

Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 6 December 2023

Your reference: 4/23/2314/0F1

Dear Christopher Harrison

## **CONSULTATION ON PLANNING APPLICATION**

**Appn: 4/23/2314/0F1**  
**Site Address: LAND AT PRESTON STREET, PRESTON STREET, WHITEHAVEN**  
**Proposal: ERECTION OF A DISCOUNT FOOD STORE WITH ASSOCIATED ACCESS, PARKING, HARD AND SOFT LANDSCAPING AND ASSOCIATED WORKS**

Thank you for your consultation on 16 November 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.

### **Local Highway Authority response:**

#### **Transport Assessment**

Having reviewed the TA and considered the site location in context to the road network, bus (and rail) services cycling and walking infrastructure, , I concur with the TA that the development will have a good level of connectivity and be accessible on foot, cycle, bus and train from local destinations.

The development trips in the 2028 with development scenario, show only a marginal relative increase over the existing of a maximum of 15 two-way trips in the Saturday peak hour.

This trip impact is shown not to have any significant impact at the site junction onto Preston Street but does increase the RFC beyond 'practical capacity' on the Preston North arm at the mini roundabout. However, the RFC is still within its theoretical capacity and the predicted queue and delay is not considered to be a serious impact on existing traffic conditions by the LHA.

There are some minor improvements that could be made to the walking, cycling and bus infrastructure within and adjacent to the site that could enhance the quality of the routes

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and facilities, visibility and overall customer experience. These are explained below in more detail in the Summary.

#### Travel Plan

The LHA welcomes the interim Travel Plan. I note the proposed measures to influence and support modal shift, and the monitoring proposals where the targets and measures can be reviewed in conjunction with the Travel Plan coordinator.

the LHA is seeking a fee of £6,600 to cover the monitoring work over the five year period of the plan. This fee will be delivered via a suitable (s106) legal agreement.

#### Internal Site Layout & Parking

The internal site layout has been modified and designed following early feedback from the pre-app. I note and welcome the inclusion of 'turning' spaces in the car park. The layout is suitable, and the LHA welcome the slightly larger than minimum sized spaces but the number of parking spaces does not comply with the Cumbria Design Guide Appendix 1 - Parking. The requirement should be based on the GFA (1874 m<sup>2</sup>) not net sales area, resulting in a need for 125 spaces whereas only 98 spaces are provided. I do note that the proposal is based on evidence from other sites, but the LHA require some evidence to support this allocation. Please provide evidence with a parking statement or similar, to show that the proposed provision is adequate and will not lead to customers being forced to park in an adjacent / off-site retail area car park.

The service proposals are adequate.

Cycle parking just meets the minimum standard of 8 spaces (4 Sheffield stands). The location is near to the entrance which is good but the applicant could consider additional provision for the C2C cyclists and staff who may cycle to work. The applicant should consider enhanced cycle facilities including:

- additional short stay parking and provision of long stay parking in the form of cycle lockers / hanger.
- Including provision for cargo / non-standard cycles should also be considered. (there appears to be space next to the regular cycle stands)
- The provision of cycle pump / maintenance kit for staff is identified in paragraph 7.2.7 of the Travel Plan. It is suggested the applicant considers provision of an 'off the peg' outdoor cycle maintenance station for staff and public use which could be especially useful for C2C riders.
- The applicant could consider providing changing and showering facility for staff.

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### S278 Works / offsite Highway works

The LHA consider that the footway along the whole site frontage (up to No.1 Ginns) should be resurfaced due to the invasive works required to build the junction, construct the retaining / boundary wall, reinstate unused dropped kerbs and put in new dropped kerbs. The wide granite kerbs should be replaced by standard concrete kerbs. This work will need to be delivered by way of a S278 agreement.

We note the steps proposed for the cut down from Preston Street opposite the Asda entrance but agree that due to the level changes, this is acceptable, and there is the main access, which is accessible, nearby.

The main access needs to have dropped kerbs and tactile paving at the the crossing across Preston Street.

The pedestrian refuge on Preston Street is being relocated so the existing footways on both sides of the road will need to be reinstated.

### Opportunities, Off-site Contributions to Mitigate Impact and Enhancements to Proposal for Customers

To make the store more visible to passing users of the cycleway, and to improve inter-visibility along the route, it would be advantageous to lower the boundary wall to the NCN72 cycleway adjoining the store site to 600mm (to match the frontage wall) or 1m maximum.

The developer should also consider creating an entrance / gap into the site in the wall on the NE side of the site near the hatched HGV access point. This would create a more direct link to the store for users of the NCN72 path approaching from the east. However, a suitable path across the car park would also need to be added to the site layout make this work.

To encourage modal shift to public transport, I note that the bus stops are closer to this store than previously, but that they do not have shelters. It is important for leaving customers with shopping, waiting for a bus that they have a shelter to wait in. the LHA request a contribution from the developer to provide and maintain a bus shelter for the south-bound stop. This is an important feature to provide a better customer experience. the Contribution being sought for this is £10,000 by way of a S106 agreement.

### Summary

The LHA supports the proposal. The site layout and access arrangements are substantially acceptable, save for a few omissions and further detail we require as listed below:

1. Confirmation on the extent of footway resurfacing (including kerb and traffic island removal and reinstatement) on Preston Street. A S278 extents drawing will be useful.

2. Dropped kerb crossing detail and locations on a plan at site access
3. Details of the reinstatement locations of the footways etc
4. Additional parking (car and cycle) as considered necessary
5. Any changes to the NCN72 site access arrangements and boundary wall details
6. Response to the S106 financial contribution request for a bus shelter

**Lead Local Flood Authority response:**

I note that the site is in Flood Zone 1 and not shown to be at risk of any type of flooding.

The LLFA have no objections to the surface water drainage strategy. I note that it includes the necessary attenuation storage, discharge flow control, positive drainage and treatment infrastructure to comply with the SUDS manual. As the proposal replicates the greenfield run-off, this design can be seen as a betterment over the existing scenario which is an impermeable / tarmac surface. This proposal could in fact reduce the flood risk downstream marginally.

However, I note that a Climate Change factor of 45% has been used to model rainfall. For this kind of development in this location, the Climate Change factor should be 50%.

The only element / information lacking from the checklist (Appendix 7 of the CDDG) is an exceedance flow diagram.

There is a Main River (Pow Beck) and a UU owned sewer running through the site, requiring diversions. The developer should discuss these matters with the Environment Agency and United Utilities respectively to ensure their approval is given and any necessary permits and approvals are obtained.

**LLFA Conclusion:**

Please provide:

- revised calculations with Climate Change = 50%
- Exceedance flow diagram

Yours sincerely

**Shamus Giles**

Lead Officer - Flood & Development Management