

SLR Consulting Limited

Date: 19 March 2024

Project No. VN222370

Proposed Development, Uldale View, Egremont

Introduction

This Technical Note has been prepared to address highway comments from Cumberland Council received in relation to planning application 4/23/2313/0F1. The application proposes the development of 164 residential dwellings on land to the east of Uldale View in Egremont.

The comments are provided in **Appendix A**, and this Note addresses them in the order they were detailed in the LHA's conclusions. The Technical Note (TN01) has been informed by discussions during a meeting held with officers on 19th January 2024.

Council Comments

The layout should be revised to a loop road for the main road around the site. This is easily achieved with minor modifications to the layout to make a continuous road between Plots 110 and 115. This will remove significant reversing manoeuvres and the inherent danger. This main circular road should have a 2m wide footway to the west or possibly both sides of the road.

Response

The site layout has been updated to reflect this comment, with a loop road now provided. An updated layout, 73D-MJG 100, is provided with this TN01 in **Appendix B**. For completeness an updated AutoTRACK assessment has also been prepared using an 11.5 metre refuse vehicle, as presented in VN222370-TR102 Rev A. This confirms that the revised layout can appropriately accommodate all required vehicle movements.

There are insufficient visitor parking spaces in laybys. I note that there are some spaces allocated on street, but these are awkward to use and encourages footway parking. The full allocation of 33 should be in laybys.

Response

The layout has been updated to reflect this comment. A total of 33 visitor parking bays are now provided, all of which are located in laybys.

Retaining the boundary hedge and providing a footway / footpath internally and remote from the carriageway means that the internal footway / footpath cannot be adopted. A s38 adoption plan should be provided for clarity on the adoption intentions and also some clarification on maintenance of green areas / trees etc outside gardens (note, the highway Authority will not adopt the trees in the roadside verge).

Response

A section 38 adoption plan which reflects both the Council's consultation response, and comments which were subsequently received following the meeting on the 19/02/24, has been prepared. This will be issued separate to this TN01.

It does not appear that the necessary visibility splays from the footpath and EVA onto Uldale View can be achieved with the existing hedge in-situ. These should be 1.5 x 43m for both in each direction. The applicant is encouraged to review the arrangement and network of footways to maximise connectivity.

Response

In response to discussions during the meeting on the 19/01/24 the pedestrian access between the main vehicle access and the EVA has now been removed from the scheme.

The design of the EVA has also been revisited. This now provides a 4 metre wide route, which exceeds the minimum 3.7 metre requirement for emergency vehicles, as outlined in the Building Regulation requirement B5 (2000)10 concerning 'Access and Facilities for them Fire Service'. Section 17, 'Vehicle Access'.

The revised EVA has been tracked using a fire tender vehicle, and assuming that cars are parked on the western side of Uldale View. This is presented in plan VN222370-D105 Rev A which is provided in **Appendix C**. The plan also confirms that visibility splays of 1.5 metres x 43 metres are achievable at the access, achieved by a proposed minor amendment to the hedgerow alignment.

There are several long private shared driveways with no turning heads. How will rigid delivery vans service these houses at the end of the private driveways if the driveways are full of cars?

Response

It is not considered that the proposed layout of private driveways presents any highway safety risk with respect to delivery vehicles. In these locations delivery vehicles will be able to appropriately manoeuvre using a combination of the available road width, driveways, and short reversing manoeuvres. None of these practices will present a risk to highway safety in areas which will accommodate low traffic flows and have been designed to encourage low vehicle speeds.

The main site access onto Uldale View comes out where vehicles are typically parked on the west side of the road. This will create an awkward manoeuvre (i.e. a single lane road effectively for emerging traffic). Consideration should be given to moving this access further north and / or providing some localised widening to accommodate 2-way traffic + a row of parked cars on Uldale View.

Response

The design of the main site access has now been revisited. In accordance with the Council's requirements the access now allows for a 2 metre zone on the western side of the carriageway to allow for the presence of parked vehicles, with the residual road space on Uldale View widened to ensure a minimum 5.5 metres of available carriageway between the site access and the junction with Bookwell. The footway running north of the access towards Bookwell has also been widened to 2 metre.

The updated general arrangement layout is provided in Drawing VN222370-D104 Rev A which is included in **Appendix D**. The drawing includes a tracking assessment of the revised layout using an 11.5m refuse vehicle.



The junction of Uldale View onto Queens Drive is on a straight-through alignment with no deflection rather than a normal tangential arrangement. This current layout allows high speed entry into Uldale View which will present a hazard to drivers using the new access. The LHA considers that this junction should be redesigned to a more conventional layout, 'squaring' the junction up to slow traffic entering and exiting Uldale View. This scheme should be delivered by way of a S278 agreement.

Response

The Uldale View/ Queens Drive junction was considered in detail in the submitted Transport Assessment. This analysis confirmed that no accidents have been recorded at the junction within the last 5 years. Indeed, extending this analysis across the full range of data available on Crashmap (i.e. between 1999 and 2022) confirms that no accidents have occurred at the junction through this entire period. This is confirmed in **Figure 1**.

Figure 1: Uldale View/ Queens Drive Accident Analysis (1999 – 2022)



In addition, the capacity analysis of the junction demonstrated that the junction will operate well within capacity following the introduction of development traffic, with RFC and forecast queue levels not materially changing when compared to the future year 'without development' scenario.

Drawing VN222370-D104 Rev A also confirms that 2.4 metre x 43 metre visibility splays are achievable from the proposed site access, and sightlines in excess of this distance are achievable for vehicles approach on Bookwell. Therefore motorists manoeuvring at the proposed site access, and those approaching it, will have sufficient visibility available based upon the road speed limits.

Based upon SLR's analysis it is therefore concluded that there are no existing safety issues with the design or operation of the Uldale View/ Queens Drive junction, and no reason to conclude that the introduction of development traffic, or the formation of the proposed site access, would alter this situation.

The Council's consultation response confirms that *"the forecasted peak development flows do not represent a material or severe impact on the highway, and the junction capacity onto Uldale View and elsewhere on the immediate network do not give undue concern to the LHA in terms of queues and delays from development traffic"*.



The response further notes that *“it is shown that the resultant capacity impact is negligible at the site access onto Uldale View and the Uldale View/ Queens Drive junction.”*

On this basis it is considered that the Council’s response accords with the conclusions drawn by SLR.

Within the emerging Copeland Local Plan, the land is allocated for residential development as site HEG3 ‘Land to south of Daleview Gardens’. Reference to the Housing Allocation Profile for HEG3, and the ‘Highway and Accessibility Issues’ associated with this allocation, confirms that there was no identified requirement to undertake works at the Uldale View/ Queens Drive junction in conjunction with bringing forward residential development on this site. Likewise no works of this nature are identified in the Copeland Infrastructure Delivery Plan.

It is therefore concluded that the Council’s request is contrary to the emerging LP allocation.

In considering planning obligations, paragraph 57 of the National Planning Policy Framework (NPPF) is clear that “planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.”

The above review confirms that there is no highway safety or junction capacity justification for the Council’s request, and that the need for these works was not identified when the site’s allocation was proposed.

As such the requested works are not considered necessary to make the development acceptable in planning terms, and for this reason the Council’s request for this piece of infrastructure does not meet all the tests outlined in the Framework.

The aggregate path into the site adjacent to Plot 15 would be the main pedestrian route for much of the development due to its location providing a better desire line. A bound surface would be more suitable for this section which will be heavily used.

Response

The Council’s comments are acknowledged, and a bound surface material will be provided in the identified area.

The path along the western boundary (inside the site) is not continuous, forcing active-travel users onto the carriageway. The proposed footway/ aggregate footpath should run to the whole length of the site frontage. This will also be important in terms of connectivity should the site to the south be developed in future.

Response

The footpath within the site runs between the main site access and Plot 78. Thereafter it connects to a 2 metre internal footpath or shared surface areas.

It is therefore concluded that the layout as proposed suitably supports active travel users moving along the western boundary of the site. This position has been discussed and agreed with Council officers.



There should be a continuous walking aggregate path on the southern boundary linking Plot 57 with 44 and the paths along the eastern boundary.

Response

The need to provide a continuous walking route between Plots 57 and 44 has been discussed with Council officers. Through these discussions it has been agreed that there is no material desire line for pedestrians between the two plots which would need to be supported and justify the removal of landscaping or green space. As such it has been agreed that this comment does not need to be addressed.

The crescent between Plots 127 and 137 should have a continuous road (shared surface road is suggested) to provide a sensible and desirable route for pedestrians and cyclists which would also avoid unnecessary turning and reversing manoeuvres.

Response

The site layout has been updated to provide a continuous link between Plots 127 and 137.

Clarity on the cycle parking provision to allow for 1 space per bedroom for all dwellings.

Response

The applicant confirms their commitment to providing cycle parking within the curtilage of each development plot. This will be provided at a ratio of 1 space/ bedroom.

The footway from the site to Bookwell school has been identified as being narrow and below the recommended minimum in the CDDG. It is important that developers provide high quality linking infrastructure from their sites to encourage walking to nearby schools and modal shift. The LHA consider that widening the footway (currently 1.2 / 1.5m wide) to 2.0m wide is required and is especially relevant on the eastern side of the road as this is where all residents will take to the school and beyond.

Response

The applicant confirms their agreement to provide a contribution of £41,700 towards improvements to the footway which connects Bookwell School to Uldale View.

A contribution of £6,600 towards Travel Plan monitoring is also accepted.

These contributions can be delivered through the Section 106 agreement.

Summary

The National Planning Policy Framework states that “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*”

The Transport Assessment submitted in support of the planning application, supplemented by this Technical Note, have demonstrated that the proposed development would have no impact upon highway safety and that the residual cumulative impacts of the proposed development would not be severe.

Therefore, it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.



APPENDIX A

Cumberland Council Consultation Response





Copeland area Planning Department, Cumberland Council

For the attention of Christie M Burns

Date: 1 December 2023

Your reference: 4/23/2313/0F1

Dear Christie M Burns

CONSULTATION ON PLANNING APPLICATION

Appn: 4/23/2313/0F1
Site Address: LAND TO THE SOUTH OF DALEVIEW GARDENS, EGREMONT
Proposal: FULL PLANNING APPLICATION FOR THE RESIDENTIAL DEVELOPMENT OF 164 DWELLINGS (USE CLASS C3), VEHICLE ACCESS FROM ULDALE VIEW, LANDSCAPING, SUDS, AND ASSOCIATED INFRASTRUCTURE WORKS

Thank you for your consultation on 16 November 2023 regarding the above Planning Application.

Cumberland Council as the Local Education Authority, Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) has reviewed the above planning reference and our findings are detailed below.

Local Education Authority response:

This is a full application for 164 houses on 7.78 hectares of land to the South of Daleview Gardens, Egremont.

The housing breakdown has been provided as: 13 x 2 bed, 90 x 3 bed, 61 x 4+ bed roomed houses. Using a dwelling-led model on the 164 units it is theoretically estimated to yield 96 children: 57 primary and 39 secondary pupils for the schools.

The primary catchment school for this development is Bookwell Primary School (0.3 mile measured from approximate centre of the site of the proposed houses) and West Lakes Academy is the catchment secondary for this development (0.7 mile). The next nearest primary school is St Bridget's Catholic Primary School (0.6 mile). The next nearest secondary school is Whitehaven Academy (5.2 miles) which is over the walking threshold.

Office of National Statistics pupil yield data for Cumbria has been used to calculate yield according to the number and type of housing in a development.

The methodology for calculating available spaces in schools first considers developments with planning approval, before assessing which schools the developments will impact and

what spaces remain for the most recently proposed development. Currently there are three developments affecting the primary schools used for this assessment and sixteen affecting the secondary schools. The table attached shows both the catchment schools and the developments that will affect them.

PRIMARY

There are insufficient places available in the catchment school Bookwell Primary to accommodate the pupil yield of 57 from this development. However, there are 3 other schools within the 2 mile threshold which have spaces.

An education contribution would not be required for Primary places.

SECONDARY

There are insufficient places available in the catchment school West Lakes Academy to accommodate the secondary pupil yield of 39 from this development. The next nearest school is Whitehaven Academy but is in excess of the distance threshold of 3 miles.

A contribution of **£1,065,480** (39 x £27,320) would be required for secondary education to provide additional accommodation capacity.

NB. Projections represent a snapshot in time and all figures can be subject to change as further information becomes available.

It should be noted that there may be other potential developments that may affect these schools, but as they have not been approved at this stage, have not been included in the calculations.

Local Highway Authority response:

Site Layout

The LHA has no objection in principle to this site since it is a local plan allocation and the LHA has already provided comments which can be found in the Site Access Assessment report. The matters which are satisfactorily addressed or do not present a material impact include:

- Trip levels from the development and junction capacity. the forecasted peak development flows do not represent a material or severe impact on the highway and the junction capacity onto Uldale View and elsewhere on the immediate network do not give undue concern to the LHA in terms of queues and delays from development traffic.
- There is sufficient in-curtilage parking shown on the site
- The permeability of the site for Active Travel users (pedestrians and and cyclists) is generally good and we support the inclusion of informal footpaths within the site
- The road layout and road hierarchy is generally acceptable, but there are several areas that need reviewing (see below)

- I note that the longer shared private driveways have bin collection areas shown, but these do not accommodate any turning facilities for non-residents and van deliveries etc.

Transport Assessment incorporating the Interim Travel Plan

Accidents / Safety Record & Accessibility

- It is noted and accepted that there are no recorded injury incidents in the immediate area over the past 5 years. There is no reason to conclude that the proposed development would lead to an unacceptable road safety risk as long as the necessary provisions to facilitate and manage vehicle, pedestrian and cycle access and movement to and from the development.
- Cycle access to local facilities and services is by existing highway which is deemed acceptable in this location and environment. Cycle journeys should be encouraged by the provision of secure storage for each dwelling. I note and welcome this principle being offered by the developer. However, LTN 1/20 guidance stipulates one cycle parking space per bedroom. With a garage this is theoretically possible but not all properties have garages. A lack of suitable storage will be a limiting factor for people adopting cycling as an active travel mode.
- Vehicle access onto Uldale View could be problematic. Uldale View at the proposed location is used for on-street parking making the road effectively a single-lane road. The LHA has reservations on the practicalities of this arrangement and would request that the location be reviewed with a view to moving it northwards or providing some localised widening so there is no conflict with parked cars.

Junction Capacity

- I note and agree that all trips should be assigned to the route north to the town along Bookwell / Queens Drive as Uldale View to the south is a cul-de-sac and only open to pedestrians and cyclists.
- The forecasted peak hour development flows of 79/87 for AM/PM are considered not significant when it comes to overall link and junction capacity. It is shown that the resultant capacity impact is negligible at the site access onto Uldale View and the Uldale View / Queens Drive junction.

Travel Plan

- The LHA welcome the Interim Travel Plan, its conclusions and recommendations.
- The publicity and promotion measures are welcomed as well as the on-line and travel brochures to be supplied.
- The proposals for a baseline survey (after 100 dwellings occupied), a 12 month follow on survey and then two more at 2-year intervals seems reasonable. I also note the production of the monitoring report which the LHA will review against targets. The LHA will be seeking a financial contribution of £6,600 for the monitoring service.

- It is important that sensible but ambitious targets are set for modal shift / split. I note the preliminary targets and welcome further discussions with the applicant on appropriate values to adopt in the plan in the first instance and the further opportunity to review these after the baseline survey.

Infrastructure and Active Travel Improvement and Highway Financial Contributions

- Whilst I note that a new footway will be provided from the new access joining to the existing footway on Greendykes, the footway to Bookwell Primary School is narrow compared to new standards. The Local Plan identifies localised footway improvements on Bookwell, to widen it to 2m to make it continuous and consistent with the new provision and that opposite the school. This will make this route safer and encourage modal shift. The improvement would be to strip widen the footway to 2m wide with concrete pin kerb at the rear for the section from Bookwell School to the junction with Uldale View (240m). The contribution required for this is £41,700.
- A sum of £6,600 is requested for the monitoring of the interim reports reviewing the effectiveness of the Travel Plan and including any necessary amendments or measures shall be prepared by the developer/occupier and submitted to the Local Planning Authority for approval.
- I note that a leisure walking route has been provided around much of the site, which we welcome as it provides amenity, habitat and bio-diversity benefits and opportunities. However, there are gaps in the path on the northern and southern site boundaries. Consideration should be given to linking these paths up to make a circular route.

LHA Conclusion

Overall, the site takes into account the Local Plan comments and is generally compliant but there are several areas of detail that need to be resolved at this stage as it will potentially alter the site layout and more discussion and evidence is therefore required.

1. The layout should be revised to a loop road for the main road around the site. This is easily achieved with minor modifications to the layout to make a continuous road between Plots 110 and 115. This will remove significant reversing manoeuvres and the inherent danger. This main circular road should have a 2m wide footway to the west or possibly both sides of the road.
2. There are insufficient visitor parking spaces in laybys. I note that there are some spaces allocated on street, but these are awkward to use and encourages footway parking. The full allocation of 33 should be in laybys.
3. Retaining the boundary hedge and providing a footway / footpath internally and remote from the carriageway means that the internal footway / footpath cannot be adopted. A s38 adoptions plan should be provided for clarity on the adoption intentions and also

some clarification on maintenance of green areas / trees etc outside gardens (note, the highway Authority will not adopt the trees in the roadside verge)

4. It does not appear that the necessary visibility splays from the footpath and EVA onto Uldale View can be achieved with the existing hedge in-situ. These should be 1.5 x 43m for both in each direction. The applicant is encouraged to review the arrangement and network of footways to maximise connectivity;
5. There are several long private shared driveways with no turning heads. How will rigid delivery vans service these houses at the end of the private driveways of the driveways are full of cars?
6. The main site access onto Uldale View comes out where vehicles are typically parked on the west side of the road. This will create an awkward manoeuvre (i.e. a single lane road effectively for emerging traffic). Consideration should be given to moving this access further north and / or providing some localised widening to accommodate 2-way traffic + a row of parked cars on Uldale View.
7. The junction of Uldale View onto Queens Drive is on a straight-through alignment with no deflection rather than a normal tangential arrangement. This current layout allows high speed entry into Uldale View which will present a hazard to drivers using the new access. The LHA considers that this junction should be redesigned to a more conventional layout, 'squaring' the junction up to slow traffic entering and exiting Uldale View. This scheme should be delivered by way of a S278 agreement.
8. The aggregate path into the site adjacent to Plot 15 would be the main pedestrian route for much of the development due to its location providing a better desire line. A bound surface would be more suitable for this section which will be heavily used.
9. The path along the western boundary (inside the site) is not continuous, forcing active-travel users onto the carriageway. The proposed footway/ aggregate footpath should run to the whole length of the site frontage. This will also be important in terms of connectivity should the site to the south be developed in future.
10. There should be a continuous walking aggregate path on the southern boundary linking Plot 57 with 44 and the paths along the eastern boundary.
11. The crescent between Plots 127 and 137 should have a continuous road (shared surface road is suggested) to provide a sensible and desirable route for pedestrians and cyclists which would also avoid unnecessary turning and reversing manoeuvres.
12. Clarity on the cycle parking provision to allow for 1 space per bedroom for all dwellings.
13. The footway from the site to Bookwell school has been identified as being narrow and below the recommended minimum in the CDDG. It is important that developers provide high quality linking infrastructure from their sites to encourage walking to

nearby schools and modal shift. The LHA consider that widening the footway (currently 1.2 / 1.5m wide) to 2.0m wide is required and is especially relevant on the eastern side of the road as this is where all residents will take to the school and beyond.

I welcome further discussion with the applicant to reach a satisfactory solution to these matters.

Lead Local Flood Authority response:

Flood Risk

I note the FRA and am satisfied that the location of the site (in FZ1) means that it is not at risk from any source of flooding. The site is however covered by a Source Protection Zone 3 designation and certain precautions and requirements must be considered in connection with the surface water drainage strategy.

Drainage Strategy

Analysing the topography survey contours it appears that the existing site predominantly falls (and thus drains to) the north and east. I note that the basins are located in these areas to the edge of the site. However, I note that although the total site area is 7.78 Ha, the area used to calculate QBar / discharge rate (i.e. positively drained area of the site) is just 4.35 Ha. Without an accompanying plan it is difficult to assess this.

I also note that the Greenfield Qbar run-off calculations have manually amended the default value of SOIL type from 4 to 3. Please provide an explanation / evidence for this. This change reduces the discharge rate significantly.

I note the findings of the infiltration testing and that it seems possible to provide infiltration basin type drainage in the SE corner of the site. However, due to the increased risk from failure or poor performance or exceedance from this kind of feature, we would require careful examination and an analysis of the exceedance route and possible impact downstream.

The remainder of the site is proposed to utilise traditional positive drainage with attenuation basins and flow control. The designs should be in accordance with the NSTS and CIRIA SUDS manual. We would encourage the use of 'open' or surface water SUDS features as far as practicable, including conveyancing swales instead of pipes.

I note that the attenuation features have been designed with a Climate Change factor of 40% applied. This should be 50% so the calculations and designs will need to be revised accordingly.

Surface Water Infiltration Systems:

Informative/advice to applicants:

Where soakaways or other infiltration systems are proposed for the disposal of surface water, our general requirements are as follows:

- 1) Soakaways or other infiltration systems shall only be used in areas on site where they will not present a risk to groundwater, with the depth of soakaway kept to a minimum to ensure that the maximum possible depth of unsaturated material remains between the base of the soakaway and the top of the water table, ensuring that a direct discharge of surface water into groundwater is prevented.
- 2) Soakaways shall not be constructed in land affected by contamination, where they may promote the mobilisation of contaminants and give rise to contamination of groundwater.
- 3) Only clean water from roofs shall be directly discharged to soakaways.
- 4) Subject to the approval of the Local Authority, further percolation tests may be required to ensure that soakaways will work adequately in adverse conditions. If, after tests, it is found that soakaways do not work satisfactorily, alternative proposals should be submitted.

LLFA Conclusion

In summary, the LLFA are satisfied in principle with the hybrid approach. However, without further information (as listed in the CDDG Appendix 7) I am unable to carry out a high level review to ascertain whether the QBar / discharge rate is appropriate, where the infiltration areas are, where the exceedance routes are etc. Please provide the following information / evidence:

- site investigation (including soil type assessment) / percolation tests
- preliminary drainage design drawing / strategy showing discharge destination
- contributing, permeable and impermeable areas
- Revised drainage calculations (including details of climate change allowance, urban creep, storage volumes, Greenfield QBar reasoning etc)
- Plan of exceedance routes
- Further details of water quality treatment

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management

APPENDIX B

Updated Site Layout and AutoTRACK Assessment



NOTES

Do not scale from this drawing. Only figured dimensions are to be taken from this drawing.

The contractor must verify all dimensions on site before commencing any work or shop drawings.

The contractor must report any discrepancies to design by pod ltd before commencing work. If this drawing exceeds the quantities taken in any way, design by pod ltd is to be informed before the work is initiated.

Ordnance Survey information is used on design by pod ltd drawings. design by pod ltd is not responsible for the accuracy of dimensions relating to any Ordnance Survey data, or beyond the boundary of the inserted topographic survey data.

Work within The Construction (Design and Management) Regulations 2015 is not to start until a Health and Safety Plan has been produced.

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Uldale View, Egremont - 164 Units

19/02/24

73D-MJG-100-G

SCHEDULE OF ACCOMMODATION

Ref	House Name/Type No.	House Type	Sq.Ft	Garage/Parking	No.	Total Sq.Ft.
Standard Units						
201	CORK	2 bed semi or terraced	651	Front / Side Parking	10	6510
254	MOY	2 bed detached bungalow	697	Front / Side Parking	3	2091
301	TYRONE	3 bed semi or terraced	759	Front / Side Parking	13	9867
302	AVONMORE	3 bed semi or end terrace	759	Front / Side Parking	11	8349
340	KEADY	3 bed semi	839	Integral Garage	10	8390
369	369	3 bed semi	1061	Side / Front Parking	2	2122
390	390	3 bed semi / 2.5	1086	Side / Front Parking	10	10860
304	KILKENNY	3 bed detached	772	Front / Side Parking	7	5404
337	CALRY	3 bed detached	864	Integral Garage	8	6912
359	CLIFDEN	3 bed detached	984	Side / Front Parking	20	19680
360	MILFORD	3 bed detached	919	Side / Front Parking	9	8271
490	490	4 bed semi / 2.5	1212	Side / Front Parking	12	14544
401	LONGFORD	4 bed detached	1066	Side / Front Parking	11	11726
435	CALRY	4 bed detached	1221	Integral Garage	13	15873
436	KEADY	4 bed detached	1096	Integral Garage	15	16440
455	455	4 bed detached	1138	Detached garage	6	6828
590	590	5 bed detached / 2.5	1586	Detached garage	4	6344
Total Number of Units and Square Foot					164	160211

Gross Site Area in Metres

77875.8414

Gross Site Area in Acres

19.24

Strategic Public open Space in M

23974.2993

Strategic Public open Space in Ac

5.92

Net Site Area in Metres

53901.5421

Net Site Area in Acres

13.32

Net Site Area in Hectares

5.39

Density (Sq.Ft per Acre)

12028

Density (Units Per Acre)

12

Density (Units Per Hectare)

30.42



99 galgate/barnard castle/
county durham/dl12 8es
e: andy@designbypod.co.uk
tel: 01833 696 600
web: www.designbypod.co.uk

PROJECT:

Land off Uldale View,
Egremont

DRAWING TITLE:

Detailed Site Layout Plan

CLIENT:

MJG

STATUS:

PLANNING

SCALE:

1:500

PROJECT NO:

73D-MJG

DATE:

04/23

DWN BY:

JG

CKD BY:

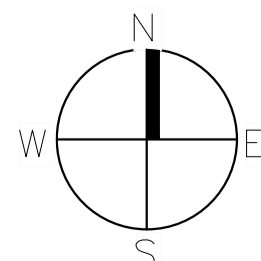
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REVISION:

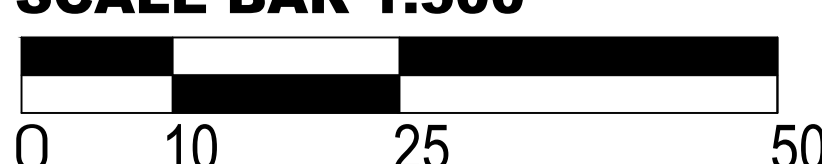
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DRAWING NO:

100



SCALE BAR 1:500



Scale 1:2000

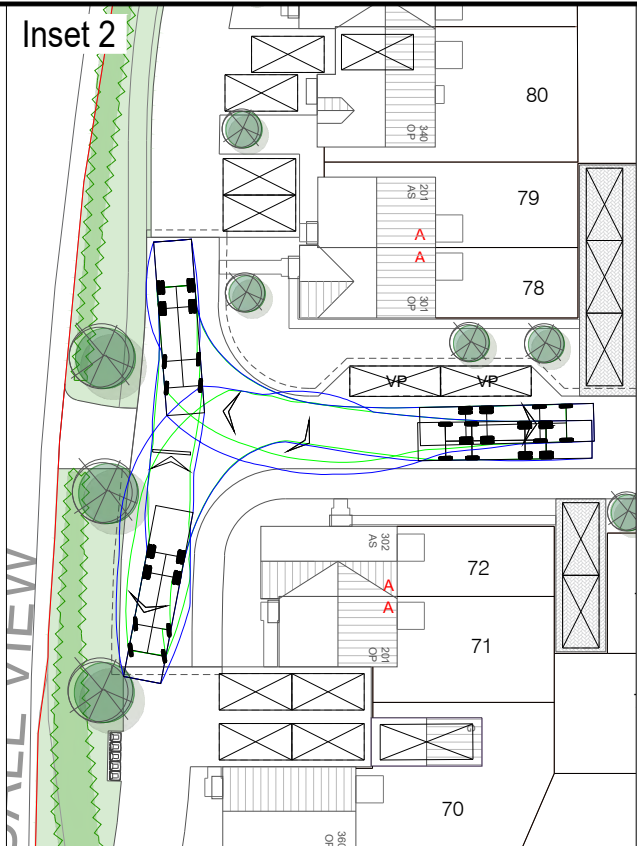


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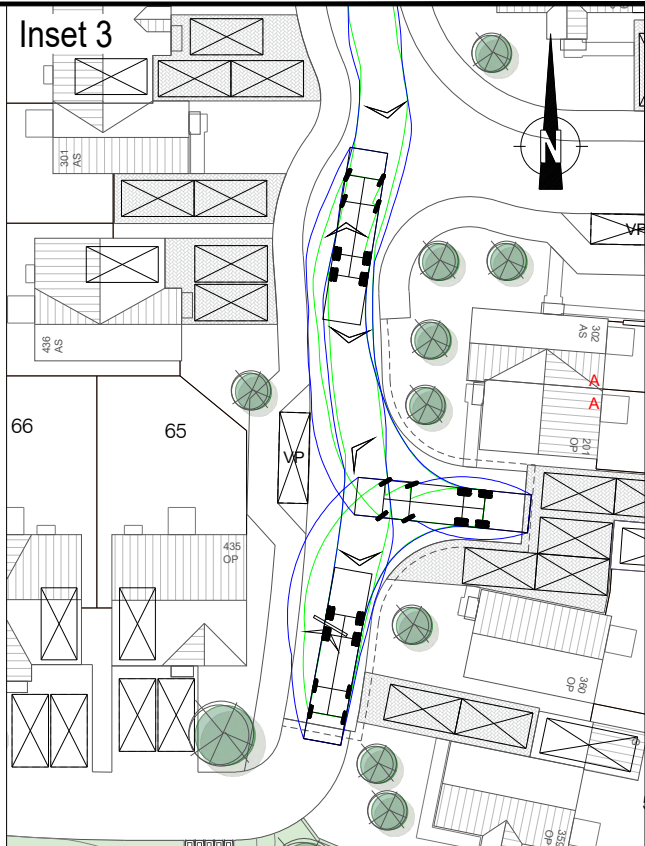
Inset 1



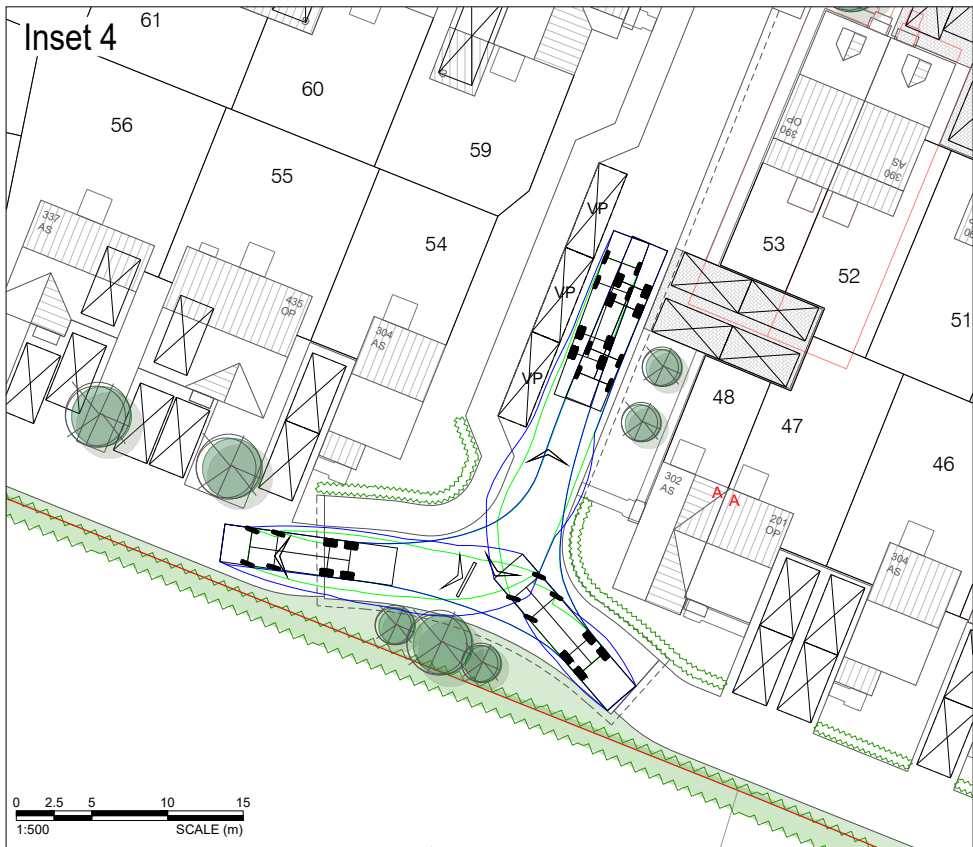
Inset 2



Inset 3



Inset 4



Inset 5



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	RW	13.04.23

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

11.5m Large Refuse Vehicle (4 axle)

Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

Uldale View, Egremont

Swept Path Analysis - Refuse Vehicle

DRAWN: WD

CHECKED: RW

DATE: 26.02.24

SCALES: 1:500 at A3

Gleeson Homes

DRAWING NUMBER: VN222370-TR102

REVISION: A

APPENDIX C

Emergency Vehicle Access General Arrangement Plan

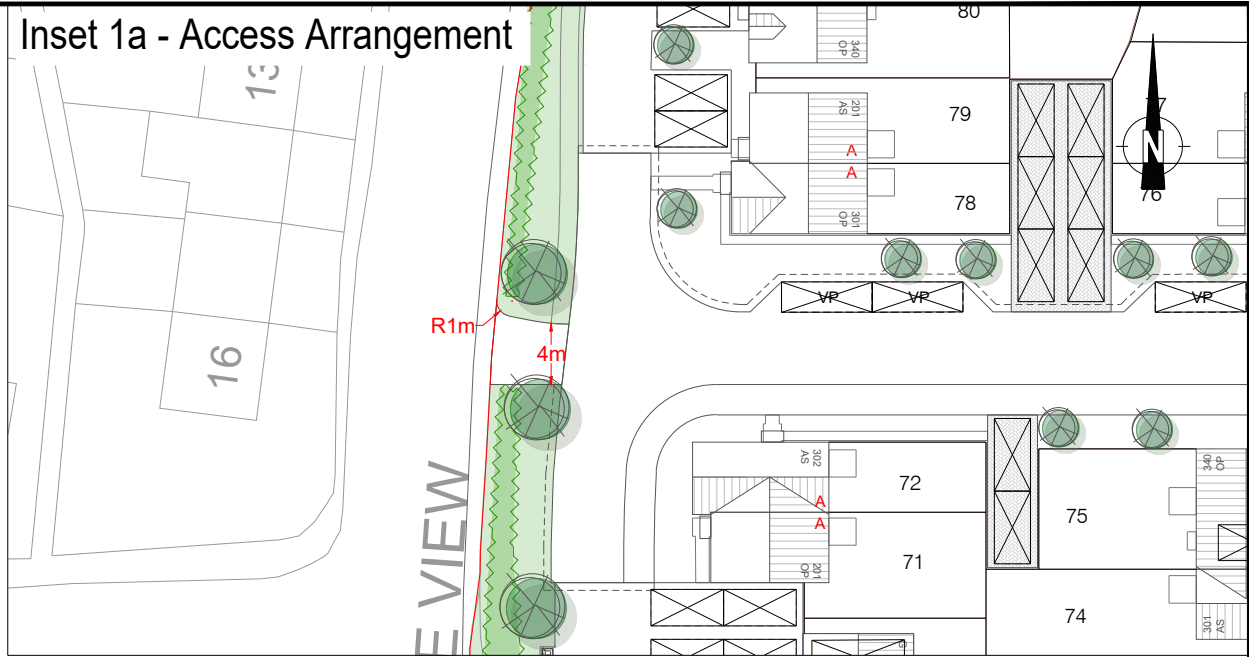


Scale 1:2000

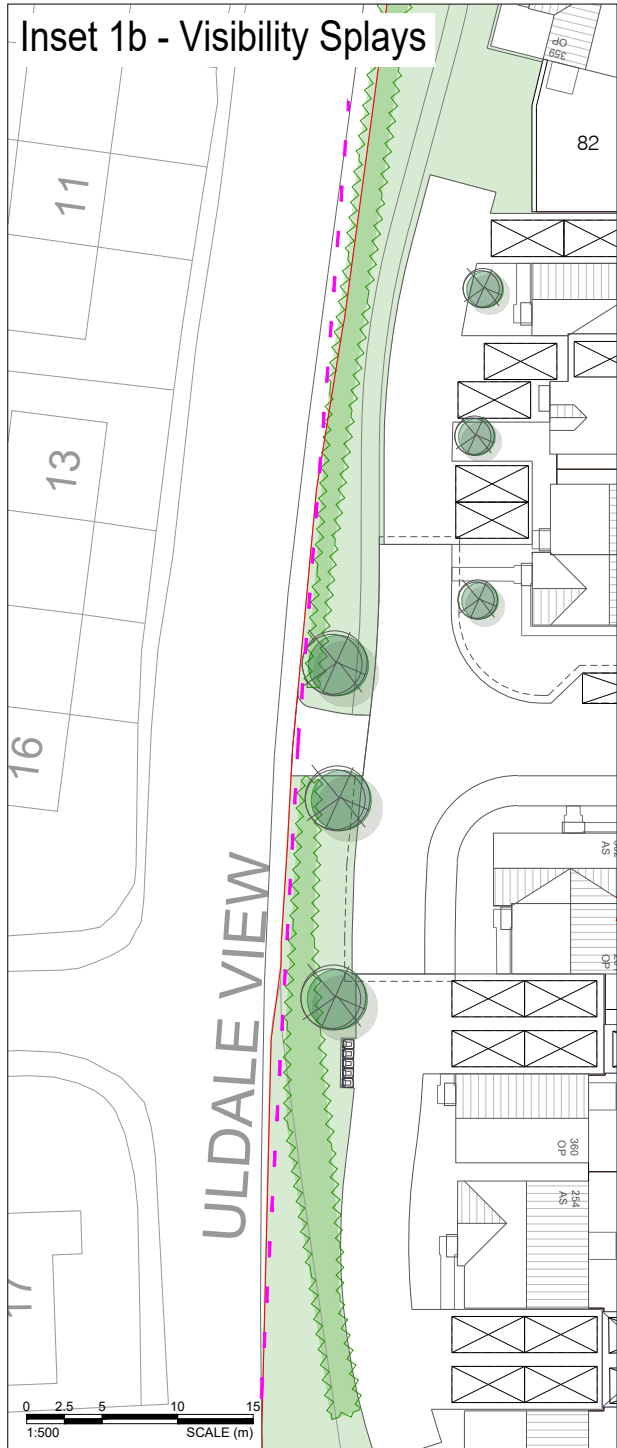


NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

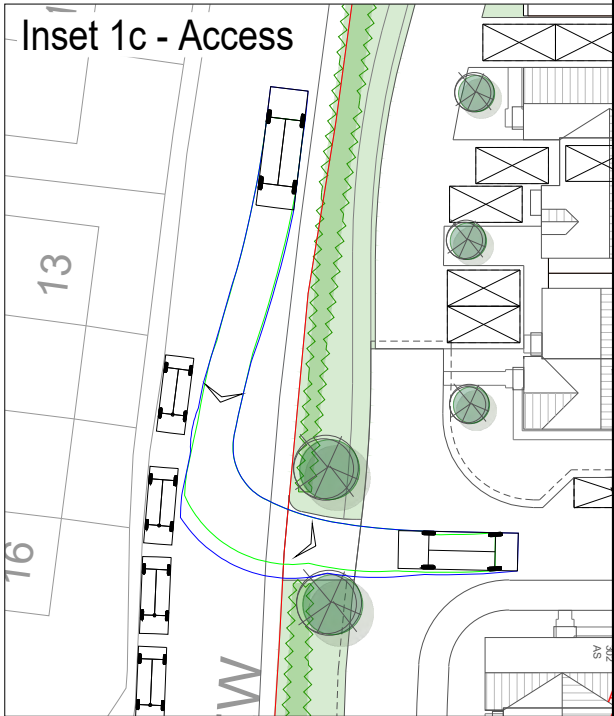
Inset 1a - Access Arrangement



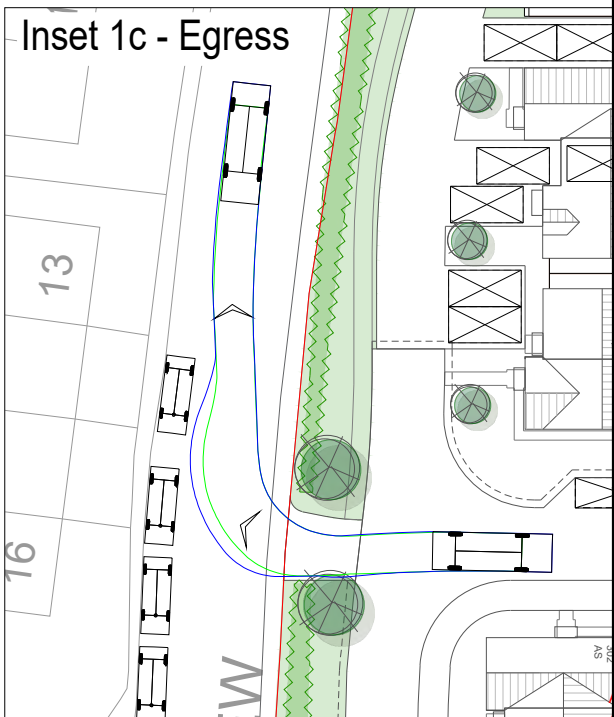
Inset 1b - Visibility Splays



Inset 1c - Access



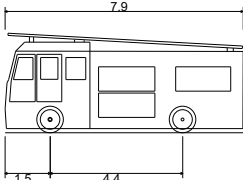
Inset 1c - Egress



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.

1.5 x 43m Visibility Splays

Pumping Appliance



- Overall Length 7.900m
- Overall Width 2.500m
- Overall Body Height 3.300m
- Min Body Ground Clearance 0.140m
- Track Width 2.500m
- Lock to lock time 4.00s
- Kerb to Kerb Turning Radius 7.750m

REV.	A Site layout updated	WD	RW	13.03.24
	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Gleeson Homes

PROJECT:

Uldale View, Egremont

DRAWING TITLE:

Emergency Vehicle Access
Visibility Splays
& Swept Path Analysis

SCALES:
1:500 at A3 - Unless Shown

DRAWN:	WD	CHECKED:	RW	DATE:	26.02.24
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DRAWING NUMBER:	VN222370-D105	REVISION:	A
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APPENDIX D

Proposed Site Access General Arrangement Plan



Scale 1:2000

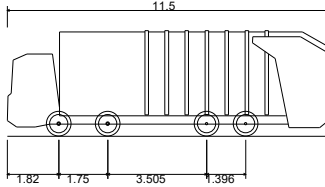
Inset 1a - Access Arrangement
Scale 1:1000

- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only.
 - 2. White lining is indicative only.



2.4 x 43m Visibility Splays

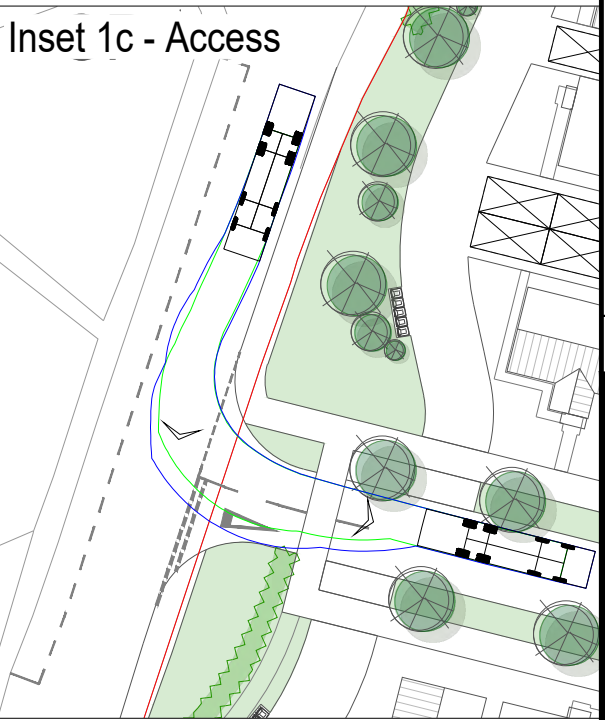
11.5m Large Refuse Vehicle (4 axle)



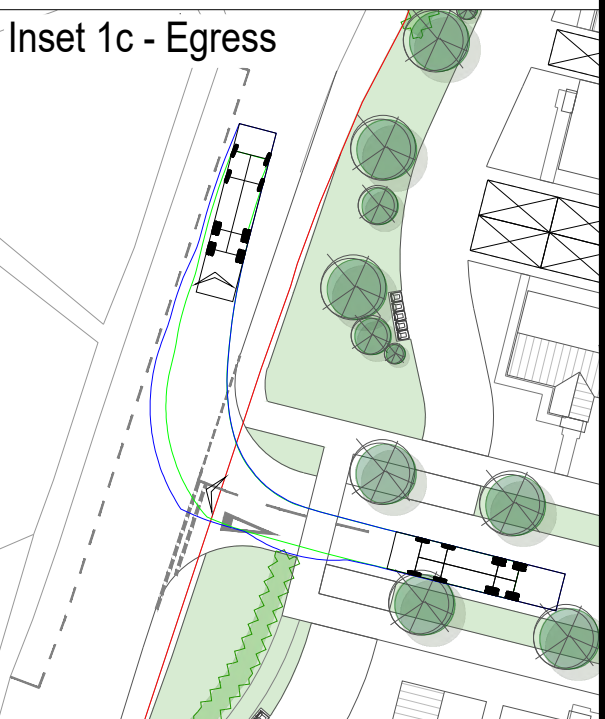
Overall Length	11.500m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Inset 1b - Visibility Splays

Inset 1c - Access



Inset 1c - Egress



A Site layout updated WD RW 13.03.24

REV. DETAILS DRAWN CHECKED DATE

CLIENT:

Gleeson Homes

PROJECT:

Uldale View, Egremont

DRAWING TITLE:

General Arrangement
Visibility Splays
& Swept Path Analysis

SCALES:
1:500 at A3 - Unless Shown

DRAWN: WD CHECKED: RW DATE: 26.02.24

SLR

DRAWING NUMBER: VN222370-D104 REVISION: A