
Copeland area Planning Department, Cumberland Council

For the attention of Sarah Papaleo

Date: 24 April 2023

Your reference: 4/23/2085/0F1

Dear Sarah Papaleo

CONSULTATION ON PLANNING APPLICATION

Appn: 4/23/2085/0F1
Site Address: UNITS 1, 2 & 3 JOE MCBAIN AVENUE, MORESBY PARKS
Proposal: ERECTION OF TWO NEW BUILDINGS (ONE TO CONTAIN UNITS 1 & 2 AND ONE TO CONTAIN UNIT 3) TO INCLUDE COMMERCIAL SHOP FRONT, MANUFACTURE, WAREHOUSING & DISTRIBUTION

Thank you for your consultation on 4 April 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 the erection of two new buildings (one to contain units 1 and 2 and one to contain unit 3) to include commercial shop front, manufacture, warehousing and distribution at Joe McBain Avenue, Moresby Parks.

The application includes the formation of a new entrance from Joe McBain Avenue.

The application site comprises 41800 Sqm of brownfield land within allocated Employment Land Whitehaven Commercial Park in Moresby Parks, Whitehaven. Whitehaven Commercial Park is allocated as MP022 / EMP1 within the emerging Copeland Local Plan 2021-2038.

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 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 on the local road network and attribution to Local Plan sites	Ref: ID31 Moresby Road / Cleator Moor Road / Main Street, Whitehaven	£805,800	1. Land at Mill Hill (HCM4) 2. Leconfield Estate 3. Whitehaven Commercial Park	Copeland Transport Improvements Study 2021 Table No: 9-5, p77

Item No.	Infrastructure Type	Detail	Cost attributed to development site	Site/s improvement scheme is Allocated to	Evidence
				4. West Lakes Science Park 5. Red Lonning and Harass Moor	
<i>Strategic Road Network improvement schemes (under the responsibility of National Highways)</i>					
5.	Cost estimates for proposed safety improvements on the Strategic 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 £16,455 towards active travel improvements, these improvements will consist of a new pedestrians island crossing point on the Moresby Parks Road and the repositioning of speed restriction signs also on the Moresby Parks Road, The proposed improvements will create a safe connectivity to and from Whitehaven Commercial Park in either direction.

LHA Response:

I can confirm that we have no objections to the proposal, subject to the following recommended conditions being included in any Notice of Consent which may be issued:

Condition 1:

The carriageway, footways, footpaths, cycleways etc 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

Condition 2:

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 3:

No dwellings shall be occupied until the estate road including footways and cycleways to serve such dwellings has been constructed in all respects to base course level and street lighting where it is to form part of the existing road has been provided and brought into full operational use.

Reason:

In the interests of highway safety. To support Local Transport Plan Policies: LD5, LD7, LD8

Condition 4:

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

Reason:

In the interests of highway safety.

Condition 5:

A detailed Car park design is to be submitted to the satisfaction of the local planning authority, within the detailed design car, disabled, motor cycle and pedestrian cycle bays are to be included.

(for guidance use the Cumbria Development Design Guide)

Reason:

In the interests of highway safety.

Condition 6:

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:

- pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;**
- details of proposed crossings of the highway verge;**
- 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;**
- 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 support Local Transport Plan Policies: WS3, LD4

LLFA Response:

I can confirm that we have no objections to the proposal, subject to the following recommended conditions being included in any Notice of Consent which may be issued:

Condition 6:

Full details of the surface water drainage system (incorporating SUDs features as far as practicable) and a maintenance schedule (identifying the responsible parties) shall be submitted to the Local Planning Authority for approval prior to development being commenced. Any approved works shall be implemented prior to the development being completed and shall be maintained thereafter in accordance with the schedule.

Reason:

To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. To ensure the surface water system continues to function as designed and that flood risk is not increased within the site or elsewhere.

Yours sincerely

Paul Telford

Development Management Officer