



## National Highways Planning Response (NHPR 24-02) Formal Recommendation to an Application for Planning Permission

From: Amy Williams (Regional Director)  
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To: Cumberland Council

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
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**Council's Reference:** 4/24/2044/0F1

**National Highways Reference:** NH/24/05099

**Location:** Land at East Road, Egremont

**Proposal:** Demolition of existing buildings and erection of a discount food store, alterations to vehicular and pedestrian access, provision of car and cycle parking, servicing area, hard and soft landscaping and associated works.

Referring to the consultation on a planning application dated 07/02/2024 referenced above, in the vicinity of the A595 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [PlanningNW@nationalhighways.co.uk](mailto:PlanningNW@nationalhighways.co.uk)

<b>Signature:</b>	<b>Date: 30/10/2024</b>
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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A**     **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

### **National Highways Comments**

#### **Drainage**

This roundabout is associated with an existing flooding hotspot, and National Highways' drainage currently discharges into the Local Authority's network through a 500mm diameter pipe running through the proposed retail development site. However, there is no conflict between the two, and National Highways is satisfied with the proposal.

Based on the additional information provided, the developer has proposed to remove the connection from their site to the highway's drainage, which National Highways also finds acceptable.

The Image below identifies the route of the drainage pipe.



## **Geotechnical**

As requested by National Highways, the amended proposed site sections drawing by Projekt Architecture, includes additional sections along the western boundary, showing the proposed site elevation in relation to the A595.

The submitted sections indicate no significant geotechnical implications for National Highways.

## **Structures**

The technical note, ramp site plan and updated ramp section confirm that the temporary works pose no detrimental effects on the existing structure, satisfying National Highways' requirements.

The updated ramp section and technical note have resolved the outstanding issues, and National Highways can confirm that the proposed works do not adversely impact the existing structure. However, the ramp's drainage provisions should be carefully designed to prevent water accumulation, allowing effective management of surface water on the flat landing at the bottom of the ramp to avoid standing water or icing.

This can be agreed with National Highways at a later stage once the detailed design is complete. National Highways can confirm that there is no requirement for a formal planning condition associated with the structure.

## **Traffic Impact Assessment**

National Highways have worked with the developers' consultants (AMA), to capture traffic survey and assessed the associated data. National Highways have reviewed the submitted Transport Assessment and we accept the findings.

## **Standing advice to the local planning authority**

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The National Planning Policy Framework supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.