

Our Ref: A103748-2

**Mr S Blacker**  
SRE Associates  
via email

24 October 2019

Dear Simon

### **KIRKLAND ROAD, ENNERDALE BRIDGE – APPLICATION FOR 11 DWELLINGS**

As requested, we undertook work to address issues raised in the pre-application consultation response (dated 10 June 2019, attached) provided by Highway officers at Cumbria County Council in relation to the above application. We have had extensive and detailed discussions with Highway officers and have now reached broad agreement on all pre-application matters.

Officers had concerns over pedestrians accessing and egressing the proposed site via the back lane as it is unsurfaced and terminates onto the carriageway of Kirkland Road. Footway provision for the village commences some 20m south. A new road layout has been proposed that includes a footway over Croasdale Bridge and a priority system for vehicles. WYG prepared a design which was submitted to Highways and approved by officers. Officers then requested that a Stage 1 Road Safety Audit was undertaken prior to submission and determination of the application. The RSA made 3 minor recommendations (consideration to lighting, road layout change warning signs, reflective bollards) all of which are accepted and will be dealt with at detailed design stage. Following the Stage 1 RSA, Highway officers then requested further changes to the approved layout: the footway section to be extended south to allow pedestrians to cross clear of the driveways on the opposite side of the road, and the footway to be narrowed from 1.8m to 1.3m. Both changes were incorporated in the drawing and the RSA1 updated. The RSA and our Designer's Response to the points made will be submitted alongside the planning application. A Stage 2 Road Safety Audit was subsequently requested but this is usually done at detailed design stage after grant of permission. The highway improvement works will be carried out under a Section 278 agreement under which a Stage 2 RSA would normally be required.

WYG Drawing A103748/C002A, attached, shows the proposed changes to the road layout.

The proposed footway is 1.3m wide and similar to the existing footway over Ehen Bridge near the school. The proposed alterations at Croasdale bridge would leave a carriageway 4.3m wide at its narrowest point and a priority system for vehicles is proposed. Priority is given to southbound traffic to avoid vehicles stacking at the narrower section near Butt Cottages. Appropriate signage and road markings are provided. Access to the existing field gate is retained. Dropped kerbs are provided and pedestrians will cross the carriageway onto a clear section of the existing footway.

It is proposed that the back lane be tarmacked up to the site access point, effectively creating a shared surface for pedestrians and vehicles. Vehicles currently accessing the lane will do so in the

same manner as the existing arrangement, however there will be an improvement in the width for all users and an improvement in the surface for all users. Visibility on egress is improved by the addition of the footway over Croasdale Bridge.

The proposed changes to the road layout and the provision of footway provide a safe access route from the site to the village for pedestrians and improve access for existing users.

We have worked very closely with CCC Highways to develop a scheme which relieves their concerns over the impact of the proposed development. Pre-app discussions have been productive and all recommendations have been taken into consideration. The pre-planning matters are now agreed with Highways and the application is expected to gain support from highway officers with a no objection consultation response subject to suitable conditions.

Yours sincerely



Eleanor Bunn  
**Transport Planner**

WYG Environment Planning Transport Limited

Enc CCC Highways Consultation Response, 10 June 2019  
WYG Drawing A103748/C002A

Environment·Highways Depot·Joseph Noble Road·Workington·CA14 4JH  
F: 01946 506537· E: [DMandLLFA\\_west@cumbria.gov.uk](mailto:DMandLLFA_west@cumbria.gov.uk)

Date: 10<sup>th</sup> June 2019  
Your ref: 4/18/2071/OF1  
Our ref: 4/15/2071

Copeland Borough Council  
The Copeland Centre  
Catherine Street  
Whitehaven  
Cumbria  
CA28 7SJ

FAO Nick Hayhurst

Dear Mr Hayhurst,

**CONSULTATION WITH PLANNING AUTHORITIES  
ROAD NO C4004  
FULL PLANNING PERMISSION 11 DWELLINGS, LAND ADJ TO KIRKLAND ROAD, ENNERDALE**

I refer to the above consultation received 15<sup>th</sup> March 2019 and would comment as follows:

**Highways Authority Response**

Thank you for the correspondence relating to previous Highway Authority comments, it is noted that a footway has been proposed over Butt Bridge C4004/1496 (Croasdale) as this is an alteration to the existing highway layout, consideration must be given to the height of the Parapet and Approach Walls, there will be a requirement to alter the height where applicable to raise these up to a standard of 1.00m above the footway and along the length of the proposed footway in line with DMRB TD19/06 standards to contain errant vehicles and protect pedestrians.

Consideration must be given to visibility splays affected by alterations to the walls.

Given the above it may be worth considering siting the footway on the opposite side of the carriageway than proposed in Drawing No 1722-PL202, this may improve the visibility out of the private lane and enable large vehicles to turn in and manoeuvre easier than what is currently proposed, again the Approach Wall and Parapet may need altered to suit but this would possibly be over a smaller portion of the bridge.

In either case a plan showing that large vehicles are able to access and egress the private lane should be shown as the lane at its narrowest point just off the adoptable highway is 3.00m wide, Drawing No 1722-PL202 shows a proposed 1.8m footpath along the length of the lane towards the development, at its narrowest point is it proposed that vehicles will over run this footway when entering or leaving the lane? Also considering the gradient will this footpath be DDA compliant?

From which side of the bridge is it proposed to give priority?

Due to the nature of the carriageway being narrow towards Butt Cottages it may be more suitable to give priority to the North rather than the South to prevent vehicles stacking at the narrowest point, this should be clarified.

Has there been consideration for a low level lighting scheme proposed for the footpath? If this is the case details should be provided.

On the basis of the above comments I would recommend refusal until further information is provided, upon receipt of this information I will be in better position to make a recommendation.

*Inadequate information has been submitted to satisfy the Local Planning Authority that the proposal is acceptable in terms of:*

- a. Road Layout
- b. Pedestrian Safety

To support Local Transport Plan Policy: LD7, LD8

### Local Lead Flood Authority

Thank you the latest comments, Points 1 & 2 are acceptable to the LLFA.

With regard to point 3) Direction of Exceedance Routes I will comment as follows;

- Drawing No D100 in Appendix B shows the general direction of exceedance flows to the watercourse to the South, which currently is not viewed as acceptable to the LLFA as it is noted that in the FRA V3 at 4.2 "That the pipe is in a poor condition and due to legal restrictions it is not feasible to discharge surface water runoff from the proposed development site through this pipe".
- As commented at point 3) "*The existing pipe might be currently picking up some of the overland flows, however due to its poor condition this is considered unlikely. Hence the overland flows as the name indicates, flows over the land to the water course to the south of the site*".  
The pipe in question and the water course to the south of the site, are they not one and the same?
- With regard to overland flows, is there any proposal to install a cut off drain along the length of the boundary to the North of the site to limit overland runoff coming through the development? It is not acceptable to allow this water to naturally flow through the site as this could lead to residents tapping their own drains into existing drainage which may overwhelm the system.
- If there is no consideration for a cut drain has any overland flow been considered in the drainage calculations?
- While the LLFA is confident that the buildings and people within the development are protected during an exceedance event, this confidence does not extend to the properties to the south directly adjoining the site and beyond where there remains a flooding risk due to exceedance flows directed towards the South watercourse, in an event beyond 1 in 100 +40% there is potential for the outfall to block causing water build up and threaten Prospect House.

Despite previous LLFA comments highlighting the issues detailed in the FRA, there remains a need at critical times to rely on discharge point which has previously been dismissed due to unknown condition and legal restrictions making this unfeasible for discharge at this point.

Water that flows to this point in exceedance cannot be just considered as overland flow.

With regard to Point 4) Use of Permeable Pavements, as this is an application for Full Planning Permission any proposed design such as this needs to be reviewed at this early stage to ensure that what is proposed will work and is acceptable to the LLFA, therefore please provide details of permeable pavements proposed.

Cont.,

On basis of the above comments I would recommend refusal until further information is provided, upon receipt of this information I will be in a better position to make a recommendation.

*Inadequate information has been submitted to satisfy the Local Planning Authority that the proposal is acceptable in terms of:*

**a) Surface Water Drainage**

*To support Local Transport Plan Policy: LD7, LD8*

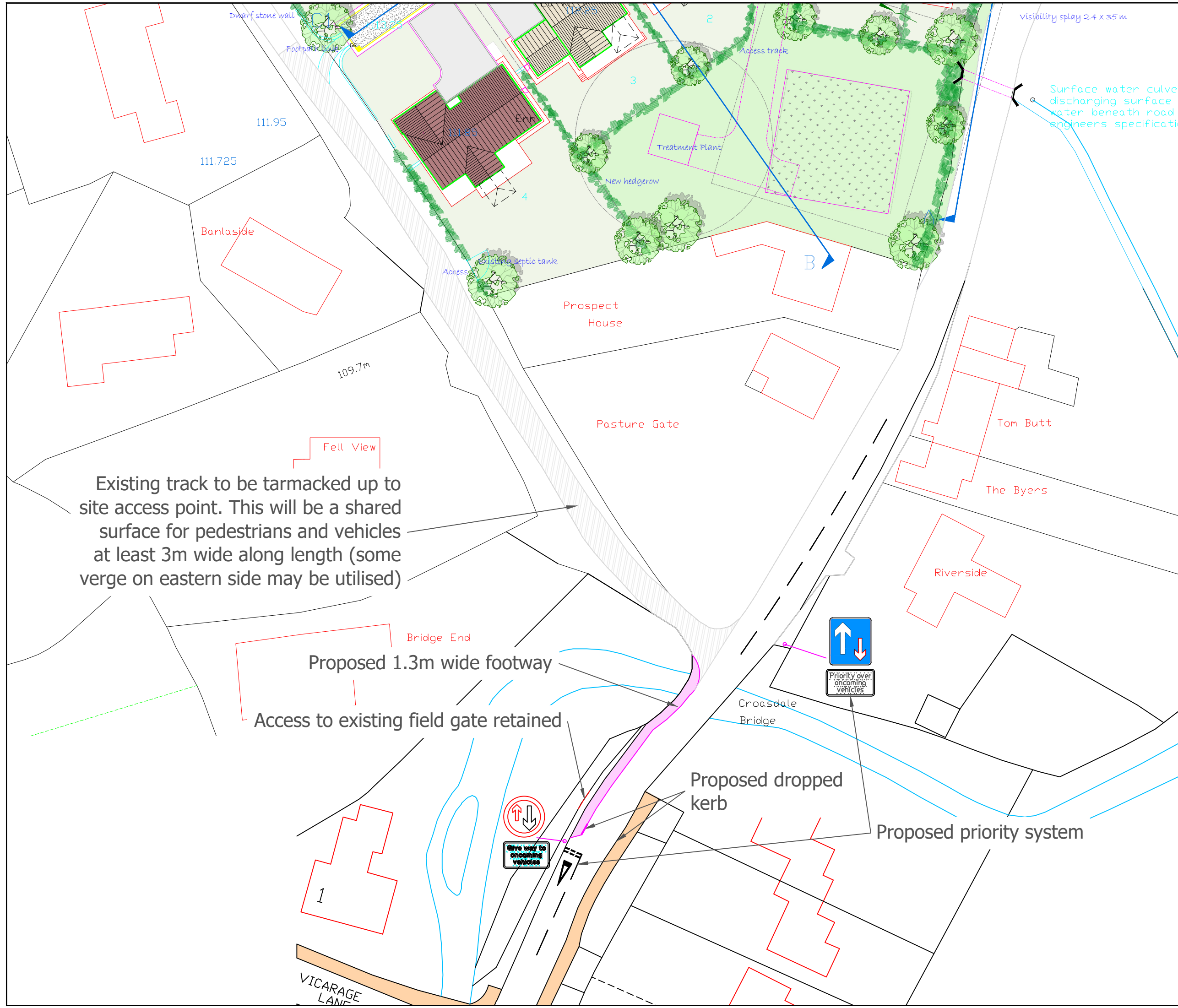
Yours sincerely,

Michael Robinson  
Development Management Officer

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS



- KEY**
- Existing Footway
  - Proposed Footway
  - Proposed Tarmacking



Existing track to be tarmacked up to site access point. This will be a shared surface for pedestrians and vehicles at least 3m wide along length (some verge on eastern side may be utilised)

Proposed 1.3m wide footway  
 Access to existing field gate retained

Proposed dropped kerb  
 Proposed priority system

A	FOOTWAY LENGTHENED AND NARROWED	EB	NB	NB	17.10.19
REV	DESCRIPTION	BY	CHK	APP	DATE

Client:  
**TERATUS LTD**

LAKELAND BUSINESS PARK  
 LAMPLUGH ROAD  
 COCKERMOUTH  
 CA13 0QT

TEL: +44 (0)1900 898 600  
 FAX: +44 (0)1900 826 324  
 e-mail: cumbria@wyg.com



Project:  
**LAND ADJACENT TO KIRKLAND ROAD  
 ENNERDALE BRIDGE**

Drawing Title:  
**PROPOSED FOOTWAY  
 OVER CROASDALE BRIDGE**

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
1:500	EB	13.08.19	NB	13.08.19	NB	13.08.19
Project No.	Office	Type	Drawing No.	Revision		
A103748	91	18	C002	A		