

Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 17 July 2025

Your reference: 4/25/2241/0F1

Dear Christopher Harrison

## **CONSULTATION ON PLANNING APPLICATION**

**Appn: 4/25/2241/0F1**  
**Site Address: WOODLAND NURSERIES, STAMFORD HILL, LOWCA**  
**Proposal: ERECTION OF NEW GLASSHOUSE FOR PLANT PRODUCTION**  
**FACILITY AS AN EXTENSION TO EXISTING NURSERY, WITH**  
**ASSOCIATED DRAINAGE AND LANDSCAPING**

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 :

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

Considering that this is an extension of the existing nursery (4/20/2022/0F1), I am satisfied that the operational trips and routing will be not materially worse than the existing operational traffic.

The proposed extension uses the existing access track which is of a suitable layout with the necessary visibility and construction for construction traffic and separate from the public bridleway. I note that the bridleway at the access crossing was upgraded to a suitable construction during the earlier scheme. I also note that Solway Road is an undopted road and as such so the LHA would not fund any improvement or repairs required. Any pre-condition survey and remedial works would have to be arranged and agreed with the owners.

However, the construction phase will involve many HGV movements and this has the risk of causing damage and/or conflict on the highway network if not managed. I will recommend that a construction traffic management plan is included in any consent.

There are no rights of way affected by the proposal except for during construction where the bridleway No. 413006 is crossed.

**Lead Local Flood Authority response:**

Flood Risk

I note from the FRA and Environment Agency maps that the site is in Flood Zone 1 and is not shown to be at risk from any source of flooding.

Surface Water Drainage Strategy

I note that the strategy has followed the NPPF assessment of the hierarchy of drainage destinations. I am satisfied that infiltration is not feasible here and that a controlled discharge to the nearby watercourse ( Lowca Beck) via the existing attenuation basin and outfall is proposed. Having reviewed the design and calculations I am satisfied that the design follows the principles of the SUDS design standards. The strategy mimics the existing flow paths and meets the greenfield QBar rate for the drained area of the greenhouses.

The proposed drainage flows into the existing system which I note has the following features which makes it an acceptable design:

- Hydrobrake control to Greenfield rate of 87.6 l/s
- Managed exceedance route over the basin edge via a high level overflow
- A perimeter swale to convey any off-site flows around the greenhouses to prevent flooding elsewhere
- Suitable treatment of roof water is provided by a dry basin according to the SUDS indices but they also intend to use an ACO V Septor separator.

**Conclusion:**

The LLFA is satisfied that the proposed design will not increase flood risk downstream and that the design complies with the relevant standards. The topsoil stripping operation may present a surface water runoff risk with the possibility of silt pollution and a SWMP is a recommended. This should recognise the Probable Overland Flow Pathways.

The LHA have no objections to the development but considers that the construction operation presents a risk to the highway network and its users. Therefore we recommend that the following conditions are included in any consent:

**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:**

- 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**

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.

**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.

Yours sincerely

**Shamus Giles**

Lead Officer - Flood & Development Management