

Copeland area Planning Department, Cumberland Council

For the attention of Heather Morrison

Date: 27 June 2025

Your reference: 4/25/2180/0F1

Dear Heather Morrison

CONSULTATION ON PLANNING APPLICATION

Appn: 4/25/2180/0F1
Site Address: LAND BETWEEN WOODEND AND MOOR ROW, EGREMONT
**Proposal: CONSTRUCTION AND INSTALLATION OF A BATTERY ENERGY
STORAGE SYSTEM (BESS) AND ASSOCIATED
INFRASTRUCTURE, LANDSCAPING AND BURIED GRID CABLE
ROUTE**

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 :

Countryside Access Response

We have no objection to the development. Public Right of Way FP 403005 is located to the north of the development site. The applicant has assessed the visual impact of the development on the surrounding Public Rights of Way Network which includes the route of the Coast-to-Coast National Trail which is currently being established on the ground.

Advisory Comments

The applicant should be advised that:

- The granting of planning permission would not give them the right to obstruct, close or divert the public right of way.
- The public right of way as shown on the definitive map and statement must be kept open and unaltered for public use until an order made to divert, stop up or to temporarily close it has been confirmed.

Local Highway Authority response:

I note the following scheme facts and impacts:

- The total trips (2-way) HGV + staff traffic is a maximum of 20 per day during the construction phase. This is not considered to be material, and considering the short duration of the project will not have a material impact on the highway network.
- However, the U4030 is a quiet road and used by pedestrians and cyclists. A Construction Traffic Management Plan including measures to manage deliveries and routing should be provided (will be conditioned)
- There is sufficient space and suitable layout to allow for the site vehicles to park and turn so they can enter and exit in a forward gear.
- I note the proposed line of the mains cable in Dalzell Street. The applicant will need to apply for the appropriate permits well in advance of the works to secure the proper permissions.

Traffic Routing

The routing proposal is consistent with the Council's previous response to 14/4/2336/0F1. I.e. all construction and delivery vehicles would be required to travel to/from the Site via the A595, with use of the A5086 being limited to that section between the A595 and the C4002 so that such vehicles would not pass through Cleator, Cleator Moor, Frizington or Rowrah.) No construction or delivery vehicles will be permitted to use the U4030 to the north of the site (i.e. not passing through Moor Row) or along the U4030 to the south of Woodend.

The LHA agree with this routing proposal outlined in the Outline Construction Traffic Management Plan. A full detailed CTMP will be conditioned in due course.

Areas / matters where further evidence or attention to detail is required

1. The access track which is to be used as the temporary and permanent access to the site is pot-holed and is a stone (sub-base) type finish. This is not to the required standard for a new or improved access which should be metalled for at least the first 5m and also include measures to prevent surface water run-off from flowing onto the highway (this requirement could be conditioned if not addressed at this time).
2. There are no visibility splays shown at the proposed access. I appreciate that it is an existing access but it will see intensification and therefore has to comply with the new layout design. Please demonstrate that the appropriate visibility splay for the speed limit (de-restricted) or more realistically, commensurate with the actual measured 85th %ile speed can be provided onto the U4030. I note that the bank to the north of the access is lowered to help with visibility.

LHA Conclusion

I cannot make a final recommendation until the two points mentioned above have been addressed / investigated.

Lead Local Flood Authority response:

I have reviewed the Flood Risk Assessment and Drainage Strategy (May 2025) referencing the EA's flood maps. I note that the site is in Flood Zone 1 so is at very low risk from fluvial flooding but some of the site is in the medium risk zone for surface water flooding. However, the layout has taken account of the lower lying areas and the units are not within the flood zone areas.

I note from the outline surface water drainage strategy that infiltration is considered unlikely to be feasible. This is a reasonable assumption but will need testing in due course to rule it out. I do note that there is a workable back-up drainage solution with a positive attenuated discharge indirectly to the River Keekle.

The proposed flow management and treatment train is acceptable in principle. Since the increase in impermeable area is relatively small (1,375m²) the greenfield equivalent run-off Q_{bar} rate is about 1 m/s. This should be achievable with the appropriate volume of attenuation.

LLFA Conclusion:

The LLFA has no objection to the proposal but suggests the following conditions are included in any consent granted:

Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance shall be submitted to and approved in writing by the Local Planning Authority. (Refer to the CDDG Appendix 7 for list of documents and evidence to be submitted)

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The drainage scheme submitted for approval shall also be in accordance with the principles set out in the Flood Risk Assessment & Drainage Strategy dated May 2025.

The works shall be constructed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

No development shall commence until a construction surface water management plan has been agreed in writing with the local planning authority.

Reason: To safeguard against flooding to surrounding sites and to safeguard against pollution of surrounding watercourses and drainage systems.

Informative

1. Any works within or near the Highway must be authorised by the Council and no works shall be permitted or carried out on any part of the Highway including Verges, until you are in receipt of an appropriate permit from the LHA Streetworks team.
<https://www.cumberland.gov.uk/parking-roads-and-transport/streets-roads-and-pavements/street-licences-and-permits/street-permit-and-licence-fees-and-charges>. Please be advised that the Highway outside and or adjacent to the proposal must be kept clear and accessible at all times.
2. Prior to any work commencing on the watercourse the applicant should contact the Lead Local Flood Authority on tel: 01228 221331 or email: LFRM.consent@cumbria.gov.uk to confirm if an Ordinary Watercourse Flood Defence Consent is required. If it is confirmed that consent is required it should be noted that a fee of £50 will be required and that it can take up to two months to determine.

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management