



Flood & Development Management
Parkhouse Building
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cumberland.gov.uk

Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 30 March 2026

Your reference: 4/25/2336/0F1

Dear Christopher Harrison

CONSULTATION ON PLANNING APPLICATION

Appn: 4/25/2336/0F1
Site Address: FORMER JEWSON SITE, COACH ROAD, WHITEHAVEN
Proposal: CHANGE OF USE TO FORM A TEMPORARY 24 HOUR CAR PARK
COMPRISING OF 95 PARKING SPACES INCLUDING 7 DISABLED
PARKING SPACES

Thank you for your consultation on the above Planning Application.

The Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) has reviewed the applicant's email response (dated 25th March 2026) and additional supporting information and can confirm as follows :

Local Highway Authority response:

On closer inspection of the Linsig results for the Flatt Walks / Coach Rd / Corkickle Junction, it is acknowledged that in relative terms and with reference to the NPPF highway reasons for refusal, the increase from 74.6% to 80.2% DoS is not classified as 'severe', especially when the queue is forecasted to grow from 9 to 11 PCUs. and the TTD is only 1s. It is acknowledged that the junction could run more efficiently if optimised, but the LHA accept that the junction will still work within capacity with the development traffic.

Highway Safety

Visibility at the Access

The visibility at the access junction of 2.4m x 20m to the left for existing vehicles will be acceptable to the LHA as shown on Site Plan 02. Note, this splay may require some of the fence panels to be removed / relocated. The LHA will recommend a condition for this visibility splay by referring to an approved drawing.

Lead Local Flood Authority response:

Surface Water Drainage Strategy

Further to my observations and comments in my previous response, with my reservations over the lack of SUDS, I have studied the National Standards for SUDS advice. This guidance makes it clear that the SUDS standards are intended for applications for new infrastructure. Due to the minimal changes to the site, especially in terms of finished levels and limited excavation, it could be classified as a retro-fit project which may prevent the practicable full application of the standards.

In summary, since there is no increase in impermeable area and therefore no additional surface water flows into the surrounding drainage systems and ultimately into Pow Beck, the LLFA and LHA acknowledge the site will have a net zero impact on the run-off and flood risk.

LHA and LLFA Conclusion:

The LHA is satisfied that the proposal will not have a severe impact on the local traffic conditions. However, the extent of the works required to surface the car park including lining, lighting etc. is unclear. In order to safeguard the public, and especially the children from the nearby junior school, the LHA recommend that a condition requiring a Construction Traffic Management Plan is included to allow for suitable control and management of HGV deliveries etc.

Taking into account the temporary nature of the proposal and the minimal changes to the surfacing and impermeable areas, I can confirm that the LLFA have no objection to the proposal to continue to use the existing surface water drainage system. However, this system has not been shown on any plans and there is no indication of how this system will be maintained. This information should be provided by way of a condition.

The LHA & LLFA recommend that the following conditions are included in any consent:

The development shall not commence until visibility splays providing clear visibility of 20 metres (to the east) 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 grow 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.

Reason: In the interests of highway safety.

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

Reason: In the interests of highway safety.

Full details of the surface water drainage system (existing / proposed) including details of the maintenance regime 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 environmental management.

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 (as necessary);**
- **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)**
- **Specific measures for site as it is near a school:**
 - **Specific measures to manage and limit the impact on the school, including working hours, any special measures to accommodate pedestrians**

- **[Note: 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.

Advisory

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.

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management