
Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 25 April 2023

Your reference: 4/22/2332/0F1

Dear Christopher Harrison

CONSULTATION ON PLANNING APPLICATION

Appn: 4/22/2332/0F1
Site Address: LAND TO THE WEST OF VALLEY VIEW ROAD, WHITEHAVEN
Proposal: FULL PLANNING APPLICATION FOR 109 DWELLING HOUSES
AND ASSOCIATED INFRASTRUCTURE INCLUDING
LANDSCAPING, OPEN SPACE, ACCESS, HIGHWAY AND
DRAINAGE

Thank you for your consultation on 6 April 2023 regarding the above Planning Application.

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

Local Education Authority response:

There is a lack of capacity at the catchment infant schools and we calculated the housing mix of 109 units would yield 12 infant pupils. I accept that with the reduction in units to 107 the pupils would also be reduced and accept the proposal of 11 x multiplier of £18,102 to give an education contribution of £199,122.

Local Highway Authority response:

My response below covers off the points raised in my previous response:

The footway crossing point between plots 8 and 43 needs to be provided /made more direct;

- Not addressed satisfactorily (note, the plot number have changed so it is now between 7 and 41). The footway crossing still does not follow the pedestrian desire line as at all the other junctions. However, this detail can be conditioned.

The steep section of road to the south must remain a private shared driveway or private road if steeper than 1:10;

- I note from the long-section that R6 is designed at 10% at its steepest and is shown to be an adopted road. This is an acceptable and adoptable design.

The on-street visitor car park spaces are not practicable on the whole. If you look at the swept path diagrams in the TA it is apparent that due to the radii and road widths, most of these locations are not suitable. All visitor parking space should be in bays, parallel or tangential to the carriageway as provided elsewhere on the development. A total of 22 visitor spaces should be provided, ideally in small clusters of 3 or 4 spaces.

- I note the reduction in the number of dwellings by 2 to 107. This would equate to a requirement of 21 visitor spaces. I welcome the additional spaces, making a total of 18, but I feel there could be an additional one at least opposite Plot 69 adding to the two spaces shown. This would then be acceptable. This provision can be conditioned.

Footways should be provided on both sides of the road. This is especially important where the roads are 4.8m wide and on a tight radius;

- This has been addressed satisfactorily

Construction Management Plan

- I welcome the submitted CMP - this is acceptable to the LHA.

Transport Assessment Comments

Substantiality & Active Travel Provision

Further active travel and incentives are desirable, to be delivered via the Travel Plan.

- These measures can be included in the Travel Plan which is a requirement of suggested condition.

Traffic Impact on the Highway Network

I note the scope of the modelling included all the recommended junctions up to and including the key junctions in the town centre except for Cleator Moor Road / Overend Road. This site has been identified as contributing more than 25 trips in the peak hour and therefore warrants an improvement to mitigate the impact. The capacity improvement scheme identified in the TIS is a signalised scheme with an estimated cost of £3332,400. At this stage, there are 5 development sites in the Local Plan TIS identified as contributing to the overloading of this junction and at this stage we can only say that a proportion of this cost will be sought, subject to a refined methodology in apportioning costs.

- It is acknowledged that the TIS does not actually list this site as one of those contributing significantly to the impact at the Overend junction. Therefore no contributions will be sought for the proposed improvement at this location.

Mirehouse Rd / St Bees Rd Junction (ID36 in the Copeland Transport Improvements Study)

The development will increase traffic at this junction and therefore exacerbate the existing identified problem with the layout. The LHA therefore are requesting a S106 Infrastructure Contribution of 50% of the estimated cost of this improvement - £89,400 as identified and detailed in the TIS. The Preliminary design can be found in the TIS Report (Page 84)

- I acknowledge that a contribution towards this improvement has already been made as part of a previous phase of Edgehill Park as mitigation for the whole site. Therefore this would be a duplication and no further contribution is required.

NMU Safety

The development will increase all forms of trips to and from the site and therefore have an impact on road safety. There are road safety and sustainable transport improvements identified in As also identified in the Copeland Transport Improvements Study Pro-formas (Pages 45 and 46) the LHA is requesting a financial contribution of £116,200 for the Footway Widening and Traffic Calming Schemes as identified in the Copeland Transport Improvements Study.

- The TIS has been somewhat superseded by the more recent and more detailed LCWIP Whitehaven study in this area of Whitehaven. The preferred and priority cycle route is now Route 4 along Wilson Pit Road, Woodville Way and High Road.
- However, we still welcome the traffic calming elements of the TIS proposal and would be looking for a solution where the traffic calming is embedded in the LCWIP cycle and walking proposals as a cohesive improvement.

<https://councilportal.cumbria.gov.uk/documents/s124517/Appendix%201%20Cope%2020%2007%2022%20Whitehaven%20LCWIP.pdf>

- This route will be used by residents of the development (all Phases) and is therefore relevant in its entirety as a direct sustainable route to schools and an alternative route to the town centre. We welcome further discussions with the applicant on proportionate contributions towards this cycle and walking route and traffic calming on Woodville Way and the High Road corridor to benefit the future residents of the

development. The improvement will be designed in such a way that it can be delivered in self-contained sections.

Travel Plan Comments

No additional or changes to the previous comments. We will recommend a condition to seek regular updates of the plan for a period of 5 years on the anniversary of the occupation of the 50th dwelling. We will also seek a fee of £6,600 for travel plan monitoring as part of the S106 agreement.

LHA Conclusion:

The Highway Authority would not wish to raise an objection to the above application subject to the following:

No development shall take place until such time as the following have been completed to the satisfaction of the Highway Authority:

1) Obligations –

The applicant to enter into a suitably worded legal agreement to fund / provide for:

- A financial contribution to wards the improvement of the local Cycle network on Wilson Pit Road, Woodville Way and High Road and to provide traffic calming on High Road and Woodville Way as indicated in the LCWIP and TIS. Amount to be agreed.
- An education contribution to provide capacity for 11 infant spaces at a multiplier of £18,102 to give an education contribution of £199,122.
- A fee of £6,600 for travel plan monitoring.

2) Conditions

The carriageway, footways, footpaths, cycleways etc shall be designed, constructed, drained and lit to a standard suitable for adoption and in this respect further details, including : making the footway crossing point between plots 8 and 43 needs improved /made more direct; an additional car park space opposite Plot 69 to be provided. Details 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. These details shall be in accordance with the standards laid down in the current Cumbria Design Guide. 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.

Footways shall be provided that link continuously and conveniently to the nearest existing footway. Pedestrian within and to and from the site shall be provided that is convenient to use.

Cycleways shall be provided that link continuously and conveniently to the nearest existing cycleways. The layout shall provide for safe and convenient access by cycle.

The development shall not commence until agreement has been reached for the funding by the developer of traffic calming and a suitable pedestrian and cycle route provision on Wilson Pit Road, Woodville Way and High Road.

Reason: In the interests of highway safety, accessibility by sustainable transport modes and to minimise potential hazards.

An annual report reviewing the effectiveness of the Travel Plan and including any necessary amendments or measures shall be prepared by the developer/occupier and submitted to the Local Planning Authority for approval. This annual Travel Plan monitoring report shall be submitted for review to the LHA for a period of 5 years on the anniversary of the occupation of the 50th dwelling

*Reason: To aid in the delivery of sustainable transport objectives.
To support Local Transport Plan Policies: WS3, LD4*

Highway Informative Statements

- **Any works within or near the Highway must be authorised by Cumbria County Council and no works shall be permitted or carried out on any part of the Highway including Verges, until you are in receipt of an appropriate permit (I.E Section 184 Agreement) allowing such works. Enquires should be made to Cumbria County Councils Street Work's team - streetworks.central@cumbria.gov.uk**

Fees: <https://www.cumbria.gov.uk/roads-transport/fees.asp>

- Please be advised that the Highway outside and or adjacent to the proposal must be kept clear and accessible at all times.
- Prior to any works taking place in public highway or areas to become public highway the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. This will include the submission of detailed engineering drawings for approval and safety audit

Lead Local Flood Authority response:

Having reviewed the FRA and Drainage Strategy I have the following observations:

The storage volume appears too low, even for a CC of 40%. My check shows that an incline short-term storage capacity of 1,500m³ is required;

- The storage volume in the system is now shown to be adequate to prevent flooding in the 1:100 yr event

The climate change of 40% has been accommodated in the calculations. the latest advice from the EA is that this is now 50% for Cumbria. Please re-run the calculations and amend the storage / flow control rates as necessary;

- The CC allowance has been increased to 50% as required.

No maintenance schedule has been provided

- *This can be submitted as part of the discharge of conditions;*

Exceedance flow diagram;

- This has been submitted and is acceptable

Construction surface water management plan(s)

- A phased CWMP has been submitted and is acceptable to the LLFA.

However, I have noticed one area of the cascading swale design that results in a too steep swale. Run 1.018 is 1:7 whereas the maximum recommended gradient is 1:10. A revised design can be submitted in the discharge of conditions application.

LLFA Conclusion

The strategy is acceptable in principle and I am prepared to seek the remaining details by way of a pre-commencement condition and I suggest the following conditions are included in any consent:

Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance inclusive of a maintenance schedule shall be submitted to and approved in writing by the Local Planning Authority.

The drainage scheme submitted for approval shall also be in accordance with the principles set out in the Flood Risk Assessment Report dated 20 March 2023 proposing surface water discharging to the watercourse.

The works shall be constructed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

Countryside Access Team (PROW) Comments:

No additional comments - the previous comments still apply.

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management