**

-
- 14.1 The Civil Aviation Authority has identified side slopes around the runways within which development is prohibited on the basis of safety. Plans showing the safeguarding map and side slopes are attached in Appendices Eight and Nine. It will be necessary to ensure that any development complies with the requirements of the safeguarding map and side slopes. The precise nature of these requirements will need to be investigated by any developer.

Development Advice:

Prospective developers should liaise directly with Carlisle Airport Management and the Civil Aviation Authority on public safety matters.

.....

15

SUMMARY OF DEVELOPMENT GUIDELINES & ADVICE

a. Planning Process and Master Plan

- 15.1 The Council appreciates that development is likely to be incremental but will judge any application for redevelopment in the context of a Master Plan identifying the phasing of each particular element of the overall scheme. Depending on the nature of any proposal the Master Plan should also include an archaeological evaluation, wildlife survey, a management plan for wildlife habitats and species, a traffic impact assessment, a transport policy and commuter plan, an assessment under the Habitats and Species Regulations, a noise policy and strategy, and when an Ambient Air Quality Monitoring Station and Diffusion Monitoring Facilities would be installed. The comprehensive redevelopment of the Airport would fall under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.
- 15.2 A list of relevant authorities and agencies that can assist in this process is set out in Section 17.
- 15.3 The Council will base its planning decision on:
- adopted development plan policies
 - relevant supplementary planning guidance
 - the contents of this development brief, and,
 - other material considerations.
- 15.4 In determining any planning permission, the Council may ask the developer to enter into a Section 106 Agreement in order to satisfactorily address and resolve issues which cannot be achieved through the imposition of any planning conditions.

b. Summary of guidelines for development within the perimeter of the Airport

Development Guidelines for the small scale extension of existing buildings and uses within the perimeter of the Airport identified in the Proposals Map:

- Any development involving a change in use has to be directly and physically related to the operation or function of the Airport.
- The development is limited to small extensions which shall be of a scale and overall height which reflect that of the existing structures and designed so as not to cause any visual harm to Hadrian's Wall World Heritage Site and landscape generally in accordance with the Design Guidelines attached in Appendix 11
- It will not damage, obscure or lead to the removal of important archaeological sites.
- It will not be detrimental to the character or nature conservation value of the area unless the harm caused is clearly outweighed by the need for development, and, where practical any feature lost is replaced or enhanced by an equivalent feature.
- The development has to be of a scale which is compatible with and does not have an adverse effect upon, the existing highway network and road safety.
- Satisfactory public transport links between the Airport, Carlisle and neighbouring towns and villages are established commensurate with the phasing, scale and form of the proposed development.
- The development should not pose an unacceptable risk to the quality of groundwater, surface water, the River Eden and Tributaries SSSI and the River Eden candidate Special Area for Conservation
- The development will not lead to an unacceptable increase in noise or deterioration in air quality.

Development Guidelines for the redevelopment and relocation of operational facilities identified on the Proposals Map within the perimeter of the Airport:

- Any new development will be restricted to "airport" related uses as defined in paragraph 4.4. and thus directly related to the operation or function of the Airports.
- Any new development will be operationally and/or physically related to the function of the Airport and built in a co-ordinated manner.
- The redevelopment of the Airport will be located in the southern section of the site as identified on the Proposals Map and in accordance with the design guidance attached in Appendix Seven. In extent this may be no more than the 5 hectares already occupied by these users. If further land is required for operational activities the Council will expect this to be accommodated within the 22ha identified in Proposal EM1 of the Carlisle District Local Plan. If existing operational facilities and related facilities are relocated, the Council expects that the current site and buildings will eventually be demolished and return to either hardstanding or landscaped.
- The development shall be designed so as not to cause any visual harm to Hadrian's Wall World Heritage Site and landscape generally in accordance with the Design Guidelines attached in Appendix Eleven.
- It will not damage, obscure or lead to the removal of important archaeological sites.
- It will not be detrimental to the character or nature conservation value of the area unless the harm caused is clearly outweighed by the need for development, and, where practical any feature lost is replaced or enhanced by an equivalent features.
- The development will not have an adverse effect upon the

existing highway network and road safety, and, be based upon creating a new access directly from the A689 with the new roadworks built to adoptable standards.

- Satisfactory public transport links between the Airport, Carlisle and neighbouring towns and villages will be established commensurate with the phasing, scale and form of the proposed development.
- Satisfactory means of foul drainage facilities are provided to serve the development.
- The development should not pose an unacceptable risk to the quality of groundwater, surface water, the River Eden and Tributaries SSSI and the River Eden candidate Special Area for Conservation.
- The development will not lead to an unacceptable increase in noise or deterioration in air quality

c. Summary of advice for development within the perimeter of the Airport

- 15.5 In the case of development within the perimeter of the Airport any operator is also advised to ensure that no activities are undertaken which will harm the welfare of local livestock; liaise directly with the RAF to resolve potential conflicts over air space and air traffic control services; and liaise with Carlisle Airport Management and the Civil Aviation Authority on public safety matters.

d. Summary of guidelines for development outside the perimeter of the Airport

Development Guidelines for development on existing sites outside the Airport perimeter which are airport or transport related with a requirement to be located at the Airport or which will meet the needs of local businesses in the Brampton area:

- Any proposal should not have an adverse impact on the character or setting of Hadrian's Wall World Heritage Site or the countryside generally and where appropriate opportunities are taken to improve, in terms of such matters as design, layout and screening, the overall visual impact of any development on the landscape.
- It will not damage, obscure or lead to the removal of important archaeological sites.
- It will not be detrimental to the character or nature conservation value of the area unless the harm caused is clearly outweighed by the need for development, and, where practical any feature lost is replaced or enhanced by an equivalent features.
- The development is of a scale which is compatible with, and does not have an adverse effect upon, the existing highway network and road safety.
- Satisfactory means of foul drainage facilities will be provided to serve the development.
- The development will not lead to an unacceptable increase in noise.

16

IMPLEMENTATION

- 16.1 The next stages leading up to the commencement of development on this site will be the adoption of the Development Brief and the submission of an application for planning permission.

17

CONTACTS

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Helena Smith	Archaeology Services Cumbria County Council, County Offices, Kendal, LA9 4RQ Tel: 01539 773407		

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Carlisle Airport

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Appendix 1

Plan 3
Planning History



Carlisle City Council
Department of Environment & Development

Planning Services
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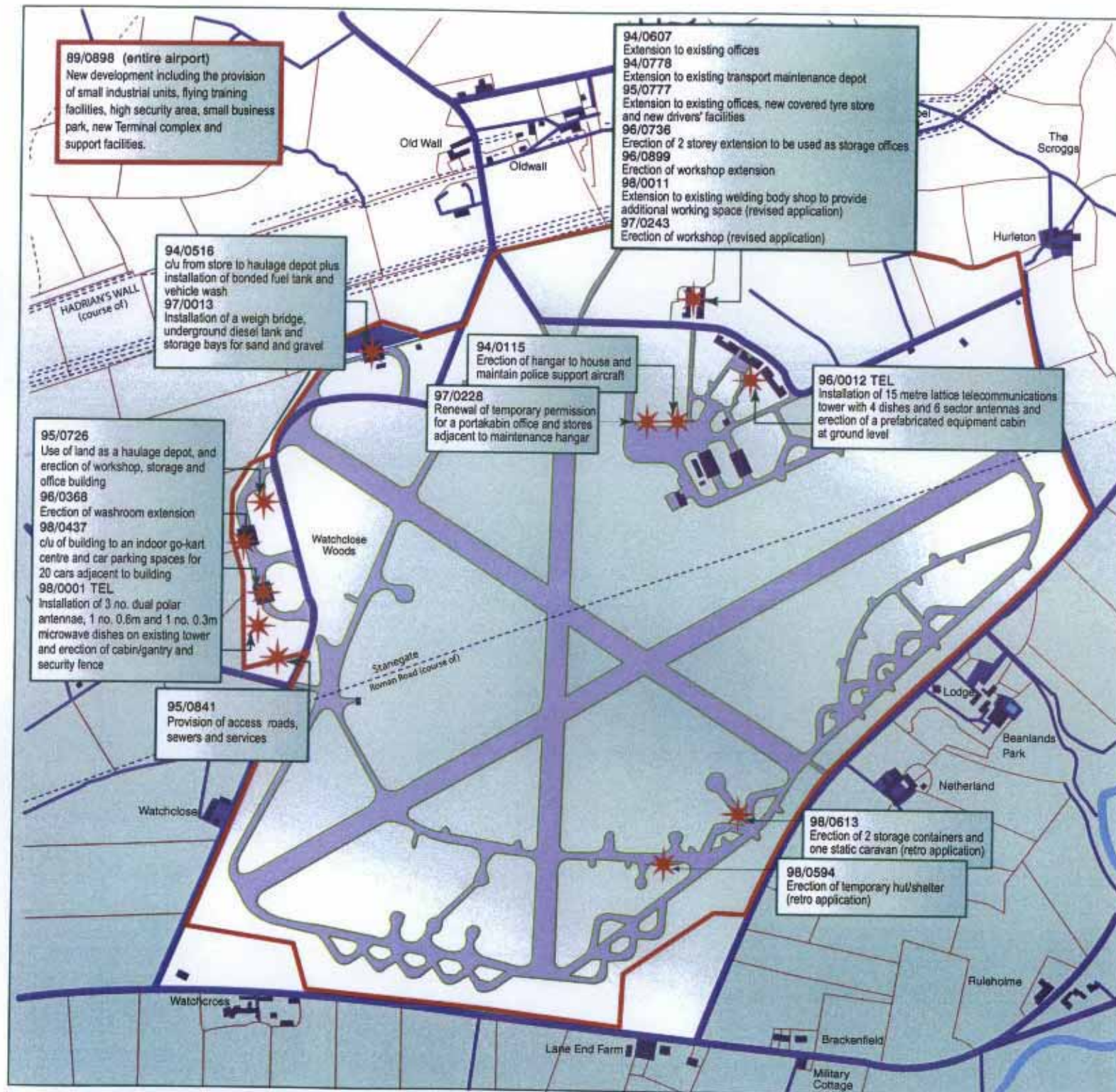
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Head of Planning: M Grace MSc DipDBE MRTPI

Plan 3
Planning History

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Appendix 2

Plan 4
Archaeology



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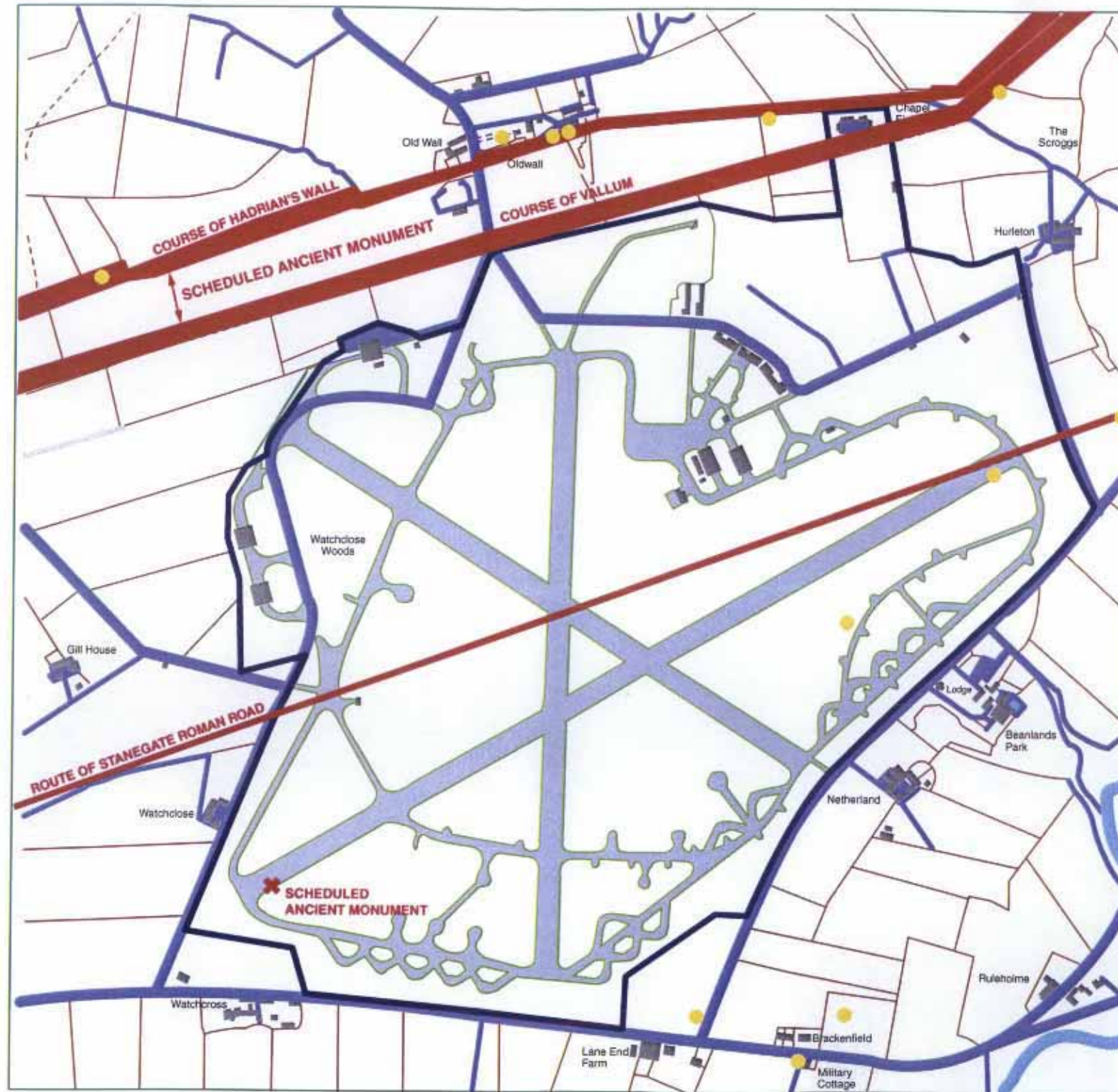
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Plan 4

Archaeology

(Scheduled Ancient Monument,
Stanegate, Hadrian's Wall and Vallum
and known archaeological sites)

● Known archaeological sites



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Appendix 3

Plan 5
Topography



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Department of Environment & Development

Planning Services

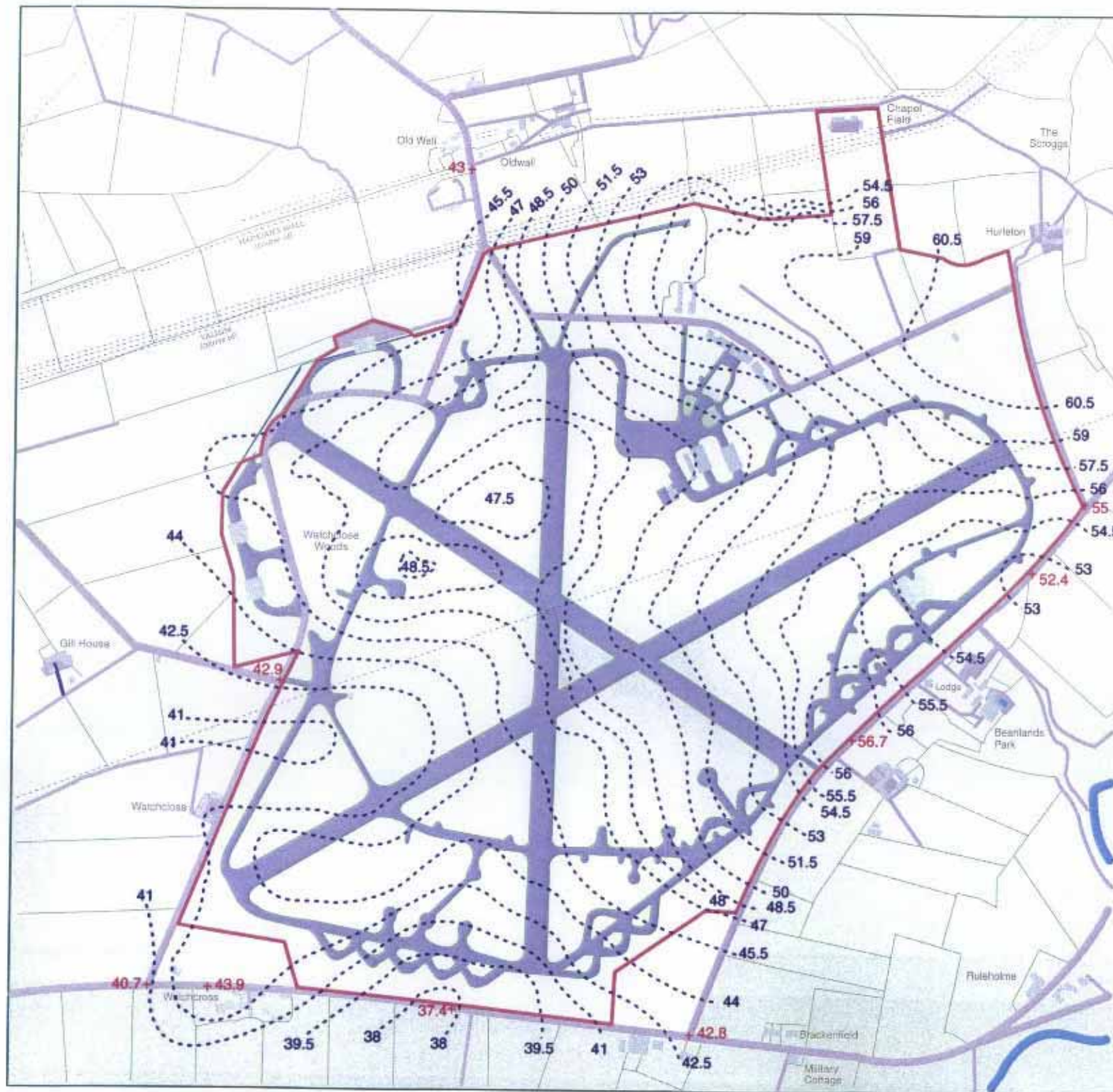
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Plan 5 Airport Topography



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Appendix 4

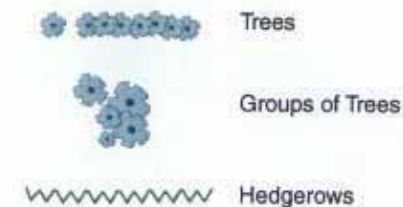
Plan 6

Hedgerows and Trees



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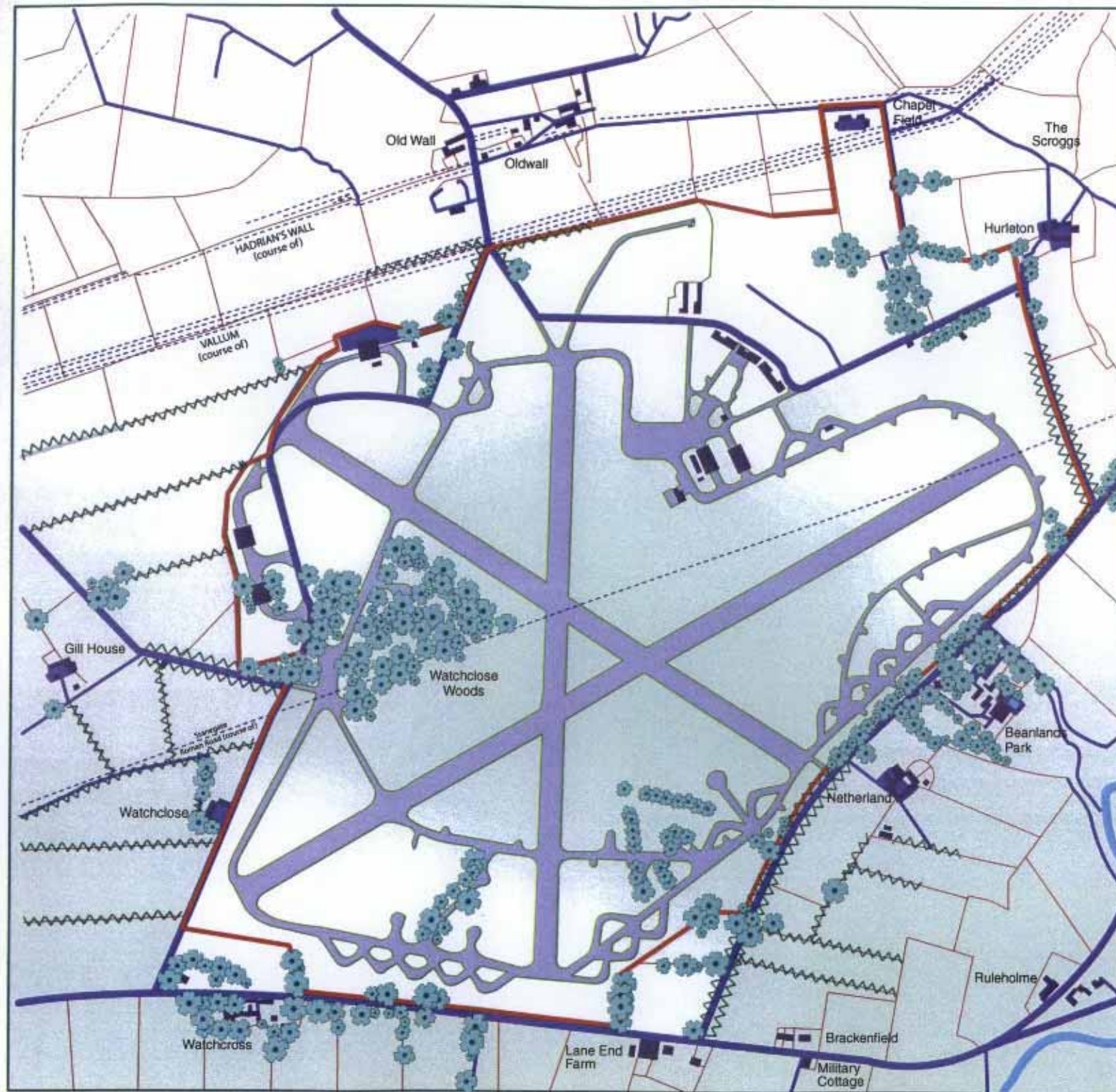
Plan 6 Hedgerows and Trees



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Appendix 5

Plan 7

Areas surveyed for wildlife



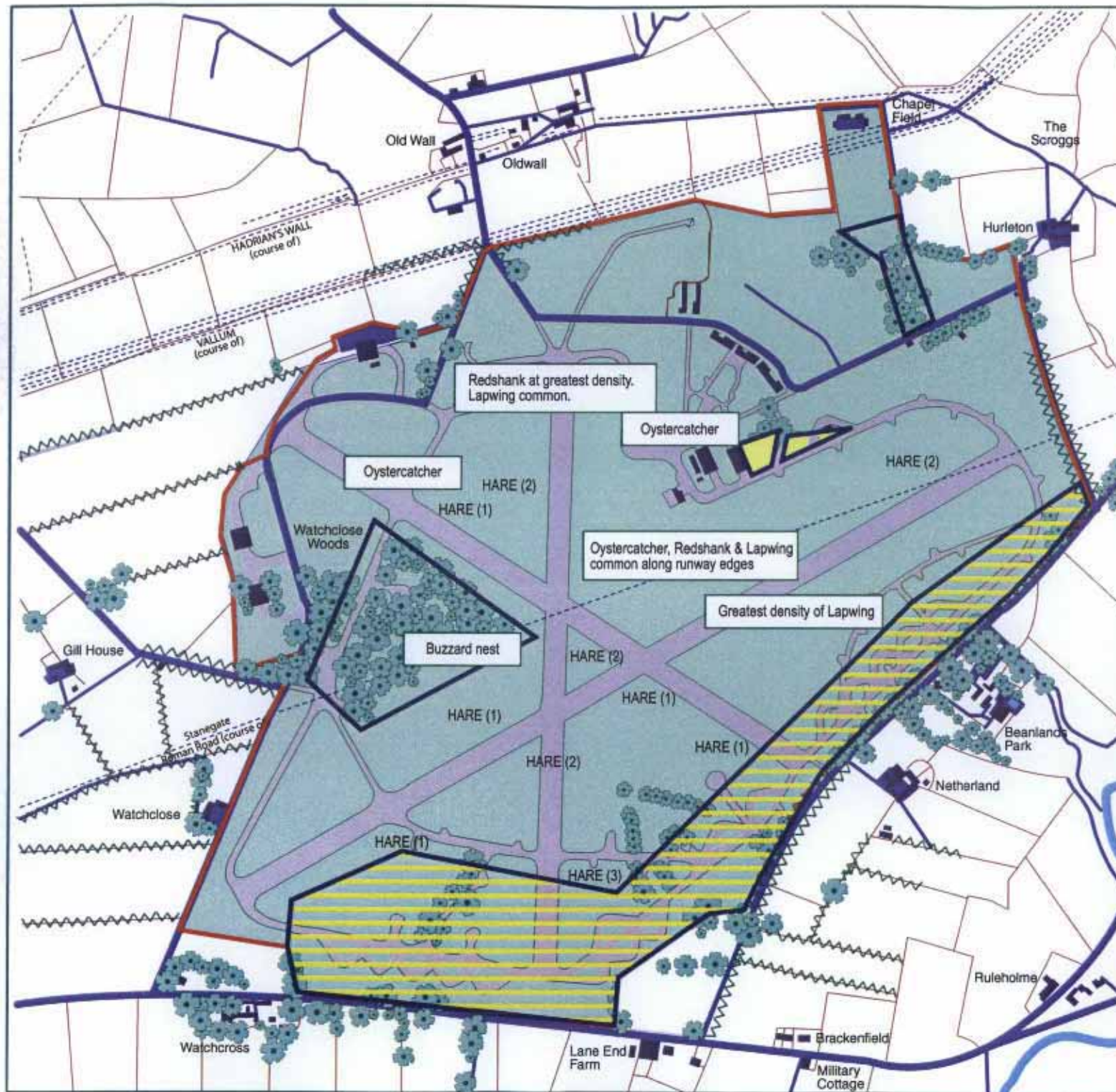
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Plan 7

Areas surveyed for wildlife and recorded locations of wader birds and hares



- Boundary of surveyed areas
- Improved grassland
- Semi-improved grassland
- Improved grassland and barley crops
- Trees
- Groups of trees
- Hedgerows

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Appendix 6

Plan 8

Foul Drainage

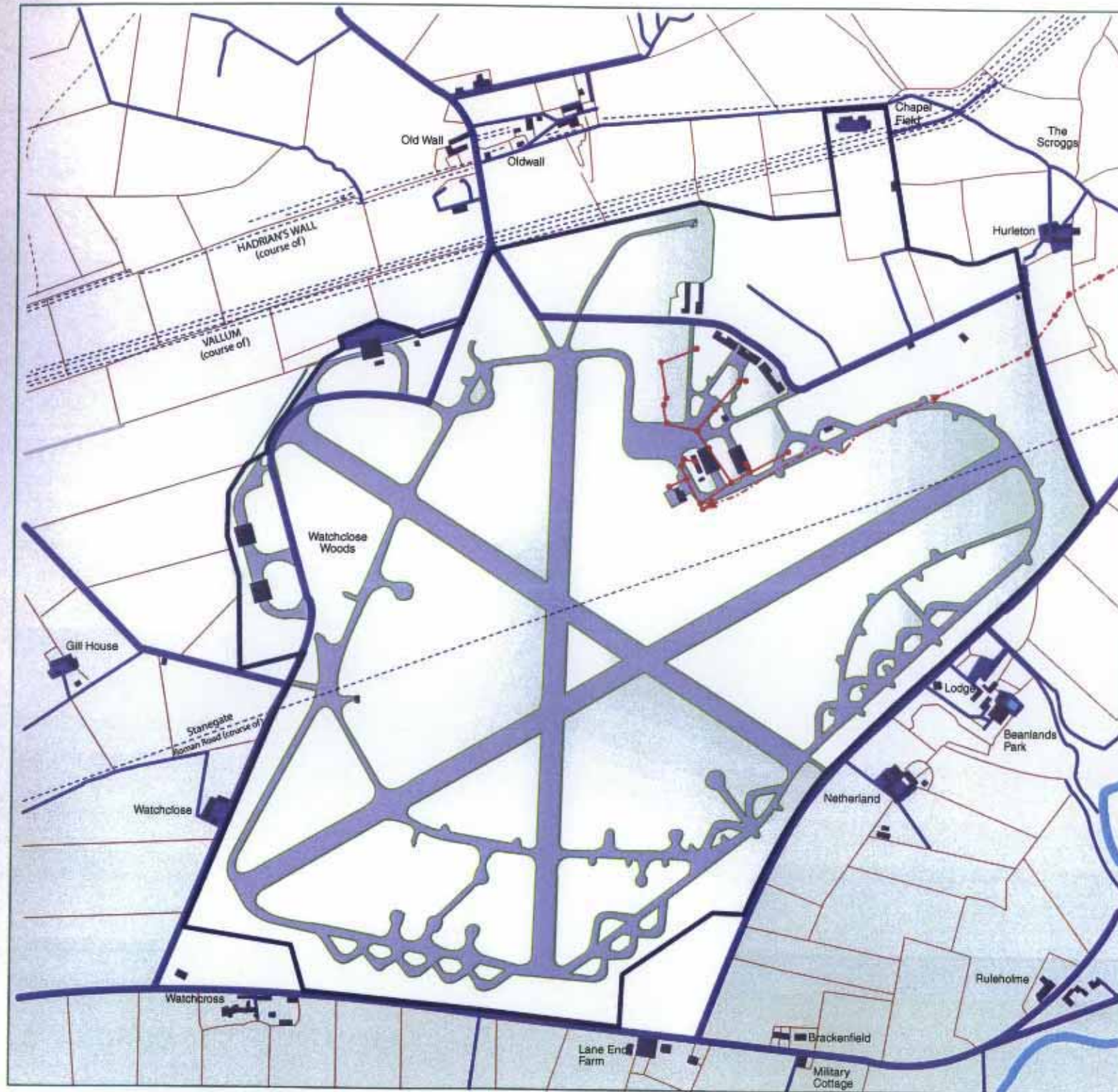


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Plan 8
Foul Drainage



PIPELINES

Public sewer - foul

Public sewer - combined

INSTALLATIONS

Pumping station

STRUCTURES

Manholes

Direction of flow

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Appendix 7

Plan 9

Existing daytime noise contours



Carlisle City Council

Department of Environment & Development

Planning Services

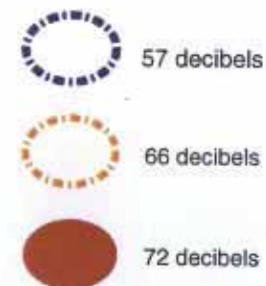
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Plan 9 Existing daytime noise contours

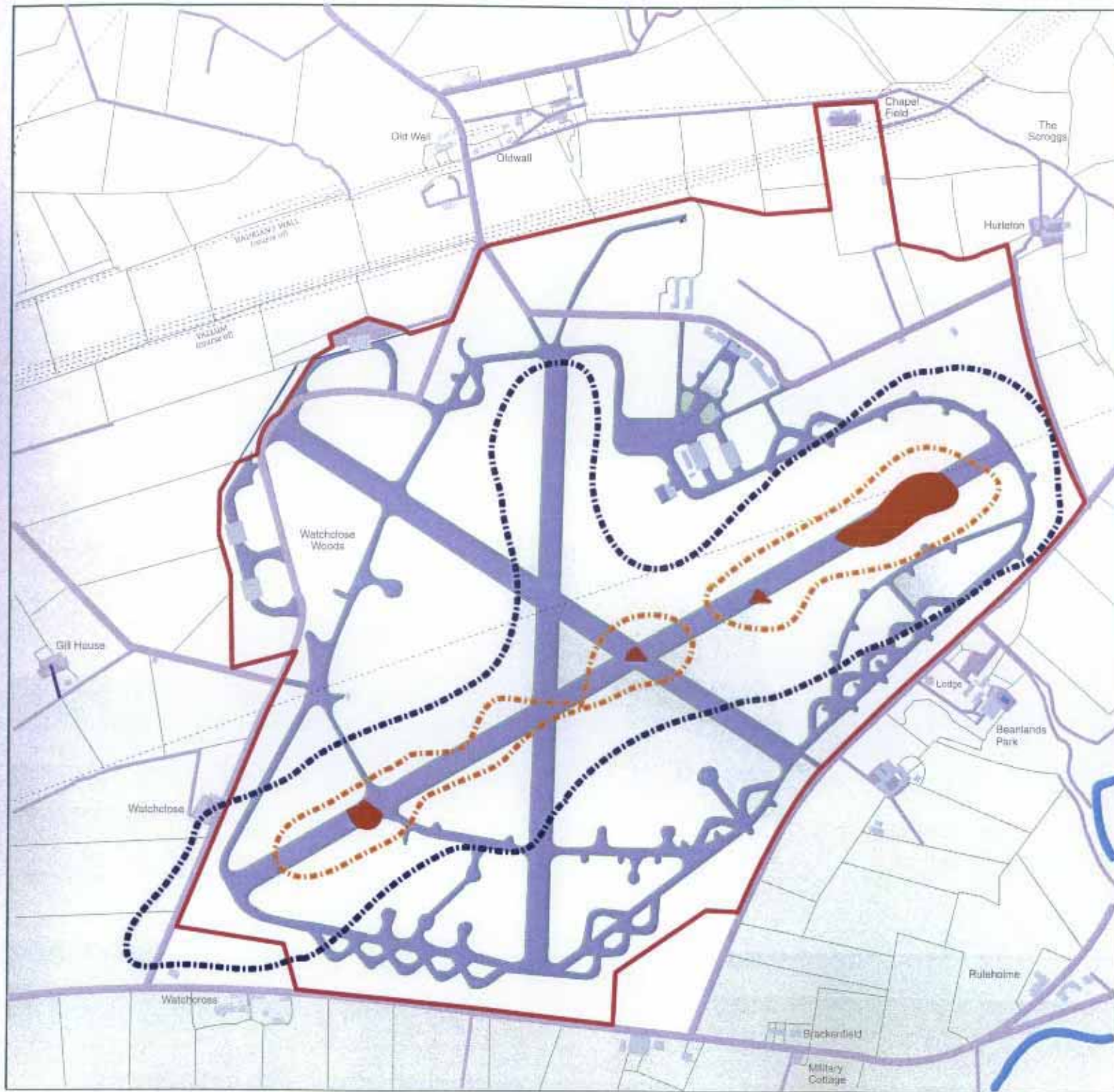


Source: Robinson Penn (1999)
Carlisle Airport Aircraft Noise Report

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Appendix 8

Plan 10

Safeguarding Map



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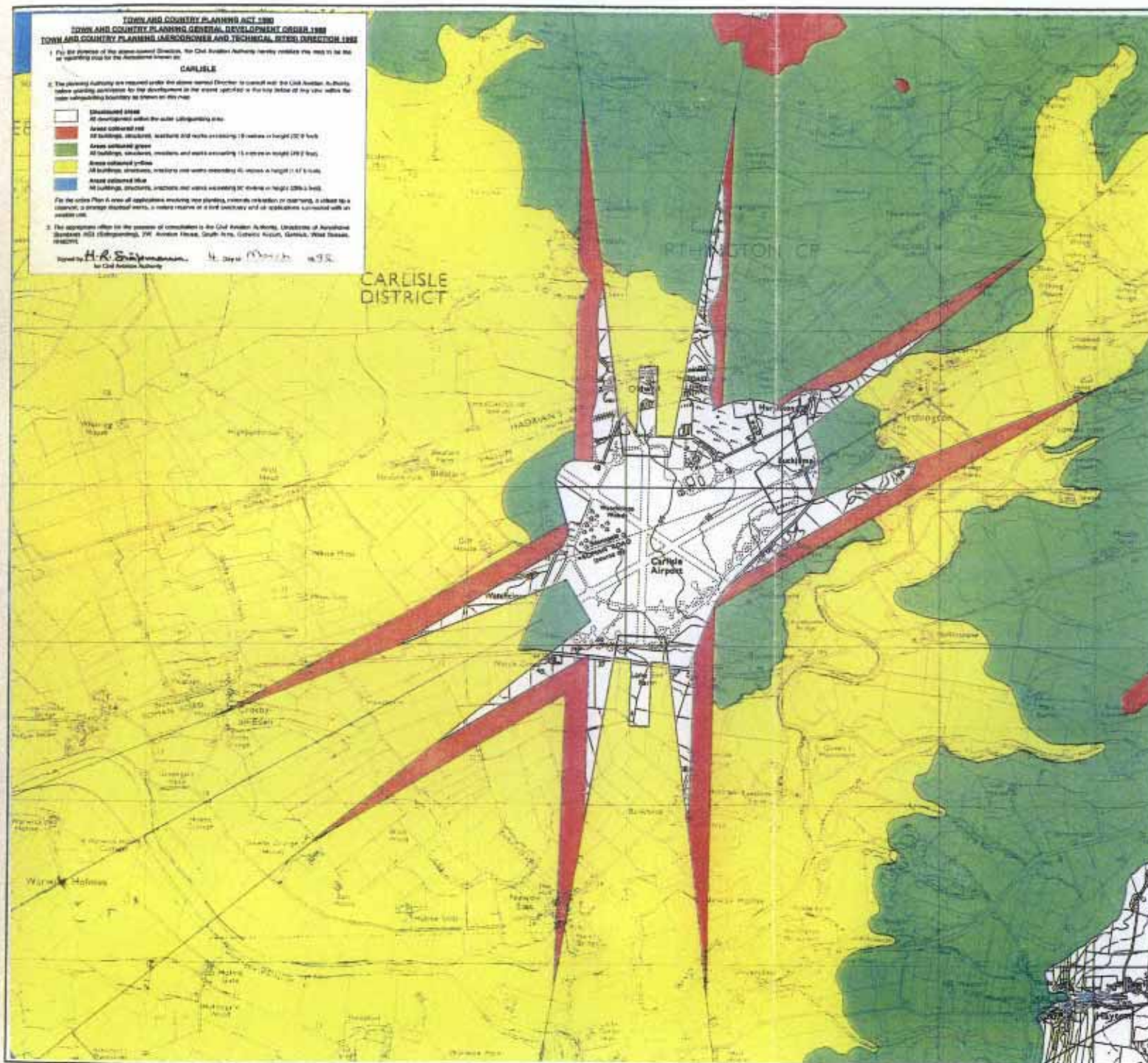
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Plan 10 Safeguarding Map

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Appendix 9

Plan 11

Safeguarding map and side slopes

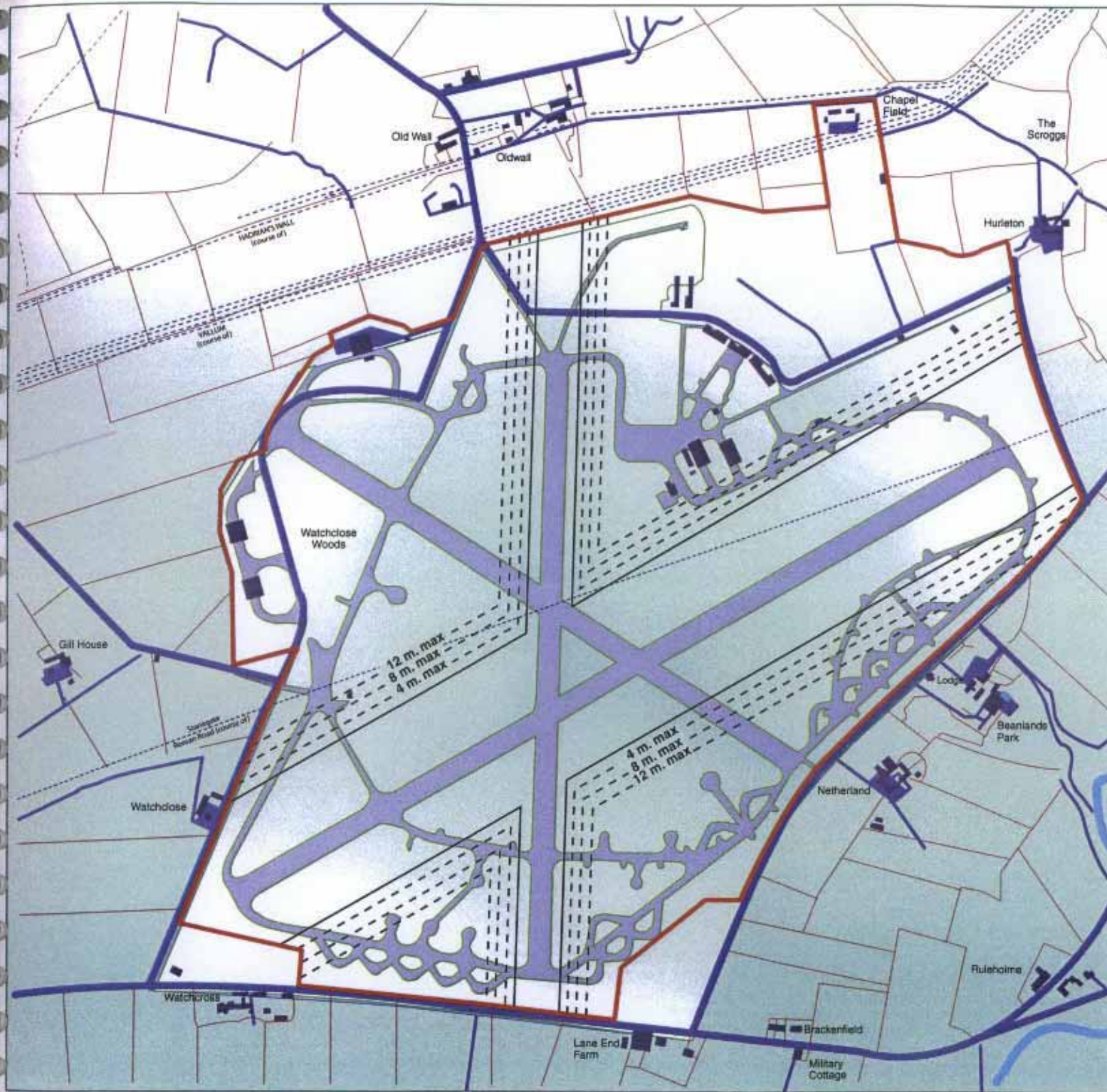


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Plan 11 Civil Aviation Authority Safeguarding Map & Side Slopes



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Appendix 10

Plan 12
Proposals map

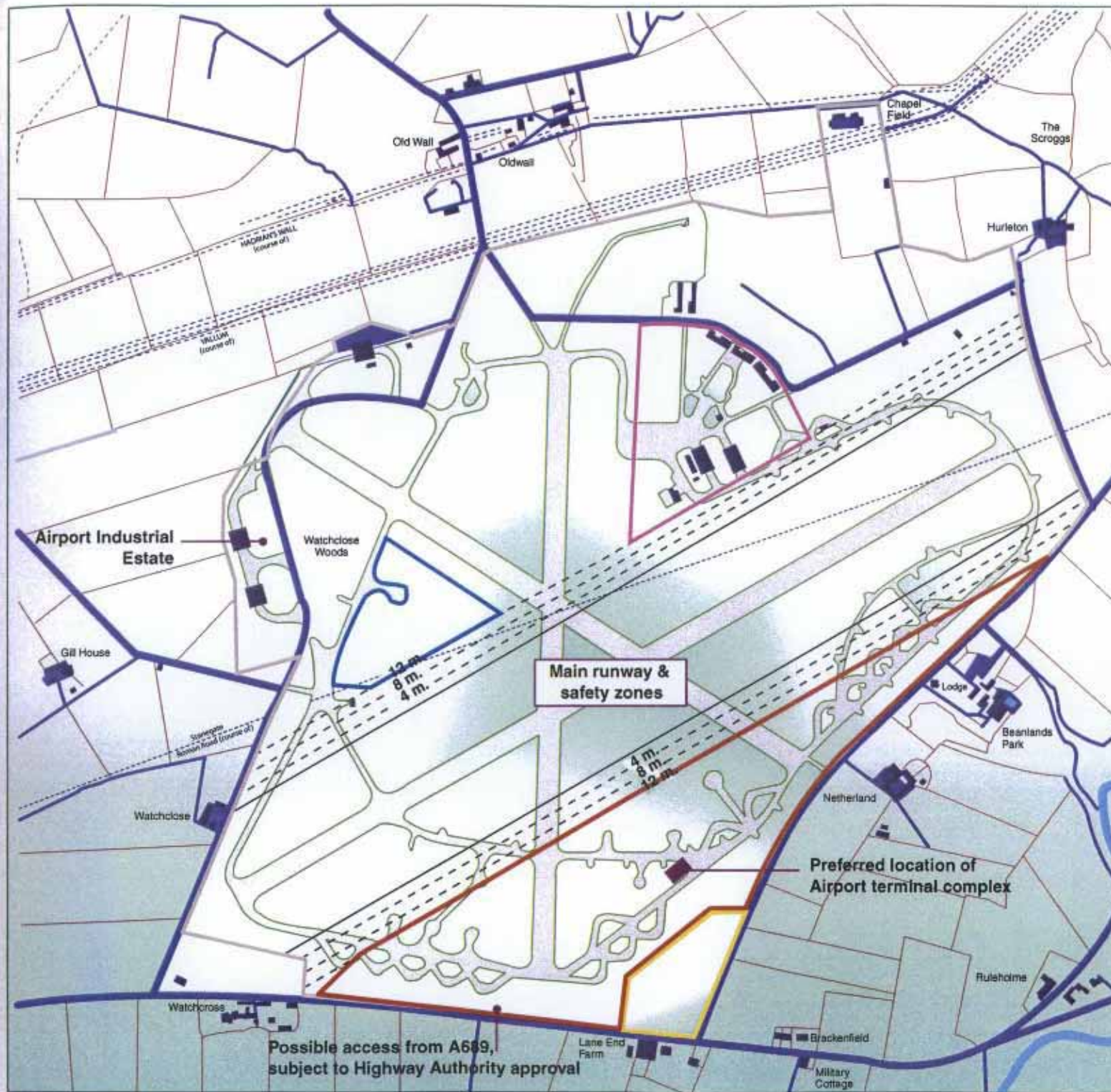


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Plan 12
Proposals Map



-  Principal redevelopment site
-  Extent of potential redevelopment site in private ownership
-  Incremental development and/or refurbishment potential of site occupied by existing airport related buildings
-  Watchclose Woods to be retained and managed

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Appendix 11

Design guidelines

It is not the intention of this Brief to dictate the design or architectural appearance of the various buildings that may be proposed for the Airport. However, the Council expects high quality design solutions to be submitted and the following gives enabling guidance and to encourage imaginative and creative solutions.

In accordance with advice in Annex4 of PPG1 Handling of Design Issues, applicants for planning permission should, as a minimum, provide a short written statement setting out the design principles adopted as well as illustrative material in plan and elevation. This material should show the wider context and not just the development site and its immediately adjacent buildings

Development should be planned to take advantage of the natural site contours, landscape features and the variety of views out from the site. In the case of the redevelopment and relocation of operational facilities within the perimeter of the Airport the planning application drawings should include sectional views of the site and buildings.

The development should also respect the views into the site from different approaches.

Buildings may be positioned in a linear arrangement, in blocks or grouped into courtyards to reflect "agricultural traditions". New buildings should be designed to allow for flexibility of plan, longevity and low maintenance of materials and low energy consumption. Particular attention should be paid to comply with Local Agenda 21 issues such as the use of recyclable materials, grey water supply, waste reduction

and incorporate features such as balancing ponds that can help improve wildlife quality.

New buildings should comply with Building Regulations and with the provisions of the Disability Discrimination Act 1995.

The design of the airport complex should comply with the recommendations contained within the IATA Airport Development Reference Manual and the requirements of the Civil Aviation Authority.

Although individual building blocks or groups may differ in function and appearance, there should be an overall harmonious design theme, which links these groups together. Clashes of materials and forms are to be avoided.

Although steel and glass would be the preferred options for the external envelope of the buildings, together with high quality cladding panel systems, more environmentally friendly solutions will be actively encouraged. Suitably coloured and textured brickwork and/or blockwork may also be considered as a facing material, particularly at low levels.

Material colours should be selected to harmonise with the landscape. Certain shades of grey and green would be considered, with the possibly of more vibrant colours to highlight details such as windows and doors.

A curvilinear profiled roofscape is preferred to reflect the distant landscape of the fells, however, consideration will be given to innovative or even more traditional forms of roofing and the use of natural materials providing they do not conflict with the external landscape.

In the case of development for the small scale extension of existing buildings and adjoining land any new structures proposed for the area of the site closest to the northern perimeter road should be of single storey height, whereas high buildings should be allowed adjacent to the existing hangars.

In the case of the redevelopment and relocation of operational facilities the height of buildings are to be generally limited to two storeys to minimise their impact on the landscape. It is accepted that the height of the general aviation hangar and control tower will exceed this control limit, therefore, their location will be of critical concern. The control tower should be located so that its operators have clear vision of all possible areas of aircraft movement both in the air and on the ground.

Cut and fill techniques may be usefully employed to maximise the internal floor space of buildings without affecting the size of the external building envelope.

Landscaping proposals should reflect the need to screen, soften and reduce the impact of buildings and associated on site facilities, but they should not hinder or camouflage aircraft movements from the view of traffic controllers or spectators.

High quality designs for security fencing will be required to delineate airside/landside areas of site.

The use of artificial lighting should be designed so that it does not destroy the character of this rural area, have a detrimental impact upon the ecology and wildlife, and, intrude on residential amenity.

