



# Hunter Rise, Beckermet

# **Transport Statement**

Ref: 101772-DCE-XX-XX-RP-T-5001



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# Hunter Rise, Beckermet

## **Transport Statement**

DATE: June 2025

REPORT REF: 101772-DCE-XX-XX-RP-T-5001

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## 1. Introduction

### 1.1. Introduction

- 1.1.1. This Transport Statement has been prepared by Dice Consulting Engineers Ltd (Dice) on behalf of Wilson Architects (the Applicant). It pertains to a proposed development adjacent to Hunter Rise in Berkhamsted.
- 1.1.2. The planning application proposes the erection of 9 dwellings.
- 1.1.3. The site location is shown in **Figure 1.1**, below.



#### Figure 1.1 Site Location Plan

1.1.4. The site is located within Beckermet, a village approximately 3.7km south of Egremont, within a predominantly residential setting. It is bounded to the north by Hunter Rise, to the east by Morass Road, to the south by existing residential properties and pastureland, and to the west by Fleming Drive.



- 1.1.5. Following this introductory section:
  - Section 2 describes the existing highway network in the vicinity of the development and assesses the historical road safety records;
  - Section 3 details the accessibility of the development site;
  - Section 4 provides an overview of the development proposals;
  - Section 5 examines the proposed trip generation of the site and its likely impact on the local highway network;
  - Section 6 offers a summary and conclusion.



## 2. Existing Highway Network

### 2.1. Introduction

2.1.1. This section of the Transport Statement considers the nature of the existing highway network including an analysis of historic personal injury collision data.

### 2.2. Local Highway Network

2.2.1. A description is provided below of the local highway network in the immediate vicinity of the site; for ease it is also shown in **Figure 2.1**.



#### Figure 2.1: Local Highway Network

2.2.2. As outlined in Section 1, the site is bounded to the west by Fleming Drive, which is proposed to serve as the primary point of vehicular access to the development. Fleming Drive connects



southwards with Braystones Road, a local distributor road that provides direct access into the centre of Beckermet, ensuring integration with the existing village infrastructure.

- 2.2.3. Fleming Drive, along with the wider local highway network within Beckermet, is subject to a 30mph speed restriction. However, the nature and layout of the village—including narrow carriageways, the presence of on-street parking, mature vegetation, and frequent access points—results in a naturally calmed traffic environment, with actual vehicle speeds often lower than the posted limit. This contributes positively to highway safety for both motorists and vulnerable road users such as pedestrians and cyclists.
- 2.2.4. Braystones Road connects northeast to Morass Road, which runs through the centre of Beckermet and serves as the village's main thoroughfare. Morass Road in turn links with the A595, a key strategic route in West Cumbria, to both the north and east of the village.
- 2.2.5. This proximity to the A595 provides residents with convenient access to the wider regional and national road network, facilitating travel to nearby employment hubs (such as Sellafield, Whitehaven, and Egremont) as well as further afield. This level of connectivity supports the site's sustainability credentials by ensuring ease of access to essential services and facilities.

#### 2.3. Road Safety

- 2.3.6. Accident data was sought for the area immediately surrounding the site for the most recent 5-year period (2019 mid 2024) from the Department for Transport (DfT) database. The DfT keep information on the nature of the collision, detailing the vehicles involved, the casualties effected and what occurred to precipitate the collision. The records suggests that no accidents have taken place on Flemming Drive, or anywhere else within the urban area of Beckermet within the past 5.5 years.
- 2.3.7. Given there have been no incidents within Beckermet, there is no evidence to suggest that development of the site would exacerbate a trend of accidents in the local highway network.



## 3. Site Accessibility

### 3.1. Introduction

3.1.1. This section of the Transport Statement describes the existing infrastructure and opportunities that will facilitate and encourage residents and visitors to walk or cycle or use public transport rather than travel by car.

### **3.2.** Pedestrian Access

3.2.1. The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 4.1** below.

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Table 3.1: Walking Distances by Journey Type

3.2.2. As **Table 3.1** shows, a 500m catchment is the desirable walking distance for 'commuting / school'. Beckermet is a small village, and as such the majority of its dwellings may be reached within this 500m walk. **Figure 3.1** demonstrates the accessibility of the site on foot and amenities within the village.



Figure 3.1 Walking Isochrones



3.2.3. The proposed development is well positioned within Beckermet, a compact rural village where pedestrian movement is supported by a mix of formal and informal infrastructure. The site's integration with the village promotes opportunities for active travel and supports sustainable development principles.

#### **Pedestrian Infrastructure**

- 3.2.4. Fleming Drive, a quiet residential street forming the western boundary of the site, does not currently benefit from a formal footway. However, due to its cul-de-sac layout, limited traffic flows, and low vehicle speeds, it functions effectively as a shared surface, where pedestrians, including children and the elderly, can move safely alongside vehicles.
- 3.2.5. Braystones Road, which links Fleming Drive to the wider village, includes a continuous footway on its northern side for much of its length. This footway provides a safe, dedicated route towards the village centre and connects to Morass Road, the main street through



Beckermet. While some sections of footway in the village vary in width or continuity, the overall environment—characterised by slow-moving traffic and short distances—makes walking a convenient and viable travel option.

#### Public Rights of Way (PRoW)

- 3.2.6. In addition to formal footways, the site benefits from proximity to several Public Rights of Way, offering additional connections to the surrounding countryside and neighbouring settlements:
- 3.2.7. A Public Footpath (PRoW 406011) begins just to the east of Morass Road, around 250m from the site. This path runs northeast, providing a rural walking route toward the wider countryside and eventually connecting to footpaths leading towards Egremont and the coast.
- 3.2.8. Another footpath (PRoW 406010) can be accessed further south, connecting the southern edge of Beckermet to the local bridleway network and Braystones Beach, offering recreational walking opportunities.
- 3.2.9. These PRoW routes not only support leisure walking but also enhance permeability and encourage non-car travel for short to medium-distance journeys, consistent with the aspirations of the National Planning Policy Framework (NPPF, 2024) to promote healthy and active lifestyles.

#### **Local Amenities Within Walking Distance**

- 3.2.10. The site is located within a comfortable 5–10 minute walk (400–800m) of a range of local facilities, supporting the day-to-day needs of residents without the need to travel by car.
- 3.2.11. Key amenities include:
  - Beckermet Primary School Approx. 400m, accessed safely via Braystones Road and Morass Road.
  - Beckermet Village Hall (Reading Rooms) Approx. 450m, hosting community events and local groups.
  - The White Mare Inn Approx. 600m, providing dining and social space for residents.
  - Village Playground and Green Space Approx. 550m, off Morass Road.
  - Post Box and Community Notice Board Located centrally on Morass Road.



3.2.12. The presence of both formal pedestrian routes and recreational PRoWs, combined with a strong network of local services, makes the location highly conducive to active travel and aligns with planning policy objectives at both national and local levels.

#### 3.3. Cycle Access

- 3.3.1. Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment from the proposed site extends north through Thornhill and into Egremont. It also extends south to the Sellafield which employs approximately 11,000 people.
- 3.3.2. Figure 3.2 illustrates a 5km cycle catchment from the site.



Figure 3.2: 5km cycle catchment



- 3.3.3. Cyclists benefit from excellent access to the National Cycle Network (NCN) Route 72, which runs immediately adjacent to the site via Braystones Road and through the wider Beckermet area. This designated route forms part of the Hadrian's Cycleway, a long-distance recreational and commuter cycle route that connects the west and east coasts of northern England.
- 3.3.4. In the vicinity of the site, NCN Route 72 comprises a combination of low-traffic rural roads and shared-use pedestrian/cycle paths, offering a generally safe and pleasant cycling environment for users of varying confidence and experience levels.
- 3.3.5. From the site:
  - The route heads south towards Sellafield, providing a direct and largely traffic-calmed cycle connection to one of the area's principal employment hubs. This is particularly valuable given the significant proportion of local commuting trips associated with Sellafield.
  - To the north, the route links to Egremont, a nearby service centre offering shops, schools, healthcare facilities, and further links to the A595 corridor and Whitehaven.

#### Suitability of Cycling as a Travel Option

- 3.3.6. Given the site's proximity to NCN Route 72 and the area's generally favourable cycling condition, characterised by quiet roads, scenic rural settings, and short distances to key destination, cycling is considered a viable, safe, and attractive travel option for future residents. The potential for cycle commuting is particularly strong in relation to employment at Sellafield, which lies approximately 4.5 miles (7.2 km) to the south and is accessible in around 20–25 minutes by bicycle.
- 3.3.7. The provision of secure cycle parking for each dwelling, as detailed in Section 4.5, further supports the encouragement of cycling as a sustainable mode of transport. This approach aligns with the principles set out in the National Planning Policy Framework (NPPF, 2024), which promotes active travel and reducing reliance on private car use for short journeys.
- 3.3.8. As such, the development supports local and national objectives for sustainability, health, and climate resilience by enabling and encouraging cycling for both commuting and leisure purposes.



#### **3.4.** Public transport

#### **Community Transport**

- 3.4.1. The site is supported by a form of flexible community transport known as the Village Wheels scheme. This service is specifically designed to meet the needs of residents who do not have convenient access to scheduled public transport or a private vehicle, such as the elderly, mobility-impaired, or those living in rural areas with limited connectivity.
  - 3.4.2. The service allows travel for a variety of purposes, including medical appointments, shopping trips, and social or community events, thereby playing a valuable role in reducing rural isolation and improving access to essential services.
  - 3.4.3. In Beckermet, the Village Wheels service currently operates twice weekly:
    - Wednesdays and Saturdays, with an outbound service passing through the village at approximately 10:04am.
    - The return journey departs Egremont at 13:15, allowing sufficient time for residents to complete errands or attend appointments.
- 3.4.4. The presence of this service adds an important layer of sustainable and socially inclusive transport provision, particularly for those unable to drive or without regular access to a car.

#### **Rail Services**

- 3.4.5. The nearest railway station to the site is Braystones Station, located approximately 1.8km west of the site, equating to a travel time of around 5 minutes by bicycle or 20 minutes on foot. Residents may also choose to drive and park near the station due to the station's rural setting and limited service demand.
- 3.4.6. Braystones Station is located on the Cumbrian Coast Railway Line, which provides scenic and functional coastal rail connectivity across Cumbria and beyond. The station is served by a limited but usable timetable, including:
  - Four daily services to Carlisle (northbound)
  - Two services southbound to Barrow-in-Furness and Lancaster
  - A single daily service to Preston



- 3.4.7. These services offer connections to key regional centres, providing opportunities for both commuting and leisure travel.
- 3.4.8. While the frequency of services at Braystones is modest, the station's proximity enhances the multi-modal travel potential of the site. It is particularly useful for individuals working north at Sellafield or south towards Barrow, and for residents seeking to connect to larger urban rail hubs via interchange at Carlisle or Barrow-in-Furness.
- 3.4.9. Furthermore, access to the Cumbrian Coast Line aligns with national and local planning objectives around sustainable transport, offering a realistic alternative to car-based travel for certain journey types.



## 4. Development Proposals

#### 4.1. Introduction

4.1.1. The planning application proposes the construction of 9 dwellings with associated car parking.

#### 4.2. Access Arrangement and Internal Layout

4.2.1. The proposed development will be accessed directly from Fleming Drive, utilising an existing connection point. As a result, no new vehicular junction is required onto the local highway network. A turning head will be incorporated within the development to accommodate refuse and other large vehicles, ensuring they can turn within the site boundary and exit in a forward gear, in accordance with local highway design standards.

#### 4.3. Internal Access Road and Maintenance Strategy

- 4.3.1. The primary access road will serve a total of eight residential properties. Of these, the first five dwellings will be served via a road constructed to adoptable standards, including appropriate carriageway width, construction depth, and drainage provision. However, this section of road is intended to remain private and will not be adopted by the local highway authority.
- 4.3.2. The remaining three dwellings will be accessed via a secondary, non-adopted private drive.This drive will be designed to accommodate the required turning and access for domestic vehicles but will not be built to adoptable standards.
- 4.3.3. Both sections of the internal access route, the adoptable-standard road and the private drive, will remain in private ownership. Ongoing maintenance responsibilities will rest with the homeowners, either individually or through a private management arrangement. These roads will not form part of the public highway and will not be maintained at public expense.

#### 4.4. Access to Plot 9

4.4.1. A ninth property will be accessed separately from Morass Road via an existing gated access point. Given that this access already exists and will serve a single dwelling, the associated vehicle movements are anticipated to be minimal. As such, no further detailed transport assessment has been considered necessary in relation to this access point.



### 4.5. Car and Cycle Parking

4.5.1. Car parking provision for residential developments in Cumbria is guided by the standards set out in Appendix 1 of the Cumbria Development Design Guide (CDDG). For small-scale residential schemes (i.e., fewer than 10 dwellings), the minimum parking requirements are outlined in **Table 4.1** below:

Table 4.1 Cumbria Parking Standards for developments with less than 10 dwellings.

	Provision for residents
3 and 4 bedroom	2 spaces per unit
5+ bedrooms	3 spaces per unit

4.5.2. These standards are intended to ensure adequate provision for residential parking without generating overspill onto the surrounding highway network.

#### 4.6. Proposed Car Parking Provision

- 4.6.1. The development will comply with the requirements set out in the CDDG. Specifically:
  - Each 4-bedroom dwelling will be provided with a minimum of 2 off-street parking spaces.
  - The 5-bedroom dwelling will benefit from at least 3 off-street spaces.
- 4.6.2. Garages have been designed to meet the minimum internal dimensions (6m x 3m) recommended for use as a parking space and are therefore counted toward the total provision.
- 4.6.3. In addition to resident parking, two visitor parking spaces will be provided within the site boundary. This is considered proportionate for a development of this scale and helps to reduce the likelihood of informal parking on the internal access road.

#### 4.7. Cycle Parking Provision

4.7.1. While Cumbria County Council does not currently prescribe specific cycle parking standards for residential developments within the CDDG, provision for secure cycle storage is considered good practice and is encouraged by national guidance, including the National



Planning Policy Framework (NPPF, 2024), which promotes sustainable transport and active travel.

4.7.2. To support modal shift and provide opportunities for sustainable travel, including cycling to nearby employment hubs such as Sellafield, one secure and covered cycle parking space will be provided per dwelling. This will ensure residents have the opportunity to travel by more sustainable modes for both leisure and commuting purposes.

#### 4.8. Servicing

- 4.8.3. Servicing and delivery access for the development will be taken via the proposed extension of Fleming Drive. A turning head will be provided at the end of the non-adopted road, constructed to adoptable standards, to enable safe and efficient manoeuvring by refuse collection vehicles and other servicing vehicles.
- 4.8.4. As the internal road will remain in private ownership and will not form part of the adopted highway network, refuse collection will be undertaken by a private waste contractor, rather than the local authority.
- 4.8.5. Swept path analysis has been undertaken to demonstrate that refuse vehicles can safely enter the site, turn within the designated turning head, and exit the development in a forward gear. The tracking outputs are included in **Appendix B** for reference and confirm that the proposed layout is suitable for service vehicle access and egress.



## 5. Trip Generation

### 5.1. Introduction

5.1.1. This section of the Transport Statement sets out the likely vehicle trip generation associated with the development, dwellings.

#### 5.2. Trip Generation

- 5.2.1. To assess the likely level of vehicle trip generation associated with the proposed residential development, an analysis has been undertaken using the industry-standard TRICS database. The following selection parameters were applied to ensure a representative and robust assessment:
  - Land Use: Residential Privately Owned Houses
  - **Development Size:** 5 40 units (reflecting comparable small residential developments)
  - Date Range: 01/01/2016 to 18/09/2024 (using the most recent and relevant data available)
  - Location Type: Neighbourhood centre (consistent with the site's location and character)
  - **Region**: Greater London and Ireland excluded
  - **Covid:** Sites surveyed during covid excluded
- 5.2.2. **Table 4.1** summarises the trip rates derived from the TRICS data, and the resultant vehicle trip generation forecast for the proposed development. All figures are subject to rounding.

#### Table 4.1: Vehicle Trip Generation (generations subject to rounding)

	АМ		PM			
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.121	0.316	0.437	0.258	0.174	0.432
Trip Generation (9 dwellings)	1	3	4	2	2	4



- 5.2.3. The analysis demonstrates that the proposed development is expected to generate approximately:
  - 4 two-way vehicle trips during the AM peak hour; and
  - 4 two-way vehicle trips during the PM peak hour.
- 5.2.4. This level of trip generation equates to roughly one vehicle movement every 15 minutes during the peak periods, which is considered to represent a very low level of traffic activity. Furthermore, given these new trips will not be through a new junction, but instead through an extension to the highway.
- 5.2.5. In summary, the site trip generations are low and will result in an imperceptible level of disruption to the highway.



### 6. Summary and Conclusions

#### 6.1. Summary

- 6.1.1. This Transport Statement has been prepared to support a planning application for the construction of 9 residential dwellings at land adjacent to Hunter Rise, Beckermet.
- 6.1.2. The site is located within a predominantly residential area and will link directly onto Fleming Drive, a lightly trafficked residential street subject to a 30mph speed limit.
- 6.1.3. Analysis of personal injury collision data for the most recent five and a half-year period confirms there have been no recorded incidents on within Beckermet. There is no evidence to suggest the proposed development would adversely impact road safety.
- 6.1.4. The development proposals include an extension to Fleming Drive which will serve 5 of the 9 developments, with 3 being severed off a shared drive and a single property accessed off Morass Road.
- 6.1.5. Parking provision will be in accordance with Cumbria County Councils Development Design Guide 3 and 4 bed properties provided with 2 spaces and with 3 spaces provided for 5 bed dwellings. Further to this, two visitor parking spaces will be provided.
- 6.1.6. Waste collection will be undertaken from the proposed extended Fleming Drive which will have a new turning head installed to enable vehicles to turn.
- 6.1.7. Trip generation forecasts, derived from TRICS data, indicate that the proposed development will generate approximately 4 two-way trips during the AM peak hour and 4 two-way trips during the PM peak hour. This represents a negligible increase in traffic.
- 6.1.8. The forecast trip generation demonstrates that the development will have no material impact on the operation or safety of the local highway network.

### 6.2. Conclusion

6.2.1. Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds because the development should not be granted consent, upon submission of a full planning application.



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Appendix A



Proposed Site Layout Scale 1:250 N



# <u>Total Site Area:</u>

# 5,595m²

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## <u>Site Legend</u>

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Application Site		
4 BED / 2 Storey - 1		
5 BED / 2 Storey - 2		

4 E	3ED / 2 Storey -	141m² +	17m² (	Garage
5 E	3ED / 2 Storey -	185m² +	18m² (	Garage
5 E	BED / 2 Storey -	161m² +	18m² (	Garage

-oo	1.8m close boarded timber fence between concrete posts at 1.8m centres
	Gate (1.8m high) close boarded (position after meter cupboards to allow access)
	Paving flags to perimeter and patio area
	Low level evergreen planting to boundaries and borders. Specific details to specialist design
	Block paving to private road

–o––o–– 1.1m Black Metal Rail

# PLANNING

24121-P-004	$\langle \ $
PROJECTProposed Sketch Layout Hunter Rise, Beckermet, Cumbria	
TITLE / Proposed Site Plan	
SCALE / 1:250 @A1 DRAWN BY/ This drawing is a copyright of Wilson Architects This drawing not to be used other than the purpose which it was prepared and is to be read in conjunc with all other project documentation. All dimensions to be checked onsite by the Main Contractor prio work commencing. Do not scale off this drawing. Architect is to be informed immediately of discrepancies and where in doubt – ask. WILSON ARCHITECT	EC Ltd. a for ction are r to The any

BAR 12	1:250 2.5m		25m
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Appendix B



#### NOTES:

2.

- DO NOT SCALE FROM THIS DRAWING.
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(with Elite 2 6x2RS chassis Lock to lock time Kerb to Kerb Turning Radius



A INITIAL ISSUE REV: AMENDMENT JB JM 06/06/2025 DRN: CHK: DATE: HUNTER RISE, BECKERMET REFUSE VEHICLE TRACKING WILSON ARCHITECTS 101772-DCE-XX-XX-DR-T-5001. 101772 1:200 JM 06/06/2025 PRELIMINARY +44 (0) 1159 528 752 info@diceconsult.co.u diceconsult.co.uk 🐼 Dice Design Infrastructure Consulting Engineering ORDNANCE SURVEY @ CROWN COPYRIGHT 2015. ALL RIGHTS RESERV



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Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL Category : A - HOUSES PRIVATELY OWNED TOTAL VEHICLES

#### Selected regions and areas:

02	2 SOUTH EAST		
	ES	EAST SUSSEX	1 days
	MW	MEDWAY	1 days
	SC	SURREY	1 days
03	SOU	TH WEST	-
	GS	GLOUCESTERSHIRE	1 days
04	EAST	ANGLIA	-
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	2 days
06	WES	T MI DLANDS	
	WM	WEST MIDLANDS	1 days
07	YOR	<pre>KSHIRE &amp; NORTH LINCOLNSHIRE</pre>	
	BY	BARNSLEY	1 days
	SE	SHEFFIELD	1 days
80	NOR	TH WEST	
	AC	CHESHIRE WEST & CHESTER	1 days
	GM	GREATER MANCHESTER	1 days
09	NOR	TH	
	IM	ISLE OF MAN	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

LEEDS WEST YORKSHIRE Northern Transport Planning

Page 2 Licence No: 640801

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Actual Range: Range Selected by User:	No of Dwellings 8 to 40 (units: ) 5 to 40 (units: )					
Parking Spaces Range:	All Surveys Includ	ed				
Parking Spaces per Dwellin	ıg Range: All Surve	ys Included				
Bedrooms per Dwelling Rar	nge: All Surve	ys Included				
Percentage of dwellings pri	vately owned:	All Surveys In	ncluded			
Public Transport Provision: Selection by:		Inc	clude all surveys			
Date Range: 01/01.	/16 to 18/09/24					
This data displays the rang included in the trip rate cal	te of survey dates s loculation.	selected. Only su	urveys that were a	conducted within	this date range are	ò
<u>Selected survey days:</u> Monday Tuesday Wednesday Thursday		2 days 1 days 4 days 3 days				
Friday	abor of colociad our	4 days	the week			
	ider of selected sur	veys by day of t	THE WEEK.			
Manual count Directional ATC Count		14 days 0 days				
This data displays the num up to the overall number o are undertaking using mac	nber of manual clas. If surveys in the sei Chines.	sified surveys al lected set. Manu	nd the number of Ial surveys are ur.	unclassified ATC . Indertaken using st	surveys, the total a taff, whilst ATC sur	adding veys
<u>Selected Locations:</u> Neighbourhood Centre (PPS	S6 Local Centre)	14				
This data displays the num consist of Free Standing, E Not Known.	nber of surveys per Edge of Town, Subu	main location ca rban Area, Neig,	ategory within the hbourhood Centre	e selected set. The e, Edge of Town C	e main location cat Centre, Town Centr	'egories e and
Selected Location Sub Cate	egories:	2				
Village		12				
This data displays the num	her of surveys per	location sub-ca	teanry within the	salacted set The	location sub-cater	nnias

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts: Servicing vehicles Included

3 days - Selected Servicing vehicles Excluded 12 days - Selected

Secondary Filtering selection:

Use Class: C3

14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:	
1,000 or Less	1 days
1,001 to 5,000	9 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:	
5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

<u>Car ownership within 5 miles:</u>	
0.6 to 1.0	5 days
1.1 to 1.5	6 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

<u>Travel Plan:</u>	
Yes	4 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating: No PTAL Present

14 days

Yes

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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Northern Trar	nsport Planning LEEDS	WEST YORKSHIRE			Licence No: 640801
LIST	OF SITES relevant to sei	lection parameters			
1	AC-03-A-05 SE MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre of Village	EMI - DETACHED & TE (PPS6 Local Centre)	RRACED	CHESHIRE WEST & CHES	TER
2	Survey date: FR BY-03-A-01 BI CHURCH LANE NEAR BARNSLEY WORSBROUGH Neidbourbood Centre	VIDAY JNGALOWS & DETAC	40 <i>30/04/21</i> CHED	<i>Survey Type: MANUAL</i> BARNSLEY	
3	Village Total No of Dwellings: Survey date: Wi CA-03-A-07 M	<i>EDNESDAY</i> I XED HOUSES	19 <i>09/09/20</i>	<i>Survey Type: MANUAL</i> CAMBRI DGESHI RE	
	FIELD END NEAR ELY WITCHFORD Neighbourhood Centre Village Total No of Dwellings:	(PPS6 Local Centre)	32		
4	Survey date: TH ES-03-A-06 M BISHOPS LANE RINGMER	<i>IURSDAY</i> I XED HOUSES	27/05/21	<i>Survey Type: MANUAL</i> EAST SUSSEX	
5	Neighbourhood Centre ( Village Total No of Dwellings: <i>Survey date: Wa</i> GM-03-A-11 TE RUSHFORD STREET MANCHESTER	(PPS6 Local Centre) <i>EDNESDAY</i> ERRACED & SEMI -DE	12 <i>16/06/21</i> TACHED	<i>Survey Type: MANUAL</i> GREATER MANCHESTER	
6	Neighbourhood Centre ( Residential Zone Total No of Dwellings: <i>Survey date: MC</i> GS-03-A-02 OAKRIDGE NEAR GLOUCESTER HIGHNAM	(PPS6 Local Centre) <i>DNDAY</i> ETACHED HOUSES	37 <i>26/09/16</i>	<i>Survey Type: MANUAL</i> GLOUCESTERSHI RE	
7	Village Total No of Dwellings: <i>Survey date: FR</i> IM-03-A-01 M BALLAKILLOWEY ROAD	<i>YDAY</i> I XED HOUSES	40 <i>23/04/21</i>	<i>Survey Type: MANUAL</i> ISLE OF MAN	
8	COLBY BALLAKILLOWEY Neighbourhood Centre of Village Total No of Dwellings: <i>Survey date: TU</i> IM-03-A-02 M SHORE ROAD KIRK MICHAEL	(PPS6 Local Centre) <i>(ESDAY</i> I XED HOUSES	31 <i>21/05/24</i>	<i>Survey Type: MANUAL</i> ISLE OF MAN	
	Neighbourhood Centre ( Village Total No of Dwellings: Survey date: Th	(PPS6 Local Centre) //URSDAY	27 <i>23/05/24</i>	Survey Type: MANUAL	

#### Northern Transport Planning LEEDS WEST YORKSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

9	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM	DETACHED & SEMI -DE	TACHED	MEDWAY
	Neighbourhood Centr Village Total No of Dwellings Survey date:	re (PPS6 Local Centre) s: <i>FRIDAY</i>	8 <i>22/09/17</i>	Survey Type: MANUAL
10	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES		SURREY
	Neighbourhood Centr Village	re (PPS6 Local Centre)		
	Total No of Dwellings	:	32	
11	Survey date: SE-03-A-01 MANOR ROAD NEAR SHEFFIELD WALES	WEDNESDAY DETACHED & BUNGAL	<i>14/09/22</i> DWS	<i>Survey Type: MANUAL</i> SHEFFIELD
	Neighbourhood Centr	re (PPS6 Local Centre)		
	Total No of Dwellings	5:	25	
12	Survey date: SF-03-A-06 BURY ROAD KENTFORD	THURSDAY DETACHED & SEMI - DE	<i>10/09/20</i> TACHED	<i>Survey Type: MANUAL</i> SUFFOLK
	Village	re (PPS6 Local Centre)		
	Total No of Dwellings		38	Currier Tures Adda////
13	SF-03-A-08	MI XED HOUSES	22/09/17	SUFFOLK
	STANNINGFIELD ROA			
	GREAT WHELNETHAN	A No.		
	Neighbourhood Centr Village	re (PPS6 Local Centre)		
	Total No of Dwellings		34	
14	WM-03-A-04	TERRACED HOUSES	16/09/20	WEST MIDLANDS
	OSBORNE ROAD			
	EARLSDON			
	Neighbourhood Centi Residential Zone	re (PPS6 Local Centre)		
	Total No of Dwellings Survey date:	s: MONDAY	39 <i>21/11/16</i>	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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Northern Transport Planning LEEDS WEST YORKSHIRE

#### TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED TOTAL VEHICLES Calculation factor: 1 DWELLS Estimated TRIP rate value per 11 DWELLS shown in shaded columns BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS					
	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated	No.	Ave.	Trip	Estimated
Time Range	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate	Days	DWELLS	Rate	Trip Rate
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 - 08:00	14	30	0.063	0.691	14	30	0.249	2.737	14	30	0.312	3.428
08:00 - 09:00	14	30	0.121	1.329	14	30	0.316	3.481	14	30	0.437	4.810
09:00 - 10:00	14	30	0.143	1.568	14	30	0.191	2.099	14	30	0.334	3.667
10:00 - 11:00	14	30	0.135	1.488	14	30	0.186	2.046	14	30	0.321	3.534
11:00 - 12:00	14	30	0.208	2.285	14	30	0.145	1.594	14	30	0.353	3.879
12:00 - 13:00	14	30	0.135	1.488	14	30	0.162	1.780	14	30	0.297	3.268
13:00 - 14:00	14	30	0.169	1.860	14	30	0.169	1.860	14	30	0.338	3.720
14:00 - 15:00	14	30	0.174	1.913	14	30	0.157	1.727	14	30	0.331	3.640
15:00 - 16:00	14	30	0.280	3.082	14	30	0.191	2.099	14	30	0.471	5.181
16:00 - 17:00	14	30	0.258	2.843	14	30	0.174	1.913	14	30	0.432	4.756
17:00 - 18:00	14	30	0.244	2.684	14	30	0.167	1.833	14	30	0.411	4.517
18:00 - 19:00	14	30	0.266	2.923	14	30	0.138	1.514	14	30	0.404	4.437
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.196	24.154			2.245	24.683			4.441	48.837

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

8 - 40 (units: )
01/01/16 - 18/09/24
14
0
0
1
0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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