
Copeland area Planning Department, Cumberland Council

For the attention of Christie M Burns

Date: 25 July 2023

Your reference: 4/23/2044/0F1

Dear Christie M Burns

CONSULTATION ON PLANNING APPLICATION

Appn: 4/23/2044/0F1
**Site Address: LAND ADJACENT TO ST THOMAS CROSS ROUNDABOUT,
EGREMONT**
**Proposal: ERECTION OF THREE STOREY BUILDING TO FORM SHOP,
WAREHOUSE AND OFFICES ALONG WITH NEW VEHICLE
ACCESS, CAR PARKING AND YARD AREAS AND ERECTION OF
2NO. SINGLE STOREY BUILDINGS AND ASSOCIATED PARKING
AREAS**

Thank you for your consultation on 20 July 2023 regarding the above Planning Application.

Cumberland Council as the Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) has reviewed the revised and additional documents submitted in May and July 2023 in connection with the above planning reference and our findings are detailed below.

Local Highway Authority response:

Further to my previous response of 16 March 2023, I note the following matters have been satisfactorily addressed:

- The accommodation of the NCR72 cycle way and especially the crossing of the access is much improved in the revised preliminary layout. As suggested, the final layout and details can be finalised during the S278 process.
- I notice that the parking arrangement on Vale View has been removed by introducing waiting restrictions. As I mentioned in my previous response, this might not actually be necessary and since the road is very wide, it should be possible to include some parking in a layby arrangement which is self enforcing and still allowing the required visibility. Since this is part of the public highway, an acceptable arrangement can be submitted for approval in the discharge of conditions and / or the S278 technical review process.

- In terms of car parking provision, I note an increase of one space to give a total of 82 spaces. Whilst still short of the theoretical target of 88, this is not a significant shortfall however. I also note that the requisite number of disabled and more than the minimum cycle parking spaces are provided.

Lead Local Flood Authority response:

The only outstanding matter in relation to the Surface Water strategy was the total, cumulative discharge rate from the site to Beggar Gill. I now note that the impermeable area plan has been amended and the contributing areas are more representative taking into account the topography and surfaces etc.

So I am satisfied with the proposed maximum site outflow of 11.9 l/s. I am also satisfied with the geo-cellular storage system for the buildings since it will be on private ground and over-sized pipes providing storage for the road sections.

All the other design requirements as stipulated in the NSTS and NPPF have been addressed as explained in the earlier response.

Conclusion:

I can confirm that the LHA and LLFA have no objection to the proposal but recommend the following conditions are included in any consent granted:

The carriageway, footways, footpaths, cycleways etc shall be designed, constructed, drained to the satisfaction of the Local Planning Authority 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. 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.

The development shall not commence until visibility splays providing clear visibility of 43 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.

Prior to commencement of works on site, full design details of a scheme for the off-site highway works including the access junction with Vale View and footway/ cycleway modifications shall be submitted to and approved in writing by the local planning authority in consultation with the Highways Authority. Such details shall form part of an agreement with the Highways Authority under Section 178 or 278 of the Highway Act 1980, unless otherwise agreed in writing with the Local Planning Authority.

Reason

In the interests of highway safety and in accordance Policy DM22 of the Copeland Local Plan and the relevant provisions of the National Planning Policy Framework.

Prior to trading commencing, the off-site highway modifications and junction for the access road with Vale View shall be constructed and completed to the satisfaction of the local planning authority in consultation with the Highways Authority (unless otherwise agreed).

Reason

In the interests of highway safety and in accordance Policy DM22 of the Copeland Local Plan and the relevant provisions of the National Planning Policy Framework.

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:

- 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

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.

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 Drainage Strategy Report and Flood Risk Assessment dated May 2023 proposing surface water discharging to Beggar Gill.

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.

Planning Obligations - S106 Agreement

Travel Plan & Monitoring

Within 6 months of the development (or any part thereof) opening for business, the developer shall prepare and submit to the Local Planning Authority for their approval a Travel Plan which shall identify the measures that will be undertaken by the developer to encourage the achievement of a modal shift away from the use of private cars to visit the development to sustainable transport modes. The measures identified in the Travel Plan shall be implemented by the developer within 12 months of the development (or any part thereof) opening for business.



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An annual report reviewing the effectiveness of the Travel Plan and including any necessary amendments or measures shall be prepared by the developer/occupier and submitted to the Local Planning Authority for approval. Further Annual Performance Reports and Travel Plan modifications are to be prepared and submitted to the County Council for approval within two months of each subsequent anniversary of the aforementioned dated on an annual basis up to and including the fourth anniversary of the first Annual Performance Report

The applicant shall enter into a suitably worded legal agreement (sec 106) to fund the monitoring of an agreed travel plan. This travel plan should be submitted within 6 month of opening.

Funding for the monitoring is £6600. (one-off, not annual fee)

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management