

Copeland area Planning Department, Cumberland Council

For the attention of Christopher Harrison

Date: 6 May 2026

Your reference: 4/25/2307/0F1

Dear Christopher Harrison

## CONSULTATION ON PLANNING APPLICATION

**Appn: 4/25/2307/0F1**  
**Site Address: LAND TO SOUTH WEST OF SUMMERGROVE PARK, WHITEHAVEN**  
**Proposal: RESIDENTIAL DEVELOPMENT FOR 70 DWELLINGS INCLUDING INFRASTRUCTURE, LANDSCAPING AND BNG UPLIFT**

Thank you for your consultation on the above Planning Application.

The Local Highway Authority and Lead Local Flood Authority have reviewed the additional information/Documents submitted in April 2026 and additional comments from the developer regarding the LHA previous response submitted on the 29/04/2026.

Please see points raised on previous response and there current status highlighted in **bold** font.

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

- It is felt the site has some potential for active travel connectivity, but topography, traffic and infrastructure quality will impact on the number of who choose active travel. Current surface conditions along Galemire and Sneckyeat Road to the Hospital and Hensingham will be a deterrent to active travel use. As will adjoining landowners / developers to create a cohesive active travel network.

The Copeland Transport Improvement Study proposes a connection from the south of West Lakes Science Park to National Cycle Network Route 72 / LCWIP route 13. Whilst there is no direct link between the south of the proposed development and the science park the applicant is encouraged to engage with the science park to explore options for creating this link. Such a link would benefit residents by a shorter walking distance to an employment site; reduced journey distances / times to Whitehaven.

The site does have potential for active travel connectivity – delivery of LCWIP route 14 would enable active travel along Galemire / Sneckyeat Road. A footway along Dalzell Street would improve access to Moor Row, schools, local amenity's and the NCN.

We as the LHA and LLFA would look to obtain funding towards a footway/cycleway link to Westlakes Science Park pedestrian access and the NCN72 along Dalzell Street from the proposed development access. alternatively a section 278 can be agreed to complete the works identified.

**The above point is still valid and the LHA would encourage the developer to consider the benefits of a direct and safe route to the NCN to promote active travel from the proposed development site. It is suggested the applicant enter's into a suitably worded legal agreement with the Local Highway Authority to secure a financial contribution towards the delivery of a shared cycleway from Westlakes Science Park EVA access to the NCN72 connection point on Dalzell street, Moor Row. The contribution is for the sum of £260,000. This shall be in the form of a Section 106 Agreement or the developer could include this work as part of the proposed development and carry out the work under a section 278 agreement.**

- As the proposed development is over 50 dwellings the applicant needs to provide an Emergency Vehicle Access (EVA), the EVA is to be shown on a detailed plan submitted to the LPA.

**The applicant has now designed a 3.7 metre wide EVA which will enter the development site from Summergrove Park, although this is welcomed by the LHA more thought needs to go into how an Emergency vehicle will get access onto the development carriageway as proposed the Emergency vehicle would have to straddle the footway and carriageway which would be a different height levels. possible option would be a shared surface, the above point has been addressed via proposed condition 10.**

- All internal footways need to extend into the shared surfaces for at least 1 metre, for continuous and safe connectivity for pedestrians.

**The above point has been addressed via proposed condition 1.**

- The LHA require a detailed Car parking allocations plan including visitor parking.

**The above point has been addressed within the additional information/documents (car parking allocation plan) submitted to the LPA.**

- A detailed plan showing Visibility splays is required

**A detailed plan has now been provided by the applicant drawing number 15/10/863-05B. Therefore the above point has been addressed.**

- The Transport Statement (TS) submitted is from 2023 for phase 2 of the original outline application for 50 dwellings, as the new application is for 70 dwellings and the TS is 2 years out of date the LHA would require an updated TS including junction capacity at Scagill road with A595 and Keele with B5295

**Additional Comments provided by the applicant showing the transport statement had been approved in outline application for this development site prior to the current full application, therefore the above point has been addressed.**

**Lead Local Flood Authority response:**

The LLFA previously had no objections to the proposed drainage layout and strategy for this development, but have concerns regarding all agreed drainage information prior to April 2026 has now been withdrawn. The LLFA would welcome all drainage proposal and information to be included within this application. **The above point has been addressed via Condition 7.**

**Conclusion:**

The Local Highway Authority and Lead Local Flood Authority can confirm that we have no objections to the proposal, we would however recommend that the following conditions are included in any consent you may grant:

**Condition 1 :**

**The carriageway, footways, footpaths, cycleways etc shall be designed, constructed, drained to the satisfaction of the Local Planning Authority and in this respect further details, including longitudinal/cross sections, shall be submitted to the Local Planning Authority for approval before work commences on site. No work shall be commenced until a full specification has been approved. Any works so approved shall be constructed before the development is complete.**

Reason :

To ensure a minimum standard of construction in the interests of highway safety.

To support Local Transport Plan Policies: LD5, LD7, LD8

**Condition 2 :**

**The roadside ditch shall be piped at the access prior to the development being brought into use, in accordance with details which have first been submitted for approval by the Local Planning Authority. The construction shall be in accordance with a specification which has been approved by the Local Planning Authority.**

Reason :

In the interests of safety. To support Local Transport Plan Policies: LD5, LD7, LD8

**Condition 3 :**

**The access drive shall be surfaced in bituminous or cement bound materials, or otherwise bound and shall be constructed and completed before the development is occupied/brought into use.**

Reason :

In the interests of highway safety. To support Local Transport Plan Policies: LD5, LD7,LD8

**Condition 4 :**

**There shall be no vehicular access to or egress from the site other than via the approved access, unless otherwise agreed by the Local Planning Authority.**

Reason :

To avoid vehicles entering or leaving the site by an unsatisfactory access or route, in the interests of road safety. To support Local Transport Plan Policies: LD7, LD8

**Condition 5 :**

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

Reason :

In the interests of highway safety. To support Local Transport Plan Policies: LD7, LD8

**Condition 7 :**

**Full details of the surface water drainage system (incorporating SUDs features as far as practicable) and a maintenance schedule (identifying the responsible parties) 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 thereafter in accordance with the schedule.**

Reason :

To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. To ensure the surface water system continues to function as designed and that flood risk is not increased within the site or elsewhere.

**Condition 8 :**

**Footways and Cycleways shall be provided that link continuously and conveniently to the nearest existing cycleways. The layout shall provide for safe and convenient access by cycle.**

**Condition 9 :**

**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:**

- **pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;**
- **details of proposed crossings of the highway verge;**
- **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 details 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. To support Local Transport Plan Policies: WS3, LD4

**Condition 10:**

**Notwithstanding the submitted details, no development shall commence until a detailed specification for the routing, alignment and construction specification of the emergency vehicle access connecting to Summergrove Park has been submitted to and approved in writing by the local planning authority. The emergency vehicle access must be constructed and brought into use prior to the occupation of the 25<sup>th</sup> dwelling hereby approved.”Happy to amend or pursue details prior to determination if deemed necessary.**

**Reason :**

In the interests of highway safety.To support Local Transport Plan Policies: LD7, LD8



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Yours sincerely

**Paul Telford**  
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