

CCC Comments on Housing Sites in Copeland Local Plan Preferred Options draft, November 2020

Pref Options Ref	LPA ref	Site Name	Settlement	Site Area (ha)	Assumed number of units	PA response/ Pre App Advice/ Planning Consent	Site specific highway issues	Current Highway Capacity	ACCEPTABILITY OF SITE - Highways	Flood Zone	Flood Surface Water	Drainage	Offsite surface water and drainage issues	ACCEPTABILITY OF SITE - LLFA	OVERALL RECOMMENDATION
HCM4	Cm025	Land at Mill Hill	Cleator Moor	8.8	221	Planning permission and applications on parts of the site for residential development.	Requirement for secondary access point.	Potential capacity issues on B5295	In principle the development of the site in highway terms is acceptable. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. As this would be a continuation to an existing site, given the potential overall size there would be a requirement to seek a secondary access point.	EA Flood Zone 1	Parts of the site within EA surface water 1 in 30	There is existing drainage infrastructure	There are known offsite flooding and drainage issues associated with the highway near to Keele Mews	The development of the site in LLFA terms is acceptable with mitigation - any development should comply with SUDS and suitable out fall for surface water and highways drainage. FRA required.	No objection to the inclusion of the site subject to the following: The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation is required Demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians Any development should comply with SUDS and suitable out fall for surface water and highways drainage.
HSU1		Summergrove	Cleator Moor	8.6	215	Application 4/19/2126/OF1 subject to holding objection from Highways England with regard to capacity issues onto A595	30 mph will need extended from Moor Row,	Potential capacity issues through village of Moor Row and onto A595(T) and B5295	In principle the development of the site in highway terms is acceptable. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. As this would be a continuation to an existing site, given the potential overall size there would be a requirement to seek a secondary access point.	EA Flood Zone 1	Parts of the site within EA surface water 1 in 100	There is existing drainage infrastructure	Culvert in vicinity of site requires repair and possible upzing if development comes forward.	The development of the site in LLFA terms is acceptable with mitigation - any development should comply with SUDS and suitable out fall for surface water and highways drainage. FRA required.	No objection to the inclusion of the site subject to the following: The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation is required Demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians Any development should comply with SUDS and suitable out fall for surface water and highways drainage.
HCM2	CM082, 082a & CA061	Land adjacent Dent Road	Cleator Moor	7.9	198	CM082 is a larger site containing Cm0061.	A5086 - 60mph Need speed surveys to advise length of visibility splays reduced. Would need to investigate extension of 30mph zone	Potential capacity issues on B5295	In principle the development of the site in highway terms is acceptable. Need speed surveys to advise length of visibility splays. Would need to investigate extension of 30mph zone The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians, Given potential size of site will require secondary access point.	EA Flood Zone 1	N/A	There is no existing drainage infrastructure	Know ground water issues that affect Grayston Place/ Avenue and Redbeck Park	The development of the site in LLFA terms is acceptable with mitigation - any development should comply with SUDS and suitable out fall for surface water and highways drainage. Given size of site an FRA is required.	No objection to the inclusion, subject to the following: Need speed surveys to advise length of visibility splays reduced. Would need to investigate extension of 30mph zone The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. Given potential size of site will require secondary access point. Any development should comply with SUDS and suitable out fall for surface water and highways drainage. There are a number of sites proposed on the north east edge of the built up area. A Masterplanning approach should be developed to show that the sites can be developed in a comprehensive and co-
HCM3	Cm008 & 008/b	Former School Site	Cleator Moor	8.4	210	Current pre application sheltered accommodation 62 units 1/2 bed. Would require a TA and travel plan.	Existing school access onto B5295, alternative access Towerson Street./ Roper Street.	Potential capacity issues on B5295	In principle the development of the site in highway terms is acceptable. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians.	EA Flood Zone 1	Parts of the site within EA surface water 1 in 30	There is existing drainage infrastructure	There are known offsite flooding and drainage issue	A small section of the south-western edge of the site is within EA flood zone 3.  A sequential test must be carried out to show that there are no other suitable sites before sites in flood zone 2 and 3 are proposed for allocation. A flood risk assessment will need to be provided as part of any planning application for development in flood zone 2 or 3. FRA will be required.	No objection to the inclusion, subject to the following: The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. Any development should comply with SUDS and suitable out fall for surface water and highways drainage. A small section of the south-western edge of the site is within EA flood zone 3. A sequential test must be carried out to show that there are no other suitable sites before sites in flood zone 2 and 3 are proposed for allocation. A flood risk assessment will need to be provided as part of any planning application for development in flood zone 2 or 3.
HCM1	Cm028 & Cm038	Site at Jacktrees Road	Cleator Moor	4.7	116	N/A	Access from C4024 Existing 40mph - speed limit - would need to be reduced to 30mph for safety. Over 100 units would require a secondary access	Potential capacity issues on B5295	In principle the development of the site in highway terms is acceptable. Existing 40mph - speed limit - would need to be reduced to 30mph for safety. Provision of a secondary access. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians.	EA Flood Zone 1	Parts of the site within EA surface water 1 in 30	There is no drainage infrastructure	There are no known offsite flooding and drainage issues on the highways	The development of the site in LLFA terms is acceptable with mitigation - any development should comply with SUDS and suitable out fall for surface water and highways drainage. FRA required.	No objection to the inclusion, subject to the following: Existing 40mph - speed limit - would need to be reduced to 30mph for safety. Provision of a secondary access. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. Any development should comply with SUDS and suitable out fall for surface water and highways drainage.
HEG1	Eg036, Eg014 & Eg05	Playing Fields Ashlea Rd	Egremont	5.2	130	N/A	HEG1 is proposed from three SHLAA sites a secondary access will be required given site scale, No site specific highways issues	No capacity issues at present	In principle the development of the site in highway terms is acceptable. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. As this site now contains EG050; EG014 and Eg036 a secondary access is required and could be gained from the Ashlea Road.	EA Flood Zone 1	N/A	There is no drainage infrastructure	No offsite surface water and drainage issues	The development of the site in LLFA terms is acceptable with mitigation Any development should comply with SUDS. And suitable out fall for surface water and highways drainage	No objection to the inclusion, subject to the following: The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. Duel access points required. Any development should comply with SUDS and suitable out fall for surface water and highways drainage.

Pref Options Ref	LPA ref	Site Name	Settlement	Site Area (ha)	Assumed number of units	PA response/ Pre App Advice/ Planning Consent	Site specific highway issues	Current Highway Capacity	ACCEPTABILITY OF SITE - Highways	Flood Zone	Flood Surface Water	Drainage	Offsite surface water and drainage issues	ACCEPTABILITY OF SITE - LLFA	OVERALL RECOMMENDATION
HEG2	Eg025, EG008 & Eg032	Gulley Flatts East & Queens Drive	Egremont	6.8	170	N/A	Site accessed from C4015 current national speed limit - extension of 30 mph limit would be required. Poroposed site has C4015 intersecting through.	No capacity issues at present. However consideration will need to be given to the impact on Market Square - C4007; C4005	In principle the development of the site in highway terms is acceptable, although site is split by C4015 and should be included as two separate sites. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. extension of 30 mph limit would be required.	EA Flood Zone 1	N/A	There is no drainage infrastructure	No offsite surface water and drainage issues	In principles the development of the site in LLFA terms is acceptable with mitigation Any development should comply with SUDS. And suitable out fall for surface water and highways drainage	No objection to the inclusion, subject to the following: The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians, Land to the South of C4015 may require secondary access due to potential unit numbers, consideration for offset of access points onto C4015 in line with CDDG. Extension of 30 mph limit would be required. Any development should comply with SUDS and suitable out fall for surface water and highways drainage.
HEG3	Eg051 & EG007	Adj to Daleview Gardens, Uldale View	Egremont	11.4	284		HEG3 is proposed from two SHLAA sites Eg051 is larger site containing Eg007. The scale of the development will require two access points . Consideration of development of site of larger site to the east EG032	No capacity issues at present. However consideration will need to be given to the impact on Market Square - C4007; C4005	In principle the development of the site in highway terms is acceptable. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. Access to the site needs to provide for two way traffic; pedestrian link and speed limit reduction.	EA Flood Zone 1	N/A	There is drainage infrastructure	No offsite surface water and drainage issues	In principles the development of the site in LLFA terms is acceptable with mitigation Any development should comply with SUDS. And suitable out fall for surface water and highways drainage	No objection to the inclusion, subject to the following: The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. Access to the site needs to provide for two way traffic; pedestrian link and speed limit reduction. Any development should comply with SUDS and suitable out fall for surface water and highways drainage.
HMI1	Mi001	Back of Gammerscroft	Millom	4.3	107		Two potential access points though could be subject to ransom strip. Development over 100 units should provide a secondary access. The site promoter will need to demonstrate that there is no ransom strips and access can be achieved.	No current highway capacity issues	In principle the development of the site in highway terms is acceptable. However the cumulative impact of the site's development on the highway network will need to be assessed through the WCTM evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians.	EA Flood Zone 1	Parts of the site within EA surface water 1 in 30				No objection to the inclusion, subject to the following: The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. Duel access points required. Any development should comply with SUDS and suitable out fall for surface water and highways drainage and will have to be considered alongside any future flood scheme that is currently being progressed.
HMI2	Mi026	Moor Farm	Millom	7.8	195	Pre - app 01.11.19 Careful consideration needs to be given re secondary access. Need to undertake Millom wide assessment. Pre app include Mi022	Development over 100 units should provide a secondary access	No current highway capacity issues	In principle the development of the site in highway terms is acceptable., two accesses would be required. The cumulative impact of the site's development on the highway network will need to be assessed through the WCTM evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians.	EA Flood Zone 1	Parts of the site within EA surface water 1 in 30				No objection to the inclusion, subject to the following: The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians. Duel access points required. Any development should comply with SUDS and suitable out fall for surface water and highways drainage.
HDI-1	Di013	Land south Old Prospect Works	Distington	2.4	61		Existing access onto U4108 is narrow which may dictate unit numbers	No Issues Noted	The development of the site in highway terms is acceptable	EA Flood Zone 1	surface water 1 in 30	Water course within site	none noted	The development of the site in LLFA terms is acceptable with mitigation- any developments should comply with SUDS and suitable outfall for surface water and highways drainage.	No objection to the inclusion of the site subject width of existing access will dictate unit number on the site. Any development should comply with SUDS and suitable out fall for surface water and highways drainage.
HDI-2	Di033	Cleared Housing	Distington	2.6	64		None	No Issues noted	The development of the site in highway terms is acceptable, multiple access points are still in situ	EA Flood Zone 1	surface water 1 in 30	Existing infrastructure	none noted	The development of the site in LLFA terms is acceptable with mitigation- any developments should comply with SUDS and suitable outfall for surface water and highways drainage.	No objection to the inclusion of the site subject to the following information/ mitigation being provided- any development should comply with SUDS and suitable outfall for surface water and highways drainage.
HAR-1	Ar009	Garage Site Arlecdon Rd	Arlecdon and Rowrah	1.5	38		Access via existing access onto U4017	None noted	The development of the site in highways terms is acceptable	EA Flood Zone 1	N/A	No infrastructure	None noted	The development of the site in LLFA terms is acceptable with mitigation. Any development must comply with SUDS. And suitable out fall for surface water and highway drainage.	No Objection to the inclusion of the site subject to the following information/mitigation being provided; further info required to show that surface water can be discharged appropriately .Any development should comply with SUDS.
HAR-18	Ar018	Park Road	Arlecdon and Rowrah	0.4	9		New access to be created onto A5086 Speeding traffic within 30mph zone	No issues noted	The development of the site in highways terms is acceptable	EA Flood Zone 1	N/A	Proposed to connect to water course in vicinity of site	Historic issues with water course in vicinity of site	The development of the site in LLFA terms is acceptable with mitigation. Any development should comply with SUDS. And suitable out fall for surface water and highways drainage.	No Objection to the inclusion of the site subject to the flowing information/mitigation being provided. Further information require to show that surface water van be discharged appropriately, Any development should comply with SUDS.
HFR-1	Fr043	Land at Griffin Close	Frizington	1.3	32		New access to be created on U4022 Mill St. It sitind in relation to junction opposite needs to be considered.	No Issues Noted	The development of the site in highways term is acceptable with mitigation- frontage footway.	EA Flood Zone 1	N/A	No infrastructure present, water course in vicinity of site	No issues noted	The development of the site in LLFA terms is acceptable with mitigation- any development should comply with SUDS and suitable outfall for surface water and highways drainage.	No objection to the inclusion of the site subject to the following information/ mitigation being provided- frontage footway. Lo Should comply with SUDS and suitable outfall for surface water and highways drainage.
HMR1		Rear of Social Club	Moor Row	1.5	38	N/A	Clarification of access required as presented site is not on boundary to public highway but boundary is with highway	Potential capacity issues onto A595(T)	In principle the development of the site in highway terms is acceptable. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians	EA Flood Zone 1	N/A	There is existing drainage infrastructure	C4003 Scalegill Rd suffers surface water flooding 1 in 30 & 1 in 100 year events	The development of the site in LLFA terms is acceptable with mitigation - any development should comply with SUDS and suitable out fall for surface water and highways drainage. FRA required.	No objection to the inclusion of the site subject to the following: The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation is required Demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians Any development should comply with SUDS and suitable out fall for surface water and highways drainage.

Pref Options Ref	LPA ref	Site Name	Settlement	Site Area (ha)	Assumed number of units	PA response/ Pre App Advice/ Planning Consent	Site specific highway issues	Current Highway Capacity	ACCEPTABILITY OF SITE - Highways	Flood Zone	Flood Surface Water	Drainage	Offsite surface water and drainage issues	ACCEPTABILITY OF SITE - LLFA	OVERALL RECOMMENDATION
HMR2		Adjoining Scalgill Road	Moor Row	6.0	149	N/A	Given size of site secondary access will be required, access points need to be clarified	Potential capacity issues onto A595 (T)	In principle the development of the site in highway terms is acceptable. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. All new development will need to demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians.	EA Flood Zone 1	Parts of the site within EA surface water 1 in 30	There is existing drainage infrastructure	C4003 Scalgill Rd suffers surface water flooding 1 in 30 & 1 in 100 year events	The development of the site in LLFA terms is acceptable with mitigation - any development should comply with SUDS and suitable out fall for surface water and highways drainage. FRA required.	No objection to the inclusion of the site subject to the following: The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation is required Demonstrate safe and suitable access in line with the requirements set out in the Cumbria Development Design Guide (2017) and ensure appropriate provision for cyclists and pedestrians Any development should comply with SUDS and suitable out fall for surface water and highways drainage.
HBI-3	Bi009	Land Adjacent to springfield Lodge	Bigrigg	4.5	113		Will require new access onto A595(T) Seek advice from HE given potential size of site may require secondary access coupled with HBI-3	Seek advice from HE	Need to check with HE as A595 is SRN in this location.	EA Flood Zone 1	surface water 1 in 30	Existing water course on site	None Noted	The development of the site in LLFA terms is acceptable with mitigation, any development should comply with SUDS and suitable out fall for surface water and highways drainage.	Need to check with HE as A595 is SRN in this location. Given size of sites proposed in this location HBI-1 & HBI-3 may require secondary access points, meaning two additional accesses onto A595, HE need to be consulted.
HBI-1	Bi001	Land north of Springfield Gardens	Bigrigg	2.6	65		Will require new access onto A595(T) Seek advice from HE given potential size of site may require secondary access coupled with HBI-3	Seek advice from HE	Need to check with HE as A595 is SRN in this location.	EA Flood Zone 1	N/A	Watercourse on adjacent site of HBI-3	N/A	The development of the site in LLFA terms is acceptable with mitigation, any development should comply with SUDS and suitable out fall for surface water and highways drainage.	Need to check with HE as A595 is SRN in this location. Given size of sites proposed in this location HBI-1 & HBI-3 may require secondary access points, meaning two additional accesses onto A595, HE need to be consulted.
HBI-2	Bi002	Land behind Jubilee Gardens	Bigrigg	2.5	62		Access potentially can be gained from Jubilee Gardens given site size may require secondary access	No Issues Noted		EA Flood Zone 1	N/A	None existing	None Noted	Further information is required to assess the acceptability of the site- information required to show that surface water can be discharged appropriate.	No objection to the inclusion of the site object to the following information/mitigation being provided. Provision of footway to connect to existing. Any development should comply with SUDS and suitable outfall for surface water and highways drainage. Consideration should be given to dwelling numbers if secondary access or EVA cannot be gained.
HSB-2	Sb005	Land north east Abbey Road	St Bees	1.6	39				the development of the site in highways terms is not acceptable- road too narrow to accommodate development traffic and allow pedestrians.	EA Flood Zone 1	N/A			The development of the site in LLFA terms is acceptable with mitigation- any development should comply with SUDS, and suitable outfall for surface water and highways drainage.	Object to the inclusion of the site- road too narrow to accommodate development traffic and allow pedestrians.
HSB-1	Sb001	Land adjacent Abbots Court	St Bees	2.3	58		Existing access looks to be too narrow would need to be 5.5m to accommodate above 50 dwellings, secondary or EVA access would be potentially required given size of site	B5345 through St Bees is narrow and is prone to capacity issues at peak times	The development of the site in highways terms is acceptable with the following mitigation- existing access widened to 4.8 <50 units or 5.5m >50 units EVA secondary access required >50units	EA Flood Zone 1	N/A	Existing public surface water sewer in Monks Hill	None noted	The development of the site in LLFA terms is acceptable with mitigation- any development should comply with SUDS, and suitable outfall for surface water and highways drainage.	No objection to the inclusion of the site subject to the following information/ mitigation being provided- any development should comply with SUDS, and suitable outfall for surface water and highways drainage. Existing access needs to be widened to accommodate new site, potential for EVA or sendary access give site size
HTH-1	To001	Land to the South of Thornhill	Thornhill	2.7	68		Presumed access through estate road - level of development would require two accesses, futhermore scale of development may not be suitable for estate road	Cumulative impact on the Thornhill estate roads would need to be considered	The development of the site in highways terms is acceptable with mitigation- Scale of development may need reduced.	EA Flood Zone 1	surface water 1 in 30	Public surface water sewer within site boundary	None noted	The development of the site in LLFA terms is acceptable with mitigation- any development should comply with SUDS, and suitable outfall for surface water and highways drainage.	No objection to the inclusion of the site subject to the following information/ mitigation being provided- any development should comply with SUDS, and suitable outfall for surface water and highways drainage. scale of site may need reduced given current estate roads, potential for EVA or secondary access give site size
HBE2	Be006	Land adjacent to Mill Fields	Beckermert	1.7	41		New access will need to be created onto C4031 Mill Lane	Beckermert sees high volumes of commuting traffic at peak times.	The development of the site in highways terms is acceptable with mitigation, extension of lower speed limit. Provision of footways. Enhancement of road safety features adjacent to school.	EA Flood Zone 2	N/A	OWC runs adjacent to the site	Historical surface water issues with culvert and capacity downstream, site is within Flood Zone 2	The development of the site in LLFA terms is acceptable with mitigation and would be subject to sequential & exception test. Any development should comply with SUDS and suitable outfall for surface water and highways drainage.	No objection to the inclusion of the site subject to the following information and mitigation being provided. Acceptable extension of existing access, any development should comply with SUDS, and suitable out fall for surface water and highways drainage.
HBE1	Be003	Adj Croft House Farm, Sellafield Rd	Beckermert	2.0	49		New access would need to be created onto C4013 Secondary access not achievable, no more than 50 dwellings.	Beckermert sees high volumes of commuting traffic at peak times.	the development of the site in highways terms is acceptable provided visibility splays can be achieved, consideration should be given to access location in realtion U4405	EA Flood Zone 1	N/A	No existing infrastructure	N/A	The development of the site in LLFA terms is acceptable with mitigation, any development should comply with SUDS and suitable out fall for surface water and highways drainage.	No objection to the inclusion of the site subject to the following information and mitigation being provided. Acceptable extension of existing access, any development should comply with SUDS, and suitable out fall for surface water and highways drainage.
HSE-2	Se024	Fairways Extesion	Seascale	0.9	22		Further extension of existing estate, secondary access required, not clear where this can be gained from, access through from Links Crescent looks unachivable	No Issues	The development of the site in highways terms is acceptable with mitigation - sedcondary access required	EA Flood Zone 1	surface water 1 in 100	Water course runs along boundary of the site	Yes capacity issues downstream which cause localised flooding to properties on the Fairways estate, flood scheme has been implimented and awaiting start 2020/2021	The development of the site in LLFA terms is acceptable with mitigation- any development should comply with SUDS, and suitable outfall for surface water and highways drainage.	No objection to the inclusion of the site subject to the following information/ mitigation being provided- any development should comply with SUDS, and suitable outfall for surface water and highways drainage in relation to upcoming drainage scheme, secondary access required given current size of estate.
HSE-1	Se030	Land west of Santon Way	Seascale	2.3	58		site has two existing access points 1st being onto B5344, 2nd onto U4095	No issues noted	The development of the site in highways terms is acceptable with mitigation - main access to site from U4095 opposite firestation	EA Flood Zone 3	surface water 1 in 30	Site has river network at southern boundary	Site is within flood zone 3 recent works carried out upstream of the proposed site to alleviate flooding, risk still occurs	The development of the site in LLFA terms is not acceptable Further information is required to assess the acceptability of the site given flood zone 3 implications which could increase the risk of flooding further downstream	Object to the inclusion of the site as large portion is within Flood Zone 3, and development in this are could see increased risk of flooding downstream.
HDH1	Dh004	Land north Meadowbrook, Drigg	Drigg and Holmrook	1.3	32		New access required onto B5344	No Issues Noted	The development of the site in highway terms is acceptable	EA Flood Zone 1	surface water 1 in 100	Exisiting drainage	Yes - Surface water system in this area is considered under capacity and during rain events localised flooding occurs	The development of the site in LLFA terms is not acceptable Further information is required to assess the acceptability of the site- Survey of local drainage system to assess condition and capacity with a further scheme to improve the outfall downstream of the site	No objection to the inclusion of the site subject to the following information/mitigation, further survey work and drainage scheme implimented to reduce risk of localised flooding which affects the highway and site, the development should comply with SUDS, and suitable outfall for surface water and highways drainage.
HDH2	Dh012	Wray Head, Station Road	Drigg and Holmrook	0.9	22		Consideration should be given to access location so not create a multiplicity of accesses, existing access on Station road could be utilised.	No Issues Noted	The development of the site in highway terms is acceptable with mitigation- Access needs to be centrally located away from the junction Station Rd/Old Shore Rd. Provision of frontage footway. Access from Station road will require footway to frontage.	EA Flood Zone 1	N/A	No existing infrastructure	None noted	The development of the site in LLFA terms is acceptable with mitigation- any development should comply with SUDS, and suitable outfall for surface water and highways drainage.	No objection to the inclusion of the site subject to the following information/mitigation- Access needs to be centrally located away from the junction Station Rd/Old Shore Rd. Provision of frontage footway. Any development should comply with SUDS, and suitable outfall for surface water and highways drainage.
HWH1	We019	Garage Site Rutland Avenue	Whitehaven	5.1	127		Reduced site taken from WE019 Given the size of the site there needs to be 2 access	yes- Existing capacity issues on A595/ Mirehouse Road Junction. And Overeand Road/ Celator Moor Road The impact of the site's development on the	In principle the development of the site in highway terms is acceptable. However the cumulative impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required.	EA Flood Zone 1	N/A	There is existing drainage infrastructure OWC within site boundary	Yes- Possible capacity issues of OWC downstream of site	The development of the site in LLFA terms is acceptable with mitigation. - Any development should comply with SUDS. And suitable out fall for surface water and highways drainage	No objection to the inclusion of the site subject to the following: - the impact of the site's development on the highway network will need to be assessed through the WC Transport Model to evaluate what highways mitigation measures are required. - any development should comply with SUDS and suitable out fall for surface water and highways drainage

Pref Options Ref	LPA ref	Site Name	Settlement	Site Area (ha)	Assumed number of units	PA response/ Pre App Advice/ Planning Consent	Site specific highway issues	Current Highway Capacity	ACCEPTABILITY OF SITE - Highways	Flood Zone	Flood Surface Water	Drainage	Offsite surface water and drainage issues	ACCEPTABILITY OF SITE - LLFA	OVERALL RECOMMENDATION
HWH2	Wh011, WH12 & WH008	Red Lonning and Harras Moor Stage 3	Whitehaven	23.1	576	HWH2 encompasses three sites into one, WH011 together with WH008 and WH012 (and additional land south of WH012) is subject to PA Reference 4/18 22 87. No objection subject to the following mitigation Provision of a travel plan and modification to Moseby Road/ Cleator Moor Road/ Main Street Mini roundabout CBC minded to refuse 18/09/19 against officer recommendation.	Clarity of suitable access required through existing estate of the Highlands, If from A595 - HE to make assessment . If from CCC network CCC to make assessment. Access in relation to the Red Lonning existing employment area is not currently part of adopted highway. Secondary access points required.	Capacity issue identified at Moseby Road/ Cleator Moor Road/ Main Street Minin roundabout.	ACCEPTABILITY OF SITE - Highways In principle the development of the site in highway terms is acceptable. If not consented before all sites assessed through WCTM then will need to form part of the cumulative impact assessment. Irrespective of the above the improvements identified at Moseby Road/ Cleator Moor Road/ Main Street Mini roundabout will be required	EA Flood Zone 1	N/A	There is existing drainage infrastructure Midgey Ghyll	There are known off site flooding and drainage issues - surface water issues at Midgey Gill to the south the Loop Road	The development of the site in LLFA terms is acceptable with mitigation - any development should comply with SUDS and suitable out fall for surface water and highways drainage.	In principle the development of the site in highway terms is acceptable. If not consented before all sites assessed through WCTM then will need to form part of the cumulative impact assessment. Irrespective of the above the improvements identified at Moseby Road/ Cleator Moor Road/ Main Street Mini roundabout will be required . The development of the site in LLFA terms is acceptable with mitigation - any development should comply with SUDS and suitable out fall for surface water and highways drainage.
HWH3	Ws008 & WS013	Land at Edgehill Park (part former Marchon Car Parks)	Whitehaven	14.2	354	4/15/2134/0F1, 4/16/2365/001. Residential Under construction	Incorporating both ws008 & ws013 to make HWH3 would allow for a further access point via Gomerigg Road	Capacity issues with Wilson Pit Rd/Mirehouse Road junction on B5345	Part of site is subject to existing planning permission 4/15/2134/0F1 & 4/16/2365 and is under construction	EA Flood Zone 1	Parts of the site within EA surface water 1 in 30	There is existing drainage infrastructure as part of the ongoing development	No offsite surface water and drainage issues	The development of the site in LLFA terms is acceptable with mitigation. Any development should comply with SUDS. And suitable out fall for surface water and highways drainage.	In principle the development of the site in highway terms is acceptable subject to: Given the increase in size to this site the impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required. any development should comply with SUDS and suitable out fall for surface water and highways drainage.
HWH4	Ww018 & WW022	Land west of Waters Edge Close	Whitehaven	5.9	148		No obvious access from private unadopted road from High Road, potential size of site would require secondary access which could be gained if HWH5 were to come forward	yes- capacity issues known at junction of Ginns to Kell Road onto Low Road The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what	In principle the development of the site in highway terms is acceptable. However the cumulative impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what mitigation measures may be required.	EA Flood Zone 1	Parts of the site within EA surface water 1 in 100	There is existing drainage infrastructure	No offsite surface water and drainage issues	The development of the site in LLFA terms is acceptable with mitigation (explain)- Any development should comply with SUDS. And suitable out fall for surface water and highways drainage.	No objection to the inclusion of the site subject to the following: - ensure appropriate parking provision within the development and being able to demonstrate appropriate access . any development should comply with SUDS and suitable out fall for surface water and highways drainage.
HWH5	Ws006	North of former Marchon Site	Whitehaven	21.3	533	Pre App	Larger site which contains Ww022. Gins to Kells Road	yes- capacity issues known at junction of Ginns to Kell Road onto Low Road The impact of the site's development on the highway network will need to be assessed through the WC Transport Model to evaluate what mitigation measures are required. Cumulative impact with	Because of the scale of the development and existing known capacity issues we cannot confirm that the development site is acceptable. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what level of development is acceptable. The cumulative impact of the site's development on the highway network will need to be assessed through the WC TM to evaluate what mitigation measures may be required.	EA Flood Zone 1	Parts of the site within EA surface water 1 in 30	There is existing drainage infrastructure	No offsite surface water and drainage issues	The development of the site in LLFA terms is acceptable with mitigation (explain)- Any development should comply with SUDS. And suitable out fall for surface water and highways drainage.	Because of the scale of the development and existing known capacity issues we cannot confirm that the development site is acceptable. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what level of development is acceptable. The cumulative impact of the site's development on the highway network will need to be assessed through the WC TM to evaluate what mitigation measures may be required.
HWH6	Ww019	Land Adjacent to waters Edge	Whitehaven	1.4	36	Pre	N/A	yes- capacity issues known at junction of Ginns to Kell Road onto Low Road The impact of the site's development on the highway network will need to be assessed through the WC Transport Model to evaluate what mitigation measures are	Because of the scale of the development and existing known capacity issues we cannot confirm that the development site is acceptable. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what level of development is acceptable. The cumulative impact of the site's development on the highway network will need to be assessed through the WC TM to evaluate what mitigation measures may be required.	EA Flood Zone 1	N/A	There is existing drainage infrastructure	No offsite surface water and drainage issues	The development of the site in LLFA terms is acceptable with mitigation (explain)- Any development should comply with SUDS. And suitable out fall for surface water and highways drainage.	Because of the scale of the development and existing known capacity issues we cannot confirm that the development site is acceptable. The impact of the site's development on the highway network will need to be assessed through the WCTM to evaluate what level of development is acceptable. The cumulative impact of the site's development on the highway network will need to be assessed through the WC TM to evaluate what mitigation measures may be required.