



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Bruce Parker (Head of Planning & Development)
Operations Directorate
North West Region
National Highways

To: Cumberland Council

CC:

Council's Reference: 4/25/2120/0F1

Location: Scalegill, Hall Farm, Scalegill Road, Moor Row

Proposal: Hybrid planning application for the redevelopment of Scalegill hall farm including full planning permission for the demolition of redundant farm buildings, the refurbishment of Scalegill hall, conversion of a barn to two dwellings and outline planning permission for residential development with all matters reserved except access

National Highways Ref: NH/25/10641

Referring to the consultation on a planning application dated 31st March 2025 referenced above, in the vicinity of the A595 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningNW@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:

Date: 13/08/2025

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Position: Assistant Spatial Planner

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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommendation: Holding Recommendation

National Highways Comments

The proposal concerns a former agricultural unit extending to 1.27 hectares, located north of Scalegill Road. It's Hybrid planning application for the redevelopment of Scalegill hall farm including full planning permission for the demolition of redundant farm buildings, the refurbishment of Scalegill hall, conversion of a barn to two dwellings and outline planning permission for residential development with all matters reserved except access. The site adjoins agricultural land to the north and east, the A595 to the west, and Scalegill Road to the south, between the A595 and Moor Row.

A595 Boundary and Safety

The proposed works at Scalegill Hall will retain the existing building dimensions, including walls and roof. As such, while the structure will be modified, the impact on road safety compared to the current arrangement is expected to be minimal.

The primary concern at this location is the presence of the large boundary wall. While it presents a significant physical hazard, it would act as a barrier, preventing vehicle incursion into the proposed development unless struck directly. The wall is a listed structure, and there is no indication that the development will involve any alterations to it.

The applicant is required to carry out a GG 104 assessment to identify and manage all safety risks associated with their proposal. This process ensures alignment with the Design Manual for Roads and Bridges (DMRB) and addresses potential risks to road users, workers, and others during the planning and design stages.

The applicant must undertake a GG104 risk assessment addressing the following:

- Particular attention will need to be given to the substation, tree planting near the edge of carriageway, any proposed pedestrian guardrails on the footpath and permanent hazards near the carriageway.

These risks must be adequately evaluated and documented to ensure compliance with safety standards. It is recommended that the applicant engages qualified professionals to undertake a GG 104 assessment to ensure that all safety risks are systematically identified, assessed, and mitigated in compliance with the required standards.

This can take the form of a GG104 utilising the assessment process from the “Provision of road restraint systems on local authority roads” document.

This approach will help ensure the safety of both the site and the surrounding road network. Further information about GG 104, including its requirements and guidance, can be found at: <https://nationalhighways.co.uk/suppliers/health-safety-and-wellbeing/home-safe-and-well/requirements-for-safety-risk-assessment/>.

Recommended Non-Approval

It is recommended that the application should not be approved until October 16th 2025.

Reason

To allow more time for the additional required work to be completed and reviewed by the applicant.

Standing advice to the local planning authority

The Climate Change Committee’s [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.