



Copeland Local Plan Site Access Assessments

May 2022 Addendum Note

DATE:	03 May 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Copeland LPSAA Additional Sites - Addendum Note		
PROJECT:	70086983	AUTHOR:	LP
CHECKED:	LP	APPROVED:	KR

INTRODUCTION

WSP has been commissioned by Copeland Borough Council (CBC) to undertake an independent review of potential access options for sites being considered for inclusion in the Copeland Local Plan 2021-2038. The sites are located across the borough and are proposed to support a combination of employment and residential uses. WSP provided this assessment for 37no. sites in late 2021. This addendum note considers access feasibility for two additional sites at CBC's request.

This assessment will provide an initial view as to the deliverability of each site from a highways and transport perspective. Whilst this study demonstrates whether suitable access(es) can be achieved for the purposes of the Local Plan, the actual access(es) proposed may differ at planning application stage.

As well as the work undertaken as part of the initial tranche of sites considered by WSP, this Site Access Assessment has also been preceded by work undertaken as part of the Copeland Transport Improvements Study (CTIS). The study considered the transport-related impacts of growth, as set out in the Local Plan, and identified a range of potential improvements to the transport network aimed at mitigating the additional demand. This site access assessment is complementary to the CTIS, providing detail in relation to specific site access arrangements that should be considered alongside the improvements identified in the previous study.

As part of the development of this study WSP and CBC have informed Cumbria County Council (CCC) of the study. As with previous phases of the Copeland Local Plan Site Access Assessments, findings of this study will be shared with CCC officers to ensure that the outcomes reflect their technical advice and are endorsed by CCC.

PHASE 1 ASSESSMENT

The following items have been considered as part of the desk based assessment and site visits, and recorded in the resulting sites access Pro Forms:

- Physical Constraints;
- Environmental Constraints;
- Neighbouring uses;
- Traffic Generation;
- Vehicular access, including visibility splay, sites access, and adjacent road network;
- Sustainable access, including walking and cycling infrastructure, and public transport connections; and
- Road Safety.

The site visit for these locations were undertaken on 11th April 2022 and each site was reviewed from publicly accessible locations and photographs were taken to capture issues on site and inform comments provided in the site access Pro Forms (**Annex A**).



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Methodology

OPTIONS TESTING

CBC have requested that the WSP assessment considers two locations for Gypsy and Traveller accommodation at GTW3 and GTW5a. The review includes a further assessment for employment as an alternative use of GTW5. The assessment also aims to consider whether employment could be accommodated on the remainder of GTW5 alongside a Gypsy and Traveller allocation at GTW5a, and the access requirements associated with this.

GYPSY AND TRAVELLER SITE TRIP GENERATION

The traffic generated by each of the sites has been calculated using the industry standard TRICS database. TRICS is a database of traffic and multi-modal surveys undertaken at development sites across the UK. TRICS is used to forecast the trip generation of a proposed development through the selection of similar sites in the database, based upon land use, size and location. The output provides a trip rate which can be used to calculate the traffic or person trip generation for the proposed development. For the purposes of this study only the trips generated in the peak hours were considered. TRICS peak hours for residential and employment development have been extracted for 0800-0900 and 1700-1800 for the AM and PM peaks respectively.

TRICS v7.9 was used to consider the trip generation of the site. The most up to date available Gypsy and Traveller site was identified from the TRICS database (Ref. SC-16-A-01). Full details are presented in Annex B of this Addendum Note. A further survey site was excluded from the data as the survey was conducted in 1989 and was therefore considered to be unrepresentative of travel patterns for the purposes of this exercise. CBC have advised that the site allocations would need to be able to cater for up to 12 caravan pitches. The selected site in TRICS had ten pitches and two permanent buildings at the time of survey and is therefore of a comparable scale to the proposed sites. Trips are presented directly from the survey data for the weekday peak hours as shown in Annex B and summarised in the Pro Formas (Annex A). It should be noted that only vehicular data was captured for the surveys. It has therefore not been possible to estimate the number of walking/cycling, bus, or rail trips for Gypsy and Traveller sites. Table 1 present the estimated number of vehicular trips for the proposed sites.

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Table 1: Vehicular Trip Rates

Development Type	Trip Rate Units	AM Arrivals	AM Departures	PM Arrivals	PM Departures
Gypsy and Traveller	Pitches (12no.)	5	8	4	3

EMPLOYMENT SITE TRIP GENERATION

A consistent approach to that applied for the Phase 1 assessments has been undertaken to understand the trip generation for the proposed employment use. Full details of the approach taken for Phase 1 assessments is provided in Section 2 of the main Site Access Assessment Report.

PRO FORMAS

The proformas in Annex A outline the results of the assessments and indicate how/where a suitable access may be found to support the potential development.

ANNEX A: SITE PRO FORMAS

Site Name and Local Plan Reference: GTW3 Land north of Greenbank

Site Location: Whitehaven

Size (ha): 0.83

Pitches: 12

Collisions: Sl: 12 Se: 0 F: 0

SITE DESCRIPTION:

This proposed Gypsy and Traveller site – located in Greenbank, Whitehaven - is a former garage site located north of Woodhouse Road and west of B5345 St. Bees Road approximately 2.0km south of the town centre.

MODE	NO. OF TRIPS (ARR)	AM PEAK (DEP)
Total Vehicles	5	8
Walk / Cycle	-	-
Bus	-	-
Rail	-	-

MODE	NO. OF TRIPS (ARR)	PM PEAK (DEP)
Total Vehicles	4	3
Walk / Cycle	-	-
Bus	-	-
Rail	-	-

SITE PHOTOGRAPHS:



Woodhouse Road/ B345 St. Bees Road Junction



View of gradient to Woodhouse Road/ B345 St. Bees Road Junction on Woodhouse Road

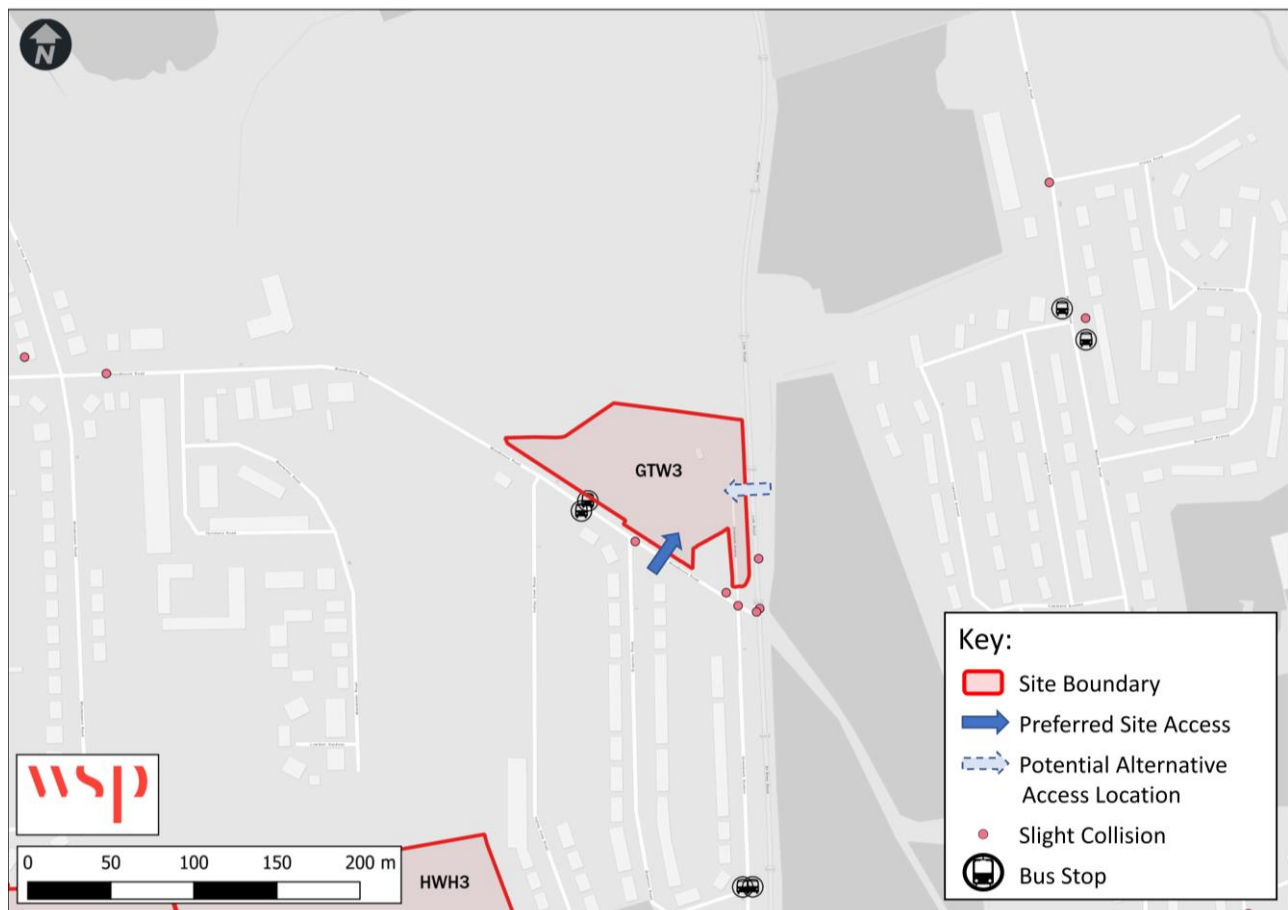


Existing site access road from Woodhouse Road.



View of Visibility to South from site frontage on B345 St Bees Road

SITE TRANSPORT PROVISION:



WSP Comments:

This site is proposed as a land allocation for Gypsy and Traveller accommodation west of B5345 St. Bees Road, Greenbank, Whitehaven.

The site is situated at north of the junction of Woodhouse Road and B5345 St. Bees Road, both subject to a 30mph speed limit. A number of 'slight' Personal Injury Accidents (PIAs) have been recorded at this junction.

Woodhouse Road is subject to a pronounced gradient, rising from its junction with B5345 Woodhouse Road. It serves a predominantly residential area to the west and provides a through-route to Woodville Way near the former Marchon site.

A Stagecoach bus route (2 service) runs on Woodhouse Road. Stops are located at the southern boundary of the site between Valley View Road and Bowness Road.

There is a former garage access road close to the junction with the B5345 St Bees Road which is part of the adopted highway network and single track width, running parallel to St Bees Road within the site. The junction of Woodhouse Road and Greenbank Avenue lies immediately opposite.

The Cumbria Development Design Guide (CDDG) (2017) advises that access should not be situated on existing radii. It is therefore recommended that the existing former garage access road is removed as a vehicular access should any development come forward on the site.

WSP Comments (Continued):

Primary access is proposed to take place from Woodhouse Road. This option would however likely require an access road in excess of the recommended maximum gradient (1:10) in the CCC Development Design Guide. Given the gradient on the eastbound approach it is recommended that visibility splays are derived based on recorded 85th percentile speeds.

Vegetation on site obscured the level difference between Woodhouse Road and the site however any future siting of the access on Woodhouse Road should seek to minimise the gradient of the site access. Utilities infrastructure, including a substation building, were also observed on site in the vicinity of the proposed access location which will also require consideration and influence the siting of the access road.

Alternatively an access could be formed from B5345 St. Bees Road itself. This option may allow the delivery of an access road within the recommended maximum gradient (1:10) in the CCC Development Design Guide. This option would need to consider proximity to the Woodhouse Road junction and the impact of the existing retaining wall on the delivery of suitable visibility splays. Delivery of visibility splays at the northern end of the site may require the loss of existing vegetation also. It is however anticipated that access could be achieved from this location.

A development of this size would not require secondary or EVA access.

Site Name and Local Plan Reference: GTW5 Land at Sneckyeat Industrial Estate**Site Location: Whitehaven****Size (ha):** 1.81**Dwellings:** N/A**Collisions:** Sl: 10 Se: 3 F: 0**SITE DESCRIPTION:**

This potential employment site is located north of the Sneckyeat Road industrial estate. It is a greenfield site bound to the west by Homewood Road; an unclassified single carriageway road subject to a 30mph speed limit. To the south of the industrial estate it is bound by Sneckyeat Road which is also an unclassified road. It is however restricted to single-width carriageway in part east of the industrial estate.

MODE	NO. OF TRIPS (ARR)	AM PEAK (DEP)
Total Vehicles	38	14
Walk / Cycle	2	1
Bus	1	0
Rail	0	0

MODE	NO. OF TRIPS (ARR)	PM PEAK (DEP)
Total Vehicles	9	37
Walk / Cycle	2	3
Bus	0	1
Rail	0	0

SITE PHOTOGRAPHS:

View of Visibility to the South from Homewood Road



View of Visibility to the north from Homewood Road

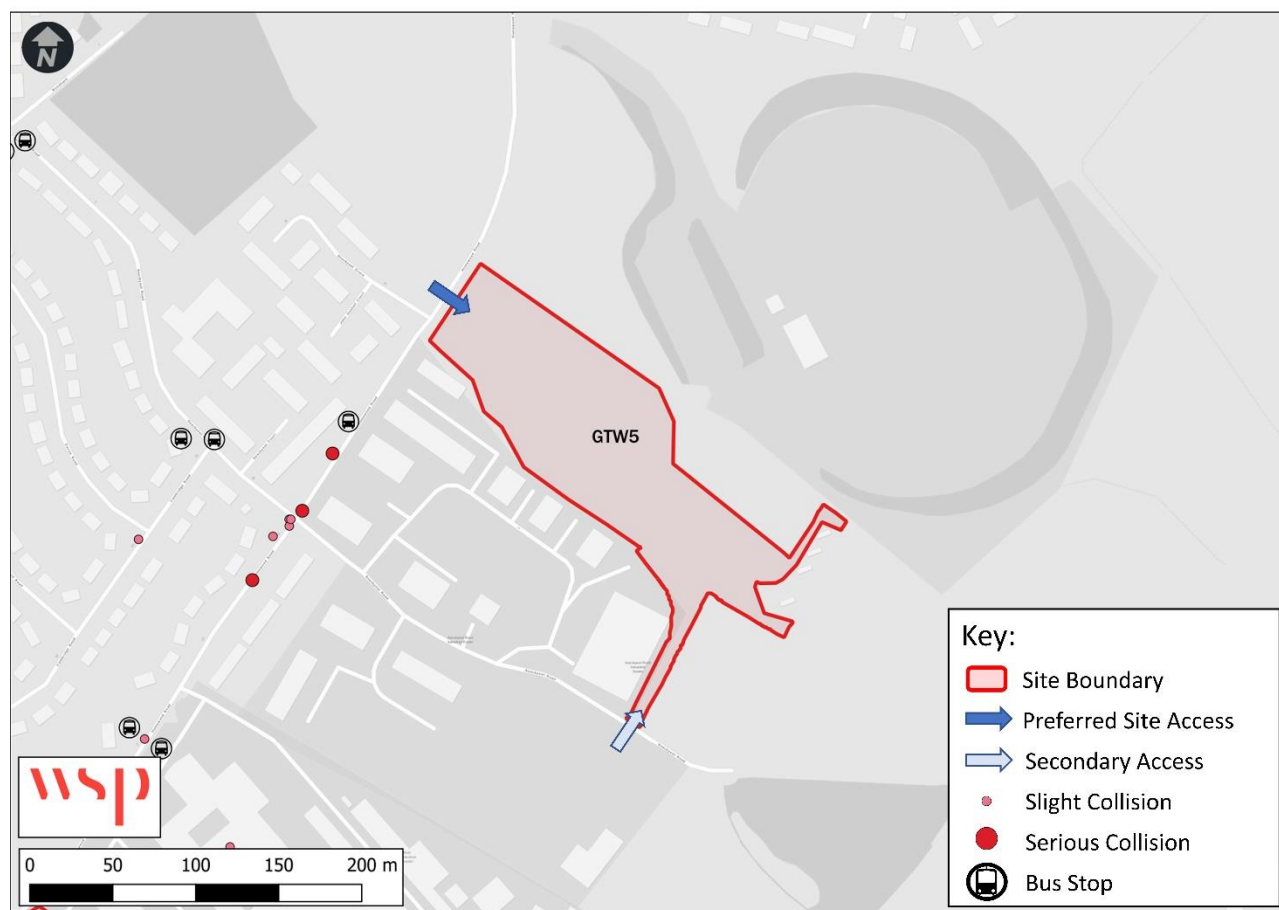


Impact of road profile on visibility to the south



Existing public footpath on site adjoining Homewood Road.

SITE TRANSPORT PROVISION:



WSP Comments:

This option considers use of the entire site for an employment use. The proposed employment site is situated north of the Sneckyeat Road Industrial Estate in Whitehaven. It has interfaces with the adopted highway network at Homewood Road at its western boundary and Sneckyeat Road at its southern boundary.

In order to serve an employment use, and to facilitate two-way HGV movements, it would be necessary to widen the section of Sneckyeat Road east of the West Cumberland Hospital staff access to a minimum 6.0m carriageway, utilising adopted highway or land that may be within 3rd party control. Given the challenges around delivery of such improvements it is considered that Homewood Road would be the most suitable location to provide primary access to the site. Subject to these improvements however, Sneckyeat Road could offer alternative or secondary access, although it should be noted that there is no requirement for secondary access for employment uses within the CDDG (2017)

Homewood Road is a single two lane carriageway (approx. 7.3m width) subject to a 30mph speed limit. In order to deliver MfS compliant visibility splays in this location it would be necessary to remove existing vegetation and fencing. Sneckyeat Grove is situated opposite the site in this vicinity and the access should be located to avoid creating a crossroad arrangement. Nonetheless due to the horizontal profile of Homewood Road west of the proposed primary access, visibility of northbound vehicles would be impaired by locating any access too far east and this should be considered at the time of any planning application.

WSP Comments (Continued):

The current access track is unmade and in poor condition and would require upgrading and widening to provide secondary/ emergency vehicle access.

Furthermore, extensive on street parking was observed on Sneckyeat Road which could impair access for emergency vehicles and it may therefore be necessary to introduce waiting restriction on some or all of this section to prevent obstructive parking.

There are no footways on the same section and a minimum 2.0m footway should be provided on the northern side of Sneckyeat road to join with the existing.

PRoW FP431028 appears to be within the site boundary at the northern boundary of the site, where it joins Homewood Road. A number of other informal paths are in situ based on a desktop exercise and observations made on site, although these are not identified as PRoW in CCC's online PRoW mapping.

The Copeland Transport Improvement study (Scheme ID53) identified the provision of uncontrolled pedestrian crossing on Homewood Road (at the industrial estate junction) as potential improvements to support local plan growth. It may therefore be appropriate for any future employment development to deliver, or fund, this scheme.

The 30 bus service, which operates between Thornhill and Maryport, is situated on Homewood Road to the west of the site. The nearest stop is located on Sneckyeat Road/ Lincoln Road opposite the Sneckyeat Road Industrial Estate, approximately 200m from the preferred site access location on Homewood Road.

Site Name and Local Plan Reference: GTW5a Land at Sneckyeat Industrial Estate**Site Location: Whitehaven****Size (ha):** 0.68**Pitches:** 12**Collisions:** Sl: 10 Se: 3 F: 0**SITE DESCRIPTION:**

This potential Gypsy and Traveller site is located north of the Sneckyeat Road industrial estate within the GTW5 site. It is a greenfield site bound to the west by Homewood Road; an unclassified single carriageway road subject to a 30mph speed limit. To the south of the industrial estate it is bound by Sneckyeat Road which is also an unclassified road. It is however restricted to single-width carriageway in part east of the industrial estate.

MODE	NO. OF TRIPS (ARR)	AM PEAK (DEP)
Total Vehicles	5	8
Walk / Cycle	-	-
Bus	-	-
Rail	-	-

MODE	NO. OF TRIPS (ARR)	PM PEAK (DEP)
Total Vehicles	4	3
Walk / Cycle	-	-
Bus	-	-
Rail	-	-

SITE PHOTOGRAPHS:

View of existing access track from Sneckyeat Road



On-street parking on Sneckyeat Road viewed from existing access track

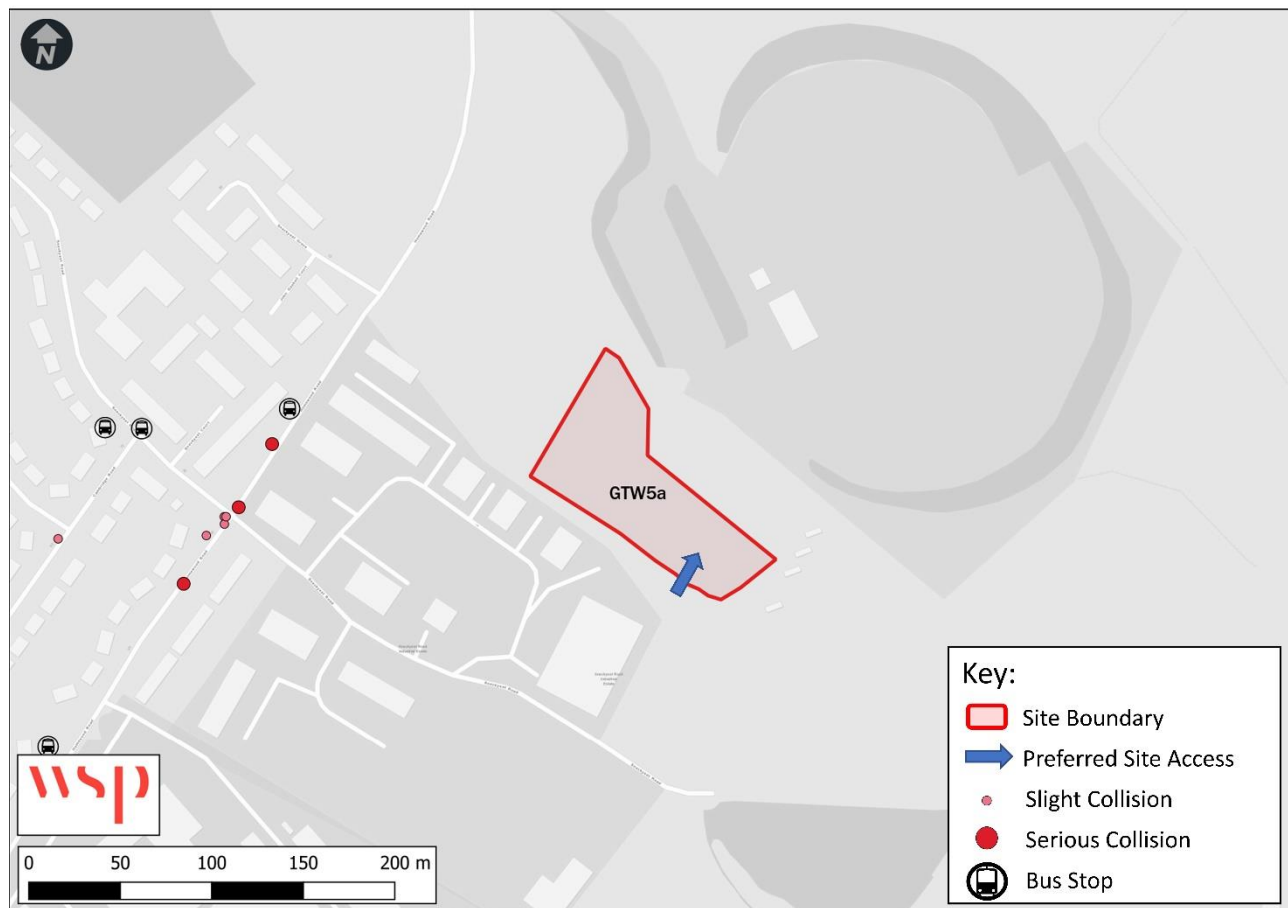


Visibility to east from existing access



View of Sneckyeat Road from Industrial Estate Egress (Looking East)

SITE TRANSPORT PROVISION:



WSP Comments:

This site is proposed as a land allocation for Gypsy and Traveller accommodation. This option considers use of GTW5a as a Gypsy and Traveller site, potentially adjacent to an employment use in the wider GTW5 site. The proposed site is situated north of the Sneckyeat Road Industrial Estate in Whitehaven. Whilst the site boundary as shown does not have a direct interface with Sneckyeat Road an existing access track connecting to Sneckyeat Road is under CBC ownership and therefore is considered as the preferred site access.

In the event that this site was brought forward as a Gypsy and Traveller site alongside an employment development across the wider GTW5 site, it may also be appropriate to take a secondary access from one of the existing internal roads within the Sneckyeat Road industrial estate. It is however considered that an access from Homewood Road would be suitable and achievable for the employment site, without the need for access from the existing estate.

The current access track is unmade and in poor condition and would require upgrading to provide access for larger vehicles including trailers and caravans. The provision of passing places would be required to minimise reversing/ waiting manoeuvres on Sneckyeat Road. Furthermore, extensive on street parking was observed on Sneckyeat Road which could impair access for larger vehicles and it may therefore be necessary to introduce waiting restriction on some or all of this section to prevent obstructive parking.

WSP Comments (Continued):

It is noted that Vodafone equipment was located adjacent to the site access which could be affected by access works and obstruct visibility splays. Whilst the road is subject to a 30mph speed limit in this located it is likely that due to carriageway widths and existing on-street parking that actual speeds are far lower. This could mean that reduced visibility splays would be appropriate. In any case it is anticipated that vegetation removal and/or relocation of the aforementioned utility equipment could be necessary to deliver compliant visibility splays.

There are no footways in the vicinity of the preferred site access and a minimum 2.0m footway should be provided on the northern side of Sneckyeat road to join with the existing footways to the west of the access.

PRoW FP431028 appears to interact with the site and a number of other informal paths are in situ based on a desktop exercise and observations made on site, although these are not identified as PRoW in CCC's online PRoW mapping. Access to all PRoW should remain unaffected by the proposals or diverted to agreed alternative routes in or around the proposed allocation. In the event that GTW5a was brought forward as a Gypsy and Traveller site alongside employment or other use of the wider GTW5 site, PRoW should retain existing connections between each site.

The Copeland Transport Improvement study (Scheme ID53) identified the provision of uncontrolled pedestrian crossing on Homewood Road (at the industrial estate junction) as potential improvements to support local plan growth. It may therefore be appropriate for any future employment development to deliver, or fund, this scheme.

To summarise, it is considered that this location could be appropriate as an access to a Gypsy and Traveller site, subject to the comments made within the Pro Forma.

Site Reference: SC-16-A-01 Multi-Modal Site
 Created: Version: 2010(a)v6.5.2 09/02/10
 Latitude/Longitude: 51.28460, -0.33380
 Land Use Type: 16 - MIXED/A - MISCELLANEOUS
 Region/Area: SOUTH EAST/SURREY

Description: TRAVELLERS SITE
 Street: YOUNG STREET
 District: FETCHAM
 Town: LEATHERHEAD
 Post Code: KT22 9BS
 Planning Authority:

Location: Free Standing (PPS6 Out of Town)
 Location Sub Category: Out of Town
 Use Class: C3

Population within 500m: 41
 Population within 1 Mile: 5,001 to 10,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 2.1 to 2.5
 Reason for blank public transport table: No local PT

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located just off Young Street on the southern outskirts of Leatherhead. Young Street runs south-west into Epsom Road towards Guildford, and east to the Leatherhead Bypass Road which connects to the M25.
 The site is surrounded by fields.
 The site has 1 access point.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2010
Nearest Primary School	1.5 kilometres
Nearest Secondary School	2.4 kilometres
Nearest Local Shop/Corner Shop	0.7 kilometres
Nearest Main Supermarket	1.3 kilometres
Nearest Doctors Surgery	1.5 kilometres
Nearest Hospital with Minor Injuries/A & E	6.2 kilometres
Nearest Sports/Leisure Centre	1.3 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	43UEGS0010
Number of people employed within Census Output Area	144
Number of households within Census Output Area	131
Number of people living within Census Output Area	363
Area of Census Output Area (hectares)	149.00
Population density within Census Output Area (per hectare)	2.44

WSP Queen Street Manchester

Licence No: 100323

Site reference:	SC-16-A-01	Multi-Modal survey site
Trade name:	SALVATION PLACE	
Site area (h/a):	0.56	
Open since	1984	
Total Employees		
Full Time Employees		
Part Time Employees		
Approximate % of total employees working		
standard 9-5 hours or similar	%	
Name of nearest site	RIVER PLACE	
Distance to nearest similar site	4.0 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00	to	24:00
Friday	00:00	to	24:00
Saturday	00:00	to	24:00
Sunday	00:00	to	24:00

Comments

There are 10 static caravans at this site and 2 permanent buildings.

Site referer SC-16-A-01 Survey date:

04/02/2010 Day of week: Thursday

Multi-Modal survey site

Vehicles su Total vehicles

Survey type Manual Count

AM weather Cold and Light Rain

PM weather Cold and Light Rain

Initial car p Final car park occupancy:

Total People to Total Vehicles ratio (all time periods and directions): 1.58

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity

Data proportions in %

Motor cars 67 Motor cycles

0 Public service 0

Light goods 25 OGV (1)

4 OGV (2) 0

Taxis 4

Servicing V No

Time Arr 46 Dep 46

Totals 92 Parking Accum

00:00-01:00

01:00-02:00

02:00-03:00

03:00-04:00

04:00-05:00

05:00-06:00

06:00-07:00

07:00-08:0 3

5 8 (-2)

08:00-09:0 5

8 13 (-5)

09:00-10:0 3

3 6 (-5)

10:00-11:0 1

4 5 (-8)

11:00-12:0 7

6 13 (-7)

12:00-13:0 6

2 8 (-3)

13:00-14:0 6

4 10 (-1)

14:00-15:0 2

5 7 (-4)

15:00-16:0 6

5 11 (-3)

16:00-17:0 4

3 7 (-2)

17:00-18:0 3

1 4 0

18:00-19:00

19:00-20:00

20:00-21:00

21:00-22:00

22:00-23:00

23:00-24:00

Comments

No PSV's cycles pedestrians or public transport users entered or exited the site during the survey.

It was not possible to obtain initial and final car park occupancy figures as access could not be gained to the on-site parking.