
Copeland area Planning Department, Cumberland Council

For the attention of Nick Hayhurst

Date: 28 October 2025

Your reference: 4/21/2432/0F1

Dear Nick Hayhurst

CONSULTATION ON PLANNING APPLICATION

Appn: 4/21/2432/0F1
Site Address: FORMER MARCHON CHEMICAL FACTORY, HIGH ROAD, WHITEHAVEN
Proposal: HYBRID APPLICATION SEEKING FULL PLANNING PERMISSION FOR THE ERECTION OF 139 RESIDENTIAL DWELLINGS (C3), NEW VEHICULAR ACCESSES OFF HIGH ROAD, PUBLIC OPEN SPACE AND ANCILLARY INFRASTRUCTURE AND OUTLINE PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT UNITS, RETAIL (E(A,B,C,E,F), F2(A) AND ANCILLARY INFRASTRUCTURE WITH ALL MATTERS RESERVED OTHER THAN ACCESS

Thank you for your consultation on the above Planning Application.

Cumberland Council as the Local Highway Authority (LHA) has reviewed the revised and drawings (listed below) relating to the site layout.

- MWH.303 Surface Treatment Plan
- MWH.318 Parking Layout
- MWH.MP01 Rev.C Masterplan Sketch 2025

Local Highway Authority response based on the outstanding / unresolved comments on the previous response of 25/09/25

Parking Provision (cars)

- The revised proposals do not clearly show the required number and location of visitor spaces. These should be provided at a rate of 1 space per 5 dwellings and evenly distributed around the development in laybys off the main carriageway running lanes. For 139 dwellings we would expect 28 spaces.
- *The Parking Layout Plan shows a suitable level of driveway parking provision (i.e. 2 or 3 per dwelling). However, the majority of visitor spaces are shown on the carriageway. Most of these are located near a junction or turning head*

where they will be have road safety impact from affecting the visibility and manoeuvring. Also, as these cannot be marked out so there is no way of identifying these 'safe places', this proposal will encourage random footway parking. I note most of the roads are 4.8m wide, which is acceptable, but this width encourages footway parking when there are insufficient spaces. Footway parking also impacts wheelchair / pushchair access.

- *The current layout / parking provision is not acceptable to the LHA. All visitor spaces should be in laybys for road safety and accessibility reasons.*

Parking Provision (cycles)

It is noted that the TP proposes cycle parking to be provided in each house curtilage. We suggest this is strengthened in the detailed submission of the proposals to provide a more robust offering of 'secure under-cover cycle parking with mains supply within each house curtilage where there is no garage' (i.e. a solid bike store or shed). This will allow for the convenient and secure storage of e-bikes (and possibly e-scooters) as well as regular bikes and will encourage sustainable transport for short journeys.

- *A suitable level and provision of residential cycle parking can be conditioned as part of the detailed design.*

Phase 1 Layout

- I note that several of the private driveways are fairly long (20+m) which means that the delivery drivers will be tempted to drive down them (i.e. vans). There are no turning provisions (apart from parking spaces) at the end of these private shared drives.
 - *I note bin collection points have been indicated where necessary. However, these are too far from the adopted highway in many instances. Please refer to the CDDG which states that the maximum distance from the highway for a 2-wheeled bin is 15m. This is not acceptable to the LHA.*
 - *Turning heads are still not shown on private drives. The lack of turning facilities will mean more use of private driveways and possibly driving over the footway. This an advisory.*
- The design, especially of the northern section includes a secondary road running parallel to the spine road (with a private shared drive) which could provide a loop road layout (as a secondary road), but instead is two cul-de-sacs. This makes deliveries, refuse collection more onerous and dangerous with more unnecessary turning and reversing manoeuvres. As many cul-de-sacs as possible should be designed out.
 - *I note that the parallel road, in Phase 1 northern area, has been joined up to create a loop road - we welcome this change. However, most of the other cul-de-sacs remain. This is disappointing from a highway safety perspective. It is still recommended that further loop roads be created where possible. This is an advisory.*

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- It is not clear which roads will be adopted and which will remain private. Please provide a S38 Adoption intentions plan.
 - *This is still outstanding.*
 - All roads except private shared driveways must be built to adoptable standards and have the appropriate clearance strips and service strips. Please refer to Appendix 4 of the CDDG.
 - *All the roads to be adopted (as far as I can tell) have a service or clearance strip as required. However, I note that the secondary road between Plots 108-11 has no footway on the south side. This is an anomaly in the layout and since this is a loop road and is on the inside of a bend it is important that a footway is provided on both sides of the road here for road safety reasons and consistency. The current layout in this location is not acceptable to the LHA.*
 - The main access road is shown to be sufficiently wide with a 2m wide footway. There are various raised tables / speed humps. The location and design of these need to be reviewed to minimise the number and align them with junctions and proposed crossing points.
 - *These speed table / hump locations still need to be resolved but this can be done through discharge of conditions if necessary.*
 - The boundary road to the southern and southeastern extents of Phase 1 show the extent half way across the road. This is obviously unworkable. The plans should be revised to include the full width of the carriageway and adjoining footways. The extreme southern end of the spine road should include a stub end to allow a 3-point turn.
 - *This has been resolved with the revised layout.*
 - The highway materials and colour need careful consideration and will need to be approved by the Adoptions Officer and Traffic Officer. Our recommendation will be that further details of the highway layout and associated infrastructure will be required for approval by the LHA via a pre-commencement condition.
 - *This detail will be secured by planning conditions.*
 - The internal road on the frontage of plots 40 – 43 would benefit from a footway connection to the Wagon Way. The connections to the Wagon Way from the junctions between plots 10 & 16 / 23 & 48 appear to be pedestrian only. The applicant is encouraged to review these connections to ensure they function for cyclists.
 - *I note the response and can agree that with the number of other paths provided this additional link is not critical.*
 - All the junctions on the main 3m wide shared footway spine road would benefit from review to ensure they function effectively and provide direct, convenient and safe access / transition from the footway to other footways and the carriageway for

pedestrians, wheelers and cyclists. This will involve closer inspection or raised junction areas and provision of dropped kerbs and tactile paving at the optimum locations.

- *Detailed designs can be checked at discharge of conditions stage*

Active Travel Routes Through the site

- The offset 3m wide shared footway along the spine road is acceptable but there needs to be a continuous link provided in Phase 1 to High Road to the south. In order to promote sustainable travel and also act as an EVA the LHA request a 3m wide link along the proposed Phase 2 access road to High Road to be delivered in Phase 1.

I note an alternative active travel link to High Road has been provided as part of Phase 1, also doubling up as an EVA - this is welcomed and accepted by the LHA.

Phase 2 Outline - LHA Comments (comments still apply for consideration in the detailed design stage for Phase 2)

- The internal layout of the streets in Phase 2 (and beyond) are only shown indicatively and the layout is to be considered as part of the reserved matters. The developer should adhere to the CDDG and principles of Manual for Streets in the design to create a sense of place with high quality and convenient sustainable transport routes. In particular the following should be noted:
 - Cul-de-sacs are to be avoided. Loop roads are preferred;
 - The streets (especially the primary streets) should be designed using geometry and layout features to naturally control the speed, vertical measures should be avoided. The design speed of 20mph shall be the target;
 - Links to adjacent new and existing residential areas as well as footways and footpaths shall be provided;
 - I note the spine road through the two phases is 6.7m wide. This is very much welcomed as it allows for the road to be used as a bus route thus future-proofing the site to provide the option for bus operators in the future. This spine road layout should be preserved in the detailed design.

Link to Phase 2 and Traffic Calming (comments still apply for consideration in the detailed design stage for Phase 2)

- The proposed extension of the access road into Phase 2 is welcomed. This link also provides the necessary second access and / or EVA once the development is connected. It also provides the necessary cycle and footway link to Phase 2 and onwards to High Road.
- The indicative design of the traffic calming is accepted as an appropriate measure to manage speeds in this instance. I note that the humps have been replaced with tables as suggested. Further raised junctions should be considered in the southern extent of Phase 1 to control speeds.

Off-site Contributions and Highway Improvements

All the requested financial contributions and off-site highway improvements requested in previous correspondence, listed below, have been accepted by the applicant.

- *A zebra crossing on High Road adjacent to Kells Infant School (delivery of crossing scheme)*
- *English Coastal Path Upgrade (financial contribution)*
- *High Road Active Travel Measures (financial contribution)*
- *B5345 Meadow View / Ginns to Kells Junction (delivery of junction upgrade)*
- *Mirehouse Rd / St Bees Rd Junction improvement (financial contribution)*
- *Travel Plan monitoring fee*

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management