

Christie Burns

From: Glen Beattie
Sent: 11 January 2025 10:17
To: Christie Burns
Cc: Nigel
Subject: 4/24/2335/DOC - LAND OFF DALZELL STREET, MOOR ROW, EGREMONT
Attachments: 24-011-200-C1 Engineering Layout Sheet 1.pdf; 24-011-201-C1 Engineering Layout Sheet 2.pdf; 24-011-202-C1 Engineering Layout Sheet 3.pdf; 24-011-210-C1 Surface finishes and kerbs Sheet 1.pdf; 24-011-211-C1 Surface finishes and kerbs Sheet 2.pdf; 24-011-212-C1 MH Schedule.pdf; 24-011-230-C1 Drainage Details Sheet 1.pdf; 24-011-231-C1 Drainage Details Sheet 2.pdf; 24-011-235-C1 Hydrobrake.pdf; 24-011-236-C1 SuDS Sheet 1.pdf; 24-011-237-C1 SuDS Sheet 2.pdf; 24-011-240-C1 Road and Drainage Long Sections Sheet 1.pdf; 24-011-241-C1 Road and Drainage Long Sections Sheet 2.pdf; 24-011-242-C1 Road and Drainage Long Sections Sheet 3.pdf; 24-011-243-C1 Road and Drainage Long Sections Sheet 4.pdf; 24-011-244-C1 Road and Drainage Long Sections Sheet 5.pdf; 24-011-260-C1 Highway Details.pdf; 24-011-101-C1 S278 Agreement Plan.pdf; 24-011-102-C1 S278 General Arrangement.pdf; 24-011-105-C1 S278 Construction Details.pdf

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Hi Christie,

I am now in a position to respond to the two queries from the HA/ LLFA as outlined on your email below.

Condition 5.

All comments noted and understood. The micro-drainage calculations do say that the 375mm dia. pipe between S26 and S30 is OK but in reality it isn't worth arguing about so we will align with the request. The drainage run in question is only 25m long so the drawings have been amended to show the pipe increased to 450mm dia.

There have also been amendments to cover the minor design changes that have been made the site layout following discussions with yourself and Nick. There were numerous minor amendments affecting a lot of the technical drawings we thought it best to re-issue the full suite of drawings so it makes it easier for you when it comes to writing up the Decision Notice. All drawings are now referenced C1. Hope this is OK.

I have attached a pdf of revised drawings (17no.):

- 24-011-200-C1 – Engineering Layout Sheet 1.
- 24-011-201-C1 – Engineering Layout Sheet 2.
- 24-011-202-C1 – Engineering Layout Sheet 3.
- 24-011-210-C1 – Surface Finishes & Kerbs Sheet 1.
- 24-011-211-C1 – Surface Finishes & Kerbs Sheet 2.
- 24-011-212-C1 – Manhole Schedule.
- 24-011-230-C1 – Drainage Details Sheet 1.
- 24-011-231-C1 – Drainage Details Sheet 2.
- 24-011-235-C1 – Hydrobrake.
- 24-011-236-C1 – SuDS Sheet 1.
- 24-011-237-C1 – SuDS Sheet 2.
- 24-011-240-C1 – Road & Drainage Long Sections Sheet 1.
- 24-011-241-C1 – Road & Drainage Long Sections Sheet 2.
- 24-011-242-C1 – Road & Drainage Long Sections Sheet 3.
- 24-011-243-C1 – Road & Drainage Long Sections Sheet 4.
- 24-011-244-C1 – Road & Drainage Long Sections Sheet 5.

Condition 19.

Having re-read all the emails we now understand the request. The southern most traffic calming measure in the village has been removed and re-located to the north of the new junction into the development site as requested.

I have attached a pdf of revised drawings (3 no.):

- 24-011-101-C1 – s.278 Agreement Plan.
- 24-011-102-C1 – s.278 General Arrangement.
- 24-011-105-C1 – s.278 Construction Details.

I appreciate you will now re-consult with the HA/ LLFA but hopefully this response will lead to the application being determined favourably.

Look forward to hearing from you.

Regards,
Glen

From: Christie Burns
Sent: 19 December 2024 10:22
To: Glen Beattie
Cc: Nigel
Subject: RE: 4/24/2335/DOC - LAND OFF DALZELL STREET, MOOR ROW, EGREMONT

Hi Glen,

Please see comments from Paul Telford below:

Condition 5 :

We as the LLFA are a bit confused with the drainage design from Manhole S25 as outlet is the same size as the carrier drain from manhole S21, at manhole S25 an increase in water flow will arrive from a 225mm and a 300mm pipe, we would then expect the outfall pipe would increase in size but on the proposed design it doesn't increase until manhole S26 which doesn't make sense as only two gullies will increase waterflow, I find it hard to believe that the increase in water flow from two gullies forces the pipe size to increase from 375mm to 450mm from manhole S26 to S30,
The LLFA would like to see the plans amended to show a 450mm pipe from manhole S25 to Manhole S26 in line with the 450mm pipe from S26 to S30

Condition 19:

We as the LHA have been having discussion with the traffic team within the Cumberland Council regarding the locations of the traffic calming measures proposed, it was agreed that traffic calming measure within the village should be relocated and installed just after the speed restriction signs, as this is an ongoing problem with motorists speeding into the village of Moor Row, the relocation of this speed reducing measure would also provide more highway safety to the proposed new access to the development.

Please note that the advice in this email is given in good faith on the basis of the information available at the present time. The advice may be subject to revision following further examination or consultation, or where additional information comes to light, and is therefore not binding on any future recommendation which may be made to the Council or any formal decision by the Council.