

REF:2245/D/CS

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18th October 2023

Dear Sir/Madam

Re: Application Ref: 4/22/2466/0F1 LAND ADJACENT TO BORDER YARD, COACH ROAD, WHITEHAVEN. Response to Highways Comments.

Further to queries raised through the process of consultation (specifically the letter received from the LHA dated 17th October 2023) for the above application in respect of the submitted and recently revised information, we hereby submit further revised and additional information, revised drawings and comments in response to the points raised for your consideration.

The following points were raised in the above letter and have been given a numerical reference for clarity in the order in which they were written and subsequently received where revised or additional information is requested;

Local Highway Response

1. *Width of primary access road*
We have increased the width of the primary access road from 4.8m to 5.5m. Please refer to plan 2245-PL100(B) Site Plan as Proposed
2. *Footway width.*
We have increased the width of the footpaths to 2m, again please refer to the revised, proposed site plan.
3. *Shared surface road delineation.*
We have altered the drawing to better show a delineation between the secondary road and the shared surface road. Please refer to the revised, proposed site plan.
4. *Parking provision.*
Please find attached drawing 2245-PL160(A) Parking Provision Plan as Proposed as requested.
5. *Adoption*
Drawing 2245-PL170 S38 Adopted Highway as Proposed describes the elements which are proposed to be adopted under a S38 agreement, subject to Local Highways Authority approval. We will issue this under a separate cover shortly.
6. *Carriageway and footway construction details.*
We would request that the requirement for the submission of these details is covered by condition.
7. *No objections noted.*

Lead Local Flood Authority Response

8. *No objections noted.*
9. *No objections noted.*

Additional Points

10. Emergency Vehicle Access

We believe that the Emergency Vehicle Access (EVA) adjacent to plot 1 is a legacy requirement for pedestrians attached to the previous consent. We understand the cycleway, which is not proposed to be used for vehicular use, is owned by either the Council or Sustrans. We had previously proposed direct pedestrian access to the cycleway at the end of each parking court adjacent to plots 12/13, 25 and 31/32 but through direct consultation with the Police's Architectural Liaison Officer we have limited this access to a singular, width constrained (i.e. pedestrian only) point of access in respect of secure by design and designing out crime requirements.

11. Cycleway Improvement

Again, the cycleway is not in our client's ownership however, we would agree to reduce the height of the boundary fence to 1m in the area hatched and noted on the proposed site plan to facilitate views by cyclists around the bend.

We would like to encourage positive determination of the current subject application as soon as possible and remain happy to engage on that understanding going forwards in any way in the hope of facilitating a positive outcome.

Yours faithfully

Chris Staniowski
Director & Architect

Manning Elliott Partnership
Chartered Architects and Designers

Enc: As noted above.