

15th November 2023

Dear Sir/Madam,

RE: ERECTION OF ONE BUSINESS/INDUSTRIAL BUILDING TO PROVIDE 3 SELF-CONTAINED UNITS (USE CLASSES B2, B8 AND CLASSES E(G)(I), E(G)(II) AND E(G)(III)), CAR PARKING, ACCESS AND ASSOCIATED WORKS

This letter is in relation to the recent comments received Local Highway Authority (LHA) in the letter dated 24/10/23. See response to each point below:

1. *“To promote safe walking and cycling within the development site the LHA would like to see a continuous footway around the car parks 1-6 outside unit 1. The LHA would like the cycle store to better located away from the footway to eliminate obstruction to all footway users. The cycle storage unit has been relocated further south off the footway. This ensures footway users can safely walk around the proposed development with no obstruction.*
2. *“The proposed footway within the access to unit 3/4 shows 4 no cycle hoops to be installed, these cycle hoops need to be installed in an area away from the footway to eliminate obstruction within the footway boundary, this will allow safe passage for all footway users”. The cycle hoops have been removed from the plan. The proposed covered cycle store will be for 10 bicycles and will serve all units onsite.*
3. *“All footways within the development site need to be at least 2 metres in width.” 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.

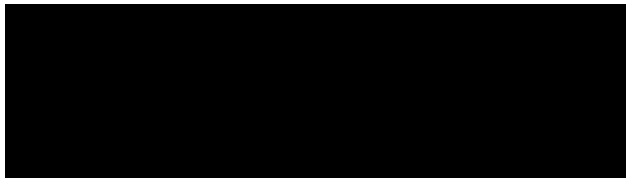
4. *“Within the proposed site plan no detail has been submitted regarding refuse collection points/storage for each unit proposed, the LHA would welcome this detail at this stage of the application”*. There are no communal bins within our existing estate. Each tenant makes their own waste removal and collection arrangements and has their own wheeled bin, typically between 600-1100 litres, which they store in their units. Collection arrangements will be made by the tenant with private waste handlers. We propose to replicate this arrangement on 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-1203-D).

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

encs.