

Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 6 November 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 35 DWELLINGS**

Thank you for your consultation on 19 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 previous comments raised.

### **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.***

***This point has now been addressed within information submitted to the LPA in October 2023***

- 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.***

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***This point has now been addressed within information submitted to the LPA in October 2023***

- 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.***

***This point has now been addressed within information submitted to the LPA in October 2023***

- 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 superseded but I am unable to locate the new proposed parking plan to which the LHA would welcome at this stage.***

***This point has now been addressed within information submitted to the LPA in October 2023***

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

***The point above is still outstanding.***

***This point has now been addressed within information submitted to the LPA in October 2023***

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

***The point above is still outstanding.***

***This point has not been addressed within information submitted to the LPA in October 2023 but will be conditioned in the final response.***

- 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.***

**Lead Local Flood Authority response:**

- 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 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.

***This point has been addressed as a EVA is not required for a development site with less than 50 dwellings as set out in the Cumbria Development Desidn Guide.***

- Within the Local walking and cycling 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.

***This point has now been addressed within information submitted to the LPA in October 2023***

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:

**Condition 1:**

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 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.

**Condition 2:**

No dwellings shall be occupied until the estate road including footways and cycleways to serve such dwellings has been constructed in all respects to base course level and street lighting where it is to form part of the estate road has been provided and brought into full operational use.

Reason: In the interests of highway safety

**Condition 3:**

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.

**Condition 4:**

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.

Yours sincerely

**Paul Telford**  
Development Management Officer