
Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 11 March 2024

Your reference: 4/20/2432/0F1

Dear Christopher Harrison

CONSULTATION ON PLANNING APPLICATION

Appn: 4/20/2432/0F1
Site Address: LAND AT HOWBANK FARM & FORMER ORGILL INFANTS SCHOOL SITE, EGREMONT
Proposal: RESIDENTIAL DEVELOPMENT (114 DWELLINGS IN TOTAL)

Thank you for your consultation on 30 January 2024 regarding the above Planning Application.

Cumberland Council as the Education Authority, Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) has reviewed the additional and revised documents submitted in January and February 2024 in connection with the above planning reference and our findings are detailed below. The points listed were the unresolved / outstanding ones from my previous response of 14 February 2023 which now have been satisfactorily addressed as explained below.

Education Authority Response

This is a full application for 105 dwellings covering two areas of land at Howbank Farm & Former Orgill Infants School Site, Egremont. The application is a re-submission of a previous application with the same ref number for 114 houses.

Land at Howbank Farm covers an area of 4.2 hectares for 90 dwellings and land at the Former Orgill Infants School Site, Egremont covers an area of 0.6 hectares for 15 dwellings. The combined dwelling mix has been provided as 16 x 2 bedroom houses, 65 x 3 bed and 24 x 4 bed. The dwelling-led model has been applied which theoretically estimates a yield of 57 children: 35 primary and 22 secondary pupils.

The catchment schools for this development are Orgill Primary School (0.6 & 0.3 miles) and West Lakes Academy (1.3 & 0.8 miles). The next nearest primary school to the development is St Bridget's Catholic School (0.8 & 0.4 miles) and the next nearest secondary school is Whitehaven Academy (5.3 & 4.5 miles) which is over the walking threshold.

Office of National Statistics pupil yield data for Cumbria has been used to calculate yield according to the number and type of housing in a development.

The methodology for calculating available spaces in schools first considers developments with planning approval, before assessing which schools the developments will impact and what spaces remain for the most recently proposed development. Currently there are two developments affecting the primary school used for this assessment and fifteen for secondary schools. The table below shows the primary and secondary catchment schools, the nearest primary schools and the developments that will affect them.

- **PAN Capacity** - the total capacity of the school based on the Published Admission Number (PAN) x the number of year groups in the school.
- **Average spaces** - shows the average number of available places in a school per year over the projection period, these are spaces in the school before any housing development is considered.
- **Development site** - the site of a proposed development.
- **Houses** – the number of houses in the proposed development.
- **Primary/Secondary yield** – the number of primary or secondary children that will be yielded from the development.
- **Spaces** - yield – the number of spaces left in all the schools within the 2/3 mile distance from the centre of the development.

Primary

After other developments in the area are taken into consideration there are insufficient places available in the catchment school Orgill Primary to accommodate the primary pupil

yield of 35 from this development. The next nearest school is St Bridget's Catholic Primary School which has sufficient spaces.

An education contribution would not be required.

Secondary

There are insufficient places available in the catchment school West Lakes Academy to accommodate the secondary pupil yield of 22 from this development. The school is already oversubscribed and places are required by other developments in the area. The next nearest school is Whitehaven Academy which is over the walking threshold.

An education contribution of **£601,040 (22 x £27,320)** would be required.

Please note that this is a snapshot in time and there is a possibility that these numbers will change between now and the point at which a planning application may be approved.

There may be other potential developments that may affect these schools, but as they haven't been approved at this stage, have not been included in the calculations.

Local Highway Authority Response

Howbank Site

- *The integration between the Howbank Farm development and the Environment Agency's Whangs Beck Lower Reservoir project.*

The additional details , plans and cross-sections, submitted in April and May 2023 show the interaction of the two schemes to the satisfaction of the LHA.

- *The gradient of the EVA link to Chaucer Ave needs to be detailed as does the proposed width and construction details.*

I can see that the width is 3m and that the gradient is an average of 1:7.5. Whilst this is steeper than the recommendation in the CDDG, taking into account the natural topography and required use as an emergency service route, it is not practicable or necessary to slacken the gradient with a zig-zag route or example. Further details can be secured by way of a condition seeking details of highways and footways etc.

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- *No service strips, margins, kerb radius, road widths or pedestrian crossing points shown on the Site Plan MJG/PL-111. An early indication of street lighting layout would be welcomed, please see Appendix 4 Highways in CDDG for guidance on the above issues.*

The revised plans now show suitable width footways, and / or service strips and margins.

- *The cul-de-sac road end & footways at Plot 61-62 must run to the site boundary to avoid a third-party ransom strip (similar to the cul-de-sac at Plots 36 & 37).*

Planning Layout Rev.G still does not show this cul-de-sac extending to the red-line boundary. This could make future highway connections into the adjacent field at a future date if developed difficult. However, as there is one access to the adjacent field, this proposed arrangement does deliver an option.

- *Bin storage is required at the following plots 43-49, 1, 14, 20 & 21 given the layout, see Fig T1 & T3 of CDDG for maximum reversing length expected for refuse wagon (T1) and length resident is expected to move a refuse bin (T3)*

Bin storage areas are now shown as necessary for these cul-de-sacs.

- *Driveway at plot 84 is not practical given its location and orientation, it will be difficult for a vehicle to reverse in or off the driveway, plots 13, 24, 83 & 86 driveway need to be re-thought as they are located on or close to the radius of kerb line.*

These driveways have been resolved.

- *Driveway tandem parking*

I note that some driveways are now wider and there are none bounded by gable-end walls to both sides so may not be as impractical to use as first thought.

- *Increase parking provision to meet the council's requirements.*

Whilst the overall parking provision is compliant, I still note that Plot 49 only has a single off-street space which is not in accordance with the CDDG. However, I note that there are visitor spaces directly outside the house which could be used and since there are more visitor spaces than the minimum requirement, the overall provision is deemed adequate.

- *Pedestrian links should be provided that connect to the footpath 406006 that runs parallel to the site, a natural connection point maybe gained between plots 9 & 10 where the SuDs storage tank is located, this will encourage walking and cycling and needs to be explored further.*

A potential link has been included on the latest planning layout drawing. Further details are required for this pedestrian link. It should be constructed to CCC PROW standard and made via a Creation Order into a PROW footpath. It should be 2m wide. These details can be submitted through discharge of conditions.

Orgill Site

- *Adoption intentions of access road and parking area. The access road cannot be adopted due to lack of a service strip so will have to remain private.*

The revised proposed layout and confirmation that the access road and parking is to remain private is acceptable in principle to the LHA but we will still seek further details of the highway infrastructure to ensure that it is to an acceptable standard through a condition.

- *Visibility Splays*

The visibility splay for the access road is shown to be 43m in both directions as required. The requirement to provide and maintain these splays will be conditioned.

- *The turning arrangement for delivery vehicles needs to be demonstrated so that vehicles can enter and exit the access lane in a forward gear.*

Swept-path diagrams have been provided which show suitable car parking layout to accommodate the necessary turning manoeuvres.

- *Parking provision proposed within the site is lower than what would be expected for a site of this size, given the carriageway widths proposed there is concern that vehicles will struggle to manoeuvre through the site if vehicles park in the carriageway*

Parking provision and the layout has been modified and is now acceptable to the LHA.

S106 Agreement Contributions

The LHA will require a fee of £6,600 for the travel plan monitoring fee (covers both sites).

LLFA

Howbank and Orgill Sites

- An outline drainage strategy has been supplied for both sites. These strategies have concluded that infiltration, whilst potentially possible in some parts of the site, it would not be a practicable and robust strategy to adopt in general across the wider site, but could be used in certain areas (subject to further investigation and testing). The proposed drainage strategies with discharge to Whangs Beck and Skirting Beck with controlled discharge comply with the principles of the NSTS and are acceptable to the LLFA in principle. We will require further evidence, detail and information to be submitted at discharge of conditions stage, including the following (see Appendix 7 of the CDDG for a full list):
 - A 'contributing areas' plan to be provided with references to the Surface Water Storage and run-off calculations to demonstrate that the correct controlled discharge rate and storage have been designed into the system including assumptions and proposed locations of the infiltration areas.
 - Further investigation (confirmatory excavations) to establish potential of infiltration.
 - A plan showing the exceedance routes is required and confirmation (within the drainage strategy) the function of the swales to the west of the road
 - Drainage calculations need to be supplied Climate Change calculations should be 50%, Urban Creep 10% and CV values to 1.
 - A maintenance schedule for systems that are to remain private or under the care of a management company.
 - Further details of the receiving watercourse (for the Orgill School site) including Plans, drawings and sections showing receptor details (including ownership)

In addition the applicant should take note of the following in their design:

- include maintenance access tracks / access arrangements of the basin / ponds and other infrastructure

- Include a forebay for better silt management in the basin / ponds
- The LLFA favours 'surface' or 'green' attenuation SUDS features such as basins and ponds over underground engineered solutions such as geo-cellular tanks. Also note that UU will not adopt an in-line surface water system with geo-cellular tanks.
- The LHA would also recommend that swales are included as part of the highway drainage system where practicable.

Conclusion

The LHA and LLFA now have no objection to the proposal but recommend the following conditions are included in any consent (applicable to both sites):

The carriageway, footways, footpaths, cycleways etc shall be designed, constructed, drained and lit to a standard suitable for adoption (for the Howbank Site) and to an acceptable standard (for the Orgill Site) 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. These details shall be in accordance with the standards laid down in the current Council 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.

The development shall not commence until visibility splays providing clear visibility of 43 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.

Footways and footpaths 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.

Within 6 months of the development (or any part thereof) opening for business, the developer shall prepare and submit to the Local Planning Authority for their approval a Travel Plan which shall identify the measures that will be undertaken by the developer to encourage the achievement of a modal shift away from the use of private cars to visit the development to sustainable transport modes. The measures identified in the Travel Plan shall be implemented by the developer within 12 months of the development (or any part thereof) opening for business.

Reason: To aid in the delivery of sustainable transport objectives.

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.

Reason: To aid in the delivery of sustainable transport objectives.

Development shall not commence until Construction Traffic Management Plans have been submitted for both sites to and approved in writing by the local planning authority. The CTMP shall include details of:

- 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

Specific measures with respect to proximity to schools

- Deliveries and movement of equipment on the road network surrounding the site must not take place during school muster times in the interests of road safety

Reason: To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety.

Prior to the commencement of any development, surface water drainage schemes (one for each site), including a maintenance and management schedule, based on the hierarchy of drainage options in the National Planning Practice Guidance shall be submitted to and approved in writing by the Local Planning Authority. (Refer to the CDDG Appendix 7 for list of documents and evidence to be submitted)

The surface water drainage schemes must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The drainage schemes submitted for approval shall also be in accordance with the principles set out in the Flood Risk Assessment & Drainage Statement.

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.

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management