

## Highways Technical Note

### Response to Highways Comments from Cumberland Council

**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 - Land At East Road, Egremont**

CC Reference Number - 4/24/2044/0F1

19<sup>th</sup> April 2024

#### Introduction

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates (AMA) in response to comments received from Cumberland Council (CC) Highways on the 6<sup>th</sup> March 2024.

The comments received from the CC Highways Department relate to the AMA Transport Assessment (TA) and Interim Travel Plan (TP) dated January 2024.

A separate HTN has been prepared in response to the comments received from National Highways (NH).

As detailed within this HTN, the Wyndham Place / Wyndham Terrace / East Road arrangement has been updated to address the comments received from both the LHA and local residents. The new access arrangement detailed within this HTN therefore aims to address the formalisation of the junction, whilst also ensuring a safe arrangement for all road users from the increase of traffic travelling to / from the Aldi Store.

#### CC Officer Comments and Applicant's Responses

For ease of reference, this Note provides responses to each of the highways officer's comments in the same order as the CC Highways Consultation Response, a copy is attached in **Appendix A**.

#### CC Comment 1

- *The proposed store access is suitable but needs to have a dropped kerb crossing with tactile paving across the mouth of the junction (this detail can be conditioned).*
- *The shared nature of the access (i.e. deliveries and customer car park) is not ideal as it presents additional risk of conflict. However I note the constraints of the site and the fact that deliveries 'will be managed' to minimise conflict. The LHA recommend that HGV deliveries use a 'banksman' for deliveries during trading hours and that this is part of a 'Delivery Management Plan' which in turn can be incorporated into the Travel Plan which is a live document and can be revised as and when necessary (can be conditioned)*
- *I note the evidence of the 85th %ile speeds dictate that a visibility splay of 30m and 43m (to the north and south respectively) are required for the Wyndham Place / East View junction and 43m at the site access junction and these can be provided. However, I am aware that on-street parking to the north, outside the terrace, can affect visibility. I note some changes at this junction with footway realignment provision which also accommodates the two informal off-street parking spaces. It is recommended that the visibility splay and lengthened section of road / footway is protected from parking by creating a build-out on East Road to deter / prevent parking in the splay. There will also need to be a dropped kerb access to this private area. It will be necessary to demark the footway (i.e. adopted highway) extent with pin kerbs to the rear of the footway. It would also be beneficial if this new section of footway was 2.5m wide and consider planters or seats in the*

*build-out area (to remain private) to manage the parking and prevent illegal access to the parking across the raised kerbs. The details of the changes to the highway and junction can be resolved through the S278 process.*

- *East Road is a key walking desire line to the town centre and secondary schools. The footway on East Road, along the site frontage, should be minimum unobstructed width of 2.5m. Note - additional space would need to be allowed for the barriers on the roundabout. The footway on Wyndham Place should be a minimum width of 2m between store access egress and East Road.*

- *Wyndham Place. The applicant needs to clarify the footway arrangement on Wyndham Place as it does not appear to align with the footway outside Rivendale on the plans. Information on the footway widths and existing / proposed kerb lines and carriageway widths should be provided; the carriageway width appears to have been reduced.*

### **AMA Response 1**

- Comments are noted regarding the dropped kerbs and tactile paving required at the mouth of the junction, the access drawing has been updated to reflect these amendments.

- Comments are noted regarding the nature of the shared access for all vehicle movements. It should be noted that this is common arrangement for the majority of all Aldi stores and is therefore managed internally by a team of experienced staff who ensure that there is minimal disruption during the trading hours. The safe and smooth operation of the delivery vehicles is within the interests of Aldi and therefore the access arrangement is not considered to be of a safety concern.

It is agreeable that the Delivery Management Plan (DMP) can be conditioned, this will be prepared as part of the TP or a separate document.

- Comments are noted regarding the visibility splay to the north of East Road, to ensure this is free from the obstruction of parked vehicles. As requested in the Highways Officer comments, a build-out on East Road has been accommodated as part of the updated access drawing.

The physical build-out has also been designed to ensure that pedestrians using the tactile crossing have an inter-visibility splay of 25m to an oncoming vehicle.

Following receipt of local resident comments, the Wyndham Place / Wyndham Terrace / East Road arrangement has been updated to aim to address the concerns that the new access will have on the gradient of Wyndham Terrace and also to ensure a safe arrangement for all road users from the increase of traffic travelling to / from the Aldi Store.

The main comments arising from the previously proposed access arrangement (detailed in the TA) related to the servicing of the refuse vehicle which is understood to reverse down the entire length of Wyndham Terrace, due to the lack of turning provision at the end of the road.

Due to the informal arrangement at the Wyndham Terrace / East Road junction larger vehicles (caravans and refuse vehicles) travel along the eastern side of the access when travelling up the hill following the alignment of the shallower gradient.

Residents have therefore raised queries about the proposed formalisation of the junction, with specific comments relating to the give-way line on Wyndham Terrace which would cause the larger vehicles (car towing caravans) to potentially be affected by the formalisation of the junction.

The access arrangement has therefore been re-designed to provide a balanced proposal, aiming to accommodate both the refuse and caravan concerns, whilst also providing a safe arrangement for all road users and all manoeuvres.

A copy of the updated access arrangement plan is provided in AMA Drawing Number 48019-SK009, attached to this HTN at **Appendix B**.

As detailed in the updated access drawing, the main difference between the previously proposed access arrangement is the reduced build-out radius to the north of the junction, which in turn has increased the mouth of the Wyndham Place junction with East Road.

To ensure a safe crossing distance is maintained for pedestrians, a dedicated refuge island with dropped kerbs and tactile paving is provided.

This new arrangement therefore, provides a more formal arrangement to the on-site provision, however also enables the movements for larger vehicles to reverse down Wyndham Terrace and utilise the shallower gradient along the eastern side of the carriageway for the low frequency caravan manoeuvres.

We appreciate that the new arrangement differs slightly from that of the previous reviewed layout detailed in the TA, however we consider this to provide an improved layout from that initially submitted at planning application stage taking into account comments made on the design.

We therefore welcome any discussions with the Highways Officer to provide any further explanation of the layout and existing site constraints the design has to accommodate.

- Comments are noted regarding the request for widening the East Road footway to a width of 2.5m. Unfortunately the widening of this footway by 0.5m would result in a loss to the internal area of the site and consequently would push all the parking bays along the northern boundary of the site to a southern location reducing the aisle widths to less than the required 6m standard.

The footway provision along East Road is 2m in width which is provided in accordance with design requirements, and therefore considered to provide a suitable level of provision.

- To avoid any confusion with tying into the existing footway provision outside Rivendale, the footway provision will remain the same widths as the existing arrangement. The layout has therefore been updated to provide a dropped kerb with tactile paving along the southern side of the footway and will tie in shortly to the existing provision. With regards to the north of the access, the design provides a continuous 2m footway along the north-eastern boundary and the carriageway width will be widened to approximately 6.5m. The carriageway width varies slightly due to the existing characteristics of Wyndham Place.

### **CC Comment 2**

*I note that there is a link to the underpass ('ped access' on the plans). This is welcomed but should be 3m wide not 2m wide to better accommodate cycles, pushchairs and wheelchairs etc. Also, since the footway is next to parking bays, the overhang from cars will effectively reduce the usable footway width. This path must be step-free and a maximum gradient of 1:10. Instead of coming off the top or the ramp at footway level, the applicant should consider the potential of routing a path from the underpass at a lower level, straight into the car park near to the cycle stands. This would be a more direct route and almost at the same level so would be easier and quicker to use. I note that the applicant is having discussions with National Highways and I look forward to some progress.*

*In the meantime, the fall-back provision of a stepped access is not acceptable to the LHA. This should be a ramp as described above (3m wide) and as such revised details will need to be submitted for approval.*

## **AMA Response 2**

The new path which connects the application site to the existing footway adjacent to the roundabout is provided at a gradient of 1:30m and has been re-designed to be step-free. A copy of the updated Site Layout is attached to this HNT at **Appendix C**.

The path has been designed to a width of 2.5m, this is the maximum width which can be provided without encroaching onto the internal layout and resulting in the loss of parking bays. For reference, a width of 3m would result in the loss of 3 parking bays which in turn would equate to a total parking area of 83bays.

In the balance of the wider scheme, the proposed 2.5m width is considered to provide an appropriate width to accommodate both pedestrians with a buggy and cyclists. To ensure a safe environment for all non-motorised users (NMUs) accessing the private path, a 'cyclist dismount' sign will be provided to ensure that cyclists walk their bicycles down the ramp.

As referenced within the Transport Assessment, a new pedestrian access both option locations would encroach on land under the ownership of National Highways. Therefore discussions were held with NH to ensure that both access options were reviewed. A copy of the NH response is provided at **Appendix D** which details the considerations for both options. Therefore to ensure a safer environment for customers and employers travelling to the site, it is concluded that Option 1 provides the more appropriate option.

## **CC Comment 3**

*The parking provision of 86 spaces is not in accordance with the Cumbria Design guide which states that there should be 1 space per 15m<sup>2</sup> of GFA. If the GFA (rather than the net sales area is taken as 1,855m<sup>2</sup>, then there should be 126 spaces.*

*I note the argument provided in the TA that based on a recent survey, 86 spaces will be sufficient. However, I note that all three Carlisle Aldi stores (all stand-alone rather than on a retail park) have closer to 100 car parking spaces each. Please can you provide details of the car parking accumulation analysis so I can check the relevance of the store selected to the Egremont location and size.*

*The 5 No. blue badge holder spaces is adequate.*

## **AMA Response 3**

Comments are noted regarding the additional car parking analysis.

The car parking analysis for a comparable Aldi store was undertaken at Healaugh Park, Yarm (TS15 9XN), with surveys undertaken on Friday 8<sup>th</sup> September 2023, Saturday 9<sup>th</sup> September 2023 and Sunday 10<sup>th</sup> September 2023.

As detailed in the TA, the Aldi store at Healaugh Park, Yarm has a total of 89 parking spaces which was recorded as receiving a maximum occupancy level of 88% on a Friday (15:30 to 15:45), 86% on a Saturday (10:30 to 10:45) and 82% on a Sunday (11:30 to 11:45).

Details of the car parking accumulation surveys are attached to this HTN at **Appendix E**.

Comments are noted regarding the level of blue badge holder spaces, no further actions are required.

#### **CC Comment 4**

*I note and welcome the 4 Sheffield type stands. However, it would be beneficial if the offering could be increased to 5 stands as a minimum improvement. However, it is recommended that the applicant make provision for increasing numbers of cyclists, and differing types of cycle in accordance with LTN 1/20.*

*Whilst the applicant has met the minimum criteria for short stay provision, the presence of only Sheffield stand type provision suggests they have not considered long stay parking or other recommendations in the guidance on cycle parking given in Chapter 11 of LTN 1/20.*

*The applicant should consider:*

- *Additional short stay parking and provision of long stay parking in the form of cycle lockers / hanger, with provision for public and staff parking.*
- *Adaptive cycle spaces. Whilst 1 adaptive space would meet the ATE provision of 5%, the applicant should consider a minimum of 2 spaces. Including provision for cargo / non standard cycles should also be considered.*
- *As the site is located on NCN 72 the applicant could consider the provision of an 'off the peg' outdoor cycle maintenance station for staff and public use.*
- *Providing changing and showering facility for staff.*

#### **AMA Response 4**

Comments are noted, details of the following cycling updates are provided below:

- Longstay cycle parking for staff has now been provided within the internal storage area, this can provide storage for a total of four bicycles. Details of this location are provided in the updated site layout plan. This storage arrangement is provided across other Aldi stores and is therefore considered an appropriate and safe provision for staff to store their bicycles;
- An adaptive cycle space is now provided as part of the updated site layout plan, this is provided to the north of the five Sheffield stands. The hoop serves two cycle spaces and provides a larger space to either side to accommodate adaptive cycles;
- Consideration of the 'off the peg' outdoor cycle maintenance station has been made, this can be provided at a later date should staff request this provision. However, it is not the stores responsibility to provide something similar for use by the public riders and no further consideration will be given to this; and
- It is considered that the number of staff employed on site does not justify the requirement for showers. Aldi are well known for employing staff from the local area, and this coupled with the other cycling measures listed in the Travel Plan are considered appropriate.

#### **CC Comment 5**

*The LHA has no objection to the access onto East Road which is an adopted, but unclassified road. Due to the low flow on East Road it is not envisaged that there will be a capacity issue at this particular junction.*

*The main issue with traffic impact will be on the A595 roundabout. Due to the very heavy tidal peak flows on the A595, the links and roundabout are at or near capacity at certain times of day. I note that the Transport Assessment has modelled the roundabout for an uplifted 2024 scenario and it shows if working with minimal queuing. Taking into account the existing use of the site and other traffic that uses East Road, the LHA do not*

*consider that the forecasted trips will have a material impact on the local network. The impact will be more acute on the Trunk Road network and the applicant should liaise with National Highways and seek their views.*

#### **AMA Response 5**

Comments are noted regarding the junction capacity assessments. NH have reviewed the TA and a response has been received. A separate HTN is therefore being prepared to address all the comments received from NH.

#### **CC Comment 6**

*The LHA welcome the interim Travel Plan.*

#### **AMA Response 6**

Comments are noted regarding TP, no further actions are required.

#### **Conclusion**

It is considered that the details contained in this HTN respond to the points raised by CC Highways and confirm that the development proposals are acceptable and should be granted planning permission.

**Appended Documents**

**Appendix A – CC Highways Consultation Response**

**Appendix B – Updated Access Arrangements**

**Appendix C – Updated Site Layout**

**Appendix D – NH Pedestrian Access Comments**

**Appendix E – Car Parking Accumulation**

## Appendix A – CC Highways Consultation Response



Copeland area Planning Department, Cumberland Council

For the attention of Christie M Burns

Date: 6 March 2024

Your reference: 4/24/2044/0F1

Dear Christie M Burns

## **CONSULTATION ON PLANNING APPLICATION**

**Appn: 4/24/2044/0F1**  
**Site Address: LAND AT EAST ROAD, 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**

Thank you for your consultation on 14 February 2024 regarding the above Planning Application.

Cumberland Council as the Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) has reviewed the above planning reference and our findings are detailed below.

### **Access:**

#### **Vehicle**

- The proposed store access is suitable but needs to have a dropped kerb crossing with tactile paving across the mouth of the junction (this detail can be conditioned).
- The shared nature of the access (i.e. deliveries and customer car park) is not ideal as it presents additional risk of conflict. However I note the constraints of the site and the fact that deliveries 'will be managed' to minimise conflict. The LHA recommend that HGV deliveries use a 'banksman' for deliveries during trading hours and that this is part of a 'Delivery Management Plan' which in turn can be incorporated into the Travel Plan which is a live document and can be revised as and when necessary (can be conditioned)
- I note the evidence of the 85th %ile speeds dictate that a visibility splay of 30m and 43m (to the north and south respectively) are required for the Wyndham Place / East View junction and 43m at the site access junction and these can be provided. However, I am aware that on-street parking to the north, outside the terrace, can affect visibility. I note some changes at this junction with footway realignment /

provision which also accommodates the two informal off-street parking spaces. It is recommended that the visibility splay and lengthened section of road / footway is protected from parking by creating a build-out on East Road to deter / prevent parking in the splay. There will also need to be a dropped kerb access to this private area. It will be necessary to demark the footway (i.e. adopted highway) extent with pin kerbs to the rear of the footway. It would also be beneficial if this new section of footway was 2.5m wide and consider planters or seats in the build-out area (to remain private) to manage the parking and prevent illegal access to the parking across the raised kerbs. The details of the changes to the highway and junction can be resolved through the S278 process.

- East Road is a key walking desire line to the town centre and secondary schools. The footway on East Road, along the site frontage, should be minimum unobstructed width of 2.5m. Note - additional space would need to be allowed for the barriers on the roundabout. The footway on Wyndham Place should be a minimum width of 2m between store access egress and East Road.
- Wyndham Place. The applicant needs to clarify the footway arrangement on Wyndham Place as it does not appear to align with the footway outside Rivendale on the plans. Information on the footway widths and existing / proposed kerb lines and carriageway widths should be provided; the carriageway width appears to have been reduced.

### ***Cycle and Pedestrian link to the Town Centre***

I note that there is a link to the underpass ('ped access' on the plans). This is welcomed but should be 3m wide not 2m wide to better accommodate cycles, pushchairs and wheelchairs etc. Also, since the footway is next to parking bays, the overhang from cars will effectively reduce the usable footway width. This path must be step-free and a maximum gradient of 1:10. Instead of coming off the top or the ramp at footway level, the applicant should consider the potential of routing a path from the underpass at a lower level, straight into the car park near to the cycle stands. This would be a more direct route and almost at the same level so would be easier and quicker to use. I note that the applicant is having discussions with National Highways and I look forward to some progress.

In the meantime, the fall-back provision of a stepped access is not acceptable to the LHA. This should be a ramp as described above (3m wide) and as such revised details will need to be submitted for approval.

## **Parking/Turning:**

### Car Parking

The parking provision of 86 spaces is not in accordance with the Cumbria Design guide which states that there should be 1 space per 15m<sup>2</sup> of GFA. If the GFA (rather than the net sales area is taken as 1,855m<sup>2</sup>, then there should be 126 spaces.

I note the argument provided in the TA that based on a recent survey, 86 spaces will be sufficient. However, I note that all three Carlisle Aldi stores (all stand-alone rather than on a retail park) have closer to 100 car parking spaces each. Please can you provide details of the car parking accumulation analysis so I can check the relevance of the store selected to the Egremont location and size.

The 5 No. blue badge holder spaces is adequate

### Provision for Cyclists

I note and welcome the 4 Sheffield type stands. However, it would be beneficial if the offering could be increased to 5 stands as a minimum improvement. However, it is recommended that the applicant make provision for increasing numbers of cyclists, and differing types of cycle in accordance with LTN 1/20.

Whilst the applicant has met the minimum criteria for short stay provision, the presence of only Sheffield stand type provision suggests they have not considered long stay parking or other recommendations in the guidance on cycle parking given in Chapter 11 of LTN 1/20.

The applicant should consider:

- Additional short stay parking and provision of long stay parking in the form of cycle lockers / hanger, with provision for public and staff parking.
- Adaptive cycle spaces. Whilst 1 adaptive space would meet the ATE provision of 5%, the applicant should consider a minimum of 2 spaces. Including provision for cargo / non standard cycles should also be considered.
- As the site is located on NCN 72 the applicant could consider the provision of an 'off the peg' outdoor cycle maintenance station for staff and public use.
- Providing changing and showering facility for staff.

## **Highway Capacity:**

The LHA has no objection to the access onto East Road which is an adopted, but unclassified road. Due to the low flow on East Road it is not envisaged that there will be a capacity issue at this particular junction.

The main issue with traffic impact will be on the A595 roundabout. Due to the very heavy tidal peak flows on the A595, the links and roundabout are at or near capacity at certain times of day. I note that the Transport Assessment has modelled the roundabout for an uplifted 2024 scenario and it shows if working with minimal queuing. Taking into account the existing use of the site and other traffic that uses East Road, the LHA do not consider that the forecasted trips will have a material impact on the local network. The impact will be more acute on the Trunk Road network and the applicant should liaise with National Highways and seek their views.

### **Travel Plan**

The LHA welcome the interim Travel Plan.

### **LHA Conclusion**

The LHA has some reservations and the following areas need further investigation and/or evidence at this stage as follows:

- details of the car parking accumulation analysis
- Revision of the pedestrian / wheeler access to the store from the A595 underpass
- Details / confirmation of the footways to the frontage of the store (west and north)
- Wyndham Place / East View build-out and new junction arrangement
- Draft S278 adoption plan

Other matters (details) will be secured by pre-commencement conditions.

### **Lead Local Flood Authority Advice and Comments**

#### **Drainage Strategy/Design:**

I note that the strategy concludes that the discharge will be to a public surface water sewer. It is accepted that drainage destinations further up the NPPF hierarchy (i.e. infiltration and to a waterbody or watercourse) is not viable / available.

I also note that UU have agreed in principle to the discharge rate of 5.8 l/s (I have verified that this is the greenfield equivalent using the HR Wallingford tool). This is acceptable to the LLFA and also accept that the underground attenuation tanks are appropriate / necessary on this kind of urban / brownfield constrained site. I have carried out a storage volume check using the HR Wallingford tool which shows that for 50% CC and 10% UC approximately 580m<sup>3</sup> of storage is needed. The proposed underground tank provides 366m<sup>3</sup>. Please explain the apparent discrepancy in the storage estimates.

It appears from the underground utility survey that the existing site drains by gravity to the SW sewer to the east whereas the proposed solution relies on a pumping regime with rising main. The LLFA do not encourage the use of surface water pumping stations due to the risk of failure / lack of maintenance and the ensuing flood risk. I appreciate that with a deeper system required due to the underground storage and constraints of the receiving network, the gravity solution will be challenging. However, the LLFA need to see evidence / reasons why a gravity solution cannot work. The UU SW sewer deepens to the south of the access and it may be worth looking at possible connection further downstream. It is also worth considering the whole life cost of the infrastructure. The maintenance and replacement costs of pumps may outweigh any additional capital costs in installing a more challenging gravity solution.

The proposed treatment measures and exceedance route is satisfactory. However, the maintenance schedule does not include any reference to the pump. It is critical that there is a maintenance / testing regime in place for the surface water pump.

### **LLFA Conclusion**

The LLFA has some reservations and the following areas need further investigation and/or evidence at this stage as follows:

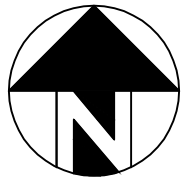
- Comments on possibility of a gravity solution or evidence that rules it out
- Comments on surface water attenuation / storage provision
- Pump maintenance proposals included in the Drainage Management and Maintenance Document.

Yours sincerely

**Shamus Giles**

Lead Officer - Flood & Development Management

## **Appendix B – Updated Access Arrangements**



1.8m WIDE PARKING BAY TO CONTINUE TO NEXT JUNCTION

KEEP RIGHT BOLLARD

KEEP LEFT BOLLARD

R. 7m

2.4m BY 30.1m VISIBILITY SPLAY

2.4m BY 43m VISIBILITY SPLAY

6.5m  
2m

R. 12m

R. 10m

CARRIAGEWAY WIDENING TO TIE BACK INTO EXISTING

P01	Preliminary Issue	00.00.00	XX
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Project:  
**WYNDHAM PLACE, EGREMONT**

Client:  
**ALDI**

Drawing:  
**PROPOSED SITE ACCESS**

Drawn By: <b>RID</b>	Date: <b>10.04.2024</b>
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Checked: <b>GDM</b>	Scale: <b>1:500</b>	Paper: <b>A3</b>
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Drawing No. <b>AMA-48019-SK009</b>	Rev. <b>P01</b>
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## Appendix C – Updated Site Layout

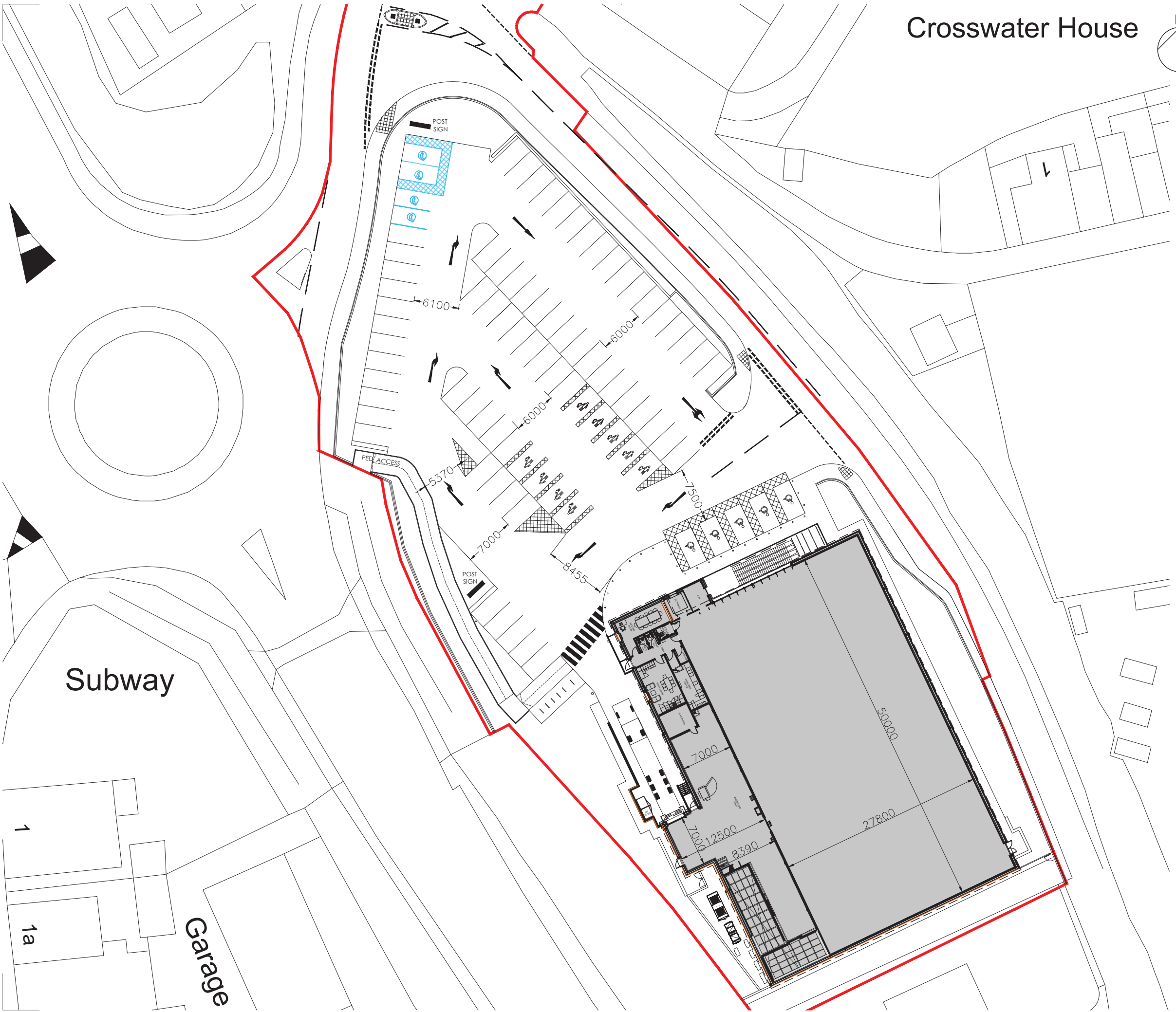



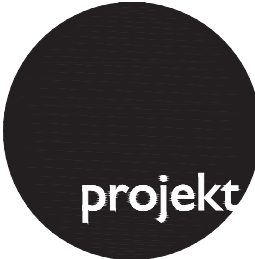
# Crosswater House



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Rev	Date	Description	Rev By	Chk'd By
P01	17.04.24	First Issue	Adel	-



Client		<b>Aldi Stores Ltd</b>			
Project Title		<b>Aldi - Egremont</b>			
Project Address		<b>Wyndham Place Egremont</b>			
Drawing Title		<b>Proposed Site Plan - Access Ramp 2</b>			
Drawing Number		<b>0541 - SK22</b>		Revision <b>P01</b>	
Drawn	Checked	Date	Scale	Size	Status
Adel	-	12.12.23	1:500	A3	Sketch
Media Exchange 2 Coquet Street Newcastle Upon Tyne NE1 2QB					
Forsyth House 93 George Street Edinburgh EH2 3ES					
t : 0191 260 5551 e : admin@projektarchitects.com w : www.projektarchitects.com <b>Architects   Construction</b>					



## Appendix D – NH Pedestrian Access Comments

**From:** [Omar Opoku-Addo](#)  
**To:** [Rosie Ward](#)  
**Subject:** RE: Land at East Road - Egremont  
**Date:** 16 April 2024 11:25:15  
**Attachments:** [image001.png](#)

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Good Morning Charlotte,

I hope that you are well – apologies for the late response. Please see NH comments below regarding the options or a new pedestrian access.

Please see my comments below:

**Option 1: new on ramp on car park merging with the footway at roads level involving removing a section of existing parapet/handrail/concrete upstand.**

Comments:

1. Proposal would require SES approval for the modification of the parapet/handrail and the stringcourse/retaining wall upstand.
2. New access will need to be DDA compliant.

**Option 2: cutting into the existing retaining wall to form an access to the car park/subway.**

1. To enable the intersection between the down ramp and the dogleg, the down ramp would require retaining walls to support the level difference between the dog leg section of the existing access ramp and the carpark. This means that the proposed and the existing wall will need to be connected but having a sharp corner (90 degrees change in direction), where the proposed and existing wall meet, would be a safety and security hazard. I.e. pedestrian banged against the sharp corner or perpetrator could ambush customers at the sharp corner etc.
2. The proposed down ramp to connect to the dog leg section of the existing access ram to the subway will need to be DDA compliant.
3. The new down ramp will create drainage issues.
4. The new down ramp will need to be designed for anti-access for vehicles.
5. The existing retaining wall will need to be assessed structurally for any modifications. The proposed new arrangements would require a design for the new retaining wall, drainage, and lighting provisions etc. Any new structural assessment, modification and design would require technical approval from SES in accordance with DMRB CG300.

I hope this helps and let me know what you think.

Many Thanks,

Omar Opoku-Addo

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**From:** Rosie Ward <rosie@amatp.co.uk>

**Sent:** Wednesday, March 27, 2024 3:51 PM

**To:** Omar Opoku-Addo <Omar.OpokuAddo@nationalhighways.co.uk>

**Cc:** Cutts, Reuben <Reuben.Cutts@wsp.com>; Alex McGarrell <alex@amatp.co.uk>; 'Miller, Chris (Avison Young - UK)' <Chris.Miller@avisonyoung.com>

**Subject:** RE: Land at East Road - Egremont

Good Afternoon Omar,

Thank you for sending through the comments provided by WSP, I shall review and provide a formal response to the respective comments.

On a slightly separate note, I was wondering if you may have had chance to review the options for a new pedestrian access link as per my original email? For reference, both of the access options fall within the land owned and maintained by National Highways.

Please can you advise if NH have a preference on the above two options to improve the connectivity to Egremont town centre. We would also be happy to provide any further information to assist you in reviewing the information, and would also welcome a discussion over Teams Call if you prefer.

Kind regards,

Rosie

**Rosie Ward**

BSc(Hons) MSc MCIHT

Senior Transport Planner



Web: [www.amatp.co.uk](http://www.amatp.co.uk)

Mob: 07531 409 480

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**From:** Omar Opoku-Addo <[Omar.OpokuAddo@nationalhighways.co.uk](mailto:Omar.OpokuAddo@nationalhighways.co.uk)>  
**Sent:** Wednesday, March 27, 2024 1:20 PM  
**To:** Rosie Ward <[rosie@amatp.co.uk](mailto:rosie@amatp.co.uk)>  
**Cc:** Cutts, Reuben <[Reuben.Cutts@wsp.com](mailto:Reuben.Cutts@wsp.com)>  
**Subject:** Land at East Road - Egremont

Hi Rosie,

Just wanted to bring this to your attention from WSP for yourselves to review.

If there's anything further, I can help with on this, please don't hesitate to ask.

Many thanks

**Omar Opoku-Addo**  
**Assistant Spatial Planner**  
**Operations North West**

National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD  
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## Appendix E – Car Parking Accumulation



14506 / Aldi, Yarm Parking  
 Sep/23  
 CAR PARK OCCUPANCY

SITE: 1

DATE: 08/09/2023

LOCATION: Aldi

DAY: Friday

Occupancy at 07:00 4

Total Available Spaces 85

TIME	Car Park		TOT OCC	TOT OCC %
	IN	OUT		
07:00 - 07:15	3	3	4	5%
07:15 - 07:30	3	2	5	6%
07:30 - 07:45	4	5	4	5%
07:45 - 08:00	7	5	6	7%
08:00 - 08:15	24	3	27	32%
08:15 - 08:30	24	18	33	39%
08:30 - 08:45	33	23	43	51%
08:45 - 09:00	24	29	38	45%
09:00 - 09:15	38	33	43	51%
09:15 - 09:30	29	29	43	51%
09:30 - 09:45	28	34	37	44%
09:45 - 10:00	32	30	39	46%
10:00 - 10:15	37	21	55	65%
10:15 - 10:30	30	30	55	65%
10:30 - 10:45	39	38	56	66%
10:45 - 11:00	34	32	58	68%
11:00 - 11:15	45	41	62	73%
11:15 - 11:30	39	37	64	75%
11:30 - 11:45	25	39	50	59%
11:45 - 12:00	41	33	58	68%
12:00 - 12:15	45	34	69	81%
12:15 - 12:30	35	54	50	59%
12:30 - 12:45	27	32	45	53%
12:45 - 13:00	28	28	45	53%
13:00 - 13:15	40	32	53	62%
13:15 - 13:30	33	36	50	59%
13:30 - 13:45	37	43	44	52%
13:45 - 14:00	37	39	42	49%
14:00 - 14:15	30	27	45	53%
14:15 - 14:30	44	35	54	64%
14:30 - 14:45	41	43	52	61%
14:45 - 15:00	38	52	38	45%
15:00 - 15:15	43	29	52	61%
15:15 - 15:30	51	35	68	80%
15:30 - 15:45	52	45	75	88%
15:45 - 16:00	45	59	61	72%
16:00 - 16:15	40	54	47	55%
16:15 - 16:30	34	46	35	41%
16:30 - 16:45	38	27	46	54%
16:45 - 17:00	47	43	50	59%
17:00 - 17:15	26	40	36	42%
17:15 - 17:30	41	47	30	35%
17:30 - 17:45	53	39	44	52%
17:45 - 18:00	48	48	44	52%
18:00 - 18:15	29	32	41	48%
18:15 - 18:30	35	36	40	47%
18:30 - 18:45	41	38	43	51%
18:45 - 19:00	32	39	36	42%
<b>P/TOT</b>	1629	1597		



14506 / Aldi, Yarm Parking  
 Sep/23  
 CAR PARK OCCUPANCY

SITE: 1 DATE: 09/09/2023

LOCATION: Aldi DAY: Saturday

Occupancy at 07:00 7

Total Available Spaces 85

TIME	Car Park		TOT OCC	TOT OCC %
	IN	OUT		
07:00 - 07:15	3	3	7	8%
07:15 - 07:30	7	5	9	11%
07:30 - 07:45	0	1	8	9%
07:45 - 08:00	14	6	16	19%
08:00 - 08:15	28	11	33	39%
08:15 - 08:30	27	23	37	44%
08:30 - 08:45	29	26	40	47%
08:45 - 09:00	31	25	46	54%
09:00 - 09:15	27	32	41	48%
09:15 - 09:30	41	30	52	61%
09:30 - 09:45	27	31	48	56%
09:45 - 10:00	34	34	48	56%
10:00 - 10:15	50	29	69	81%
10:15 - 10:30	43	43	69	81%
10:30 - 10:45	43	39	73	86%
10:45 - 11:00	37	58	52	61%
11:00 - 11:15	52	34	70	82%
11:15 - 11:30	40	50	60	71%
11:30 - 11:45	41	46	55	65%
11:45 - 12:00	32	39	48	56%
12:00 - 12:15	49	38	59	69%
12:15 - 12:30	31	37	53	62%
12:30 - 12:45	41	31	63	74%
12:45 - 13:00	33	51	45	53%
13:00 - 13:15	29	25	49	58%
13:15 - 13:30	35	39	45	53%
13:30 - 13:45	33	32	46	54%
13:45 - 14:00	35	27	54	64%
14:00 - 14:15	45	43	56	66%
14:15 - 14:30	34	31	59	69%
14:30 - 14:45	32	45	46	54%
14:45 - 15:00	41	36	51	60%
15:00 - 15:15	34	37	48	56%
15:15 - 15:30	28	39	37	44%
15:30 - 15:45	28	36	29	34%
15:45 - 16:00	29	16	42	49%
16:00 - 16:15	35	33	44	52%
16:15 - 16:30	27	33	38	45%
16:30 - 16:45	25	31	32	38%
16:45 - 17:00	40	31	41	48%
17:00 - 17:15	38	42	37	44%
17:15 - 17:30	33	31	39	46%
17:30 - 17:45	23	36	26	31%
17:45 - 18:00	20	27	19	22%
18:00 - 18:15	39	26	32	38%
18:15 - 18:30	33	32	33	39%
18:30 - 18:45	28	30	31	36%
18:45 - 19:00	22	29	24	28%
<b>P/TOT</b>	1526	1509		





14506 / Aldi, Yarm Parking  
 Sep/23  
 CAR PARK OCCUPANCY

SITE: 1

DATE: 10/09/2023

LOCATION: Aldi  
 Occupancy at 07:00 4  
 Total Available Spaces 85

DAY: Sunday

TIME	Car Park		TOT OCC	TOT OCC %
	IN	OUT		
08:00 - 08:15	9	3	10	12%
08:15 - 08:30	9	3	16	19%
08:30 - 08:45	7	6	17	20%
08:45 - 09:00	8	16	9	11%
09:00 - 09:15	6	9	6	7%
09:15 - 09:30	10	7	9	11%
09:30 - 09:45	11	6	14	16%
09:45 - 10:00	20	3	31	36%
10:00 - 10:15	47	26	52	61%
10:15 - 10:30	46	31	67	79%
10:30 - 10:45	34	36	65	76%
10:45 - 11:00	36	37	64	75%
11:00 - 11:15	26	50	40	47%
11:15 - 11:30	41	21	60	71%
11:30 - 11:45	52	42	70	82%
11:45 - 12:00	38	56	52	61%
12:00 - 12:15	45	44	53	62%
12:15 - 12:30	38	37	54	64%
12:30 - 12:45	47	39	62	73%
12:45 - 13:00	37	38	61	72%
13:00 - 13:15	49	51	59	69%
13:15 - 13:30	46	52	53	62%
13:30 - 13:45	45	34	64	75%
13:45 - 14:00	42	45	61	72%
14:00 - 14:15	44	43	62	73%
14:15 - 14:30	39	44	57	67%
14:30 - 14:45	46	39	64	75%
14:45 - 15:00	41	44	61	72%
15:00 - 15:15	47	43	65	76%
15:15 - 15:30	39	47	57	67%
15:30 - 15:45	39	45	51	60%
15:45 - 16:00	18	46	23	27%
16:00 - 16:15	1	20	4	5%
16:15 - 16:30	5	2	7	8%
16:30 - 16:45	3	8	2	2%
16:45 - 17:00	5	4	3	4%
17:00 - 17:15	6	5	4	5%
17:15 - 17:30	5	6	3	4%
17:30 - 17:45	10	6	7	8%
17:45 - 18:00	7	8	6	7%
<b>P/TOT</b>	1104	1102		