



Flood & Development Management
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Copeland area Planning Department, Cumberland Council

For the attention of Christie M Burns

Date: 25 July 2023
Your reference: 4/22/2200/0F1

Dear Christie M Burns

CONSULTATION ON PLANNING APPLICATION

Appn: 4/22/2200/0F1
Site Address: SPAR, 1 MAIN STREET, FRIZINGTON
Proposal: DEMOLITION OF EXISTING PUBLIC HOUSE, ERECTION OF A PETROL FILLING STATION AND SINGLE STOREY EXTENSION TO EXISTING STORE AND ASSOCIATED WORKS INCLUDING CAR PARKING

Thank you for your consultation on 14 July 2023 regarding the above Planning Application. Cumberland Council as the Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) has reviewed the above planning reference and our findings are detailed below.

I can confirm that the response made to the previous application should still apply.

I attached our previous response hereto.

Date: 28 March 2023
Your reference: 4/22/2200/0F1

Dear Christie M Burns

CONSULTATION ON PLANNING APPLICATION

Appn: 4/22/2200/0F1
Site Address: SPAR, 1 MAIN STREET, FRIZINGTON
Proposal: DEMOLITION OF EXISTING PUBLIC HOUSE, ERECTION OF A PETROL FILLING STATION AND SINGLE STOREY EXTENSION TO EXISTING STORE AND ASSOCIATED WORKS INCLUDING CAR PARKING

Thank you for your consultation on 7 March 2023 regarding the above Planning Application.

Cumbria County Council as the Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) has reviewed the above planning reference and additional drainage plan (K38912 20

A) submitted to the local planning authority in March 2023. The LLFA welcome the proposed surface water will exit the site through a connection to an existing surface water system that has been identified, Although we are in favour of this option more investigation needs to be carried out on the existing system to determine the condition, capacity and location of the outfall, as additional water may create a flood risk elsewhere. I have amended condition 3 to suit this requirement.

The vehicular crossing over the footway, including the lowering/realignment of kerbs, shall be carried out to the specification of the Local Planning Authority in consultation with the Highway Authority under a section 278 agreement.

I can confirm that we have no objections to the proposal, subject to the following recommended conditions being included in any Notice of Consent which may be issued:

Condition1:

The development shall not commence until visibility splays providing clear visibility of 60 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. To support Local Transport Plan Policies: LD7, LD8

Condition 2:

There shall be no vehicular access to or egress from the site other than via the approved access, unless otherwise agreed by the Local Planning Authority.

Reason:

To avoid vehicles entering or leaving the site by an unsatisfactory access or route, in the interests of road safety. To support Local Transport Plan Policies: LD7, LD8

Condition 3:

Full details of the surface water drainage system including connections to existing system, a full drainage investigation of the existing surface water system to its outfall is to be completed and submitted to the LPA for review prior to the development being commenced. A maintenance schedule identifying the responsible parties, and agreement from United Utilities to accept the proposed drainage plan shall be submitted to the Local Planning Authority for approval prior to development being commenced. Any approved works shall be implemented prior to the development being completed and shall be maintained thereafter in accordance with the schedule.

Reason:

To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. To ensure the surface water system continues to function as designed and that flood risk is not increased within the site or elsewhere.

Condition 4:

The carriageway, footways, footpaths, cycleways etc shall be designed, constructed, drained and lit to a standard suitable for adoption 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 Cumbria 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. To support Local Transport Plan Policies: LD5, LD7, LD8

Condition 5:

Development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. The CTMP shall include details of:

- pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;
- 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 to manage and limit the impact on the school, including working hours, any special measures to accommodate pedestrians, 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.
To support Local Transport Plan Policies: WS3, LD4

Yours sincerely

Paul Telford

Development Management Officer