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Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 9 May 2023

Your reference: 4/23/2104/001

Dear Christopher Harrison

CONSULTATION ON PLANNING APPLICATION

Appn: 4/23/2104/001
Site Address: LAND TO THE SOUTH WEST OF SUMMERGROVE PARK,
WHITEHAVEN
Proposal: OUTLINE PLANNING APPLICATION FOR RESIDENTIAL
DEVELOPMENT OF UP TO 40 SELF BUILD PLOTS INCLUDING
DETAILS OF PROPOSED ACCESS AND ALL OTHER MATTERS
RESERVED

Thank you for your consultation on 18 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.

We welcome the information submitted in support of application 4/23/2104/001 to which we have the following comments.

The proposal advises that the development is sustainable, however the development is very car dependant. Active Travel infrastructure improvements would be required. There are no footways on Dalzell Street near the site, to Moor Row to the south or to the Galemire crossroads to the north.

The Design and Access Statement states that the Westlakes Science Park has safe cycling routes connecting with the National Cycle Network (Paragraph 2.4), although a footway link into the Park was requested as part of phase 1. The Transport Statement also states the residents don't have a legal right to access the footways within the Park.

Westlakes also doesn't have dedicated cycling infrastructure. Cyclists would have to cycle on the carriageway or on the footways within the site. To access NCN72 from the Park, you also have to cross the A595 via the main site entrance. There is a central refuge on the A595 at the traffic signals, but no Toucan, and no specific infrastructure for cyclists.

There doesn't appear to be direct active travel access from the proposed development to the NCN72, you would have to travel on carriageway along Dalzell Street from the proposed site, to Moor Row. This journey would also be on carriageway and isn't family friendly.

The Design and Access Statement states that the Westlakes public transport links will benefit the development (paragraph 2.4). There is no bus service into Westlakes Science Park. The nearest bus stop for the Park is on the A595 near the main entrance. Stagecoach have no plans to detour into the Park.

Paragraph 4.3 states that residents will be able to access Egremont and Whitehaven via cycleways. But they will have to access existing NCN via on-road means as no direct infrastructure is proposed.

The D&A Statement advises distances reached within 24 minute walk or a 10 minute cycle ride. However, Galemire, west of Summergrove Park to Sneckyeat Road, there is no footway so pedestrians and cyclists would be on carriageway. Not an attractive route to the Hospital.

Within the Whitehaven LCWIP, there is a priority cycling link (link 17) from the West Cumberland Hospital, which runs across the fields to the area in vicinity of the proposed development and into Westlakes Science Park.

And LCWIP cycle link 18 runs along Galemire and Sneckyeat Road to the north.

Note both of these links are currently being worked up to concept design through a current Cycling and Walking team project.

We as the LHA and LLFA would look to obtain funding towards a footway/cycleway link to the NCN72 along Dalzell Street through this development.

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 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.
To support Local Transport Plan Policies: LD5, LD7, LD8***

Condition 2 :

The roadside ditch shall be piped at the access prior to the development being brought into use, in accordance with details which have first been submitted for approval by the Local Planning Authority. The construction shall be in accordance with a specification which has been approved by the Local Planning Authority.

Reason:

In the interests of safety.

To support Local Transport Plan Policies: LD5, LD7, LD8

Condition 3 :

The access drive shall be surfaced in bituminous or cement bound materials, or otherwise bound and shall be constructed and completed before the development is occupied/brought into use.

Reason:

In the interests of highway safety.

To support Local Transport Plan Policies: LD5, LD7, LD8

Condition 4 :

There shall be no vehicular access to or egress from the site other than via the approved access, unless otherwise agreed by the Local Planning Authority.

Reason :

To avoid vehicles entering or leaving the site by an unsatisfactory access or route, in the interests of road safety.

To support Local Transport Plan Policies: LD7, LD8

Condition 5 :

Access gates, if provided, shall be hung to open inwards only away from the highway.

Reason :

In the interests of highway safety.

To support Local Transport Plan Policies: LD7, LD8

Condition 7 :

Full details of the surface water drainage system (incorporating SUDs features as far as practicable) and a maintenance schedule (identifying the responsible parties) 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 thereafter in accordance with the schedule.

Reason :

To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. To ensure the surface water system continues to function as designed and that flood risk is not increased within the site or elsewhere.

Condition 8 :

Footways and Cycleways shall be provided that link continuously and conveniently to the nearest existing cycleways. The layout shall provide for safe and convenient access by cycle.

Condition 9 :

The applicant shall enter into a suitably worded legal agreement with the :Local Highway Authority to secure a financial contribution towards the delivery of a shared cycleway from Westlakes Science Park to NCN72 connection point on Dalzell street Moor Row as shown on the plan attached (Ref 01/2023). The contribution is for the sum of £260,000.

This shall be in the form of a Section 106 Agreement (of the TCPA)

Reason:

In the interests of highway safety, accessibility by sustainable transport modes and to minimise potential hazards.

To support Local Transport Plan Policies: C2, LD5, LD6 LD7, LD8.

Condition 10 :

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*

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.

To support Local Transport Plan Policies: WS3, LD4.

Yours sincerely

Paul Telford
Development Management Officer