



Penrith Town Council

Unit 1, Church House, 19-24 Friargate, Penrith, Cumbria, CA11 7XR

Tel: 01768 899 773 Email: office@penrithtowncouncil.gov.uk

DATE: 29 January 2024

NOTICE IS HEREBY GIVEN that an **ORDINARY MEETING** of **THE PLANNING COMMITTEE** will be held on Monday 5 February 2024, at 4.00pm and you are hereby **SUMMONED** to attend to transact the business as specified in the agenda and reports hereunder.

The meeting will be held at Unit 2, Church House, 19-24 Friargate, Penrith.

To assist in the speedy and efficient dispatch of business, Members should read the agenda and reports in advance of the meeting. Members wishing to obtain factual information on items included on the agenda are asked to enquire of the relevant officer **PRIOR** to 9.00am on the Friday prior to the meeting.

Members are asked to indicate if they wish to speak on an item **PRIOR** to the meeting (by 1.00pm on the day of the meeting at the latest) by emailing office@penrithtowncouncil.gov.uk

COMMITTEE MEMBERSHIP

Cllr Bowen
Cllr Holden
Cllr Jackson
Cllr D Jayson

Pategill Ward
Carleton Ward
North Ward
West Ward

Cllr Knaggs
Cllr Lawson
Cllr. Shepherd
Cllr. Snell

East Ward
Carleton Ward
East Ward
West Ward

Mr I. Parker, Acting Town Clerk

Public Participation

Members of the public are welcome to attend. Details about how to comment on an agenda item are available on the Town Council Website.

Filming

Please note that this meeting may be filmed for live or subsequent broadcast via the internet or social media.

Please be advised that the Town Council does not record or live stream meetings.

Penrith Town Council fully supports the principle of openness and transparency and has no objection to filming and reporting at its Full Council, and Committee meetings that are open to the public. It also welcomes the use of social networking websites, such as Twitter and Facebook, to communicate with people about what is happening, as it happens. Filming will only commence at the beginning of a meeting when the Chair opens the meeting with apologies and will finish when the meeting is closed or when the public may be excluded from an exempt item. The Council, members of the public and the press may record/film/photograph or broadcast this meeting when the public and the press are not lawfully excluded.

General Power of Competence

The Town Council resolved from 15 May 2023, until the next relevant Annual Meeting of the Council, that having met the conditions of eligibility as defined in the Localism Act 2011 and SI 965 The Parish Councils (General Power of Competence)(Prescribed Conditions) Order 2012, to adopt the General Power of Competence.

AGENDA FOR THE MEETING OF PLANNING COMMITTEE MONDAY 5 FEBRUARY 2024

PART I

1. Apologies For Absence

Receive apologies from Members.

2. Minutes

Authorise the Chair to sign, as a correct record, the minutes of the meeting of the Planning Committee held on Monday 8 January 2024 and agree they be signed as such by the Chair.

3. Declarations of Interests and Requests for Dispensations

Receive declarations by Members of interests in respect of items on this agenda and apply for a dispensation to remain, speak and/or vote during consideration of that item.

ADVICE NOTE:

Members are reminded that, in accordance with the revised Code of Conduct, they are required to declare any disclosable pecuniary interests or other registrable interests which have not already been declared in the Council's Register of Interests. (It is a criminal offence not to declare a disclosable pecuniary interest either in the Register or at the meeting.) Members may, however, also decide, in the interests of clarity and transparency, to declare at this point in the meeting, any such disclosable pecuniary interests which they have already declared in the Register, as well as any other registrable or other interests. If a Member requires advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote, he/she is advised to contact the Monitoring Officer at least 24 hours in advance of the meeting

4. Public Participation

Receive any questions or representations which have been received from members of the public. A period of up to 15 minutes for members of the public to ask questions or submit comments.

ADVICE NOTE:

Members of the public may make representations, answer questions and give evidence at a meeting which they are entitled to attend in respect of the business on the agenda. The public must make a request in writing to the Town Clerk **PRIOR** to the meeting, when possible. A member of the public can speak for up to three minutes. A question shall not require a response at the meeting nor start a debate on the question. The chair of the meeting may direct that a written or oral response be given.

5. EXCLUDED ITEM: Public Bodies (Admissions to Meetings) Act 1960

Determine whether item/s ** should be considered without the presence of the press and public, pursuant to Section 1(2) of the Public Bodies (Admission to Meetings) Act, 1960, as publicity relating to that (any of those) matter/s may be prejudicial to the public interest by reason of the confidential nature of the business to be transacted or for the other special reasons noted in relation to that matter on the agenda.

6. 20mph Zone Requests

To consider requests from the public for Westmorland and Furness Authority to designate additional 20mph zones within Penrith.

7. Proposed Traffic Calming Features Carleton Hill Road

To consider the formal traffic calming features and determine what response to make to Westmorland and Furness Council.

8. Penrith Parking Consultation

To consider the proposed protocol for the management and operation of residents parking exemption scheme and visitor permit scheme and determine what response to make to Westmorland and Furness Council.

9. Ongoing Highways Issues

To note the current situation regarding highways issues instigated by the Town Council.

10. Planning Applications

a) DELEGATED RESPONSES TO NOTE

Application Number	2023/1075/DISC
Location Address	Land of Carleton Road Penrith
Proposal	Part discharge of condition 9 (noise) for Plot 149, attached to approval 20/0501.
Response	No Objection

Application Number	2023/1151/TCA
Location Address	7 Arthur Street PENRITH CA11 7TT
Proposal	T1 Laurel, reduce by 1/3 to secondary canopy. T2 Magnolia, reduce by 20% (1-1.5m) including the removal of 3-4 low lateral branches. T3 Pear, reduce vertical growth to previous pruning points and create canopy separation with declining Plum tree.
Response	No Objection

Application Number	2023/1128/FPA
Location Address	Land off Greenbank Road Eden Business Park Penrith CA11 9FB
Proposal	Construction of day nursery and pre-school use class E.
Response:	Support the application, such a facility is required in Penrith, but would like to see sustainable design features such as rainwater harvesting, PV panels, ev charging points, swift boxes etc

Application Number	2023/1137/FPA
Location Address	Land at Beacon Farm Kemplay Foot Eamont Bridge Penrith CA10 2BD
Proposal	Replacement of existing chicken rearing unit.
Response:	No Objection but would wish it to be conditioned that any waste material from the site is taken away in covered trailers/wagons.

b) PLANNING APPLICATIONS FOR CONSIDERATION

Consider the following applications for which information can be found on the Westmorland and Furness Council Website

<http://eforms.eden.gov.uk/fastweb/search.asp> by inserting the appropriate planning reference number.

Application Number	2023/1165/FPA
Location Address	Thornlea Nicholson Lane PENRITH CA11 7UJ
Proposal	Proposed alterations and extension to include addition of first floor level accommodation.

Application Number	2024/0065/TPO
Location Address	28 Parklands Way PENRITH CA11 8SD
Proposal	T1 Mature Sycamore - targeted crown reduction to improve shape and form. Crown raise tp 3 - 4 m. Remove 2 / 3 crossing branches. Light thin (10%). Finished height 12m, spread 10 - 12m.

Application Number	2024/0069/TCA
Location Address	Alderley Beacon Street PENRITH CA11 7TZ
Proposal	Remove Conifer.

Application Number	2024/0070/TCA
Location Address	20 Stricklandgate PENRITH CA11 7QA
Proposal	Willow - reduce crown. Holly - routine pruning. Laburnum - tidy.

Application Number	2023/1212/LBC
Location Address	The Two Lions Great Dockray Penrith CA11 7FX
Proposal	Listed Building Consent for internal and external building repairs, re-instatement of drainage and services and associated works.

Application Number	2024/0014/FPA
Location Address	44 Lowther Street Penrith CA11 7UQ
Proposal	Demolition of existing rear single storey extensions and erection of replacement single storey extension together with installation of insulated render to gable wall.

Application Number	2024/0027/FPA
Location Address	32 Wordsworth Street Penrith CA11 7QY
Proposal	Addition of balcony and replacement of window with glazed double doors to rear elevation.

Application Number	2024/0030/FPA
Location Address	1 Union Lane PENRITH CA11 9DU
Proposal	Addition of single storey extension to rear elevation and dormer to rear elevation roof.

Application Number	2024/0032/FPA
Location Address	Burlish Beacon Edge PENRITH CA11 7PE
Proposal	Alterations to include front and side extensions and conversion of garage to additional living accommodation.

Application Number	2024/0079/TCA
Location Address	11 Beacon Park PENRITH CA11 7UB
Proposal	S211 notification for works to Fir trees, trim tops due to blocking light.

Application Number	2023/1219/TPO
Location Address	2 Barco Hill Grove PENRITH CA11 8NF
Proposal	Fell Cedar Deodora.

Application Number	2023/1135/LBC
Location Address	48 Arthur Street Penrith CA11 7TU
Proposal	Listed Building Consent for the replacement of 2no single glazed timber windows with double glazed uPVC windows in the same style on gable elevation.

Application Number	2024/0079/TCA
Location Address	Lonsdale Villa Fell Lane Penrith CA11 8AA
Proposal	S211 notification for works to Fir trees, trim tops due to blocking light.

Application Number	2024/0077/FPA
Location Address	9 Angel Square Penrith CA11 7BT
Proposal	Infill extension to provide single storey entrance porch and insertion of public access stairs to extend shop floor onto first floor. Re-submission of 23/0681.

Pre Planning Application Consultation – Perry Williams Ltd	For a mobile phone base station installation at CMA0012, land at John Beaty Transport, Penrith, Cumbria CA11 0DW (NGR: E350249, N529933) See enclosed documentation
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11. Next Meeting

Note the next meeting is scheduled for 4 March 2024, Unit 2, Church House, 19-24 Friargate, Penrith, Cumbria, CA11 7XR.

PART II PRIVATE SECTION

There are no further items in this part of the Agenda

**FOR THE ATTENTION OF ALL
MEMBERS OF THE PLANNING COMMITTEE
AND FOR INFORMATION TO ALL REMAINING
MEMBERS OF THE TOWN COUNCIL**

Access To Information

Copies of the agenda are available for members of the public to inspect prior to the meeting. Agenda and Part I reports are available on the Town Council website at <https://www.penrithtowncouncil.gov.uk/> or, in the case of planning applications, the link to applications on the Westmorland & Furness Council Website can be found at <http://eforms.eden.gov.uk/fastweb/search.asp>

Background Papers

Requests for the background papers to the Part I reports, excluding those papers that contain exempt information, can be made to the Town Clerk address overleaf between the hours of 9.00 am and 3.00 pm, Monday to Wednesday via office@penrithtowncouncil.gov.uk



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DRAFT Minutes of the meeting of

PLANNING COMMITTEE

Held on Monday 8 January 2024, at 4.00pm, Unit 2, Church House, 19-24 Friargate, Penrith, Cumbria, CA11 7XR.

PRESENT

Cllr Bowen	Pategill Ward
Cllr Jackson	North Ward
Cllr D Jayson	North Ward
Cllr. Knaggs	East Ward
Cllr. Shepherd	East Ward
Cllr Snell	West Ward

Deputy Town Clerk

The Town Council resolved from 15 May 2023, until the next relevant Annual Meeting of the Council, that having met the conditions of eligibility as defined in the Localism Act 2011 and SI 965 The Parish Councils (General Power of Competence)(Prescribed Conditions) Order 2012, to adopt the General Power of Competence.

MINUTES FOR THE MEETING OF PLANNING MONDAY 8 JANUARY 2024

PART I

PL23/52 Apologies for Absence

Apologies for absence with reasons were received from Councillor Lawson. Councillor Holden was absent without apologies.

PL23/53 Minutes

RESOLVED THAT:

The Chair be authorised to sign, as a correct record, the minutes of the meeting of the Committee held on

- i) Monday 4 December 2023; and
- ii) The extra ordinary meeting held Monday 18 December 2023

and agreed they be signed as such.

PL23/54 Declaration of Interests and Requests for Dispensations

Members were asked to disclose their interests in matters to be discussed whether disclosable pecuniary or other registrable interest, and to decide requests for dispensations

- i. Councillor Shepherd declared a registrable in application no 2023/1056/FPA (Omega Proteins) as he had visited the site to talk about possible technical solutions to the odour problems. He had not talked about any planning applications and had not been lobbied.
- ii. Councillor D Jayson declared a registrable in application no 2023/1056/FPA (Omega Proteins) as he had visited the site to talk about possible technical solutions to the odour problems. He had not talked about any planning applications and had not been lobbied.

PL23/55 Public Participation

Members noted that there were no questions or representations that had been received from members of the public prior to the meeting.

PL23/56 EXCLUDED ITEM: Public Bodies (Admission to Meetings) Act 1960

Members considered whether any items on the agenda should be considered without the presence of the press and public, pursuant to Section 1(2) of the Public Bodies (Admission to Meetings) Act, 1960, and agreed that there were no applications to be considered without the press or public present.

PL23/57 Planning Applications

a) Delegated Responses

Members noted the planning responses submitted by the Deputy Town Clerk under delegated authority on behalf of the committee between the scheduled meetings of the Committee:

Planning application number:	23/0715
Site address:	LAND AT CARLETON ROAD PENRITH CA11 8TP
Description:	Advertisement Consent for 2no 'V' formation pole mounted signs.
Response:	No Objection

Planning application number:	23/0711
Site address:	53 BRENTFIELD WAY PENRITH CA11 8DL
Description:	Paving crossing over verge to form new parking/drive for disabled persons.
Response:	No Objection

Planning application number:	23/0712
Site address:	LAND OFF GREENBANK ROAD EDEN BUSINESS PARK PENRITH CA11 9FB
Description:	Discharge of condition 12 (travel plan), attached to approval 20/0402.
Response:	No Objection but would wish to see reference to the approved Local Cycling and Walking Infrastructure Plan Penrith LCWIP Document within the Travel to Work Plan

Planning application number:	23/0630
Site address:	LAND OFF GREENBANK ROAD EDEN BUSINESS PARK PENRITH CA11 9FB
Description:	Variation of condition 2 (plans compliance) to reduce the number of openings to the front and rear elevations and addition of a window to side elevation, attached to approval 22/0398.
Response	No Objection

Application Number	23/0784
Location Address	LAND KNOWN AS CARLETON HEIGHTS, PENRITH
Proposal	Non Material Amendment for internal and external changes to the Village Hall, attached to approval 18/0259.
Response	No Objection

Application Number	2023/1088/TCA
Location Address	Low Outwood Arthur Street PENRITH CA11 7TX
Proposal	Crown reduce 3no Lime Trees by 20%. Crown reduce Silver Birch by 20%.
Response	No Objection

Application Number	2023/1042/TCA
Location Address	The Old Haybarn Fell Lane PENRITH CA11 8BJ
Proposal	Remove Silver Birch in conservation area.
Response	No Objection

Application Number	2023/1004/S106
Location Address	LAND OFF GREENBANK ROAD EDEN BUSINESS PARK PENRITH
Proposal	Discharge of obligation requiring travel plan connected with S106 agreement, attached to approval 20/0402.
Response	No objection to the discharge associated with payment of the S106 contribution however PTC would wish to see reference to the approved Local Cycling and Walking Infrastructure Plan Penrith (LCWIP Document) within the Travel to Work Plan.

b) Planning Applications Considered

Members considered the following applications which had been received and which required a committee decision. Further information could be found on the Eden District Council Website <https://plansearch.eden.gov.uk/fastweb/> by inserting the appropriate planning reference number.

Application Number	2023/1056/FPA
Location Address	Omega Proteins Penrith Ltd Processing Plant Penrith CA11 0BX
Proposal	Erection of replacement tipping shed.
RESOLVED THAT: A response be returned to W&F Council stating that there was insufficient information available to make response on what is in effect an industrial facility. PTC would ask that W&F request the following information to support the application to enable an informed response to be made: a. Calculations should be provided on how the facility would help reduce odour emissions.	

- b. Information should be provided about whether other options had been considered such as the subdivision of the building to allow tipping and then exit along with seals to ensure negative pressure and, if they had, why they had been discounted.
- c. Due to ongoing issues at the site, a response by the Environment Agency is essential.

Penrith Town Council has two Councillors with technical engineering expertise who have visited Omega and offered their expertise in order to assist with solutions for odour abatement. These ex industry professionals are willing to talk to W&F Planning Officers should they find that helpful.

Application Number	22/0256
Location Address	LAND BETWEEN INGLEWOOD ROAD AND CENTURION RISE, PENRITH, CA11 8QW
Proposal	Erection of 194 dwellings and associated infrastructure including landscaping, open space, access, highways and drainage.

RESOLVED THAT:

A response be returned to W&F Council OBJECTING to the application on the following grounds:

- a. The proposed plan does not comply with the current Eden Local Plan which allocates the area of Salkeld Road/Fairhill for 250 houses in total. 98 houses have already been completed in Phase 1 on Centurian Rise so this application, if approved, would increase the total number to 292.
- b. Policy PEN2 of the Eden Local Plan states that the remaining strategic sites in the north and east of Penrith will not be given permission for development until masterplans for those areas have been agreed with the Council. It also states that in order to address the cumulative impacts of development potential, applicants will be expected to work with infrastructure providers to demonstrate how the developments will jointly provide and fund the physical and social infrastructure necessary to support this amount of development in the town. We now have development to the north of Pennyhill Park, opposite this site at Chase Park and potential further expansion into future development sites to the north of this site. The suggested masterplan drawn up in 2015 is now out of date and needs to be completely reworked for the whole of this area and not just this site and should include a community facility to encourage a sense of community. Any masterplan for the north of Penrith should have input from both the principal authority and Penrith Town Council.
- c. The application does not comply with Policy HS1 of the Eden Local Plan which states that the Council will seek to secure the provision of 30% of all new houses as affordable on sites with 11 or more units or more than 1,000 sqm of floor space. The number of affordable units proposed equates to 11% which is far below the required threshold and there is no evidence provided as to the reasons for this. The Housing Needs Survey carried out 5 years ago as part of the Neighbourhood Plan process indicated heavily that the requirement in Penrith was for 2 and 3 bed affordable homes and bungalows, both smaller open market and affordable. This requirement is borne out by the fact that in Penrith we currently have 1030 people on the waiting list for affordable housing and this is rising.
- d. There are no details on sustainable features. Given that retrofitting is difficult and much more expensive, the Town Council would expect to see the inclusion of PV

- panela, rain water harvesting, air/ground source heat pumps and ev charging points in order to help with the climate issues we face.
- e. Although the site isn't over the line of the Roman Road, it is close by and mention is made in the documentation of Bronze Age cyst burials. To this effect, an archaeological sweep should be undertaken over the whole of the site and any findings recorded before being carefully covered over rather than destroyed.
 - f. The Town Council has serious concerns about the effect of any new development on the infrastructure of Penrith. Although no announcement has been made about the possible expansion of Beaconside School, this development and other which will follow are going to add to the pressures on our primary and secondary schools which are up to capacity (one secondary school being selective) and it is wrong not to future proof the town by building another educational facility, something a masterplan would hopefully address. As well as this, there are serious pressures on our health services with the Doctors being at capacity and people finding they are unable to get appointments and the nearest dentist taking on patients being at Hexham. It is recognised however that building new facilities would not address the situation if you cannot recruit the staff.
 - g. The Town Council also has concerns that the site is accessible from the existing development of Centurian Riase and feels that, should it be agreed, it would benefit from the same sort of arrangement of a bus /emergency vehicle gate such as the one in the Persimmon Development to prevent it becoming a rat run. Concern is also expressed about Inglewood Road which is currently a single track road from Stoneybeck Roundabout which has been the subject of a number of police complaints by local residents and the two equestrian businesses at each end of the road. As the road has already seen one fatality and a number of near misses, the Town Council would not wish to see this become a major road and rat run if there were traffic issues within the town.
 - h. The travel plan document makes no reference to the approved LCWIP which should be taken into account and the developers should be requested to contribute to any requirements to facilitate walking and cycling into the town.
 - i. The development proposes no play areas on the site, probably due to its close proximity to Fairhill Play Area. Should the application be approved, the Town Council would wish it to be conditioned that the developer should speak to the Town Council and provide funding for the enhancement of facilities some upkeep of Fairhill.

Application Number	2023/1058/OPA
Location Address	Land Between East Larches and Lynwood Beacon Edge Penrith
Proposal	Outline application for a residential development, with approval sought for access and landscaping.

RESOLVED THAT:

A response be returned to W&F Council OBJECTING to the development on the following grounds:

- a. Although the Town Council believes that this area does not lie outside the town of Penrith and that it is suitable for infill, it believes that the application for 5 dwellings constitutes over development of the site which would not be in keeping with the character of the area as Beacon Edge becomes progressively less dense as you move along with large low density housing.

Application Number	2023/1018/FPA
Location Address	Booths Unit 1 Westgate House Brunswick Road Penrith CA11 7JU
Proposal	Installation of 2no electric vehicle charging stations and associated equipment.
RESOLVED THAT: A response be returned to W&F Council SUPPORTING the application and the welcome addition of more superfast chargers in Penrith.	

Application Number	2023/1049/FPA
Location Address	Unit 46 Gilwilly Road Gilwilly Industrial Estate Penrith CA11 9BL
Proposal	Siting of temporary 2 storey office building for up to 10 years.
RESOLVED THAT: A response be returned to W&F Council SUPPORTING the application.	

Application Number	2023/1050/FPA
Location Address	1 The Arches Victoria Road Penrith CA11 8HR
Proposal	Demolition of existing conservatory and erection of single storey extension.
RESOLVED THAT: A response be returned to W&F Council SUPPORTING the application which it was felt was discreet and made the building a more useable space.	

Application Number	23/0789
Location Address	INGLESIDE, BEACON STREET, PENRITH, CA11 7UA
Proposal	Alterations to garden and erection of garden room and store.
RESOLVED THAT: A response be returned to W&F Council SUPPORTING the application and the reference by the Highways Authority to limit the height of the wall to 1.05m on highway safety grounds.	

Application Number	2023/1001/FPA
Location Address	34 Prince Charles Close Pategill PENRITH CA11 8JD
Proposal	Creation of driveway over grass verge for disabled persons.
RESOLVED THAT: A response of NO OBJECTION be returned to W&F Council along with the comment that the application should be subject to highways approval as there was some concern about potential highways safety issues as the area in question is between two bends in the road.	

Application Number	2023/1059/LBC
Location Address	The Friarage Friargate Penrith CA11 7XR
Proposal	Listed Building Consent for internal alterations to make The Friarage and North Friargate one residential dwelling.
RESOLVED THAT: A response be returned to W&F Council SUPPORTING the application, welcoming the improvements to make it a family home with the hope that it would not be used as an Air BnB and subject to any conditions imposed by the Conservation Officer.	

Application Number	2023/1073/FPA
Location Address	Land adjacent 85 Raiselands Croft PENRITH CA11 9JN
Proposal	Creation of parking space and path alterations for disabled persons.
RESOLVED THAT: A response be returned to W&F Council SUPPORTING the application subject to approval by the highways Authority.	

PTC23/ Next Meeting

Members noted that the next meeting was scheduled on Monday 5 February 2024 at 4.00pm, Unit 2, Church House, 19-24 Friargate, Penrith, Cumbria, CA11 7XR.

CHAIR:

DATE:

FOR THE INFORMATION OF ALL MEMBERS OF THE PLANNING COMMITTEE AND FOR INFORMATION FOR ALL REMAINING MEMBERS OF THE TOWN COUNCIL

Access to Information

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Background Papers

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PLANNING COMMITTEE

Date: 8 January 2024

Public Report

Matter: 20mph Zone Applications

Item no: 6

Author: Deputy Town Clerk

Supporting Member: Councillor Scott Jackson

Purpose of Report:

To consider requests from the public to extend the 20mph zones within Penrith in relation to the new policy adopted by Westmorland and Furness Council

Recommendations:

- i. To consider the areas put forward by the public and determine which should be submitted to Westmorland and Furness Council for consideration for implementation.

Law and Legal Implications

The Town Council resolved from 15 May 2023, until the next relevant Annual Meeting of the Council, that having met the conditions of eligibility as defined in the Localism Act 2011 and SI 965 The Parish Councils (General Power of Competence) (Prescribed Conditions) Order 2012, to adopt the General Power of Competence.

1. Report Details

- 1.1 At its meeting on 13 July 2021, following a motion by a Councillor, Penrith Town Council resolved to request Cumbria County Council as the Highways Authority to create a speed limit order to set a Penrith wide 20mph speed zone. Progress was subsequently delayed due to Local Government Reorganisation but no consultation was undertaken.
- 1.2 At its meeting on 12 September 2023, Westmorland and Furness Authority resolved to approve a new 20mph speed limit policy and criteria to be used in assessing and prioritising requests for 20mph speed limits.
- 1.3 The main aim of 20mph zones are to promote safer roads, reduce congestion, reduce vehicle pollution, enhance the environment for walking and cycling and support the local community.
- 1.4 Westmorland and Furness Authority launched a new application process (Appendix 1) which it was hoped made it easier for communities to apply for 20mph speed limits in areas:
 - i) That are supported by residents, their local Parish/Town Council and/or Ward Member(s).
 - ii) Are built up and where a large amount of cycling, wheeling or walking takes place.
 - iii) Have an existing speed limit of no more than 40mph.
- 1.5 The areas nominated should include such features as schools, homes, shops, businesses, walking and cycling routes. It may be an area where more active travel is being promoted, where air quality could be improved or is designated as a quiet lane. The proposal should also be within the built up environment where vulnerable road users and vehicles mix in a frequent and planned manner.
- 1.6 Penrith Town Council asked residents to put forward areas that they felt would benefit from being designated as a 20mph zone. The following areas were suggested:
 - Beacon Edge from the mini roundabout adjoining Salkeld Rd to the end of the 40mph zone.
 - Castletown including from Brunswick Rd roundabout, over the bridge, the B5208, Norfolk Rd, Holyoake Terrace, Newton Rd to Gilwilly Industrial Estate roundabout.
 - Castletown – Mill St, Brougham St, Howard St, James St, Alexandra Rd, York St, Cross St, Howard St, Oxford Close, Mill Terrace, Bridge St, Newlands Place, Norfolk Place, Balmoral Close, Windsor Drive, Greystoke Rd, Greystoke park Rd, Greystoke park Ave, Cookson Court, Greystoke Close, Berkley Court, Musgrave St, Hillcrest.
 - Fell Lane.
 - Macadam Way, Petteril Road, Anchor Close, Macadam Gardens.
 - Meeting House Lane, Benson Row, Folly Lane.
 - Raiselands Croft.
 - Skirsgill Lane.
 - Wordsworth St, Lowther St, Arthur St, Graham St, Croft Ave, Croft Terrace.
 - The whole of Penrith.

- 1.7 Following receipt of the suggestions, the Town Council then asked for the views of residents on whether they supported potential 20mph zones in these specific areas. An electronic and paper survey was available and 272 responses were received
- 1.8 The details of the proposals along with comments provided by applicants, accidents reported and responses to the questionnaire can be found at Appendix 2 to this report.
- 1.9 A number of areas within Penrith are already designated as 20pmh zones under The County of Cumbria (Various Towns and Villages in the District of Eden)(Consolidation and Provision of Speed Limits) Order 2023, they, along with the proposed areas can be found on the map as Appendix 3 to this report.
- 1.10 It should be noted that the order only includes 30mph areas which are not street lit. Legally any section of road with a series of street lights and not signed is automatically 30mph and does not require a Traffic Regulation Order (TRO).
- 1.11 The final decision to designate additional areas as 20mph zones is the responsibility of Westmorland and Furness Council who will consider requests based on the 20mph Guidance Notes (Appendix 4) and prioritisation matrix:
- i) Addressing a known safety issues.
 - ii) How a scheme would increase safety for vulnerable users.
 - iii) Does the scheme encourage active travel modes in the area.
 - iv) Does the extent maximise the impact of the introduction of 20mph.
 - v) Does it have demonstrable community support.
 - vi) Deliverability.
- 1.12 Members are asked to consider the areas put forward and determine which ones to support putting forward to Westmorland and Furness Council based on the information provided and the responses of residents or whether to suggest other traffic calming measures

2. Options Analysis including risk assessment

a) Risk

That a response is not returned to Westmorland and Furness Council in time to contribute.

That potential improvements to Penrith's road system relating to traffic speed are not considered and that accidents happen.

b) Consequence

Impact on the Town Council's reputation and loss of confidence that the Town Council represents residents and businesses.

c) Controls Required

Continue to work with partners to improve the town.

3. Financial and Resource Implications

None

4. Equalities Implications

None

5. Climate Change and Environmental Implications

Previous studies show:

- i) 20mph zones do not appear to worsen air quality. Vehicles tend to move more smoothly with fewer accelerations and decelerations therefore producing fewer particulate emissions.
- j) In larger cities they have produces a shift to walking and cycling although as a service town in a rural area this would probably be less evident in Penrith.

Appendices

Appendix 1 – 20mph Application Form

Appendix 2 – Potential 20mph Speed Limit Zone Applications

Appendix 3 – Map showing existing and proposed 20mph zones

Appendix 4 – 20mph Guidance Notes

Background Documents:

20mph Application Form

How to apply for a 20mph area where you live

How to apply for 20mph:

- If you are a **resident**, contact your local parish or town council.
- If you are a **parish or town council**, you will need to consider the support of your local elected ward member(s) and then you can apply using the form below.

What you will need:

- A copy (scan or electronic version) of the parish or town council minutes which shows the approval of the proposal at a council meeting
- A location plan or map showing the extent of the 20mph scheme area being put forward for consideration

Declaration

I represent the town or parish council for the area which is requesting the 20mph restriction.

This request is supported by the town or parish council, indicated by a mandate at a local meeting, and has support of the Westmorland and Furness local ward member(s)

The area of the request has an existing speed limit no greater than 40mph **

The area includes such features as a school, homes, shops, businesses, walking and cycling routes. It may be an area where more active travel is being promoted, where air quality could be improved or is designated as a quiet lane.

The proposal is within the extents of the built-up environment of the village or town where vulnerable road users and vehicles mix in a frequent and planned manner?

*** Where existing speed limits are higher than 40mph such as national speed limit applies, then additional considerations may be needed, and these will form a second phase for implementation. An application form can be submitted for future consideration – please make this clear in extra information box below.*





Contact details

Name:

Telephone no:

Email:

Address & postcode:

Parish or Town Council represented:

Locality (Eden, Furness, South Lakeland):

Westmorland and Furness Ward Member(s):

Details of the area of the request

What area are you asking for a speed restriction for? A whole village, town or a specific road(s). Please give specific details and road names here.

Insert detail here:



Has a location plan or map of the extent of the proposal been drawn up that can be submitted?

Yes No

Please include a copy of the location plan showing the extent of the 20mph scheme requested if possible.

What level of support has been determined within the local community?

High Medium Low Not known at this point

How was that determined? (e.g. postal or online survey, public meeting, including information on what percentage of the community responded or engaged with consultation)

Insert detail here:



To allow for prioritisation of requests please consider the following questions:

(Please include a separate sheet if needed)

1. How does your application address a known safety issue?

Is there any anecdotal evidence or explanation of how the extent of the requested scheme may address safety issues i.e. any known damage only or unreported incidents? This will be considered along with information obtained from the injury collisions data that the council have from police records.

2. How could your scheme increase safety for vulnerable highway users?

Consideration and explanation with evidence of how your 20mph scheme will make it safer for different users groups. For example; reference could be made to how the 20mph area will make it safer for people to walk to the shops, which in turn may decrease the amount of cars being used to make short trips



3. How could your scheme increase active travel modes within the identified area?

Consideration and explanation of how the 20mph scheme will promote use of active travel modes for specific trips / destinations.

4. Does your application maximise the impact of the introduction of a 20mph speed limit?

Consideration of the area / extent of the 20mph scheme requested and likely compliance of drivers to the 20mph speed limit. How does the scheme work to ensure maximum compliance?



5.The Council has limited funding available; are you aware of any match funding locally that may be considered to assist with deliverability of a 20mph scheme?

Any further details for consideration in determining a 20mph speed limit.

Insert detail here:



I have included copies of:

Scan or electronic version of the parish or town council minutes which shows the approval of the proposal at a council meeting

A document which indicates the extent of the requested scheme proposal for 20mph such as a location plan or map

How we use your data

In this form we ask for some personal information (such as name, address, postcode) in order to fulfill your request. This information is held securely and is only used to provide you with the service you have requested. Any processing of your information is carried out in line with the requirements of current data protection legislation.

Signed:

Date:

Please return completed applications and supplementary documents to:

20mph@westmorlandandfurness.gov.uk

Potential 20mph Speed Limit Zone Applications

Area	Rationale	Accidents Reported	Survey Results
Beacon Edge - from the mini roundabout adjoining Salkeld Rd to the end of the 40mph zone	Currently there are 2 different speed limits, 30, and 40, many cars ignore the lower limits, lots of cars parked in 30mph zone and on bend, large traffic and wagons. No road markings, uneven potholed surface. Road is part of the C2C Cycle Network. Issues with cars speeding up prior to the 60mph section causing issues for pulling out of driveways. Like to see 60mph reduced to 40mph. Little signage along the length, majority of cars in excess of speed limit	2 reported incidents according to Crashmap UK both classed as slight – no other details outlined on the application form – Suggest support application to look at reducing speed limit to 40 along its length	Support – 36% Don't Support – 46% Not Indicated – 18%

Comments:

1. I live on Beacon Edge, which is like a race track at the moment.
2. I've spent time walking and cycling in Germany and the Netherlands and experienced the huge benefits of low speed zones. It also helps if roads can be physically narrowed and traffic slowed down before reaching the town.
3. I feel unsafe as a pedestrian in parts of Penrith I.e. Beacon's Edge because drivers regularly flout the speed rules. Reducing it to 20mph and then enforcing that will make it much safer.
4. Beacon Edge, in particular, is crying out for an 20mph limit. Lorries and farm vehicles go far too fast along there. Any speed limit will only work if is enforced.
5. There needs to be physical measures on certain areas, such as Beacon Edge, to ensure compliance. The current speed limit of 30mph is not observed, as was determined by a speed monitoring device, so practical measures need to be taken to ensure compliance with a 20 mph speed limit.
6. Beacon edge definitely needs 20 mile speed limit. They fly down here all going above the speed limit.
7. Beacon Edge all 30 but not 40
8. Living on Lowther Street, very close to Beacon Edge, it is my experience that if a speed limit is 30mph then motorists will generally drive between 30 and 40 mph. At these speeds any collision with an animal or human could be fatal. If 20 mph zones were adopted, then I believe motorists would travel between 20 and 30 mph, dramatically reducing the impact of a collision.
9. On the proposal for Beacon Edge, I think taking it to the end of the current 30mph would be sufficient
10. I fully support 20mph along Beacon Edge from the Salked Road roundabout to the top of Fell Lane; however, from this point on the 30mph limit works as the limited housing further on is set back from the road.
11. I feel unsafe as a pedestrian in parts of Penrith I.e. Beacon's Edge because drivers regularly flout the speed rules. Reducing it to 20mph and then enforcing that will make it much safer.
- 12.

Area	Rationale	Accidents Reported	Survey Results
Castletown including from Brunswick Rd roundabout, over the bridge, the B5208, Norfolk Rd, Holyoake Terrace, Newton Rd to Gilwilly Industrial Estate roundabout	Residents report damage to wing mirrors/debris on road so park partially on pavement therefore blocking clear access for pedestrians. Form reports residents report a bag knocked off a shoulder and out of a hand. Used by larger vehicles and vans going to Gilwilly, Auction etc despite 7.5t limit. Increased delivery traffic and from houses at Greystoke. No schools, shops, drs etc so all residents walk or use the car. Anchor Housing/Hanover properties, Housing 21, Newton House, Edington Centre so vulnerable groups. Only 1 pedestrian crossing along length, anecdotal reports of issues crossing the road. Used by the C2C cyclists accessing the route at Newton Rigg. Narrow pavement at Holyoake Terrace. Form indicates significant support during a public meeting of Castletown residents. Support from Ward Councillors	2 slight reported accidents near Holyoake Terrace according to Crashmap in 2019 (2 vehicles, 1 casualty) and 2020 (3 vehicles, 1 casualty). 1 serious accident 2020, 2 vehicles, 1 casualty. 1 slight accident 2021 at the Gilwilly roundabout (2 vehicles, 1 casualty) Anecdotally vehicles parked at Union Terrace are damaged regularly by speeding vehicles.	Support – 57% Don't Support – 38% Not Indicated – 5%
Comments: <ol style="list-style-type: none"> 1. There are a lot more drivers now who are reckless, and the cars driven have got much larger, SUV's, 4x4's etc. Our roads however have not been widened leading to damage to parked cars, and vehicles knocking each others wing mirrors off. Where I live in Castletown there were two bad accidents last year which closed Holyoake Terrace, and in one instance a car ended up on it's roof in the middle of the road. 2. There have been 2 serious car crashes on Norfolk Road/Holyoake Terrace (B5208) in April & October 2023, one vehicle was overturned, both incidents required ambulance, police and diversions. 3. We live on Castletown Drive and it a nightmare getting out of our road end. Cars speed up and down Gilwilly. Castletown Drive is always forgotten. Hawswater Road and Mardale Rd is another place 20mph needs to put in place as vehicles are soon behind you if you are going 30mph . The whole of the town is a rat run . 4. I have lived on Union Terrace for 24 years and over that time have witnessed many accidents and near misses on this stretch of road, many of which could be avoided by enforcing a speed limit. The pavement running along Holyoake Terrace side is narrow and used by many families, school children and adults. It is only a matter of time before there is a human cost attached to the speeding on this stretch. Vehicles, particularly heading out of town, round the bend after the bridge and accelerate on the straight towards the zebra crossing. This is another accident waiting to happen as vehicles are going too fast to stop for pedestrians crossing. 5. Fed up of cars going too fast past Holyoake Terrace. We live opposite and no one slows down to allow you to park. They often hit wing mirrors and there have been several accidents recently. 6. Norfolk Road is incredibly dangerous especially later on the day. We have so many drivers who zoom up to the industrial estate and I think it's dangerous especially for kids. 7. Particularly Norfolk Road. The pavements and roads are so narrow, if a driver lost control any pedestrians would be defenceless. 8. 20mph or speed bumps doesn't stop the people you want it to to slow down. It just frustrates and creates delays and hassle for those who normally drive carefully. I live and work on the back of the Ind estates and it's painful enough with wagons driving 20mph let alone every car. I live where I live because it's not 20mph. We don't have schools or any reason to be 20 mph in Castletown. Wagons create enough of slowing of traffic. Speed bumps ruin cars. Penrith shortly is going to have nothing going for it. Don't take away the ease of movement to and from my home as well!!! 9. Traffic jams and pollution is already a problem in penrith the Newtown road suggestion would make this worse. 			

Area	Rationale	Accidents Reported	Survey Results
Castletown – Mill St, Brougham St, Howard St, James St, Alexandra Rd, York St, Cross St, Howard St, Oxford Close, Mill Terrace, Bridge St, Newlands Place, Norfolk Place, Balmoral Close, Windsor Drive, Greystoke Rd, Greystoke park Rd, Greystoke Park Ave, Cookson Court, Greystoke Close, Berkley Court, Musgrave St, Hillcrest	Request from a number of people Narrow roads with parking on both sides, some one way. Increased delivery traffic. No schools, shops, drs etc so all residents walk or use the car. Many school children walking to and from school. Roads are often used as a cut through when traffic is backed up on the B5288. With parked cars, many pedestrians of all ages, a play area, football field and allotments this is a busy area. Support from Ward Councillors	No anecdotal reports of issues, no accidents reported on Crashmap.	Support – 57% Don't Support – 38% Not Indicated – 5%

Comments:

- Howard Street needs to be made one way so no access directly onto Howard Street from Alexander road.
- I live on the end of Howard street and on a few occasions we've stepped off the pavement outside our side gate to cross over, Howard Street, on the way to school and a car has come racing around the corner (Norfolk Road), luckily I have quick reactions but god knows what would happen if someone didn't, especially as there are quite a lot of children live on Howard Street/Brougham St/Mill St etc.
- We live in Howard Street Castletown. It is a 2 way street used as an access road to Musgrave Street. It has cars parked on both sides. It is a street full of families. A 20mile an hour limit would be hugely beneficial to all who live there. I feel the same about all the other proposed areas.
- Castletown definitely as I work and used to live there, the main road up is narrow with cars parked on one side, I've many a time had to jump out of the way to avoid getting hit with wing mirrors of a fast car.
- Residential Castletown is a rat run for traffic from Penrith industrial estates, Gilwilly etc. Coupled with boy racers, the streets of Castletown are dangerous with reported/recorded accidents. Also, difficult for pedestrians trying to cross busy roads, particularly B5288, and walk on very narrow pavements. Reduction in traffic speeds to max 20mph would make us feel safer and the streets safer.
- Brougham Street and Mill Street are already being used as cut throughs at busy times so we need the reduction in speed as the traffic flies up these streets.
- 20mph is too fast for Hillcrest.
- Mill Street is terrible on Fridays. It's used as a shortcut into town on the busiest day of the week when roads are congested. Cars speed down Alexander Road and from the bottom of musgrave Street on a regular basis. Some form of traffic calming here would be welcome
- Do it ASAP before someone is seriously hurt please
- The main residential area of Castletown area is the only one that makes sense as it has very narrow roads with parking on both sides which reduces the road to a single vehicle width. It's probably academic in any event as there is insufficient resource to effectively police speed limits. People will just ignore a 20mph limit where it patently doesn't make sense.
- There are houses along here who step right out on to the curb. It is an affordable area with a lot of children.
- 1- the road is wide enough for two vehicles to pass, there is respect as the cemetery is located on this road, and many road users are aware of the sharp corner opposite Wordsworth street junction. The speed is regulated relatively well by road users.

Area	Rationale	Accidents Reported	Survey Results
Fell Lane	<p>One of the main routes into Penrith, with a school crossing at the bottom, many estate roads joining. Access to driveways is hazardous. Narrow section in the middle. Resident has spoken to neighbours and numerous parents of primary school children who walk the route and who worry about that section of the car commute and about secondary age children walking to school. Some elderly residents of Sandcroft find access to town across the bottom of Fell Lane difficult due to traffic speeds.</p> <p>Support of Unitary Ward Councillors</p>	<p>Anecdotal evidence that someone returning from school was hit by a car which was speeding. Resident at a house on Fell Lane has seen many collisions and near misses with pedestrians. Horns blasting on a daily basis.</p> <p>Crashmap shows 2 slight accidents in 2019 and 2022 involving 3 vehicles and 3 casualties.</p>	<p>Support – 63% Don't Support – 31%</p> <p>Not Indicated – 7%</p>

Comments:

1. Fell lane especially needs to be considered as I regularly walk down and nearly EVERY car is speeding up the hill towards the narrows so that have right of way, it's a disaster waiting to happen
2. Fell lane is race track as is Beacon Edge. Average speed cameras would put an end to this. 20mph is a great way to cut pollution and mitigate accidents.
3. The bottom of Fell Lane from Brentfield Way down), Meeting House Lane and Benson Row are of particular concern. Drivers regularly driving too fast and not paying attention to pedestrians. Children regularly use these routes and I have witnessed many close shaves.
4. I myself have been nearly mowed down several times on the zebra crossing on Meeting House Lane by the nursery. Carrs regularly do not stop and pavements are narrow.
5. A 20mph speed limit would help to make this road a little safer.
6. Fell Lane is increasingly busy. I live at Brentfield, on the corner with Brentfield Way and have to reverse out of my driveway. Enough vehicles speeding both up and down make exiting our driveway a hazardous manoeuvre to say the least. Further up, the narrow section of Fell Lane forces two way traffic to single lane which is reason enough to justify 20mph. The footpath there is narrow and as a pedestrian walking up or down it is a frightening experience with large fast moving vehicles almost touching my shoulder.
7. I am not familiar with areas 5, 7 and 8 but believe 20mph in residential areas is the right speed limit. I live on Fell Lane and can say that the speed limit is not adhered to by a large number of vehicles.; the road does not have the same number of parked vehicles and so has, many more vehicles using it than the other "New Streets". The narrow section of Fell Lane causes minor accidents and is not a safe pavement to use, given the speed and volume of traffic, other traffic calming measures are necessary.

Area	Rationale	Accidents Reported	Survey Results
Macadam Way, Petteril Road, Anchor Close, Macadam Gardens	Estate roads, children go out and play. Walk to bus stops and nearby schools. No shops, Drs or other services	No anecdotal reports of accidents, nothing reported on Crashmaps	Support – 39% Don't Support – 41% Not Indicated – 19%
Comments 1. How will this be policed? We have boy racers rushing around town now and it seems to be the same cars belting down Macadam way!			
Meeting House Lane, Benson Row, Folly Lane	<p>Narrow roads with narrow pavements often used for diverted traffic if the town centre is closed. Tight for traffic to pass and on the walking route for secondary pupils going to school. Nursery is located on Meeting House Lane with assisted housing immediately adjacent at the top of Friargate. Speeding traffic often observed on Folly Lane which also has the allotments. Can be hazardous for residents to pull out of parking spaces.</p> <p>Support of Unitary Councillors North Ward.</p>	<p>Crashmaps shows: 1 slight incident Drovers Lane, 1 vehicle, 1 casualty</p> <p>1 slight incident Meeting House Lane / William Street 1 vehicle 1 casualty</p> <p>1 slight incident Benson Row/Friargate 1 vehicle 1 casualty</p> <p>No reported incidents Folly Lane</p>	<p>Support – 45% Don't Support – 34% Not Indicated – 21%</p>
Comments 1. Adjoining these, Old London Road and Friargate can be problematical, used as a diversion route when town is busy or closed off, Many elderly residents and children walking to and from school. There is a major supermarket, 2/3 residential care homes and a family centre. Pedestrian crossing is just after a give way and round a bend. 2. Folly lane has cars going very fast along it and people do not indicate to come along the road. 3. All the above need traffic calming and more safe crossings, especially Benson Row & Meeting House Lane 4. The speed limit on Folly Lane if approved should only be where the road narrows also. 5. I agree with 20mph limit in narrow streets where car parking is allowed, due to risk to pedestrians trying to cross between cars. Meeting House Lane due to proximity of nursery and zebra crossing that motorists ignore. 6. If the whole of Penrith is not to be 20mph, is it possible to add Friargate to the Meeting House/Benson Row/Folly Lane area? 7. These roads are not very wide and I use them as a motorist, cyclist and as a pedestrian. Speeding cars close to pedestrians and cyclists is not a good mix!			

Area	Rationale	Accidents Reported	Survey Results
Raiselands Croft	Narrow roads and pavements in a residential estate, already has some speed bumps however cars are observed speeding.	Crashmaps shows: 1 slight incident with junction with A6 2 vehicles, 1 casualty	Support – 45% Don't Support – 39% Not Indicated – 16%
Comments: 1. If you are going to make Raiselands Croft one way from No 10 to No 31 needs to be made one way for traffic control			
Skirsgill Lane	Single track lane from Eamont Bridge ending at the rear gates of Skirsgill Highways Depot. No footpaths or passing places along its entire length of approximately $\frac{3}{4}$ mile, issues with delivery drivers and HGVs looking for the entrance to Skirsgill Depot and non-residents following incorrect sat-navs. Turns into a more rural looking area so traffic speeds up. Properties occupied by a large number of retired people. 15 children who play in what should be a quiet lane. Will improve safety of all residents and dog walkers. Supported by Penrith Town Ward Councillor	No reported incidents on Crashmap but anecdotal evidence of speeding vehicles and larger vans/HGVs getting lost.	Support – 47% Don't Support – 32% Not Indicated – 21% All residents (52) on Skirsgill Lane have signed a petition calling for the speed limit to be reduced
Comments None			

Area	Rationale	Accidents Reported	Survey Results
Penrith New Streets Wordsworth St, Lowther St, Arthur St, Graham St, Croft Ave, Croft Terrace	<p>Steeply sloping streets heavily parked on both sides due to lack of off street parking. Current poor visibility for pedestrians due to parked vehicles, residents struggle to get in and out of drive ways due to having poor visibility and speeding traffic. When there are issues in the town centre the roads can be used as rat runs. Cyclists move fast down hill and are vulnerable to speeding cars coming up. The amount of traffic using the street has increased as they link Beacon Edge with the town centre. Most people abide by the 30mph speed limit, a number do not. Increased delivery vans who speed, very few give way to traffic going up hill and seem to increase speed to 'beat them'</p> <p>Support of Unitary Council Ward Councillors and Penrith Town Ward Councillor</p>	<p>Anecdotal reports of damage to wing mirrors and cars backing out being hit. A vehicle going up hill on Wordsworth St crashed into a car coming out of Croft House Old Peoples Home.</p> <p>Lots of reports of speeding to the Police, often the same vehicles at a particular time of day.</p> <p>Crashmaps record no official incidents</p>	<p>Support – 50% Don't Support – 36%</p> <p>Not Indicated – 14%</p>
<p>Comments:</p> <ol style="list-style-type: none"> 1. I feel the streets such as Lowther, Arthur, Croft Ave, Fell Lane etc are difficult enough to get up sometimes without reducing the speed limit. They are steep roads and steep roads need a bit more power to ascend. I'm not talking 60mph here but there needs to be some common sense too. 2. Speed is limited to some extent in these streets due to the cars parked each side. It would help if motorists knew you gave way to those coming up a hill rather than trying to race for a gap and if people took their children out of the car on the side of the pavement. 3. Wordsworth Street will be even worse for queuing as essentially single file. Idiots who drive dangerously in a 30mph limit will still drive dangerously in a 20mph limit, so only sensible drivers will be affected 4. It is quite frankly dangerous on Wordsworth Street & although I back the 20 mph zones, I also believe more must be done to stop speeding traffic who already pay no attention to the current 30 mph speed limit. 5. 20 is plenty! 6. Many obvious speeding around the new streets 			

Area	Rationale	Accidents Reported	Survey Results
The whole of Penrith	<p>The current mix of speed limits creates a confusing and dangerous mix. Advised that 110 people completed a survey on implementation of a town wide speed limit with 80% agreeing with this.</p> <p>Limited environmental/air quality benefits, would greatly improve real and perceived safety of pedestrians and cyclists</p>	Anecdotal evidence of cars being hit and wing mirrors taken off (including very recently	<p>Support – 30%</p> <p>Don't Support – 51%</p> <p>Not Indicated – 19%</p>

Comments

IN SUPPORT

1. Not only will this save lives it will also use less fossil fuel and save on road repairs. Let's make all of Penrith 20 mph..... It's a no brainer!
2. If the whole of Penrith let people know as they drive into Penrith that they are entering A 20 MPH TOWN! Offset the upset this will cause to motorists by increasing FREE PARKING!
3. Great idea make it happen
4. All areas where pedestrians walk should be 20mph. There is no argument to maintain a 30mph limit which was set in the 1930s when there are now millions on cars on the road.
5. It's very simple: lowering speeds will save lives and make it more pleasant to walk in Penrith.
6. I would love to see Corney Place reduced to 20 mph. Drivers use it as a short cut when town is busy and there is no crossing which makes it very dangerous for pedestrians.
7. The speed that cars travel during school runs is ridiculous we live on a road with speed humps but people still put their foot down between ramps all residential areas need to be 20 miles per hr
8. The town canteen include middlegate, king street, Devonshire street, great dockray etc needs reducing further to 10mph.
9. Kilgour street road 20mph, or speed bumps should be fitted there has been two crashes in to a woman's house my son plays on there and it is NOT SAFE.
10. People drive too fast in a town with alot of pedestrian's the whole of penrith should be 20mph and should be monitored.
11. Ullswater Road, Carleton Road, Bridge Lane should be the only exceptions to 20mph in Penrith.
12. As a long term resident of Carleton Village I have noticed how much the volume of traffic, both domestic and commercial, has increased making it more dangerous as a pedestrian and car driver no just in the village, which is now surrounded by large housing developments, but throughout Penrith, so in my opinion an overall 20m.p.h limit would be preferable.
13. From seeing piecemeal 20mph zones in other areas, my experience is that a whole-town limit would be much easier for motorists and for enforcement.
14. Although I think it would be a good thing, as the 20 mph zones are not policed at the moment and cars exceed the limit most of the time, I am not sure more zones would make any difference
15. Ullswater Road needs to be 20mph from Cranstons to McDonald's as it would be safer for pedestrians.
16. Drovers Lane and the crossing outside King Street is particularly dangerous! Everything should be 20mph
17. I appreciate that people use cars to get around, but cars really shouldn't be prioritised over vulnerable road users in residential and urban streets. 20mph saves lives and makes for a much more pleasant residential environment.
18. If you are changing so many maybe look at Duke Street and Brunswick Road as cars often fly around the corner plenty of accidents over the years

19. Much safer environment for everyone
20. I agree with the 20 around housing estate s and schools.
21. Anything to make our town safer and accessible has got to be a good move
22. They should do the new Carleton meadows too.
23. Don't ban cars from Penrith or try to pedestrianise, but do make the town safe
24. This is a sensible approach to take to make out streets safer
25. The reduction in speed makes it safer for road users at all levels and also reduces the carbon footprint of excessive speed which requires more fuel.
This will always cause conflict as change is uncomfortable for some but decisive actions are the responsibility of our town council. This decision needs to be integrated with options for pedestrian areas in the town centre which will drive activity and our economy.
26. Great idea, fully support making the roads safer - and I am a driver
27. Brunswick Road should also be a 20mph area
28. I'm a pedestrian and cyclist (and don't own a car). I support making the entire town of Penrith a 20MPH zone thereby ensuring a safer environment together with a reduction in pollution.
29. Speed kills! 20mph is a must.
30. Penrith has become more and more congested with the additional population and the various estates that have developed in the past 10 years. A number of streets have become "rat runs" where people race into town from those estates, including my own, Wordsworth street. I've seen quite a lot of near misses in recent years as people race up or down the road with no consideration for residents, children or other road users. In addition there is proven evidence that reducing speed reduces emissions and therefore improves air quality for us all, so a whole Penrith solution would be great. Including the dual carriageway and also to make efforts to reduce motorway speed to 60
31. Except for town centre all roads are residential (and many have a high traffic flow which is increasing) further all the ones being considered have many children walking to and from school, out of school activities etc.
32. Castlegate should be on the list
33. 20mph zones are a great idea for the built up areas of Penrith, but must be enforceable. I live off Pategill road and the number of vehicles that exceed that 20mph limit is silly. When driving people zoom up to your rear bumper to try and force you to speed up and due to many parked cars speeds over 20 do not give anyone chance to safely navigate the road. Also, the number of cars especially the younger drivers in their modified vehicles that speed throughout town especially up and down Carleton Road is why I believe the entirety of Penrith should be a 20 zone.
34. Having been an Eden District Councillor for Penrith North between 2019 and 2023, I am well aware of the concerns expressed by residents about the speed of traffic in several of these areas. People specifically raised their support for 20mph zones back then. I have also spoken to residents in several other of the proposed areas and am aware of their concerns about road safety, danger to children specifically and the blight on amenity presented by excessive speed. It is well established that the risk of serious injury or death to a pedestrian or cyclist from the impact of a car travelling at 30mph is very substantially greater than one at 20mph. The same applies to vehicles colliding with each other. Importantly, limiting speeds to 20mph would encourage more people to walk or cycle in greater safety and confidence, which in turn would reduce the congestion on the roads and provide great health and fitness benefits and NHS cost reductions. It would reduce carbon emissions and their climate impacts, and toxic exhaust emissions, including highly hazardous particulates, and their health impacts - again, achieving cost reductions. It would reduce vehicle noise levels and generally increase the quality of life of people living in these residential areas. 20mph zones can't come in soon enough.
35. I am in favour of 20 mph zones throughout Penrith due to it being better for carbon emissions with the climate crisis, better for road safety, as well as encouraging safer walking and cycling. In addition it will lead to better air quality and will be beneficial in general for residents.
36. Not to sure if bridge lane is .. but it could go to 20mph
37. I am generally supportive of a reduction in speed limits in residential areas to 20 mph - hence marking yes for all of the areas proposed. Whilst this will only add a few minutes to journey times, it is likely to result in a reduction in RTAs, air pollution and carbon emissions. It's the impacts of air

pollution and the occurrence of periodic accidents in the town centre which of most concern so I'd be particularly supportive of a reduction in speed limits in and around the town centre to make it more "pedestrian friendly".

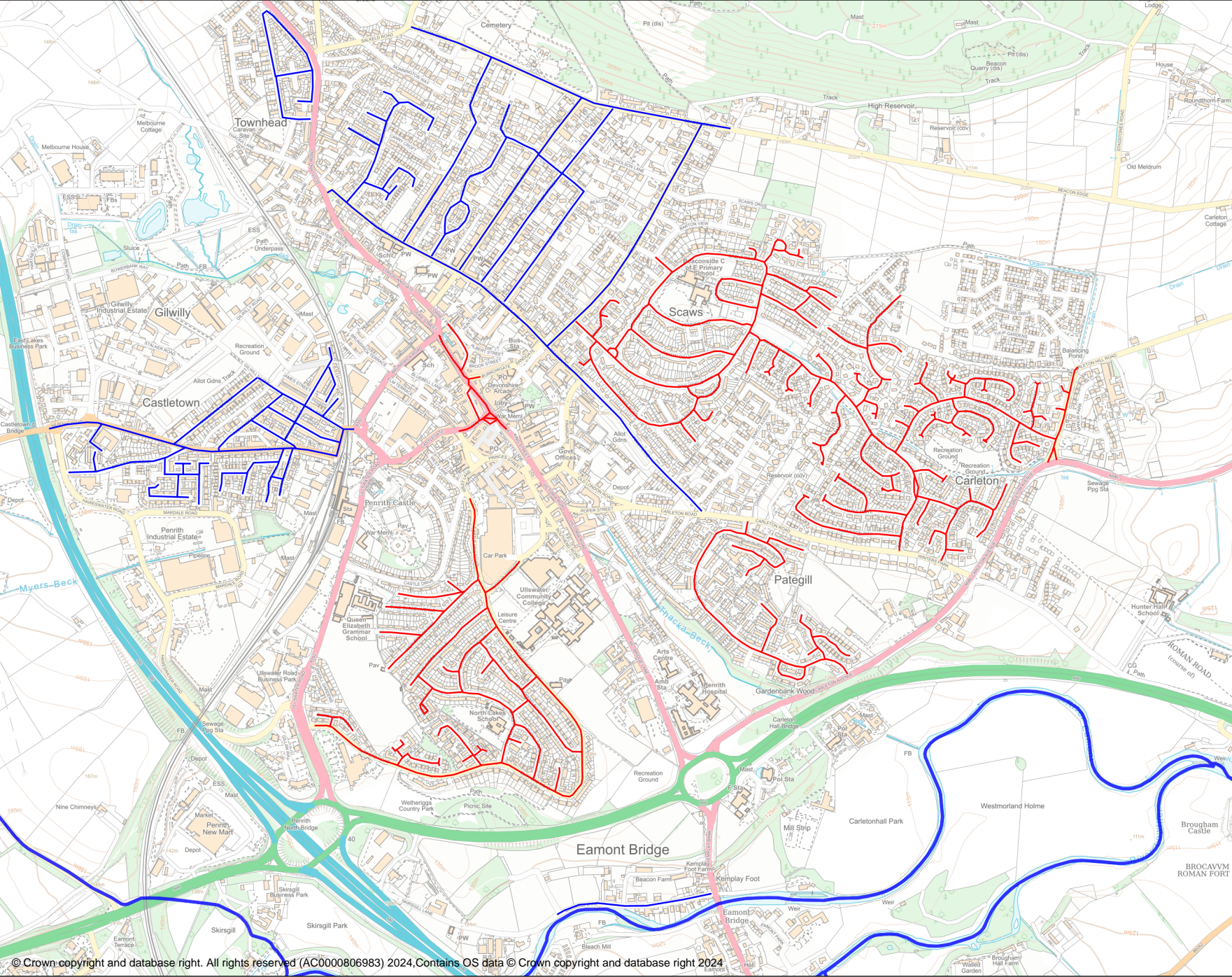
38. It is my view that the whole of residential Penrith should be a 20mph zone: on the map this would be all the roads marked and the areas in between. Entrance to the 20mph zone could be signed at the (arrow) points and repeated as necessary - throughout the town. Lets make Penrith safer. "The 20mph turn for the 20 hundreds".

AGAINST

1. 20mph is too slow. Just spent a week and a half in North Wales where all built up areas are 20mph. Traffic is too slow, bus routes are disrupted. Traffic is bad enough in Penrith now. If 20mph speed limits are introduced it will be worse and there aren't the police to enforce it, we'll just end up with more signage and road 'clutter'.
2. You can put whatever speed limits you like on the roads but without the police numbers to enforce the limits its rather pointless.
3. Currently, the 30mph limit means traffic is doing around 40mph, so if we bring it down to 20mph then traffic will only do 30mph. To get traffic to do 20mph you'd need a limit of 10mph. On Drovers Lane, the car park has a 5 mph limit yet everyone, without exception, does around 20mph! I rest my case!
4. More policing of existing 30mph areas would be more effective
5. This is ridiculous Penrith is constantly gridlocked with traffic as it is why make the traffic go even slower for no reason!!!
6. Hard to go above 20 most of the time anyway.
7. There is very little enforcement of town centre vehicles and whilst this will probably still remain the case, at least with a legislative change there may well be highlighted awareness and more consequences to any breach.
8. People spend more time looking at the speedo than the road in a 20 mph zone, congestion in Penrith is bad enough.
9. There's no point reducing speed limits unless you're going to increase the police presence to enforce it - an increased police presence in town would massively reduce the need for lowered speed limits get the police back on the pavement and out of their offices.
10. Whilst I understand residents would want to reduce speeds on "their" road/street, Penrith is a transport and business hub, strangling it is not in anyone's interest.
11. It should be a decision taken by Highways and other experts, relating to the prevention of accidents, pollution, not the general public.
12. Beyond ridiculous! No need to go that slow at all!
13. There's enough 20 zones without adding more
14. Absolutely ridiculous suggestion
15. Absolutely dumb as **** idea, what a joke even contemplating it
16. Painfully slow on main roads. Understand on house estates where you'd not be doing that speed anyways. There's bigger road problems that need addressed in Penrith before wasting tax payers money on all the signs and road markings. The people of Penrith want skirsgill and kemplay roundabouts sorted first
17. I don't see the point. It won't be policed, people ignore the 30mph limit so why would they follow the 20mph limit. I think this is a waste of time and resources and will have little effect.
18. We are resident in the Carleton area, we have 20 mph no one police's it, no one does it, who's going to pay for the signs etc, no doubt the tax payer, total waste of money. No one will adhere to it.
19. No - just no
20. Areas that people have to drive 'through' to get around Penrith to surrounding areas should not be 20mph but should have improved pedestrian facilities (eg pavements, safe parking and crossings). Residential only areas should be 20mph to improve resident safety. Putting excessive limits on through routes (Beacon Edge, B5288, possibly Fell Lane) will just lead to frustration and disregard at times when there is little/no other traffic or pedestrian movement.

21. If the 20mph zones are to go ahead, maybe rethink the traffic plan through Penrith.
22. There is nobody to enforce this 20mph limit no Police available and those motorist not abiding to the existing limits certainly won't abide with any new limits a complete and utter waste of money.
23. Don't believe you should make all roads 20mph - people will not comply and will go to other towns that don't have these restrictions. Arterial roads need to be at 30 or 40mph (as they are now) to maintain access and necessary throughput of vehicles
24. Should only be 20 outside schools
25. They are already slow if they build up with traffic, so traffic naturally slows it down. 20mph is a high rev speed not good for engines/gears, 20mph isn't good for road rage. careful driving at 30mph hasn't caused a problem so it it doesn't need fixing leave it alone.
26. Keep it as it is
27. Why do we need to do this?, let's spend the money on making the roads better for all, fill in potholes, redo road markings, stop people parking on double yellow lines.
28. If people drove according to the highway code and gave way when required instead of speeding to get along there wouldn't be many problems but people have no patience. Unless we have more clutter signage and speed cameras this would be a nightmare for the police to enforce. I assume they have been asked their opinion?
29. No
30. 20mph speed restriction zones have already caused chaos in Wales. In the test area of Buckley it was seen that frustration caused more instances of road rage. Additionally there is difficulty getting up hills for some vehicles. Residents views were not listened to and zones were implemented to their detriment. These schemes are designed to be punitive to residents who have to bear the brunt of speeding fines and congestion.
31. Load of **** learn to drive
32. Council need to focus on bigger issues rather than making the town worse for local residents. Fix the roads, the pot holes! Instead of ruining the town
33. Not a lot of point with any of it really as most of the streets are so clogged up with traffic it's rarely possible to reach the existing max speed of 30.
34. Makes no difference in making them 20,
35. You will do what you want without our say any way so why ask !
36. Under normal driving conditions in and around Penrith I would suggest that the normal speed is well less than 30 mph (I checked myself the other day along Beacon Edge , and it was about 25 to 26 mph).
37. I do not agree with a blanket 20 on main routes with minimum predestines.
38. Minor point? How often do the police do speed checks now, how many would they do for 20 mph?. What are the facts regarding accidents and injuries now and reductions if speed limit was reduced in the future?
39. Stupid idea, another possible way of penalising motorists and raising money when in a rural area we need cars.
40. None of it needs to be 20, 30 is fine
41. There is currently no monitoring or enforcement of the 30mph speed limit, in the majority of the areas mentioned, so who will monitor the 20mph? This will be an expensive task to do, with all new and replacement signage, with no indication of how the reduction in speed will be monitored or how it will be enforced. Money can be spent better elsewhere.
42. Learn from Wales where driving is now dire and local people haven't been listened too as it was a minority that supported it.
43. Not justified, will not stop speeders, Penrith already has a very low a pedestrian accident rate
44. Driving can already be a nightmare in Penrith and reducing the speed limit will just add further to this frustration. It certainly does not encourage me to drive into and around Penrith as it is and will create a ghost town for Penrith
45. Not convinced of the merits. These limits are unlikely to be enforced anymore than the current 30mph limit. In some of these roads you are lucky to achieve 20mph now e.g. alongside Union Terrace in Castletown.
46. We need more education on current rules, not more rules. The latest Highway Code rules about hierarchy of road users and New pedestrian priorities are frequently ignored

47. Completely unnecessary, you can't get up to 30mph on many of the above roads and streets anyways. This will only cause even more frustration to locals in a town where congestion is the main issue which needs addressed along with the terrible condition of the road surfaces!
48. Many cruise controls don't work at 20mph so motorists have to keep glancing at their speedometer to avoid exceeding the speed limit and getting a ticket. They spend less time looking at the road as a result, which is more likely to result in accidents than driving at 30mph.
49. Making 20mph zones on main roads in the town would cause more congestion, potentially more incidents and would cause a lot of frustration with many road users. Until road infrastructure is upgraded, road conditions are improved and congestion is reduced this would not work. I understand & don't think it's a bad idea if residential housing areas are reduced
50. I don't think that speeding is currently a problem as mostly the traffic is too congested and 20mph is almost impossible to maintain without staring at your speedometer which is unsafe.
51. The roads maintain the safety by on street parking etc.
52. Reducing the speed limit is not the issue with most of these areas. The proposed speed reduction would require enforcement and therefore money, which could be spent better elsewhere. The problem with most of these areas is lack of parking, therefore parking on the street. As for the castletown area, the only people I've seen speeding through are the trucks for Omega proteins, so it's unlikely to change anything.
53. If you make the whole of Penrith 20mph then all you will do is drive shoppers etc away from coming to Penrith leading to even more shops closing. 20mph areas need to be confined to areas with lots of children/people about not to all roads/areas
54. Environmental benefits are dubious, slower traffic means more pollution.
55. Monetary gains for the council, via fines, nearer the truth.
56. Whilst I generally support 20mph zones, they only work if enforced and I've never seen any enforcement of the existing 20mph zones which are largely ignored by drivers. I think a blanket 20mph for all of Penrith would be unworkable.
57. Just enforce the current laws
58. A lot of the streets above mentioned do not require a 20 mph as the traffic is already slow enough
59. I agree with making the residential, more congested streets 20mph but keep the thoroughfare roads 30mph
60. Not to slow the traffic flow to much through the Town as Penrith has a huge problem at the moment with traffic flow at peak times/weekend and Holiday season. Perhaps a fuller review to be done if and when the A66 upgrade takes place as the pressure should be taken off the M6 A66 with the proposed plans, Therefore reducing the traffic Backing up creating the knock on effect of traffic flow in the town in the Town.
61. If all these areas were 20mph, the town would snarl up even more than it does now. The priority should be to enforce the current speed limits, reducing the limit will not stop the current speeders.
62. I don't use some of the roads (Raislands Croft and the various Castletown streets) so have no strong opinion either way on those but on the basis that others think it should be, I said yes. The option of "abstaining" on roads that don't impact on me would have been useful
63. Who is going to police these restrictions? It will not be the police unless there is a change in the way speed restrictions are enforced at present. There is a 20 mph restriction on Scaws now. Very few people adhere to anything like that 20 mph and some drive at speeds way above the limit. I cannot help but think this proposition is a waste of time and merely window dressing. Without any enforcement or threat of enforcement we might as well put energy into something that will benefit the community more.
64. After visiting Wales since the enforcement of the 20mph limit, I think it is wise to follow suit as it keeps everyone safer and does not actually affect safe drivers in these residential areas.
65. Estates and residential areas yes, but thoroughfares no
66. Great idea however the police are unable to enforce so NO ONE will do 20mph. Just watch the antics of drivers of all ages and gender using Oak road, Brentfield road and the surrounding area. Lucky if most are doing below 40! Many ignore the zebra crossings, even overtake at inappropriate places. Standard of driving totally unacceptable so very little chance of any proposed reduction in speed limit. Fitting average speed cameras will be the ONLY deterrent. Think money will be better spent on a new school, dental surgery or doctors surgery.
67. No



20mph speed limit Guidance notes

These notes are intended to assist with consideration of requests for 20mph speed limit schemes and applications.

Which areas are eligible?

In general, a new 20mph limit should be in an area with features that justify a lower speed limit to drivers, for example the following criteria will be considered:

- a) Supported by the Parish or Town Council and the Westmorland and Furness Council ward member(s)
- b) Strong local support is demonstrated when Parish and Town Councils have engaged with the local community and other stakeholders.
- c) Extent of the scheme must be within the built-up environment of the village or town where vulnerable road users and vehicles mix in a frequent and planned manner (except where strong evidence exists that higher speeds are safe)
- d) Have an existing speed limit of no more than 40mph.
- e) In an environment that explains and justifies a lower speed limit to the driver; noting that main roads / arterial routes will need to be considered carefully as to whether they are justified within the extent of the scheme.
- f) Including but not limited to the following environments;
 - Evidence of traffic incidents or potential dangers within an existing 30/40mph
 - Vulnerable road users e.g. pedestrians (of all ability), cyclists, equestrian users and motorcyclists
 - A school or a school walking or cycling route
 - Visible homes, shops and business frontages
 - Village setting with no pavements
 - A cycling route
 - A quiet or green lane designation
 - Have the ability to aid better air quality
 - An area where more active travel is planned such as cycling and walking

Main arterial routes are usually excluded from a scheme (roads with classification 'A' or 'B') and where they currently have average speeds way in excess of 24mph. However where they may need to be included within a logical area or extent, there may need to be consideration of traffic calming measures to compliment a reduction in speed limit. Implementing a 20mph speed limit without a good level of compliance may lead to disregard of the wider benefits of a 20mph speed limit scheme.

The Benefits

The introduction of 20mph speed limits more broadly across Westmorland and Furness was set out as a priority to:

- Make streets safer by reducing speeds and enabling a more equitable use of the road space for all users (vulnerable road users, sustainable transport, businesses and car users)
- Encourage residents to walk and cycle by reducing speeds
- Bring health benefits both physical and mental
- Reduce noise pollution by amending the way vehicles accelerate / decelerate

Prioritisation Framework

The programme for 20mph speed limits will be developed over a number of years and be subject to funding available, which may vary each year. Due to the number of requests that may be received it will be necessary to prioritise schemes to be taken forward. Requests for 20mph will be prioritised and ranked based on the following considerations:

- Recorded Killed or Seriously Injured collisions (KSIs)
- Evidence of minor incidences / near misses
- On a school walking or cycling route
- Level of pedestrians walking along or crossing the road
- Areas of high traffic volume expected for the type of road
- Local contribution of funding that frees up enough funding from the main programme to enable other schemes to be delivered.

A full prioritisation matrix is included as Appendix A for consideration as part of the applications process.

How motorists will know they are in a 20mph area

Signs and lines will be installed in line with the Traffic Signs Regulations and General Directions (TSRGD 2016) and the Traffic Signs Manual published by the Department for Transport (DfT)

If a new area is changing to 20mph local residents will be involved with consultation and there will be media publication and raised awareness in advance of the scheme being implemented.

20mph signs will mark the entrance and exit of a 20mph speed limit area where the speed limit changes. Smaller repeater signs and or road markings will supplement these signs throughout the area of 20mph.

Some of the signs and road markings you can expect to see are as follows:



20mph terminal sign



20mph repeater sign on existing street furniture where possible



20mph roundel road marking

Enforcement of 20mph speed limits

Wherever possible, 20mph speed limits should be 'self-enforcing' and prior to making an application the applicant should satisfy themselves that their proposed 20mph is located in an area where reduced vehicle speeds are achievable. Applicants should also be confident that the majority of motorists will comply with the reduced speed limit.

20mph speed limits are enforceable by the Police and support for enforcement has been indicated by the Police. However, there should be no expectation on the Police to provide additional enforcement beyond their current routine activity.

Next Steps

Westmorland and Furness Council are inviting applications from Town and Parish Councils to determine where there is local support and to allow the provision of additional information to allow for the prioritisation of schemes. Once applications have been received the following steps will be undertaken:

- Consideration of information provided and scheme extent requested through application process.
- Prioritisation scoring as per the matrix in Appendix A for each application.
- Schemes applied for to be taken to Locality Boards for Member discussion and agreement on priorities as per officer recommendations.
- Agreed schemes to be allocated funding to allow progression of the scheme.
- Discussion of Officers with Town and Parish Councils on progression of each scheme to be taken forward; consideration of final extents and level of consultation required.
- Initial consultation and a public meeting (if necessary) to engage with the local community on final extent of the 20mph scheme and determine local support for that extent.
- Statutory legal process to draft the necessary Traffic Regulation Order (TRO). TRO to be advertised for a minimum of 21 days to receive comments and objections.
- Report comments and objections to Locality Board for a decision on whether to make the TRO.
- Implement the traffic signs and make the TRO operative.

My village is currently unrestricted; why can we not have 20mph?

Initially the Council is looking to progress schemes where speed limits are currently at or below a maximum of 40mph. There are examples of villages where there isn't currently a posted speed limit i.e., national speed limit applied, because driver speeds have historically been very low, and it hasn't been necessary to pursue a TRO for a 30mph for example. This can be the case where there is no street lighting and therefore the roads do not automatically become 'restricted roads' which are subject to a 30mph speed limit due to the presence of streetlights. Sometimes in those cases 'urbanisation' of the village with streetlights and sign clutter may not have been desirable.

Where villages may want a speed limit, 30mph or 20mph where there is currently no posted speed limit, then an application may be submitted where this is clearly indicated, and these can be considered for a future phase of speed reduction schemes.



Rev. No.	Date	Amendments	Initials	
			Mode	Chk.
Scale: NTS			Date: Jan 24	

Proposed Carleton Hill Road Traffic Calming Scheme
Carleton Hill Road, Penrith
Grid Ref 353180,530061

Drawn	JBM
Checked	LM
Approved	LM
Drawing No.	Carleton-23

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PROTOCOL FOR THE MANAGEMENT AND OPERATION OF RESIDENTS PARKING EXEMPTION SCHEME AND VISITOR PERMIT SCHEME

Westmorland and Furness Council ("the Council") is the highway and traffic authority and is responsible for de-criminalised parking enforcement within the District of Eden.

The following criteria, terms and conditions, shall be applied to the operation of The Residents Parking Exemption Scheme/Visitor Permit Scheme ("the Scheme") in the District of Eden, unless and until replaced by further terms and conditions

1 Preamble

- 1.1 The Scheme shall exempt vehicles displaying a permit from the time limited parking restrictions with exemptions which are in force by reason of the Traffic Regulation Order to which this Protocol is appended.
- 1.2 Residents of any "household", being any property with a discrete postal address, may apply for a Permit. Any Permit that is issued for the purpose of exempting the holder from time limited parking restrictions shall be valid only in the Zone in which the household is situated or the street which the permit is issued for.
- 1.3 Any Permit that is issued under the terms of the Scheme shall not imply an exclusive right for the holder to park in any place nor overcome the legitimate rights of other users of any public roads and highways.

2 Residents Parking Exemption Areas

- 2.1 The areas/zones in which the Scheme shall apply are listed in the current Traffic Regulation Orders which is in force for Penrith:

3 Eligibility and Conditions for the Issue of Residents Permits

- 3.1 The criteria for eligibility and the conditions of operation of the Scheme in Penrith are set out in Schedule 1 of this Protocol.

4 Appeal

- 4.1 There shall be a right of Appeal as detailed at clause 12 of the Protocol. The decision of the Council shall be final and binding upon the applicant with no further action being taken.

Schedule 1
Criteria for the Entitlement to Permits

1 Application of Protocol

- 1.1 The following criteria shall be equally applied to all applications for the issue of any Residents Permits, Visitors Permits or Flexible Permits

2 Entitlement to Residents Permits

- 2.1 Save as provided in paragraphs 2.5 and 2.6, residents of a household abutting a road which is affected by time limited parking restrictions with resident exemptions shall be entitled to receive a maximum of two (2) permits known as "Residents Permits".
- 2.2 Each Residents Permit shall be issued in respect of a specific vehicle. Where additional vehicles are owned or operated by the same household the details of such vehicles may be added to one of the Permits, provided that only the vehicle that is displaying the Residents Permit shall be exempt from the time limited parking restrictions at any time.
- 2.3 Where any household has a need to park a vehicle that is associated with their employment a Residents Permit may be issued in respect of that vehicle but such issue will be included in the total entitlement of the household as referred to at paragraph 2.1 above and such vehicles must be registered to the said property.
- 2.4 Where any household has less than two (2) vehicles there shall be no transferable entitlement of Residents Permits to any other household or persons whatsoever.
- 2.5 Notwithstanding the provisions of paragraph 2.1 above, where the household has the benefit of any off-street parking at the property, the entitlement to Residents Permits shall be reduced to one (1) only.
- 2.6 Notwithstanding the provisions of paragraph 2.1 above, where the household has benefit of an off-street driveway and a garage at the property, there shall be no entitlement to any Residents Permits whatsoever.
- 2.7 Business premises which are located on a road which is affected by time limited parking restrictions shall not be entitled to a Residents Permit except in the case where the premises contain living accommodation for which Council Tax is paid and providing also that the occupier is registered for Council Tax.
- 2.8 When there is a requirement for a replacement Resident Permit it shall be a requirement that the old Permit is handed back to the Council's Parking Services Team.

3 Visitors and Tradespeople

- 3.1 Each household abutting a road specified within the Penrith Traffic Regulation Order which is affected by time limited parking or resident only parking restrictions shall be issued with either (1) "Visitors Permit" capable of holding the details of a maximum of 60 'visits' (limited to 1 calendar year) by tradespeople or other visitors or one (1) Flexible permit which will not be registered to any specific vehicle. Proof of residency must be supplied before any Permits are issued and assessments will be undertaken to identify the most suitable permit for the resident. Additional/replacement Permits may be issued in exceptional circumstances.

- 3.2 Provided that the details of the date of the visit and details of the vehicle are completed and that the Visitors Permit is clearly displayed in the front windscreen of the same vehicle, the Visitors Permit shall exempt that vehicle from the time limited parking restrictions for the whole of the date as is recorded upon the Visitors Permit.
- 3.3 Tradespeople undertaking business at a household abutting a road which is affected by time limited parking restrictions may use the residents Visitors Permit with the permission of the resident provided that it is completed and displayed as above for the duration of their stay and that the vehicle being used does not exceed the height and weight threshold as indicated on the terms and conditions of use. Please note commercial parking waivers may also be obtained and purchased from the Council
- 3.4 Business premises shall not be entitled to receive or use a Visitors/Flexible Permit in respect of the same address as the business.
- 3.5 A Visitors Permit that has been altered, overwritten, contains erasures or is illegible shall not be valid.
- 3.6 When there is a requirement for a replacement Visitors/Flexible Permit it shall be a requirement that the old Permit is handed back to the Council's Parking Services Team.

4 Resident Parking Only Areas

- 4.1 Save as provided in paragraphs 4.5 and 4.6, residents of a household abutting a road which is affected by Resident Only parking restrictions shall be entitled to receive a maximum of two (2) permits known as "Residents Permits".
- 4.2 Each Residents Permit shall be issued in respect of a specific vehicle. Where additional vehicles are owned or operated by the same household the details of such vehicles may be added to one of the Permits, provided that only the vehicle that is displaying the Residents Permit shall be exempt from the time limited parking restrictions at any time.
- 4.3 Where any household has a need to park a vehicle that is associated with their employment a Residents Permit may be issued in respect of that vehicle but such issue will be included in the total entitlement of the household as referred to at paragraph 4.1 above.
- 4.4 Where any household has less than two (2) vehicles a flexible permit may be provided if required, the permit must be kept at the property for which it is registered to and can be used for visitors to the property.
- 4.5 Notwithstanding the provisions of paragraph 4.1 above, where the household has the benefit of any off-street parking at the property, the entitlement to Residents Permits shall be reduced to one (1) only.
- 4.6 Notwithstanding the provisions of paragraph 4.1 above, where the household has benefit of an off-street driveway and a garage at the property, there shall be no entitlement to any Residents Permits whatsoever.
- 4.7 Business premises which are located on a road which is affected by Resident Only parking restrictions shall not be entitled to a Residents Permit except in the case where the premises contain living accommodation for which Council Tax is paid and providing also that the occupier is registered for Council Tax at the premises.

- 4.8 When there is a requirement for a replacement Resident Permit it shall be a requirement that the old Permit is handed back to the Council's Parking Services Team.

5 Application for a Resident, Visitors or Flexible Permit

- 5.1 All applications for the issue or renewal of a Resident, Visitor or Flexible Permit shall be made either online via the councils website or in writing via the following email address parking.eden@westmorlandandfurness.gov.uk; supported with the relevant documents providing proof of residential qualification and vehicle ownership/business use registered to the property being applied for.
- 5.2 Upon receipt of any such application the Council's staff shall check the proofs provided and make note of these to enable assessment and processing of the relevant Permits.
- 5.3 Provided that all details on the Application have been completed and all proofs have been verified and accepted by the Council's staff they may then issue a "Temporary Permit", valid for ten (10) days only, to cover the processing time required for each application. Temporary Permits shall not be renewed or replaced with further Temporary Permits once an application has been made except in the case where the Council's Parking Service Team has been incapable of processing an Application.
- 5.4 Duly completed applications which satisfy the conditions as set out herein shall result in the issue of a formal Residents, Visitors or Flexible Permit, which will be sent by the Council to the applicant's home address by Post within 14 days. Where any Application is refused the applicant shall be informed of this in writing together with information regarding the appeals process.

6. Flexible Permits

- 6.1 Residents of a household abutting a road which is affected by Resident Only parking restrictions or time limited parking restrictions with resident exemptions may be entitled to receive at the discretion of the Council a Flexible Permit. This Permit will not be registered to any specific vehicles and must be kept at the property to which it is registered, but may be used to facilitate parking for visitors to said property within the restricted sections of street.
- 6.2 Lost Flexible permits may not be replaced but consideration may be granted for a vehicle registration specific one until the next renewal date

7. Second Homes

- 7.1 Second Home owners may make an application to the Council for a Resident, Visitor or Flexible permit and this may be approved, however this would be at the Council's discretion, and would be dependent on the available road space and the capacity for on-street parking provisions.

8. Qualifying Vehicles

- 8.1 Resident Permits shall only be issued in respect of self-propelled vehicles, **including motorcycles with or without sidecars**, that are demonstrably for personal daily use, are registered to the property and do not exceed 3000kg in weight.

Motorhomes, Caravans and trailers **do not** qualify for a Residents Permit.

9 Proofs of Entitlement

- 9.1 At the time of receipt of an Application for a Resident, Visitors or Flexible Permit applicants shall supply the Council's staff with the following proofs of entitlement;
- a) Proof of payment of Council Tax (not NNDR) at the same address as that for which the Permit is required **or** Tenancy Agreement showing the status of the applicant as a paid up tenant provided that the tenant shall not be the same person as the Landlord.
 - b) Proof of ownership and registration of the vehicle at the same address as that for which a Permit is required
 - c) In the case of leased vehicles or business vehicles, proof of leasing at the same address **or** a certificate provided by the Leasing Company or the vehicle owner that states that the vehicle is normally operated by the applicant and is required to be operated from his address.
 - d) Any other proof or 'business case' that is capable of demonstrating a 'Residential' entitlement, or legitimate use of the vehicle at the specified address.

10 Validity of Residents Permits

- 10.1 The period of validity of any Resident Permit shall be at the discretion of the Council. Normally a Resident Permit shall be valid for not less than one (1) calendar year.
- 10.2 Each Residents Permit shall be marked with an Expiry Date. It is the responsibility of the user to note the expiry date and to make appropriate timely arrangements for its renewal.
- 10.3 A Visitor Permit shall be valid for not less than one (1) calendar year. Each Visitor Permit shall be marked with an Expiry Date. It is the responsibility of the user to note the expiry date and to make appropriate timely arrangements for its renewal
- 10.4 A Flexible Permit shall be valid for not less than one (1) calendar year. Each Flexible Permit shall be marked with an Expiry Date. It is the responsibility of the user to note the expiry date and to make appropriate timely arrangements for its renewal
- 10.5 A Residents Permit, Temporary Permit, Visitor Permit or Flexible Permit shall be invalid for any of the following reasons;
- a) Where it is displayed in a Zone for which it has not been issued
 - b) If it is displayed in such a manner that it is not clearly visible and able to be read by a Civil Enforcement Officer standing outside the vehicle
 - c) If it is displayed on any vehicle whose registration mark is different to the registration mark shown on the Permit
 - d) If the Permit has been defaced or altered in any way
 - e) If the Permit has been copied or reproduced or the image has been electronically manipulated in any way
 - f) If it has been declared lost or stolen
 - g) If it has been sold-on with the vehicle for which it was originally issued
 - h) Where it is subsequently found that an Application form contains deliberate omissions or false statements and the resident has been informed that the Permit is withdrawn.
 - i) Where the Permit has been withdrawn for any other reason (eg abuse to authorised officers) and a notice of this has been sent to the address given by the resident.
 - j) If the vehicle does not have a current excise or MOT or valid motor insurance

11. Discretionary Powers

- 11.1 Through the application process the Council may use their discretionary Powers when issuing a Resident, Visitor or Flexible Permit. These will include consideration of the following;
- a) Is the vehicles the main source of transportation
 - b) What is the available on street parking and road space provisions
 - c) Are there any alternative options such as a different permit, storage facilities or alternative parking provisions
- 11.2 The Council also reserves the right to withdraw permits that have been issued in error and such mistakes do not justify continued misapplication of permits, nor do they imply any form of unfair treatment.

12 Appeals against a refusal to issue a Permit

- 12.1 Where an Application for issue or renewal of a Resident, Visitors or Flexible Permit has been made and rejected by the Council's Parking Services Team there shall at all times be a means of Appeal to the Westmorland and Furness Council Traffic Management Team Leader for Eden.
- 12.2 All Appeals must be made in writing to:
- Traffic Management Team Leader
Westmorland and Furness Council
Skirsgill Depot
Penrith
Cumbria
CA10 2BQ*
- 12.3 The determination of any Appeal must be given in writing to both the appellant and the Council's Parking Service Team within 10 working days.
- 12.4 No further Temporary Permits shall be issued to an applicant whilst an appeal is being considered.
- 12.5 The decision of the Councils Traffic Management Team Leader or their appointed agent shall be final and binding upon the applicant with no further action being taken.

Highways Issues

Date Query Initiated	Issue	Location	Response	Status
27/3/17	Consideration of installation of a zebra crossing	Angel Sq to Bowling Green Lane	Assessment on capital programme likely to be done after Christmas 2019 (email 11/10/19)	Dec 23 – W&F now in receipt of funding. Design works currently ongoing and implementation works anticipated for Spring 2024.
4/12/17	Highways Issues	Crossing at Friargate	Assessed and New beacons fitted	Complete
		Carleton Road Crossing request	Investigations being undertaken April 2018, Chased 5/5/19	Ongoing
		Parking Layout at Friargate	Work Completed May 2019	Complete
19/3/18	Dangerously large gaps between paving slabs	Barclays Bank / St Andrew's	Work Undertaken May 2019	Complete
5/9/18	Consideration for installation of a pedestrian crossing	Stricklandgate near to Portland Place	Feasibility assessed 2019, assessment found only one suitable location that didn't lie on pedestrian desire line (email 11/10/19)	Complete

Date Query Initiated	Issue	Location	Response	Status
4/3/19 & 17/6/19	Speeding Issues	Inglewood Road	Letter sent 10/6/19 passed to traffic team	To be referred to CRASH in first instance (email 11/10/19) – Pass wide and slow signage for horses/cyclists has been received and put up As part of the 278 Agreement for White Ox Way a 30m speed limit will be introduced to part of Inglewood Road. Consultation to commence Jan 24
17/6/19	Dangerous Junction where Inglewood Rd meets Salkeld Rd and the A6	Where Inglewood Rd meets Salkeld Rd and the A6		Complete – new junction installed Included in Penrith Transport Infrastructure Study and being progressed to detail design (email 11/10/19)
16/7/19	20mph zone and signs – what is the status and when will signs be put up	Pategill	Email 16/7/19 stating will be up Autumn 2019	Complete
9/10/19	Dangerous Junction	Fell Lane / Sandgate / BensonRow / Meeting House Lane	Letter sent to Ms Jones Acting Executive Director	Dec 23 - Designs have been carried out to improve this junction for motorists and pedestrians with the removal of the double mini roundabouts however funding is not available as yet to carry out these improvements

Date Query Initiated	Issue	Location	Response	Status
14/7/21	Request for a town wide speed limit order for 20mph – motion by Cllr Davies	Town Wide		Dec 23 – 20mph policy now in place and application process published. All areas submitted by the public consulted upon.
21/6/21	Location of SIDs in Penrith	Beacon Edge, Bridge Lane, Drovers Lane, Beacon House Lane, Newton Road, Norfolk Road, Friargate, Carleton Road, Carleton Hill Road, Castle Hill Road	Email sent 21/6/21, reminder 25/8/21	Partly Complete SIDs installed Bridge Lane, Carleton Road and Beacon Edge. On locations approved by CRASH team Other potential areas to be considered moving forward.
21/6/21	Request for Priority traffic arrows at the narrows giving priority to those going up	Fell Lane	Email sent 21/6/21, reminder 25/8/21	Dec 23 – W&F have yet to progress as this is also dependant on how the mini roundabouts are addressed too
1/11/21	Reported broken sandstone flag	St Andrews next to Parish Rooms		Complete
9/11/21 letter via email	Highways safety	At the junction of Carleton Rd (Carleton Brow) and the A686 Road safety concerns due to junction etc		Dec 23 – Requirement for TRO, unless Town Council and W&F Councillors would prefer to introduce restrictions under emergency powers, this means no consultation takes place.

Date Query Initiated	Issue	Location	Response	Status
9/11/21 letter via email	Highways Safety	A6 layby at Plumpton Foot – young people having to cross the road to catch the school bus.		Dec 23 – Assessment to take place to identify what improvements can be made
24/1/23	Highways Safety	Pedestrian crossing on Bridge Lane opposite UCC / Greearth site, poor lighting and overgrown trees	Email sent 24/1/23	Dec 23 – W&F unable to provide an update at this time but they will investigate further.
13/6/23	Parking on green verges by large vehicles	Cedar Drive	Letter sent to Mr Greenop, Asst Director Sustainable Transport and Highways	Dec 23 – This is on W&F long list of things to assess
13/6/23	Dangerous Roundabout	Mini Roundabout Scotland Road	Letter sent to Mr Greenop, Asst Director Sustainable Transport and Highways	Dec 23 – The roundabout is signed and marked correctly, traffic counts are to be taken to enable us to identify the traffic speeds and there has been 2 accidents from what can be seen on official information, one in 2019 and 2021. As a result of the above there is no requirement to address this matter.
Nov 23	Worn Road Markings	Junction of Benson Row, Friargate and Folly Lane	On Line form completed	Logged

As well as the above several smaller issues have been reported online using the Westmorland & Furness online reporting system which Councillors and members of the public are encouraged to use

https://services.digital.westmorlandandfurness.gov.uk/w/webpage/highwaysenquiry?context_record_id=87610011&webpage_token=72b04cfd839813e2c154dc7af6144a28e14132902b12da650ca22549437492ff

Known Capital Programmes in Penrith

Date	Issue	Location	Cost	Status
14/11/19	Reconfiguration	Corney Square	£123,680.48	Design Stage – S106 Storey Homes Application Carleton
14/11/19	Pedestrian Facilities	A592 roundabouts with Cromwell Rd and the B5288 Norfolk Road	£28,828.07	Design Stage – S106 Storey Homes Application Carleton
14/11/19	Highway Improvement Contribution (Footway widening, improvements to the Toucan Crossing and a Pedestrian Island	Carleton Road	£47,007.10	Design Stage – S106 Storey Homes Application Carleton

Our ref: CMA0012

23 January 2024

Penrith Town Council

townclerk@penrithtowncouncil.gov.uk

Icon Tower Infrastructure Ltd
Adamson House
Towers Business Park
Manchester
M20 2YY

Dear Penrith Town Clerk,

PRE-PLANNING APPLICATION CONSULTATION FOR A MOBILE PHONE BASE STATION INSTALLATION AT CMA0012, LAND AT JOHN BEATY TRANSPORT, PENRITH, CUMBRIA, CA11 0DW (NGR: E350249, N529933)

Icon Tower Infrastructure Ltd (Icon Tower) is a UK company owned by Radius Global Infrastructure, Inc (Radius).

In the UK, Icon Tower is an Electronic Communications Code Operator (Code Operators) and reflecting its operations, it is an "Infrastructure System" provider. An infrastructure system is essentially a network of sites where passive infrastructure is made available for sharing by other operators. In the UK, Icon Tower has an established portfolio of sites hosting MNOs. In addition to this, Icon has access to a further 1,600 locations held by the wider Radius group and which also host a variety of operators.

On this basis it provides local communities with the most efficient means to improve connectivity whilst minimising duplicative infrastructure deployments in the future. Icon Tower expects that other mobile operators, rural wireless broadband and other essential networks may also use the mast.

Icon are in the process of identifying a suitable site in the Penrith area for a radio base station that will improve local service provision.

The purpose of this letter is to consult with you and seek your views on our proposal before any planning submission is made. We understand that you are not always able to provide site specific comments, however, Icon are committed to consultation with communities on our mobile telecommunications proposals and as such would encourage you to respond.

As part of Icon's network improvement program, there is a specific requirement for a radio base station installation at this location.

Mobiles can only work with a network of base stations in place where people want to use their mobile phones or other wireless devices. Without base stations, the mobile phones, and other devices we rely on simply won't work.

Please find below the details of the proposed site and the alternative site options considered and discounted in our site selection process: -

Our technical network requirement is as follows:

CMA0012, LAND AT JOHN BEATY TRANSPORT, PENRITH, CUMBRIA, CA11 0DW (NGR: E350249, N529933)

In the first instance, all correspondence should be directed to the agent.

Registered Address:

Icon Tower Infrastructure Ltd
Adamson House
Towers Business Park
Manchester
M20 2YY
t: +44 (0)161 394 2188 e: info@icontower.com
w: www.icontower.com

The site is needed for the four MNOs in the UK, together with over 100 other smaller networks, that use Icon Towers infrastructure to deliver a wide variety of services ranging 2G, 3G, 4G and 5G mobile through to fixed wireless broadband, emergency radio services, broadcast and local wireless services.

A number of options have been assessed in respect of the site search process and we consider the best solution is as follows:

CMA0012, LAND AT JOHN BEATY TRANSPORT, PENRITH, CUMBRIA, CA11 0DW (NGR: E350249, N529933)

The proposed installation of a telecommunications base station installation comprising a 25m lattice tower supporting up to 12 no antennas and 4 no dishes on 2 no headframes, together with up to 6 no ground based cabinets, 1 no meter cabinet and ancillary development thereto including compound fencing.

We have considered alternative site options and discounted as follows:

Site	Site Name, Address, NGR, Site Type	Reason for not Choosing
GF	Existing Mast Site at B5288, Castletown, Penrith, Cumberland, CA11 0DW (NGR: E350223, N530095)	This is an existing nearby mast, the installation of a new shareable co-located ground based mast is required to facilitate enhanced network coverage for the Mobile Network Operators and their MNVOs. This multi user structure may enable a consolidation of equipment and may in time lead to the removal of unused infrastructure from the wider site and cell area.
GF	Bulmans Penrith Ltd, Newton Road, Castletown, Penrith, Cumberland, CA11 0AB (NGR: E350110, N530378)	This location is owned by the same landlord as the application site and is not their preferred location for the proposed development.
GF	Station View Agricultural Store Ltd, M6, Castletown, Penrith, Cumberland, CA11 0DW (NGR: E350366, N529705)	An installation at this location would be on low ground and would not deliver the required level of coverage to the target area.
GF	Electricity North West (United Utilities), Newton Road, Castletown, Penrith, Cumberland, CA11 0AB (NGR: E349935, N530377)	It is not possible to install a telecoms installation at this location due to unresolvable underground services in order to deliver the required level of coverage to the target area. This site has therefore been discounted for this reason.
GF	Faith Barn, Newton Road, Castletown, Penrith, Cumberland, CA11 0DW (NGR: E350190, N530230)	It is not possible to utilise this existing structure in order to deliver the required level of coverage to the target area due to technical and legal reasons.
GF	Atkinson Homes Ltd, East Lakes Business Park, Castletown, Penrith, Cumberland, CA11 9BB (NGR: E350255, N530380)	This location has been discounted as it is outside the optimal search area for the network.
GF	Shirley Hand Car Wash, North Lakes Glass and Glazing, Hartness Road,	It is not possible to utilise this existing structure in order to deliver the required level of

In the first instance, all correspondence should be directed to the agent.

	Gilwilly Industrial Estate, Castletown, Penrith, Cumbria, CA11 9BD (NGR: E350330, N530672)	coverage to the target area due to technical and legal reasons.
GF	Cumbria Quarrying Services Limited, Lakes Aggregates and Landscaping Supplies, Blamire Road, Eden Business Park, Castletown, Penrith, Cumbria, CA11 9FD (NGR: E350182, N530736)	Whilst there is adequate space to build an installation at this location, ongoing maintenance would not be viable given safety concerns over how the site would be accessed.
GF	Bulmans (Penrith) Limited 2, Haweswater Road, Penrith Industrial Estate, Castletown, Penrith, Cumberland, CA11 9BX (NGR: E350436, N529828)	This location is owned by the same landlord as the application site and is not their preferred location for the proposed development.

The Local Planning Authority must register and our records of other potential sites have already been reviewed, the policies in the Development Plan have been taken into account and the planning history of the site has been examined.

All Icon installations are designed to be fully compliant with the public exposure guidelines established by the International Commission on Non-Ionizing Radiation Protection (ICNIRP). These guidelines have the support of UK Government, the European Union and they also have the formal backing of the World Health Organisation. A certificate of ICNIRP compliance will be included within the planning submission.

In order to give you time to send your comments or request further information, we commit to allow at least 14 days before an application is submitted to the Local Planning Authority. This 14-day period starts from the date at the top of this letter.

We would also be grateful if you could please advise of any local stakeholders or groups that might like to make comments.

We look forward to receiving any comments you may have on the proposal.

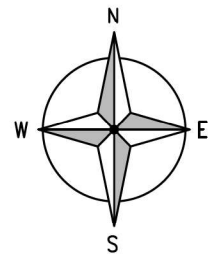
Should you have any queries regarding this matter, please do not hesitate to contact me (quoting cell number **CMA0012**).

Yours faithfully,

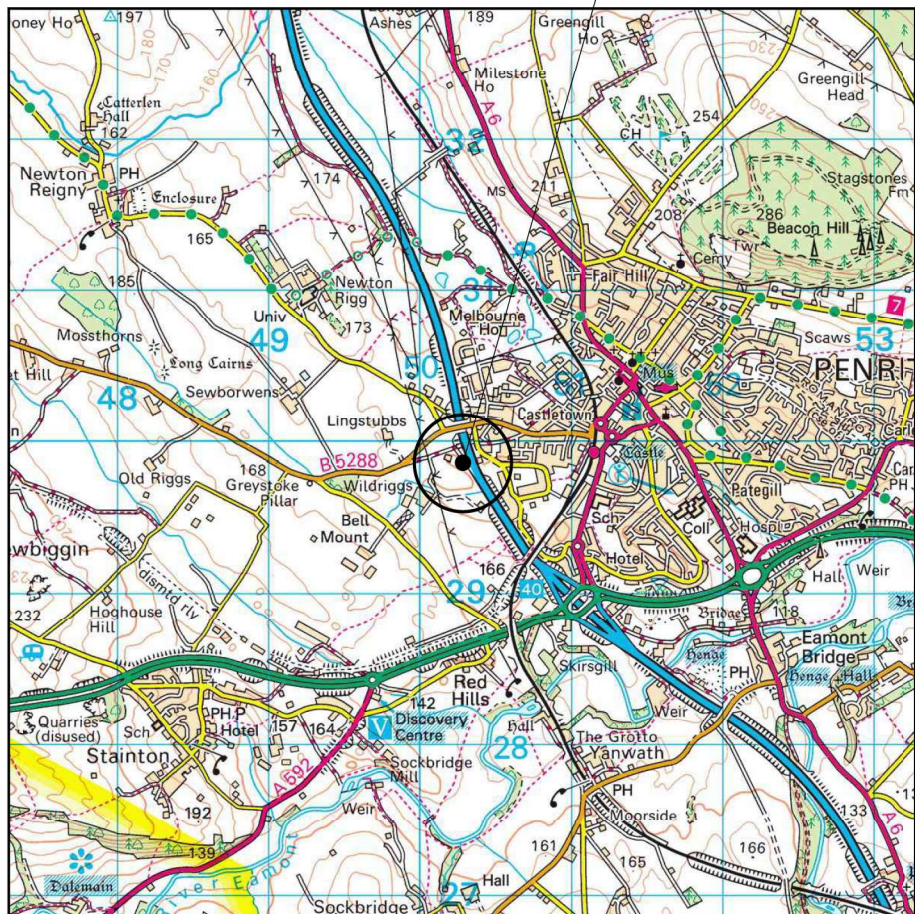


Rachel Gormley
Consultant Town Planner: ICON
Tel: +44 (0) 7535 932 374
Email: rgormley@perrywilliams.co.uk

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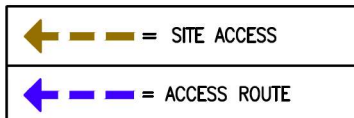
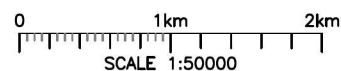


SITE LOCATION



SITE LOCATION
(SCALE 1:50000)

ORDNANCE SURVEY EXTRACT. BASED UPON THE LANDRANGER MAP SERIES WITH
THE PERMISSION OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE.
CROWN COPYRIGHT. LICENCE No. 0100023487



SITE LOCATION
(NGR - E350249 N529933)



DETAILED SITE LOCATION
(SCALE 1:2500)

BASED UPON ORDNANCE SURVEY MAP EXTRACT WITH THE PERMISSION OF THE
CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE.
CROWN COPYRIGHT. LICENCE No. 100047474



NOTES:

 OUTLINE OF DEMISE AREA, 100m²

B	LOCATION AMENDED	KJS	INS	23.11.23
A	INITIAL ISSUE	KJS	INS	24.10.23
REV.	MODIFICATION	BY	CHK.	DATE

ICON TOWER
INNOVATIVE INFRASTRUCTURE SOLUTIONS

ICON TOWER REF No:
GBR-CMA0012

OPERATOR 1 REFERENCE No.:
N/A

OPERATOR 2 REFERENCE No.:
N/A

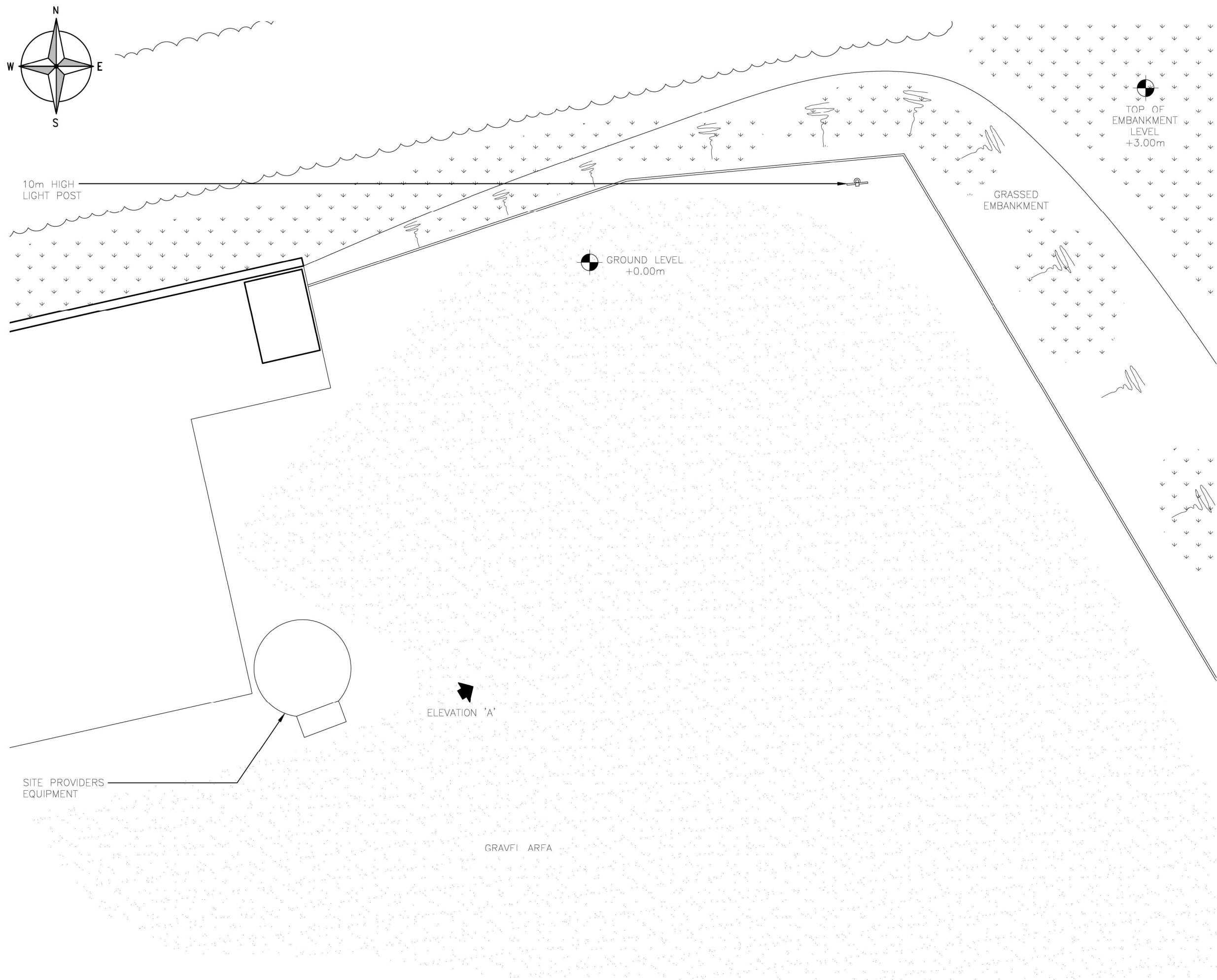
SITE NAME AND ADDRESS:
JOHN BEATY TRANSPORT
PENRITH
CUMBRIA
CA11 0DW

DRAWING TITLE:
SITE LOCATION MAPS

PURPOSE OF ISSUE:
PLANNING

DRAWING NUMBER:
100

SURVEYED BY: INS GROUP	ORIGINAL SIZE: A3	ISSUE: B
DRAWN: KJS	DATE: 24.10.23	CHECKED: INS
	DATE: 24.10.23	



NOTES:

B	LOCATION AMENDED	KJS	INS	23.11.23
A	INITIAL ISSUE	KJS	INS	24.10.23
REV.	MODIFICATION	BY	CHK.	DATE

ICON TOWER
INNOVATIVE INFRASTRUCTURE SOLUTIONS

ICON TOWER REF No:
GBR-CMA0012

OPERATOR 1 REFERENCE No.:
N/A

OPERATOR 2 REFERENCE No.:
N/A

SITE NAME AND ADDRESS:
JOHN BEATY TRANSPORT
PENRITH
CUMBRIA
CA11 0DW

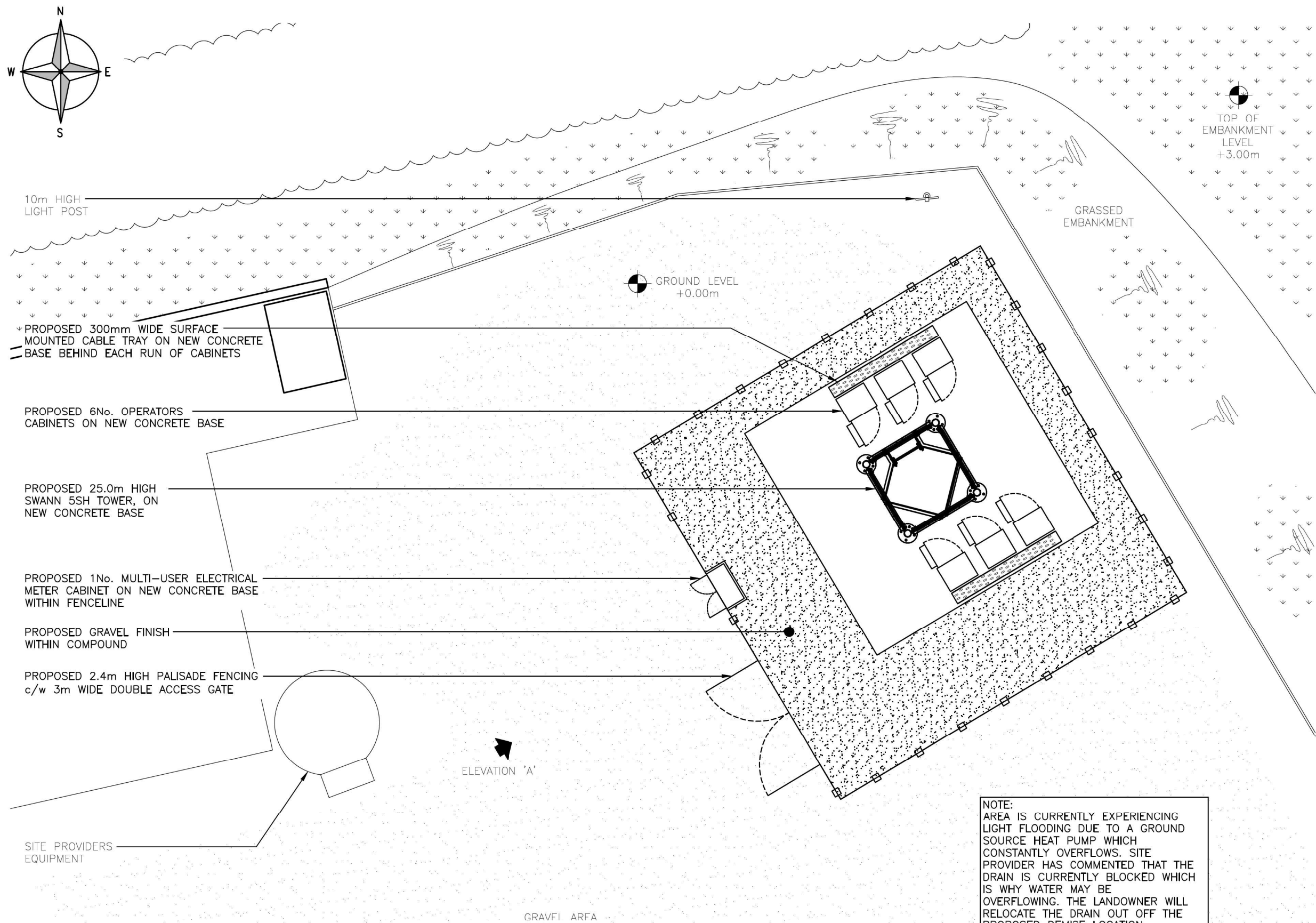
DRAWING TITLE:
EXISTING SITE LAYOUT

PURPOSE OF ISSUE:
PLANNING

DRAWING NUMBER:
200

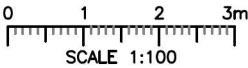
SURVEYED BY: INS GROUP	ORIGINAL SIZE: A3	ISSUE: B
DRAWN: KJS	DATE: 24.10.23	CHECKED: INS
	DATE: 24.10.23	

EXISTING SITE LAYOUT
(SCALE 1:100)



NOTE:
AREA IS CURRENTLY EXPERIENCING LIGHT FLOODING DUE TO A GROUND SOURCE HEAT PUMP WHICH CONSTANTLY OVERFLOWS. SITE PROVIDER HAS COMMENTED THAT THE DRAIN IS CURRENTLY BLOCKED WHICH IS WHY WATER MAY BE OVERFLOWING. THE LANDOWNER WILL RELOCATE THE DRAIN OUT OFF THE PROPOSED DEMISE LOCATION. OVERFLOW OR DRAINAGE TO BE REMEDIED PRIOR TO SITE INSTALLATION, GROUND TO BE INVESTIGATED FOR SUITABILITY OF TOWER BASE

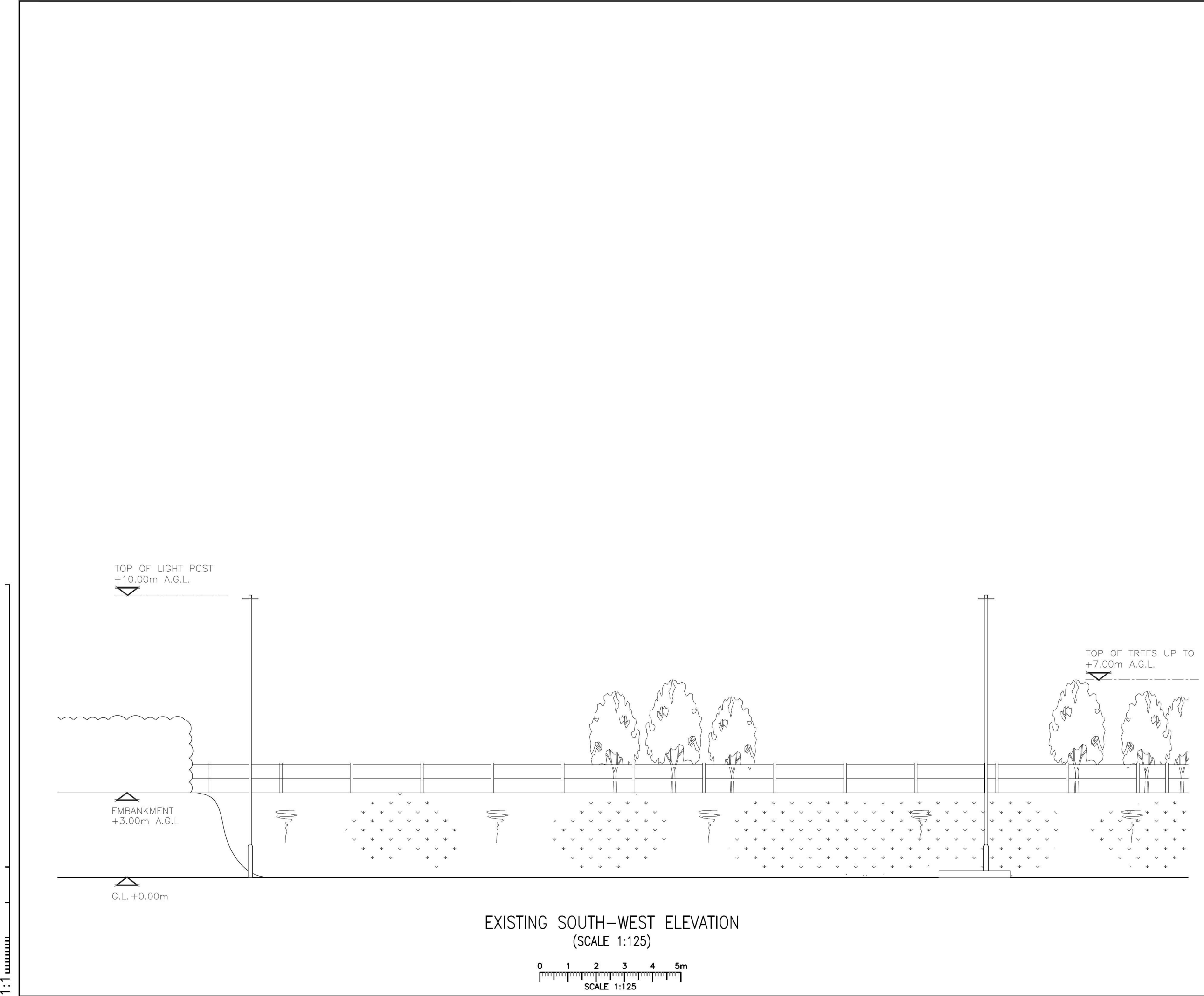
PROPOSED SITE LAYOUT
(SCALE 1:100)



NOTES:

B	LOCATION AMENDED	KJS	INS	23.11.23
A	INITIAL ISSUE	KJS	INS	24.10.23
REV.	MODIFICATION	BY	CHK.	DATE

ICON TOWER INNOVATIVE INFRASTRUCTURE SOLUTIONS				
ICON TOWER REF No: GBR-CMA0012				
OPERATOR 1 REFERENCE No.: N/A				
OPERATOR 2 REFERENCE No.: N/A				
SITE NAME AND ADDRESS: JOHN BEATY TRANSPORT PENRITH CUMBRIA CA11 0DW				
DRAWING TITLE: PROPOSED SITE LAYOUT				
PURPOSE OF ISSUE: PLANNING				
DRAWING NUMBER: 201				
SURVEYED BY: INS GROUP		ORIGINAL SIZE: A3		ISSUE: B
DRAWN: KJS	DATE: 24.10.23	CHECKED: INS	DATE: 24.10.23	



NOTES:

B	LOCATION AMENDED	KJS	INS	23.11.23
A	INITIAL ISSUE	KJS	INS	24.10.23
REV.	MODIFICATION	BY	CHK.	DATE

<div>ICONTOWER</div> <div>INNOVATIVE INFRASTRUCTURE SOLUTIONS</div>			
ICON TOWER REF No: GBR-CMA0012			
OPERATOR 1 REFERENCE No.: N/A			
OPERATOR 2 REFERENCE No.: N/A			
SITE NAME AND ADDRESS: JOHN BEATY TRANSPORT PENRITH CUMBRIA CA11 ODW			
DRAWING TITLE: EXISTING SITE ELEVATION			
PURPOSE OF ISSUE: PLANNING			
DRAWING NUMBER: 300			
SURVEYED BY: INS GROUP		ORIGINAL SIZE: A3	
DRAWN: KJS	DATE: 24.10.23	CHECKED: INS	DATE: 24.10.23
			B

