

Copeland area Planning Department, Cumberland Council

For the attention of Heather Morrison

Date: 29 August 2025

Your reference: 4/25/2180/0F1

Dear Heather Morrison

CONSULTATION ON PLANNING APPLICATION

Appn: 4/25/2180/0F1
Site Address: LAND BETWEEN WOODEND AND MOOR ROW, EGREMONT
Proposal: CONSTRUCTION AND INSTALLATION OF A BATTERY ENERGY STORAGE SYSTEM (BESS) AND ASSOCIATED INFRASTRUCTURE, LANDSCAPING AND BURIED GRID CABLE ROUTE

Thank you for your consultation on the above Planning Application.

The LLFA situation with comments and recommendations has not changed since my response of 27/06/25.

For the highway comments I have focused on the two areas / matters where further evidence or attention to detail was required from my previous response:

Local Highway Authority response:

- 1. The access track which is to be used as the temporary and permanent access to the site is pot-holed and is a stone (sub-base) type finish. This is not to the required standard for a new or improved access which should be metalled for at least the first 5m and also include measures to prevent surface water run-off from flowing onto the highway (this requirement could be conditioned if not addressed at this time).*

This matter has now been addressed satisfactorily. It is proposed to surface the track and install drainage as necessary to prevent surface water runoff flowing onto the highway.

- 2. There are no visibility splays shown at the proposed access. I appreciate that it is an existing access but it will see intensification and therefore has to comply with the new layout design. Please demonstrate that the appropriate visibility splay for the speed limit (de-restricted) or more realistically, commensurate with the actual measured 85th*

%ile speed can be provided onto the U4030. I note that the bank to the north of the access is lowered to help with visibility.

This matter has now been addressed satisfactorily. Evidence has been provided to show that the access use is not intensified so in principle, the existing visibility splays are permitted. However, these can be improved by maintenance of the verge vegetation and this is a recommended condition.

LHA Conclusion

The LHA has no objection to the proposal but I recommend the following conditions are included in any consent:

The development shall not commence until visibility splays providing clear visibility of 49 metres to the north and 52m to the south measured 2.4 metres down the centre of the access road and the nearside channel line of the U4030 carriageway edge have been provided at the junction of the access road with the county highway. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) relating to permitted development, no structure, vehicle or object of any kind shall be erected, parked or placed and no trees, bushes or other plants shall be planted or be permitted to grown within the visibility splay which obstruct the visibility splays. The visibility splays shall be constructed before general development of the site commences so that construction traffic is safeguarded.

Reason: In the interests of highway safety.

Details of all measures to be taken by the applicant/developer to prevent surface water discharging onto or off the highway 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 operational thereafter.

Reason: In the interests of highway safety and environmental management.

The surfacing of the access road shall extend for at least 5m inside the site, as measured from the highway boundary prior to the use first being commenced and shall be carried out in accordance with details of construction which have been approved by the Local Planning Authority as shown on Drawing No BTP-2409-05.

Reason: In the interests of highway safety.

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;**
- **Details of verge protection on narrow roads]**
- **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 (to be consistent with the routing proposal outlined in the Outline Construction Traffic Management Plan)**
- **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 proposals 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.

Advisory Statement

Any works within or near the Highway must be authorised by the Council and no works shall be permitted or carried out on any part of the Highway including Verges, until you are in receipt of an appropriate permit from the LHA Streetworks team.

<https://www.cumberland.gov.uk/parking-roads-and-transport/streets-roads-and-pavements/street-licences-and-permits/street-permit-and-licence-fees-and-charges>

Please be advised that the Highway outside and or adjacent to the proposal must be kept clear and accessible at all times.

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management