

Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 28 April 2025

Your reference: 4/25/2120/0F1

Dear Christopher Harrison

CONSULTATION ON PLANNING APPLICATION

Appn: 4/25/2120/0F1
Site Address: SCALEGILL HALL FARM, SCALEGILL ROAD, MOOR ROW
Proposal: HYBRID PLANNING APPLICATION FOR THE REDEVELOPMENT OF SCALEGILL HALL FARM INCLUDING FULL PLANNING PERMISSION FOR THE DEMOLITION OF REDUNDANT FARM BUILDINGS, THE REFURBISHMENT OF SCALEGILL HALL, CONVERSION OF A BARN TO TWO DWELLINGS AND OUTLINE PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT WITH ALL MATTERS RESERVED EXCEPT ACCESS

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 :

Please see below response for full planning permission for Scalegill hall farm and Barn only.

Local Highway Authority response:

The LHA have reviewed the supporting documents submitted with the above application to which we would like the following points addressed before a final response can be submitted to the Local Planning Authority.

- The proposed access onto the C4003 needs further detail, the LHA request a plan showing visibility splays in both directions to the nearside kerb measured from 2.4 metres down the centre of the proposed access road.
- Also within the plan the LHA requests the applicant to show how connectivity to the existing footway network can be achieved.

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- Within phase 1 the proposed access road to plots 1 and 2 needs to be increased to 3.7 metres in width to allow safe passage for all users.
 - Full construction detail of the proposed access and internal road network is requested.
 - If the proposed access and internal road network is not to be adopted a maintenance schedule is required.

Lead Local Flood Authority response:

- An Existing and proposed foul and surface water plan is to be submitted for both phases to show how they both link together as a full development to the outfall.

Conclusion:

In light to the above comments additional details are required from the applicant.

Upon receipt of the amended plans I shall be better placed to provide full response,

Please see below response for outline permission for residential development only.

Thank you for your consultation on the above Planning Application.

The Local Highway Authority and Lead Local Flood Authority can confirm that we have no objections to the proposal, we would however recommend that the following conditions are included in any consent you may grant:

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: In the interests of highway safety

Condition 2 :

No dwellings shall be occupied until the estate road including footways and cycleways to serve such dwellings has been constructed in all respects to base course level and street lighting where it is to form part of the estate road has been provided and brought into full operational use.

Reason: To ensure a minimum standard of construction in the interests of highway safety.

Condition 3 :

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.

Condition 4 :

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 and shall not be raised to a height exceeding 1.05m thereafter.

Reason: In the interests of highway safety.

Condition 5 :

Details of all measures to be taken by the applicant/developer to prevent surface water discharging onto or off the highway 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 operational thereafter.

Reason: In the interests of highway safety and environmental management.

Condition 6 :

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 :

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 proposals during the construction phase
- Specific measures to manage and limit the impact on the school, including working hours, deliveries and movement of equipment on the road network surrounding the site must not take place during school muster times in the interests of road safety

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