
Copeland area Planning Department, Cumberland Council

For the attention of Sarah Papaleo

Date: 10 May 2023

Your reference: 4/23/2010/0F1

Dear Sarah Papaleo

CONSULTATION ON PLANNING APPLICATION

Appn: 4/23/2010/0F1
Site Address: FORMER KANGOL FACTORY, CLEATOR MILLS, CLEATOR
Proposal: CONSTRUCTION OF NEW COMMERCIAL UNIT (UNIT K)

Thank you for your consultation on 19 April 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 4/23/2010/0F1 should still apply.

I attached our previous response hereto.

Thank you for your consultation on 31 January 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 our findings are detailed below.

Local Highway Authority response:

The principle of the development of business / employment units on this site has previously been considered and accepted by the LHA under applications 04/14/2191 and 04/14/2192 . Also, since then the site has had planning approved and is now operating as park & ride site for Sellafield staff (4/2018/2312/0F1). There was a detailed Transport Assessment carried out for the car park application which demonstrated satisfactorily that even at the peak times in the design year of 2023 (0900-1000 and 1630-1730) the capacity (Ratio of Flow to Capacity - RFC) and predicted queuing were minimal, peaking at 0.33 RFC and a queue of less than 1 vehicle. This shows that there is ample spare capacity at this junction.

Taking into account the small scale of the development for this particular application, limited traffic movements and the fact that the AM peak with the P&R is not the same as the regular commuting AM peak for other traffic, it is my view that the trips generated from this application will not have a material impact on the highway network. Even the cumulative impact from the various small sites proposed on this Kangol Factory site will not have a material impact at the site access junction onto the A5086 Trumpet Terrace.

The current access road is private and there is no information provided to show that the intention is to change this status. However, confirmation of the ownership and highway boundary should be provided for clarity. If it is to be adopted, we have some reservations regarding the layout, in particular the layout and operation of the roundabout and exit swept paths from the compound area onto the private road network.

Also, I note that the existing site and proposed plans incorporates a rear access onto Mill Street which leads onto Hilden Road and Kiln Brow. This road is not suitable for site traffic (especially HGVs) and for road safety reasons this rear access road should be blocked off to regular vehicle traffic and designed in such a way with a bollard (to CCC specification) as an Emergency Vehicle Access (EVA) which will also allow for pedestrian and cycle access and a turning head at the end of Mill Street should be included. This detail needs to be shown on the drawings.

So in summary, the LHA has no objection to the proposal, but we request further clarification on the road status proposal and clarity on the rear entrance to Mill Street layout.

Lead Local Flood Authority response:

The LLFA is satisfied with the infiltration testing and agrees that the results show that the ground is suitable for soakaways. I am satisfied with the proposals to use an oil interceptor for treatment of water from the car park surface and that the roof water does not need to enter the separator. I also note and welcome the draft maintenance proposals and outline exceedance route description. Although we are content with the above no evidence has been submitted to show how Unit K will connect to the proposed drainage system. These along with the drainage design will need to be developed supported by further detail in due course.

I am satisfied with the proposed strategy in principle, that it will not increase flood risk elsewhere. However, there are some details that still need to be provided to satisfy the LLFA and I recommend that the following conditions be included in any consent:

Condition 1

Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme 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 scheme submitted for approval shall also be in accordance with the principles set out in the Flood Risk Assessment & Drainage Statement dated December 2022 proposing surface water discharging to ground via soakaways.

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.

Condition 2

Full details of the surface water drainage system 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 operational thereafter.

*Reason: In the interests of highway safety and environmental management.
To support Local Transport Plan Policies: LD7, LD8*

Yours sincerely

Paul Telford
Development Management Officer