

PLANNING GROUP REPORT ON PLANS RECEIVED BETWEEN 11/07/2025 – 14/08/2025

AGENDA ITEM 9. i)						
Plan Ref.	Location	Description	Comments	Recommendation	Date Comments sent to LDNPA under Delegated Powers (if applicable)	
T/2025/0125	12, Eskin Street, Keswick, CA12 4DQ	1x Willow - fell - 5 day notice	No comments required			
T/2025/0135	5 Millbank Cottages, Keswick, CA12 5LY	Fell 1 x dead cypress tree - 5 day notice	No comments required			
T/2025/0136	Hope Park, Lake Road, Keswick, Cumbria, CA125DG	Fell 1 x Acer palatium	Declared interest – KTC application			
T/2025/0143	Flat 1, The Hollies, High Street, Keswick, CA12 5AH	T1 - Reduce Cypress tree to approx 6ft height to form a hedge	Support – SH, CH, CP & LT	SUPPORT		
T/2025/0144	1, Little Hills, Keswick, CA12 5DH	T1 - Prune Apple tree - Removal of 2 limbs and reduce 1	Support – SH, CH, CP & LT	SUPPORT		
7/2025/2079	Lynroyd, Manor Brow, Keswick, CA12 4AP	Extend garage towards the front of property. Garage conversion to kitchen, modify existing wrap around garage flat roof to pitched slate roof.	Support – proposed extension in line with front of house and conversion with new pitched roof in place of the existing flat roof is a positive improvement - SH, CH, CP & LT	SUPPORT		

7/2025/2118	19, Church Street, Keswick, CA12 4DX	Change of use from Guest House (with holiday let permission) to multiple flexible use Guest House, Holiday Let, or Single Dwelling House (only - or principal dwelling)	Support – we support the flexible use proposed subject to the current LDNPA condition which requires the dwellinghouse hereby permitted shall not be occupied otherwise than by a person as his or hers Only or Principal Home. We maintain our support for the flexible Holiday Let Use subject to on site management being retained – SH, CH, CP <	SUPPORT	
7/2025/2140	26, Stanger Street, Keswick, CA12 5JU	Change of use from Guest House to flexible use as either Guest House, or C3 residential use (Dwellinghouse) as a primary residence/principal	Support - We support the flexible use proposed subject to the current LDNPA condition which requires the dwellinghouse hereby permitted shall not be occupied otherwise than by a person as his or her Only or Principal Home – SH, CP, LT &CH	SUPPORT	31.07.25
7/2025/2141	Sheepdog Field, East of Calvert Way, Keswick	Housing development of 129 dwellings comprising 87 affordable, 36 local needs and 6 houses to be occupied as an only or principal home, together with associated works to facilitate development	Refer to separate document		
7/2025/2145	39, Lakeland Park, Keswick, CA12 4AT	Conversion of garage with new pitched roof to provide ensembles and a dressing room	Support - We support the proposed garage conversion which retains sufficient on site parking and the new pitched roof in place of the existing flat roof is an improvement – SH, CP, LT &CH	SUPPORT	31.07.25
7/2025/2152	11, Fenton, Keswick, CA12 4AZ	Non-material amendment to application 7/2023/2161	Not received for comments		

7/2025/2141 – Housing Development of 129 Dwellings at Sheepdog Field East of Calvert Way

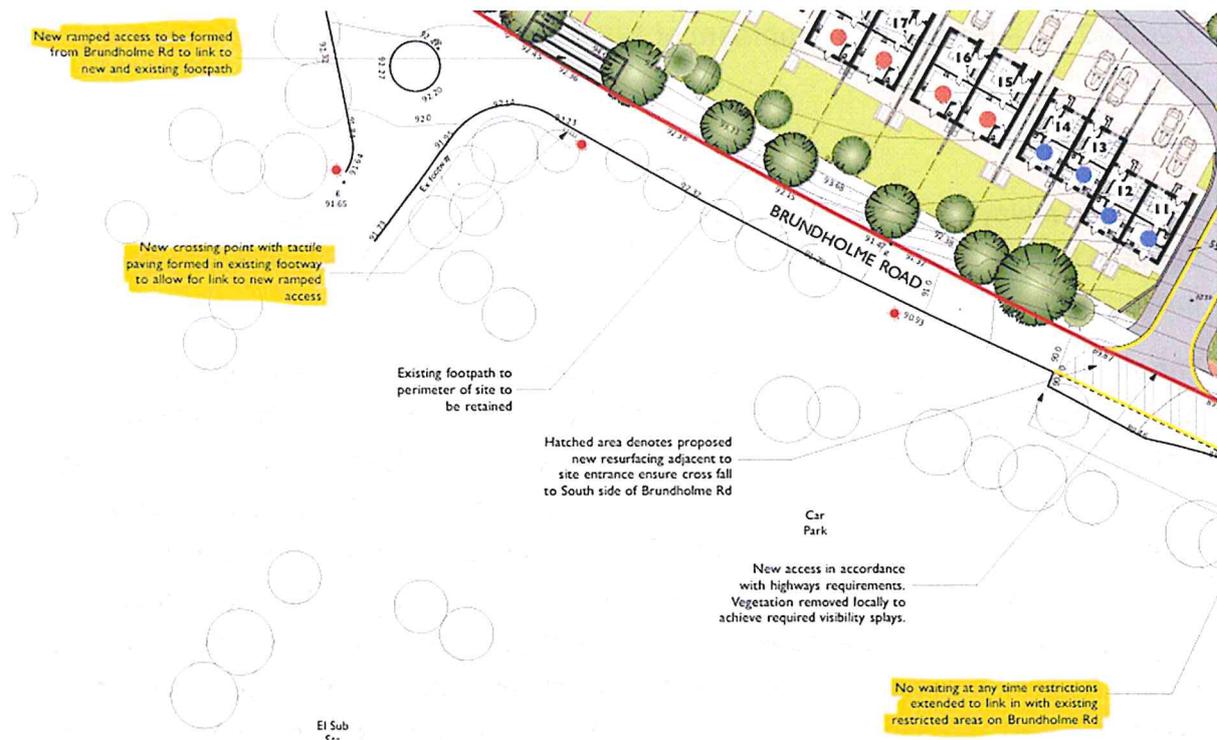
OBJECT

We would always wish to support local needs housing, but there are so many issues of concern from a “town planning” perspective that we must OBJECT to the proposals as presented.

The starting point is the deficiencies in the Calvert Way phase 1 development which will have a knock-on undesirable impact on this new Phase 2 proposal. The deficiencies are well documented in representations made by residents of Calvert Way. The principal issue is that although the development was completed in 2017, the road serving this estate has not been adopted by Cumberland Council. This would preclude the road from the new development being adopted from the single point of access resulting in potential future liabilities for ongoing maintenance imposed on the residents. It also means that the proposed single access road from Brundholme Rd to the new entry point is owned and privately maintained by the management company paid for by the residents of phase 1. We do not feel it is acceptable for phase 1 residents to bear the maintenance costs that will disproportionately be caused by the number of vehicles accessing phase 2.

We recommend that work on this new development should not be permitted until Calvert Way Phase 1 road is adopted by Cumberland Council

The second issue is the lack of pedestrian footpath provision for Calvert Way residents to safely access the Town Centre. No provision is currently shown on the submitted plans to address the issue, which also affects residents of the new development. This was raised during the planning process for phase 1 (ref 07/2014/2300) and a planning condition was put on the decision notice – point 5 of that document requiring the offsite highway improvements shown on the approved plan 3803 02 Revision A to be implemented within 3 months of the 1st occupation of the development. The development had been occupied for 8 years, and residents are still waiting for these referenced improvements. This included additional double yellow lines, a ramp, and tactile paving, highlighted in yellow on the screenshot of the referenced document below.



We recommend that a new footpath is built along Brundholme Road providing a continuous link from the existing footpath at Brundholme Gardens bridge and the access to the leisure centre near the mini roundabout. Safe pedestrian crossings should also be provided from the Calvert Way access, all as recommended in Cumberland Highways response of 01.08.2025. As this is work outside the application boundary, planning permission should not be granted without a clear undertaking agreed with Cumberland Highways to this provision as an essential requirement to provide safe pedestrian access to the Town Centre.

The 1 issue which is universally objected to by the local population is the use of Calvert Way as the single point of access to serve the whole of the new development. It is evident that the applicant has gone to great lengths to show statistically, in the detailed "Travel Assessment" document submitted, that the existing road network to Calvert Way is perfectly capable of accommodating the additional traffic generated by the new development. This appears to have been accepted by Cumberland Highways in their response.

We wish to state quite clearly that we fundamentally disagree with the conclusions of the Transport Study based on our direct local knowledge and experience of the two access roads leading to Calvert Way from Crosthwaite Rd and Station Rd which both have inherent well-documented restrictions.

The restrictions from Crosthwaite Rd are: the parking to the front of 8 dwellings at Parkholme, the narrowing of the road adjacent to 41 Briar Rigg, and the blind bend leading to the mini roundabout. The restrictions from Station Rd are the almost continuous parking alongside Fitz Park and Brundholme Gardens effectively restricting

the road width to single-flow traffic which causes regular congestion and the height restriction of the bridge where the K2T trail passes over. The passing places incorporated to ease this restriction are flagrantly disregarded and often not visible due to leaf cover. If this single point of access is accepted, it is clear that drivers would muddle through and make the best of a bad situation. This in our view would be a clear failure of good town planning provision as advocated in the Lake District Design Code.

We would recommend as an “absolute minimum” that double yellow (NWAAT) lines be extended to prohibit parking on the full length of Brundholme Rd extending from the Crosthwaite Rd junction to Station Rd – but excluding the front of the 8 dwellings at Parkholme and a section between 1 and 16 Briar Rigg where the road is wide enough to accommodate streetside parking for walkers up Latrigg and Skiddaw.

In general we support the Cumberland Highways response of 01.08.2025 with the exception of the issues above and the following additional points:

- i) We disagree with the reluctant acceptance of a 4.8m wide road in item 7 instead of the recommended width of 5.5m. Accepting the limited width of the existing Calvert Way access point is, in our view, insufficient reason to make it more difficult for 129 new families.
- ii) With reference to item 12 we consider that for a development of this size a second vehicle access should be provided. The option of an Emergency Vehicle Access is essential on the north side of Brundholme Rd. It is acknowledged that this section of Brundholme Rd is restricted in width but it is a useable road serving Calvert Trust and other properties. It was used as a construction access for Phase 1, the recent UU pipeline and is proposed as the construction access for this this new development but we note this is objected to by Cumberland Highways.

We consider that options to improve the road width from the area in front of 36 Briar Rigg, where the road narrows, to the north of Brundholme Rd access point should be investigated with the approval of the land owner.

- iii) We note the recommendation in item 47 to investigate an alternative access for construction traffic off Brundholme Rd beyond the Calvert Way access – presumably in conjunction with the Timeshare access. This location has good visibility in both directions and we consider this is worthy of consideration as a new main access for the new development. The proposal of using the existing Calvert Way access for construction traffic would be unacceptable and unfair to inflict on existing residents on their unadopted road over a prolonged period of several years. This gives added weight to improving a second access to the north side of Brundholme Rd.

With reference to the overall development plan for the site:

- a) We support the greater variation in house types and street design.
- b) There is concern about the direct overlooking of houses 1-6 towards the rear gardens of existing Calvert Way houses. The new dwellings will look down from a higher level and will have the appearance of a very high wall across the back of the Calvert Way houses. We would recommend this should be alleviated by reorienting the new houses at right angles creating open spaces between each block.
- c) We support Cumberland Highways Active Travel recommendations, items 33-36 inclusive, in their response
- d) We support the recommendations of Nick Thorne – LDNPA RoW Officer in his response of 22 July
- e) We support the recommendations of Andrew Hunton in their response of 24 July regarding crime prevention considerations.
- f) We support the concerns of Alastair Cook on behalf of the Keswick Flood Action Group of 3.8.2025
- g) We consider it is essential to get approval from UU regarding the principle of building new roads over their existing water main pipelines.
- h) We recommend Tree Preservation Orders be placed on key trees adjacent to the north boundary of Brundholme Rd to safeguard them being cut down by residents wishing to improve their view to Latrigg and Skiddaw – which has happened on Calvert Way phase 1
- i) We acknowledge the submission from Cumberland Council Housing Team dated 01.08.2025 which provides data regarding the housing mix, housing need and property standards. The most recent data from 23 June 2025 show 305 households in need with Keswick as their area of preference. The proposals in this development of 129 dwellings includes a high proportion of affordable and local needs housing which we support in principle subject to recommendations on adjustments to the housing mix to reflect housing need.
We do not agree with the proposal that Cumberland Council should be given 100% nomination rights of the social and affordable rented properties secured in a Section 106 Agreement. We consider this should be allocated proportionately to the housing associations involved in the letting of the properties.

We have highlighted a number of important concerns raised by local residents and specialists in technical areas. We hope this will result in improvements to the overall development plan which we can support. Given the importance of this development to the town, we recommend that before a decision is made, Development Control Committee members opt for a site visit to fully appreciate the concerns raised.

SH, CH, CP & LT