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Our Ref: 784-B078721
Date: 21 October 2026

Mr G Beattie
Alpha Design

By Email

Dear Glen

LAND OFF DALZELL STREET, MOOR ROW, EGREMONT

I write in response to the highway and transport comments raised by Cumberland Council in their Local Highways Authority response to the above application dated 25 August 2026, a copy of which is attached as Appendix 1 to this letter. In this letter I only address the matter of the EVA.

Emergency Vehicle Access

The applicant's ownership extends to the north to include a lonning which extends westwards to meet Dalzell Street at a point some 150m northwest of the access to the Phase 1 site. The extract from Google Streetview below shows the lonning from Dalzell Street.



The land was within the blue line of the application and has now been included within the application red line boundary as shown at Alpha Design drawing 26/01/1093 - 05 attached at Appendix 2. The lonning serves land in the control of the applicant and there is a gate to land to the rear of the adjoining property. The field to the south has a separate field gate direct to Dalzell Street.

The general arrangement of the proposed EVA is shown at TT drawing B078721 TTE HGN 00 DR CH 010000 P03, attached at Appendix 3. Whilst the consultation response seeks for the EVA to be 3.7m wide, a 3.25m wide track has been provided from Dalzell Street to connect with Phase 2 at the turning head by

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house no 7. As stated in the Cumbria Development Design Guide (2023, p32) the desirable minimum width between kerbs for fire engine access is 3.7m, and this allows for *"operating space at a scene."* The Guide advises that where a route is for transit only, narrower carriageway widths are appropriate to a minimum of 2.75m. The existing width at the two gates is 3.4m and 3.3m and are sufficiently wide to allow passage of the fire engine. The ambulance is typically 2m wide and can readily be accommodated

The attached drawings in Appendix 4 show the swept path assessments of a fire engine and an ambulance entering and leaving the site via the EVA. The bend in the EVA by No 8 has been widened to 3.7m to accommodate the fire engine. As can be seen the swept path of both the fire engine and ambulance are acceptable.

Given that both the fire station and West Cumberland Hospital are located in Hensingham and the most direct route to the site is via the B5295 and Dalzell Street, the swept path assessment shows the left turn into the EVA and the right turn out. Turning manoeuvres to the south can also be achieved, but are not shown.

For the nearby access to the Station Yard site visibility splays of 2.4m by 76m in each direction have been agreed. The visibility from the proposed EVA is 100m to southbound traffic and is 260m to northbound traffic. Having regard to the agreed visibility splays for the nearby site access, the visibility at the proposed EVA is considered to be acceptable.

The proposed EVA is considered to be acceptable and to address this issue in the Cumberland consultation response.

Yours sincerely,

[redacted]

Dr Nick Bunn
Director
For and on behalf of Tetra Tech Limited

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Appendix 1 – Cumberland Council Highway Comments

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Flood & Development Management
Parkhouse Building
Carlisle
CA6 4SJ

cumberland.gov.uk

Copeland area Planning Department, Cumberland Council

For the attention of Christie M Burns

Date: 25 August 2026
Your reference: 4/26/2242/0O1

Dear Christie M Burns

CONSULTATION ON PLANNING APPLICATION

Appn:	**4/26/2242/0O1**
Site Address:	**LAND OFF DALZELL STREET, MOOR ROW, EGREMONT**
Proposal:	**OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT FOR UP TO 45 DWELLINGS WITH ACCESS CONSIDERED**

Thank you for your consultation on the above Planning Application.

The Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) have reviewed the above application and would like the following points addressed.

- The above application is Phase 2 of the approved development site already in construction off Dalzell Street, Moor row, 60 dwellings are proposed in phase 1 with an additional 45 dwellings proposed in phase 2, The LHA would like to see a detailed plan on how an Emergency Vehicle access (EVA) can be included as part of phase 2. The EVA needs to be a minimum of 3.7metre in width.

- The footway/cycleway in centre of the site in phase 1 does not extend to meet the red line boundary of phase 2, this area would need to be included in phase 2 as will be different from what was approved for phase 1.

- The pedestrian/Cycle link from phase 2 through phase 1 to the NCN needs to be 3m in width to allow safe passage between cyclist and pedestrians, the pedestrian/cycle link should extend to the footway on the main access road not from the proposed shared surfaces/private driveways.

In light of the above, additional information and/or amended plans are required. Upon receipt, the Local Highway Authority will be able to provide a full response;

Yours sincerely

Paul Telford

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Appendix 2 Alpha Design drawing 26/01/1093 - 05



No.	Date	Revision	Initial

ALPHA DESIGN

Architectural Services
Member of the Chartered Institute of
Architectural Technologists

Tel: 01900 829199 email: gb@adcumbria.co.uk

Project

RESIDENTIAL DEVELOPMENT,
DALZELL STREET,
MOOR ROW

Client

NIGEL KAY HOMES LTD.

Drawing

SITE PLAN - EVA ROUTE

Scale 1:500 @ A1 (L) Drawn GB

Checked Date OCT. 2026

Drawing No.

26/01/1093 - 05

This drawing and design is copyright and must not be reproduced in part or in whole without prior written consent. Contractors must verify all dimensions on site before commencing work or preparing shop drawings.

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Appendix 3 Proposed EVA General Arrangement and Visibility Plans



NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
2. THIS DRAWING SHOULD BE READ IN RELATION TO THE SUBJECT OF THE TITLE ONLY. OTHER INFORMATION SHOWN ON THE DRAWING IS TO BE CONSIDERED INDICATIVE ONLY.

KEY:

- 2.4m x 100m NORTHERN VISIBILITY (MAXIMUM ACHIEVABLE)
- 2.4m x 260m SOUTHERN VISIBILITY (MAXIMUM ACHIEVABLE)
- PB PROPOSED CRASH BOLLARD
- RED LINE BOUNDARY

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P03	RED LINE BOUNDARY UPDATED	21.10.2026	RN	NB	NB
P02	CLIENT COMMENTS INCORPORATED	09.10.2026	RN	NB	NB
P01	PRELIMINARY FIRST ISSUE	24.09.2026	RN	NB	NB

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TETRA TECH

Client

NIGEL KAY HOMES LTD

Project Name

STATION YARD MOOR ROW PHASE 2

Sheet Title

EMERGENCY VEHICLE ACCESS
VISIBILITY CHECKS

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B078721	RN	Sep '26	NB	Sep '26	NB	Sep '26	1:500	S0

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B078721 -	TTE -	HGN -	00 -	DR -	CH -	010002	P03

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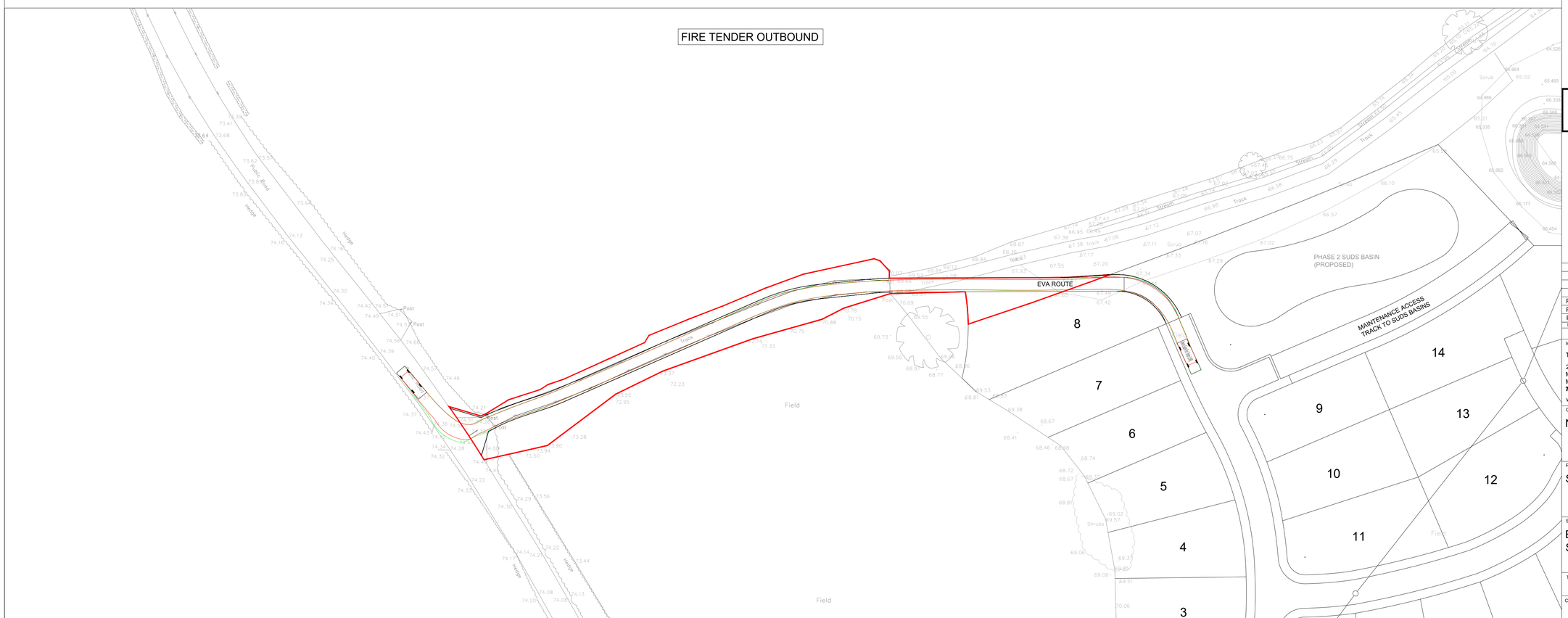
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Appendix 4 – Swept Path Assessment Plans

FIRE TENDER INBOUND

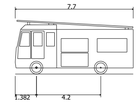


FIRE TENDER OUTBOUND



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Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

PRELIMINARY ISSUE

0 5 10 15 20 25 m
SCALE 1:500

Rev	Description	Date	Drn	Chk	App
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Client

NIGEL KAY HOMES LTD

Project Name

STATION YARD MOOR ROW PHASE 2

Sheet Title

EMERGENCY VEHICLE ACCESS
SWEPT PATH ANALYSIS - FIRE TENDER

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B078721	RN	Sep '26	NB	Sep '26	NB	Sep '26	1:250	S0

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B078721	- TTE	- HGN	- 00	- DR	- CH	-010000	P03

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AMBULANCE INBOUND



AMBULANCE OUTBOUND

0 2.5 5 7.5 10 12.5 m
SCALE 1:250

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
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Ambulance	
Overall Length	5.461m
Overall Width	2.020m
Overall Body Height	2.498m
Min Body Ground Clearance	0.225m
Track Width	1.860m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m

PRELIMINARY ISSUE

0 5 10 15 20 25 m
SCALE 1:500

Rev	Description	Date	Drn	Chk	App
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NIGEL KAY HOMES LTD

Project Name

STATION YARD MOOR ROW PHASE 2

Sheet Title

EMERGENCY VEHICLE ACCESS
SWEPT PATH ANALYSIS - AMBULANCE

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B078721	RN	Sep '26	NB	Sep '26	NB	Sep '26	1:250	S0

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B078721	- TTE	- HGN	- 00	- DR	- CH	-010001	P03

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