



Flood & Development Management
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Copeland area Planning Department, Cumberland Council

For the attention of Sarah Papaleo

Date: 19 April 2023

Your reference: 4/23/2025/0F1

Dear Sarah Papaleo

CONSULTATION ON PLANNING APPLICATION

Appn: 4/23/2025/0F1
Site Address: LAND AT JOE MCBAIN AVENUE, MORESBY PARKS, MORESBY
Proposal: WAREHOUSE BUILDING WITH ASSOCIATED CAR PARKING,
SERVICE YARD, LANDSCAPING AND ASSOCIATED DRAINAGE
INFRASTRUCTURE

Thank you for your consultation on 31 January 2023 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.

Infrastructure Planning response:

This proposal relates to full permission sought for a Warehousing building with associated car parking, service yard, landscaping and associated drainage infrastructure.

The application site comprises 1.70ha within 2.08ha of existing Employment Land at Whitehaven Commercial Park in Moresby Parks, Whitehaven. Whitehaven Commercial Park is allocated as MP002 within the Copeland Local Plan 2021-2038 The accompanying Planning Statement to the application references a site allocation reference of EMP1.

Using the evidence available in the Copeland Transport Improvement Study (2021), there are a series of infrastructure improvement schemes which are attributed to Whitehaven Commercial Park, in some cases, as a proportion of an overall contribution from more than one allocated site identified within the Local Plan. These Improvement schemes include active travel, bus stop infrastructure, bus stop services, road network capacity improvements and road network safety improvements.

Full details of contributions attributed to the Whitehaven Commercial Park site in Moresby Park (site allocation reference MP022) are provided in the table provided.

Item No.	Infrastructure Type	Detail	Cost attributed to development site	Site/s improvement scheme is Allocated to	Evidence
1.	Active Travel Infrastructure	Provision of shared use path utilising wide verges on Moresby Road	£664,800	1.Whitehaven Commercial Park (Mp022)	Copeland Transport Improvements Study 2021 Table No: 9-1, p75
2.	Bus Stop Infrastructure	Proposed location of new bus stop at Moresby Parks Road	£91,000 for layby £5,500 per shelter	1.Whitehaven Commercial Park (Mp022)	Copeland Transport Improvements Study 2021 Table No: 9-2, p76
3.	Bus Service Potential Requirements	New bus service to Moresby Parks	£105,000 annually Additional bus (single deck) within timetable	1.Whitehaven Commercial Park (Mp022) 2.Red Lonning and Harass Moor Stage 3 (HWH2) 3.Hensingham Common (ELA1)	Copeland Transport Improvements Study 2021 Table No: 9-3, p76
4.	Cost estimates for proposed capacity improvements	Ref: ID31 Moresby Road / Cleator Moor Road /	£805,800	1. Land at Mill Hill (HCM4)	Copeland Transport Improvements

Item No.	Infrastructure Type	Detail	Cost attributed to development site	Site/s improvement scheme is Allocated to	Evidence
	on the local road network and attribution to Local Plan sites	Main Street, Whitehaven		2. Leconfield Estate 3. Whitehaven Commercial Park 4. West Lakes Science Park 5. Red Lonning and Harass Moor	Study 2021 Table No: 9-5, p77
5.	Cost estimates for proposed safety improvements on the local road network and attribution to Local Plan sites	Ref: ID43 A595 / Rosehill, Whitehaven	£338,700	1. Land at Mill Hill 2. Leconfield Estate 3. Whitehaven Commercial Park	Copeland Transport Improvements Study 2021 Table No: 9-5, p78

As this application is within the Whitehaven Commercial Park catchment area we would seek to obtain a developer contribution of £19,455 towards active travel improvements, these improvements will consist of two new pedestrians island crossing points and improved footway connectivity to these crossing points on the Moresby Parks Road. The proposed improvements will create a safe connectivity to and from Whitehaven Commercial Park in either direction.

Local Highway Authority response:

The LHA have reviewed the application and have no objection in principle but would like the following points below addressed before full approval.

- Within the Design and access statement pages 14 and 15 there is no drawings as stated within the header of the page, these drawings need to be within the document for completeness.

- Cumbria Development Design Guide states that 1 car parking space is required per 100m² of gross floor area for storage and distribution units over 235m², therefore 18 number car parking spaces are required on site, 1 number additional space for disabled parking with 1 number space for motorcycles and 2 number for pedal cycles. The LHA would require a new detailed drawing with the amended details above.

Once the above points have been addressed the LHA will have no objections, subject to the following recommended conditions being included in any Notice of Consent which may be issued.

Condition 1:

The development shall not commence until visibility splays providing clear visibility of 60 metres measured 2.4 metres down the centre of the access road and the nearside channel line of the carriageway edge have been provided at the junction of the access road with the county highway. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) relating to permitted development, no structure, vehicle or object of any kind shall be erected, parked or placed and no trees, bushes or other plants shall be planted or be permitted to grown within the visibility splay which obstruct the visibility splays. The visibility splays shall be constructed before general development of the site commences so that construction traffic is safeguarded.

Reason:

In the interests of highway safety. To support Local Transport Plan Policies: LD7, LD8

Condition 2:

Development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. The CTMP shall include details of:

- retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;
- cleaning of site entrances and the adjacent public highway;
- details of proposed wheel washing facilities;
- the sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
- construction vehicle routing;



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- the management of junctions to and crossings of the public highway and other public rights of way/footway;
- Details of any proposed temporary access points (vehicular / pedestrian)
- surface water management details during the construction phase

Reason:

To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety.
To support Local Transport Plan Policies: WS3, LD4

Condition 3:

The carriageway access, footways, footpaths, shall be designed, constructed, drained to the satisfaction of the Local Planning Authority and in this respect further details, including longitudinal/cross sections, shall be submitted to the Local Planning Authority for approval before work commences on site. No work shall be commenced until a full specification has been approved. Any works so approved shall be constructed before the development is complete.

Reason:

To ensure a minimum standard of construction in the interests of highway safety.

To support Local Transport Plan Policies: LD5, LD7, LD8

Lead Local Flood Authority response:

The LLFA are content with the proposal and have no objection.

Yours sincerely

Paul Telford
Development Management Officer