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Copeland area Planning Department, Cumberland Council

For the attention of Sarah Papaleo

Date: 4 May 2023

Your reference: 4/23/2088/0F1

Dear Sarah Papaleo

### **CONSULTATION ON PLANNING APPLICATION**

**Appn: 4/23/2088/0F1**  
**Site Address: LAND AT HARASS ROAD, HARASS PARK, WHITEHAVEN**  
**Proposal: PROPOSED RESIDENTIAL DEVELOPMENT FOR 23 DWELLINGS**  
**INCLUDING ASSOCIATED INFRASTRUCTURE AND LANDSCAPING**  
**(RESUBMISSION OF 4/22/2135/0F1)**

Thank you for your consultation on 4 May 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 note that it is an exact resubmission.

Therefore our previous comments made to the previous application 4.22.2135/0F1 should still apply.

However, since the previous application, a Local Cycling and Walking Plan (LCWIP) has been developed for Whitehaven. This identifies Harass Road as one of the priority routes (WR5) and therefore the ambition is to provide a high quality walking and cycling infrastructure / route along this corridor from Moresby Parks Road to the Town Centre. Detailed plans have not been developed yet and we are aware of many existing constraints to making this a fully compliant route (to LTN 1/20) but it is important that any new developments on this route do not further compromise the future delivery or quality of this route.

<https://councilportal.cumbria.gov.uk/documents/s124517/Appendix%201%20Cope%2020%2007%2022%20Whitehaven%20LCWIP.pdf>

Therefore we are seeking a 3m wide LTN 1/20 compliant shared use footway to the frontage of the site on Harass Road. This should extend to the site boundaries with suitable set-backs at the various access junctions for raised crossings and also entry and exit points to the carriageway. The current plans do not show this footway (and previously we stated that a 2m wide footway should be provided on the frontage) but this 3m footway may require more significant changes to the site layout.

Therefore the LHA cannot support the proposed layout and I welcome further discussions with the applicant on how the preferred layout to accommodate the future LCWIP proposals can be achieved.

In addition to the requirement of a widened footway / cycleway, it has come to our attention that the proposed traffic calming measures or raised tables is considered not acceptable, or not a preferred solution from a highways operation perspective.

Instead, the Local Highway Authority now recommend that speed reducing traffic calming is provided by a give-way chicanes consisting of two build-outs. These should be similar to those found on Lowca High Street with the give-way for down-hill traffic and priority for uphill traffic. The build-outs shall be designed with a gap against the road edge to allow for surface water to bypass the build-outs.

Please note that forward visibility of 60m needs to be provided on the approach and exit of these features. The LHA will provide further details and can confirm locations as part of the S278 discussions.

Yours sincerely

**Shamus Giles**

Lead Officer - Flood & Development Management