

Copeland area Planning Department, Cumberland Council

For the attention of Sarah Papaleo

Date: 25 September 2026

Your reference: 4/26/2271/0F1

Dear Sarah Papaleo

CONSULTATION ON PLANNING APPLICATION

Appn: 4/26/2271/0F1
Site Address: BARFS ROAD, DISTINGTON
**Proposal: RESIDENTIAL DEVELOPMENT, CONSISTING OF THE ERECTION
OF 61 DWELLINGS AND ASSOCIATED EXTERNAL WORKS**

Thank you for your consultation on the above Planning Application.

The Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) have reviewed the proposals and can confirm as follows :

Local Highway Authority response:

The LHA has had extensive pre-app discussions with the applicant, where surface water drainage and highway design principles were explored and agreed. I note that the submitted design is consistent with the agreed approach and the following review recognises this.

Sustainability and Accessibility

The proposal benefits from being the redevelopment of a long-established residential area within the built-up area of Distington. The principle of residential traffic generation, pedestrian movement and vehicular access has therefore been established historically. The site is well integrated into the existing settlement and benefits from convenient access to local services and facilities, including schools, community facilities, medical services, convenience shopping and public transport. Bus stops on Main Street are located within a short walking distance of the site and established pedestrian links are retained throughout the development.

Parking Provision

The development will provide 125 in-curtilage parking spaces together with 46 visitor spaces, giving a total of 171 spaces across the site. This equates to a level of parking provision consistent with, and in some respects exceeding, the standards contained within the CDG. The inclusion of substantial visitor parking is welcomed and should assist in reducing the likelihood of indiscriminate on-street parking within the development. EV charging facilities are also proposed for all dwellings.

Internal Road and Footpath Layout

The overall street hierarchy is considered appropriate for a residential development of this scale and reflects the previous estate layout. Given the residential nature of the development, traffic speeds are expected to remain low and vehicle movements modest.

I also note there are no pavement (carriageway and footway) construction details as well as a preliminary road lighting design provided. Providing these at this stage will avoid unnecessary pre-commencement conditions.

Construction Management Plan

No standalone Construction Traffic Management Plan has been provided for review. Whilst a SuDS Construction Management Plan has been submitted, this refers to a separate Construction Traffic Management Plan prepared by the developer and does not provide sufficient detail regarding construction vehicle routing, site access arrangements, contractor parking, delivery management, wheel washing, construction hours, highway cleaning measures or traffic management on the local highway network. Accordingly, the Local Highway Authority will recommend that a CMTP be secured by condition and submitted to and approved in writing by the Local Planning Authority prior to commencement of development

Areas that need reviewing

However, there are some aspects of the detailed layout that need reviewed.

Kilnside Place East Shared Surface

I note that the shared-surface section of Kilnside Place East does not include a 2.0m service strip/verge. The omission of a service strip raises concerns regarding the future accommodation of statutory undertakers' apparatus, lighting infrastructure and general streetscape maintenance.

The Authority therefore considers that a 2.0m service strip should be incorporated into this section of the layout in accordance with normal highway design practice and to facilitate future maintenance and utility provision.

Road Extending South from Rectory Place

I also note that the private internal road extending south from Rectory Place has a footway on one side of the carriageway only.

Whilst one-sided footway provision can be acceptable on short, lightly trafficked residential streets where pedestrian demand and vehicle flows are low, the Authority considers that the provision of a 2.0m footway on both sides should be reviewed as part of the detailed design process. This would improve pedestrian choice, accessibility and connectivity throughout the development and better reflect current design expectations for new residential environments.

Should a one-sided footway solution ultimately be retained, a clear justification should be provided demonstrating that pedestrian movements can be safely and conveniently accommodated.

Pedestrian Provision and Inclusive Access

The Authority welcomes the retention of pedestrian routes through the site and the provision of level access arrangements to dwellings. However, the existing footpath from the east which terminates in the turning head on the carriageway, rather than a footway should be reviewed in conjunction with the review of a 2m footway on the extension of Rectory Place.

Conclusion

The Local Highway Authority recognises that this proposal constitutes the redevelopment of a previously developed residential site and is inherently sustainable by virtue of its location, established access arrangements, existing pedestrian connectivity and proximity to local services and public transport. The level of parking provision is robust and the retention of pedestrian links throughout the site is welcomed.

No fundamental highway safety concerns are identified in relation to the principle of the development. However, the Authority recommends that:

- A 2.0m service strip be incorporated within the shared-surface section of Kilnside Place East.

-
- The provision of a 2.0m footway on both sides of the road extending south from Rectory Place be reviewed.
 - The eastern pedestrian connection be revised so that it is directly served by a footway link.
 - Highway construction details (i.e. sections) and a preliminary highway lighting design.

Subject to the above matters being addressed through the detailed design process, the Local Highway Authority considers the proposed development to be acceptable in highway and transportation terms.

Lead Local Flood Authority response:

The Lead Local Flood Authority has reviewed the submitted Flood Risk Assessment and Drainage Strategy, SuDS Construction Management Plan and SuDS Operation and Maintenance Plan and raises no objection to the proposal.

The submitted drainage strategy demonstrates that infiltration drainage is not appropriate owing to the site's ground conditions and underlying geology. Surface water runoff will therefore be managed through a positively drained piped system incorporating two geo-cellular attenuation tanks providing approximately 752m³ of storage, with discharge restricted to the greenfield QBAR runoff rate of 27.9 l/s prior to discharge to the receiving ordinary watercourse. The drainage system has been designed to accommodate the 1 in 100 year rainfall event including a 50% climate change allowance as required, together with allowances for urban creep and runoff contribution from adjacent permeable areas.

The proposed development also delivers betterment by upgrading the existing undersized and heavily silted highway drainage infrastructure within Kilnside and Kilnside Place, increasing conveyance capacity and helping address existing surface water flooding issues identified within the locality.

With regard to water quality, the drainage design incorporates upstream silt trap structures and a proprietary hydrodynamic separator located immediately upstream of the outfall. The submitted treatment assessment demonstrates that the proposed treatment train provides adequate mitigation for suspended solids, hydrocarbons and metals arising from the proposed residential development in accordance with CIRIA SuDS Manual best practice guidance.

The submitted SuDS Operation and Maintenance Plan identifies Home Group as the responsible body for the long-term management of the private drainage infrastructure and sets out appropriate inspection, maintenance, de-silting and monitoring procedures for the attenuation tanks, flow control chamber and hydrodynamic separator. The maintenance frequencies are considered proportionate to the proposed drainage components and

provide confidence that the system can continue to operate effectively throughout its design life.

Accordingly, the LLFA is satisfied that the proposed drainage strategy will appropriately manage surface water runoff, provide suitable treatment prior to discharge, and includes adequate arrangements for long-term operation and maintenance.

It should be noted that an Ordinary Watercourse Consent will be required for the new outfall.

Conclusion

The LLFA has no objection to the proposals but recommends the following conditions are included in any consent:

The development shall be carried out and thereafter maintained in accordance with the approved Flood Risk Assessment and Drainage Strategy, drainage plans, SuDS Construction Management Plan and SuDS Operation and Maintenance Plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the effective and sustainable management of surface water drainage and flood risk for the lifetime of the development.

No development shall commence until a Construction Surface Water Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall set out measures to manage surface water, silt and pollution during the construction phase (including temporary drainage, storage, treatment and maintenance) and shall be implemented for the duration of construction.

Reason: To prevent flooding and pollution during construction.

Informative

Before undertaking any works in or affecting a watercourse, contact the Lead Local Flood Authority email: LFRM.consent@cumbria.gov.uk) to confirm whether Ordinary Watercourse Flood Defence Consent is required. Where consent is required, a fee applies and determination can take up to two months.

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management