
Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 3 July 2026

Your reference: 4/25/2110/0F1

Dear Christopher Harrison

CONSULTATION ON PLANNING APPLICATION

Appn: 4/25/2110/0F1
Site Address: LAND AT PARKSIDE ROAD, CLEATOR MOOR
Proposal: ERECTION OF 95 DWELLINGS WITH ASSOCIATED INFRASTRUCTURE

Thank you for your consultation on the above Planning Application.

The Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) can confirm as follows :

Drawings reviewed

 [Affordable Housing Plan - Amended Details June 2026](#)

 [Arboricultural Impact Assessment - Amended Details June 2026](#)

 [Boundary Treatment Plan - Amended Details June 2026](#)

 [Car Parking Plan - Amended Details June 2026](#)

 [Designing Out Crime Response - Amended Details June 2026](#)

 [Engineering Layout Sheet 1 - Amended Details June 2026](#)

 [Engineering Layout Sheet 2 - Amended Details June 2026](#)

 [Engineering Layout Sheet 3 - Amended Details June 2026](#)

 [Engineering Layout Sheet 4 - Amended Details June 2026](#)

 [Engineering Layout Sheet 5 - Amended Details June 2026](#)

 [Fire Safety Plan - Amended Details June 2026](#)

 [Garden Areas Plan - Amended Details June 2026](#)

 [House Materials Plan - Amended Details June 2026](#)

 [Housing Schedule Plan - Amended Details June 2026](#)

 [Refuse and Recycling Plan - Amended Details June 2026](#)

 [Section 38 Sheet 1 - Amended Details June 2026](#)

 [Section 38 Sheet 2 - Amended Details June 2026](#)

 [Shadow Habitats Regulation Assessment - Amended Details June 2026](#)

 [Site Framework Plan - Amended Details June 2026](#)

 [Site Illustrative Masterplan - Amended Details June 2026](#)

 [Site Massing Plan - Amended Details June 2026](#)

 [Surface Finishes and Kerbing Layout Sheet 1 - Amended Details June 2026](#)

 [Surface Finishes and Kerbing Layout Sheet 2 - Amended Details June 2026](#)

 [Surface Materials Plan - Amended Details June 2026](#)

 [Visibility Splays Drawing - Amended Details June 2026](#)

Local Highway Authority response:

Internal Layout and Adoption Proposals

Only the outstanding comments from my previous response are discussed below. Where previous concerns and requests have been satisfactorily addressed in the previous revisions, these items have been omitted for clarity.

1. *'There are footways shown to both sides of the road which we welcome and I note the main roads (secondary status) are 5.5m wide which is desirable (over the 4.8m standard) in this case.'* I note that several of the primary roads have had a footway removed from one side.

Previous statement still applies but I also note that the primary road serving Plots 55-82 has a footway now REMOVED. This is not acceptable for primary roads (streets). All primary and secondary roads with houses on both sides should have footways on both sides. **The most serious omission is the lack of footway on the north side of the primary street serving Plots 55-82. This road MUST have a northern footway.** The other secondary streets with only one footway could be shared-surface-streets so footways would be not necessary.

2. The visitor parking provision is acceptable in terms of locations and numbers. But the car parking per dwelling (in curtilage) is still not consistent and the lack of three spaces on some driveways may cause additional problematic on-street (and on-footway) parking. All 4 bedroom houses should have 3 driveway parking spaces. I appreciate that these have garages, but in our experience garages are not used for parking in most instances and used for storage instead.

I note some of the 4 bedroom plots have 3 spaces shown. However, many still only have 2 spaces. Please provide three parking spaces for plots: 08, 24, 32, 41, 45, 56, and 88. Alternatively, provide more spaces in laybys on the carriageway. A lack of parking will lead to more footway parking with an impact of amenity and road safety to pedestrians and wheelers.

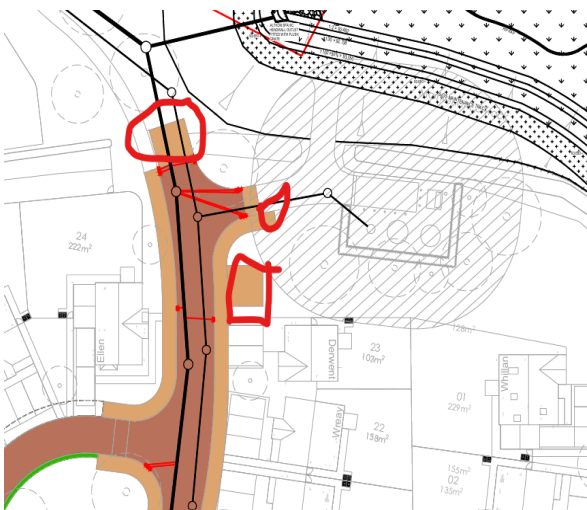
Access and Visibility onto the A5086

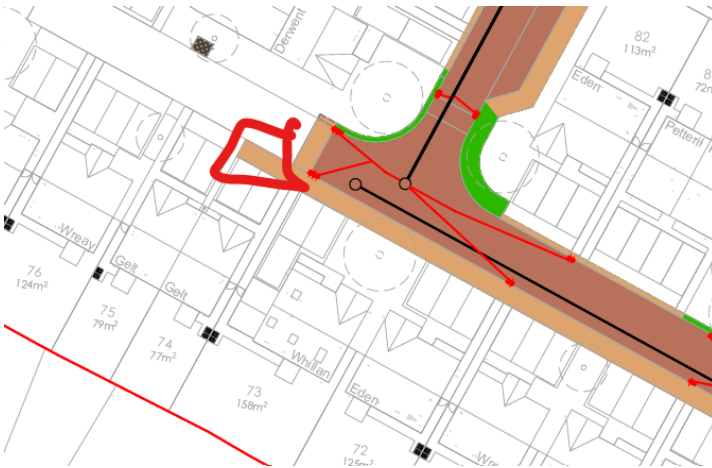
3. *The A5086 is a high speed improved, wide derestricted road. I note the proposal to move the 30mph speed limit to the far side of the proposed new access which is necessary (distance to be agreed). The A5086 does not conform to MfS principles so adopting a 43m splay is not considered appropriate and the more robust 60m should be applied. Please revise the visibility splay drawings to show 2.4m x 60m in each direction from both accesses.*

This has now been shown satisfactorily

S38 Adoption Proposals

4. The bollards on the EVA will not prevent motorists driving around them as there are wide verges either side which could be driven over. The access controls on the EVA need to be reviewed
5. All parking bays (visitor bays on the carriageway) should be asphalt
6. The back of footway kerbs are shown with 50 x 150mm flat top edging. This is not the accepted CC specification. The back of footway edging (except where a driveway is present) is ER edging with 40mm upstand.
7. There is no vehicle access control on the track to the SuDS basin to prevent unauthorised vehicular access.
8. There are various small sections of carriageway and footway that are shown to be adopted but serve no obvious highway purpose. These areas (shown below) should be removed from the S38 plan.
- 9.





Other new Drawings Submitted

Refuse and Recycling Plan

Thank you for this drawing. The arrangements for bin collection routes and bin collection points are acceptable to the LHA.

Off-site improvements S278 works and S106 Contributions

These elements are not shown or discussed in the revised drawings so the comments still apply.

- The LHA will be seeking a S106 contribution or require that the following improvements are delivered via a S278 Agreement by the applicant:
1. A speed limit + gateway feature with road markings and signs to the NE of the access. Details to be confirmed.
 2. Widening and surfacing of the old Parkside Road along the site frontage, NE as far as the property known as Avalon.
 3. Pedestrian refuge and centre road hatching to provide a crossing point to the bus stops.

4. Two bus stops with layby and shelters near to the site access.
5. Widening of the footway on the A5086 from the SW site boundary to the junction with Greystone Avenue.

The LHA welcome direct discussions with the applicant over the above matters to reach a satisfactory resolution / approach.

Transport Statement & Travel Plan - Active and Sustainable Travel

I note the TS and TP have not been revised in the latest submission of documents so the previous comments and observations remain.

Lead Local Flood Authority response:

The revised and more detailed surface water drainage design addresses many of the outstanding requirements that would have been required via the DoC Condition for submission of a detailed design. However, in order for me to remove the recommended Condition for a detailed drainage design, i will need to see the following details / documents:

- Exceedance flow route from the system for storms >1:100 yr+CC. i.e. from the basin or the lowest point of the system upstream of the flow control. If this is from the basin then I would expect to see a spillway or similar, and confirmation of where the exceedance flow discharges to so I can understand if there is any increase in flood risk.
- Drainage maintenance and management plan (this can be conditioned)
- Construction Surface Water Management Plan (this can be conditioned)

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management