

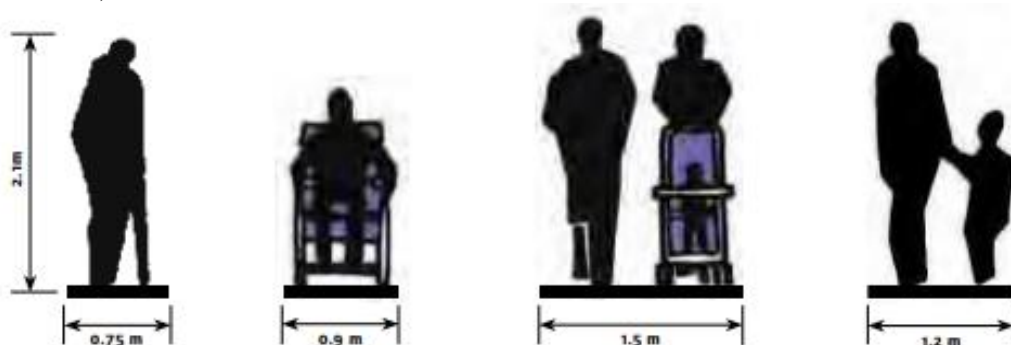
15th November 2023

Dear Sir/Madam,

**RE: ERECTION OF TWO BUSINESS/INDUSTRIAL BUILDINGS TO PROVIDE FIVE SELF-CONTAINED UNITS (FOR B2, B8 AND CLASSES E(G)(I), E(G)(II) AND E(G)(III)), CAR PARKING, ACCESS AND ASSOCIATED WORKS.
LAND AT SNECKYEAT INDUSTRIAL ESTATE, HENSINGHAM, WHITEHAVEN**

This letter is in relation to the recent comments received Local Highway Authority (LHA) in the letter dated 01/11/23. See response to each point below:

1. *“The LHA would like to see a continuous footway along the existing carriageway with links to the proposed development. The footway is to mirror the existing footways within the existing site.”* This has been addressed in the latest revision of the site plan. This now shows a block paving footway from the proposed development connecting to the existing carriageway on Sneckyeat Road.
2. *“The footways proposed within the development are to be designed at 2 metres in width as set in the Cumbria Development Design Guide.”* After reviewing the Cumbria Development Design Guide it is apparent there are no specific minimum pavement width requirements in relation to commercial development. Nevertheless we have sought to ensure adequate footpath provision throughout the development, comparable to the footway provision within the wider estate. The guidance within Manual for Streets has also been taken into consideration when designing the proposals. The footways on site vary from a minimum of 1.5m to 2m in a similar way to the footpath provision within the wider estate. Manual for Streets does not stipulate that 2m is an explicit minimum requirement and does allow for some discretion taking into account the location and likely movements. With this in mind Manual for Streets sets out the minimum width required to cater for various scenarios ranging from individual pedestrians to pedestrians and push chair users at the same time. This is illustrated below (pg68 from the Manual for Streets).



The proposed minimum footway width of 1.5m within the development is sufficient to accommodate all of the above scenarios. In addition, given the location the likely number of pedestrian movements is proportionally low, for example when compared to town centre or heavily populated areas, therefore there is likely to be less risk of a direct

conflict between users that would result in an unacceptable highway safety issue. In the unlikely event there is a conflict it is not unreasonable for one user to wait for the other to pass before continuing their journey. This is considered to be a very low risk in this location.

In light of these considerations the proposals are compliant with Manual for Streets, provide adequate footway provision for the proposed development, enable safe and convenient movements for pedestrians and do not result in an unacceptable highway safety issue.

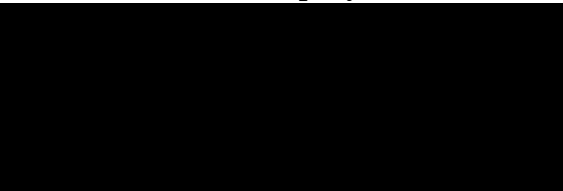
3. *“The LHA would like to see a continuous footway linking the two development units this could be via a footway extension from car parking bay 9 to the cycle store this would allow safe passage for pedestrians and cyclists to use both Development units without crossing the forecourt.”* This can be achieved however it does result in the loss of one parking space. . The removal of parking bay 9 allows for a continuous footway around the proposed development ensuring the safety of pedestrians and cyclists. The car park provision of 20no. car park spaces and 2no. motorcycle spaces is considered to remain adequate for the proposed development.

All of the changes discussed are illustrated in the latest revision of the site plan (Drawing Number: 22123-PJA-00-ZZ-DR-A-1202-E).

I trust the above and accompanying enclosures is sufficient to satisfy the concerns raised however please do not hesitate to contact me should you require further information.

Yours sincerely,
Nathan Houghton
Assistant Surveyor

Northern Trust Company Ltd



web: www.northerntrust.co.uk

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