Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 17 October 2023
Your reference: 4/22/2466/0F1

Dear Christopher Harrison

CONSULTATION ON PLANNING APPLICATION

Appn: **4/22/2466/0F1**
Site Address: **LAND ADJACENT TO BORDER YARD, COACH ROAD, WHITEHAVEN**
Proposal: **REDEVELOPMENT OF FORMER BUILDERS YARD INTO NEW HOUSING TO PROVIDE 41 DWELLINGS**

Thank you for your consultation on 3 October 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 changes made to the development site, I have copied my points raised on my previous response to clarify what is still outstanding, my findings are highlighted in bold.

Local Highway Authority response:

From a LHA point of view the following points need addressed before the application can proceed.

- The primary access road from Coach road is to be increased from 4.8 metres in width to 5.5 metres in width to allow safe passage between vehicles, the secondary access roads can remain at 4.8 metres.
The point above is still outstanding as the new proposed plan shows the access road measured at 4.8metres.

- Footways within the site are to be designed at 2 metres in width not 1.8 metres as set out in the Cumbria Development Design Guide.
The point above is still outstanding as the new proposed plan shows the footways measured at 1.8metres.

- Adjacent to plot 15 the the carriageway changes to a shared surface a change in height should be designed to determine the change in carriageway which should

encourage reduced vehicle speeds within the site, the proposed footway opposite plot 15 should exceed the change in carriageway to allow safe passage for pedestrian to transition from footway to shared surface.

From the new proposed site plan it is hard to identify where the shared surface starts and ends as new footways have been introduced on both sides of the carriageway, a detailed plan showing which areas are shared surfaces and which are not is required at this time.

- Parking provision plan shows 91 parking spaces within site including visitor parking. I believe that 106 spaces are required for this site using the calculation that 2 spaces for 2 bedroom units 2.5 spaces per 3 and 4 bedroom units plus visitor parking for every 5 units.
  9 number 2 bedroom units = 18 spaces
  29 number 3 bedroom units = 72.5 spaces
  4 number 4 bedroom units = 7.5 spaces
  1 per 5 units visitor parking = 8 spaces
  Total = 106 spaces

The parking design is incorrect for this site, it is requested that the parking provision plan is redesigned to allow the correct amount of spaces required.

Within the application file it states that the parking plan has been superseeded but I am unable to locate the new proposed parking plan to which the LHA would welcome at this stage.

- The LHA would welcome a plan showing the proposed areas being offered for adoption.

The point above is still outstanding.

- Carriageway and Footway construction details including carriageway cross sections would be welcomed as part of this application.

The point above is still outstanding.

- Coach road junction with the B545 has been highlighted prior to this development proposal as an area of highway concern as the proposed development would increase vehicle movement in and around this area the LHA would like to see a transport assessment survey carried out to support this application looking at how the increased traffic flows will impact the local infrastructure and pedestrian movements.

The LHA have reviewed the transport statement submitted to the LPA and have no objections.

<u>Lead Local Flood Authority response:</u>

- The LLFA have reviewed the Flood Risk Assessment (FRA) for this application to which it has been noted that this FRA was created in 2014, Various information is missing from this document and certain information such as climate change has changed since 2014 an increase from 30% stated in this document is now a 50%

requirement. in light of the various changes since 2014 the LLFA request that an updated FRA should be produced and submitted in support of this application.
The above point has been addressed to which the the LLFA have no objections to the proposed.

- Within the the application no drainage plan has been submitted showing how the site will drain the LLFA would welcome a a plan showing how both surface and foul water will drain from this site and any attenuation that will be constructed as part of this site.

The LLFA welcome the drainage plan submitted to the LPA to which the LLFA have no objections.

After reviewing the new information submitted to the LPA, the LHA would like the below points addressed as well as the points still outstanding above.

- The proposed Emergency Vehicle Access (EVA) is not practical as emergency vehicles would not be able to access the site via the cycleway as the existing width of the cycleway would not allow, it is suggested that the EVA is relocated next to plot 12 and the cycleway is widened from this point to the junction with coach road to allow safe passage for an emergency vehicle to access the site.

- Within the Local walking and cyclying improvement scheme (LCWIP) it was identified that the corner to the far north of the development site was deemed to be an area that needs improvement. The recommended improvement needed is to realign the corner to enable cyclist better visibility to eliminate accidental incidents/injury's. As the development site plan has now changed with no housing in this area the LHA would like to see this improvement carried out as part of the development.

Conclusion:

In light to the above comments additional details are required from the applicant.
Happy to discuss in more detail via teams or site meeting if required.
Upon receipt of the amended plans I shall be better placed to provide full response.

Yours sincerely

Paul Telford
Development Management Officer