

Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 27 September 2024
Your reference: 4/24/2302/0F1

Dear Christopher Harrison

CONSULTATION ON PLANNING APPLICATION

Appn: 4/24/2302/0F1
Site Address: WIND TURBINE, STUBSGILL FARM, DISTINGTON TO PARTON, DISTINGTON CA14 4QQ
Proposal: REMOVAL OF EXISTING WIND TURBINE AND ERECTION OF A REPLACEMENT TURBINE UP TO 76 METRES BLADE TIP HEIGHT, WITH ASSOCIATED DEVELOPMENT

Thank you for your consultation on 10 September 2024 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 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 development shall not commence until visibility splays providing clear visibility of 215 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.

The surfacing of the access road shall extend for at least 25metres inside the site, as measured from the highway boundary prior to the use first being commenced and shall be carried out in accordance with details of construction which shall be submitted to the Local Planning Authority.

Any existing highway fence/wall boundary shall be reduced to a height not exceeding 1.05m above the carriageway level of the adjacent highway in accordance with details submitted to the Local Planning Authority and which have subsequently been approved (before development commences) (before the development is brought into use) and shall not be raised to a height exceeding 1.05m thereafter.

Reason: In the interests of highway safety.

Condition 2:

The carriageway shall be designed, constructed, drained to the satisfaction of the Local Planning Authority and in this respect further details, 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.

Condition 3:

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

Reason: In the interests of highway safety.

Condition 4:

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.

Yours sincerely

Paul Telford
Development Management Officer