

Planning Authority:

Date Received:

Reference Number:

TRANSPORT FORM

Applicant Details

Development Details

N.B. This form must be completed for developments involving new build and/or change of use. It need not be completed for householder applications (extensions etc.)

1. TRAVEL CHARACTERISTICS

Journeys per day

Please provide an estimate of the number of journeys to the site by each transport mode:

Walk: 0

Cycle: 0

Car: 3.7

Taxi: 0

Bus: 0

Train: 0

Comments: 2 car/van trips per week to four rented shipping containers.
4 car trips per day 6 days a week (total 24 per week) to four private shipping containers and storage shed by dairy employees.
Total per week = 26
Average trips per day = 3.7

Peak Times

Are there times when traffic will be particularly busy? If so please provide details below.

Freight / Deliveries: expected number of freight/deliveries per day (figures should be split by type/size of vehicles and peak times where possible)

Number: 4 transit van trips per day 6 days per week.

1 milk delivery by 10m rigid HGV 5 days per week.

1 egg delivery by 10m rigid HGV 1 day per week.

Comments: 1 delivery by articulated HGV 1 day per week.

Total van trips per week = 24, average daily 4 trips.

Total rigid HGV per week = 6, average daily 0.9 trips.

Total artic HGV per week = 1, average daily 0.1 trips.

Total all vehicles per week = 31. **Average per day = 4.4.**

(Refuse collection/private recycling twice per month by 3.5T van.)

Deliveries in vans are spread throughout day. HGV deliveries between 8.30-11am

2. SITE LOCATION AND SUSTAINABLE TRANSPORT

Public Transport Facilities

* delete as appropriate

Urban Areas

Is the site within 400metres of a bus stop or a railway station?

~~YES/NO*~~

Rural Areas

Is the site within 800metres of a bus stop or railway station?

YES/~~NO*~~

Buses

Does the service correspond with staff/workers arrival and departure times?

~~YES/NO*~~

Is information on public transport readily available to new residents/employees?

YES/~~NO*~~

Car Parking

Is the car parking adequately allocated – prioritising car sharers, essential users and disabled employees/visitors?

YES/~~NO*~~

Cycling

Does the site have good cycle links?

~~YES/NO*~~

Are there adequate cycle parking facilities? (covered, lit, secure)

YES/~~NO*~~

Are there adequate changing facilities? (lockers, storage, showers)

~~YES/NO*~~

Pedestrians

Are there suitable pedestrian links to the existing network?

~~YES/NO*~~

Are there suitable links to bus stops/public transport?

~~YES/NO*~~

Are the pedestrian links well lit?

~~YES/NO*~~

Are there suitable dropped crossings and safe crossing points?

~~YES/NO*~~

3. TRANSPORT IMPACTS

Please describe below the transport impacts of the development. Consideration should be given to, amongst other things, the effect on existing transport infrastructure, possible increased risks of accidents, busier junctions, increased parking in the surrounding area, noise generation, air quality, and the effect transport may have on the surrounding townscape, landscape and natural and historic environment.

The storage unit and shipping containers have been in operation for a number of years and the application for change of use is retrospective. There will be no change from the current traffic movements in terms of volume/type/peak hours. The storage unit site is accessed via a stub road remaining from a prior realignment of the A5086. Vehicles access the stub road via a turn located opposite the A5086/Asby junction. A swept path analysis using FTA Design (1998) vehicles has been undertaken. For rigid HGVs the right turn in and left turn out cannot be made without a large overswing into the mouth of the Asby approach to the junction. For articulated HGVs a small overswing is made. Tetra Tech drawings 784-B034351-0001-P01 and 784-B034351-0002-P01 show the swept path analysis at the A5086/Asby junction.

To address the issues with the current junction a new access is proposed. The new access has been designed in accordance with CDDG and DMRB CD123. The access is located to the south of the unit and joins the A5086 at a right angle and provides 2.4m x 215m visibility splays in both directions. There is a 7.3m carriageway with 10m kerb radii and 2m verges. Tetra Tech drawings 784-B034351-0003-P01 and 784-B034351-0004-P01 show the proposed access and vehicle swept paths.

A new internal access track is provided between the storage unit and the shipping containers. Drawing 784-B034351-0005-P01 shows the swept path analysis for access/egress of the shipping containers.

The storage unit has a GFA of approx 270sqm; 4 parking bays are provided. An additional 4 parking bays are provided for the shipping containers.

4. MEASURES TO MITIGATE IMPACTS / INFLUENCE TRAVEL

Please describe what measures will be taken to influence travel to and from the site, and within it. Consideration should be given to, amongst other things, promoting walking and cycling (e.g. by providing pedestrian and cycle routes and crossings), encouraging the use of public transport (e.g. improved services, new stops, bus shelters, better information), minimising car-parking provision, ensuring good access through design, providing facilities for the disabled, supporting travel initiatives such as car sharing, ensuring efficient and minimal freight movement.

Given the site's rural location and nature of the current operation, opportunities to influence travel behaviour are very limited.

Signature

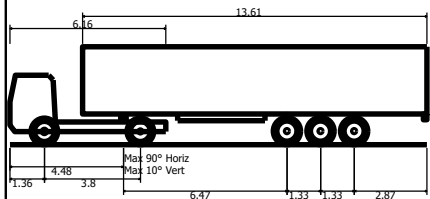
Eleanor Bunn
Senior Transport Planner
For and on behalf of TetraTech Europe

Date 25-04-2022

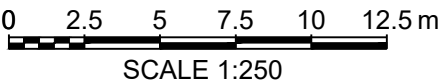
RIGHT TURN IN FROM A5086 SOUTH

LEFT TURN OUT TO A5086 SOUTH

FTA Design Articulated Vehicle (1998)



FTA Design Articulated Vehicle (1998)
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.550m



Rev	Description	Date	By	Check	App
P01	PRELIMINARY FIRST ISSUE	07.02.2022	EB	NB	NB

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Client
WATSON DAIRIES LTD

Project Name
**ACCESS FROM A5086 AT WHINNAH,
LAMPLUGH**

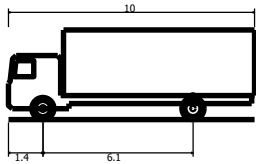
Sheet Title
**SWEPT PATH ANALYSIS
FTA DESIGN ARTICULATED HGV**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @	Suitability
784-B034351	EB	Feb '22	NB	Feb '22	NB	Feb '22	As Shown	S2

Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision
B034351	TTE	- 00 - XX - DR - O - 0001				P01

RIGHT TURN IN FROM A5086 SOUTH

LEFT TURN OUT TO A5086 SOUTH



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m



0 2.5 5 7.5 10 12.5 m
SCALE 1:250

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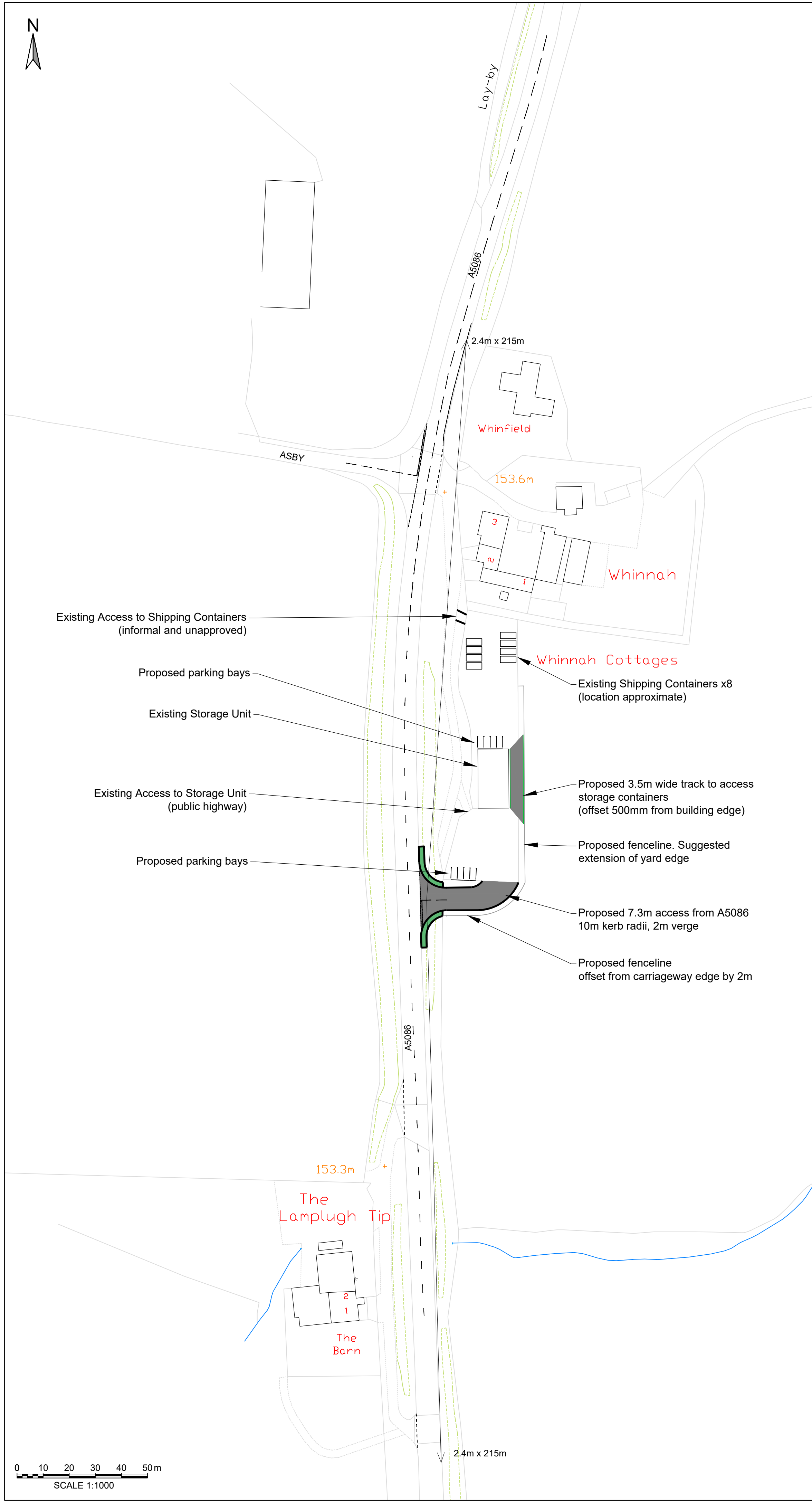


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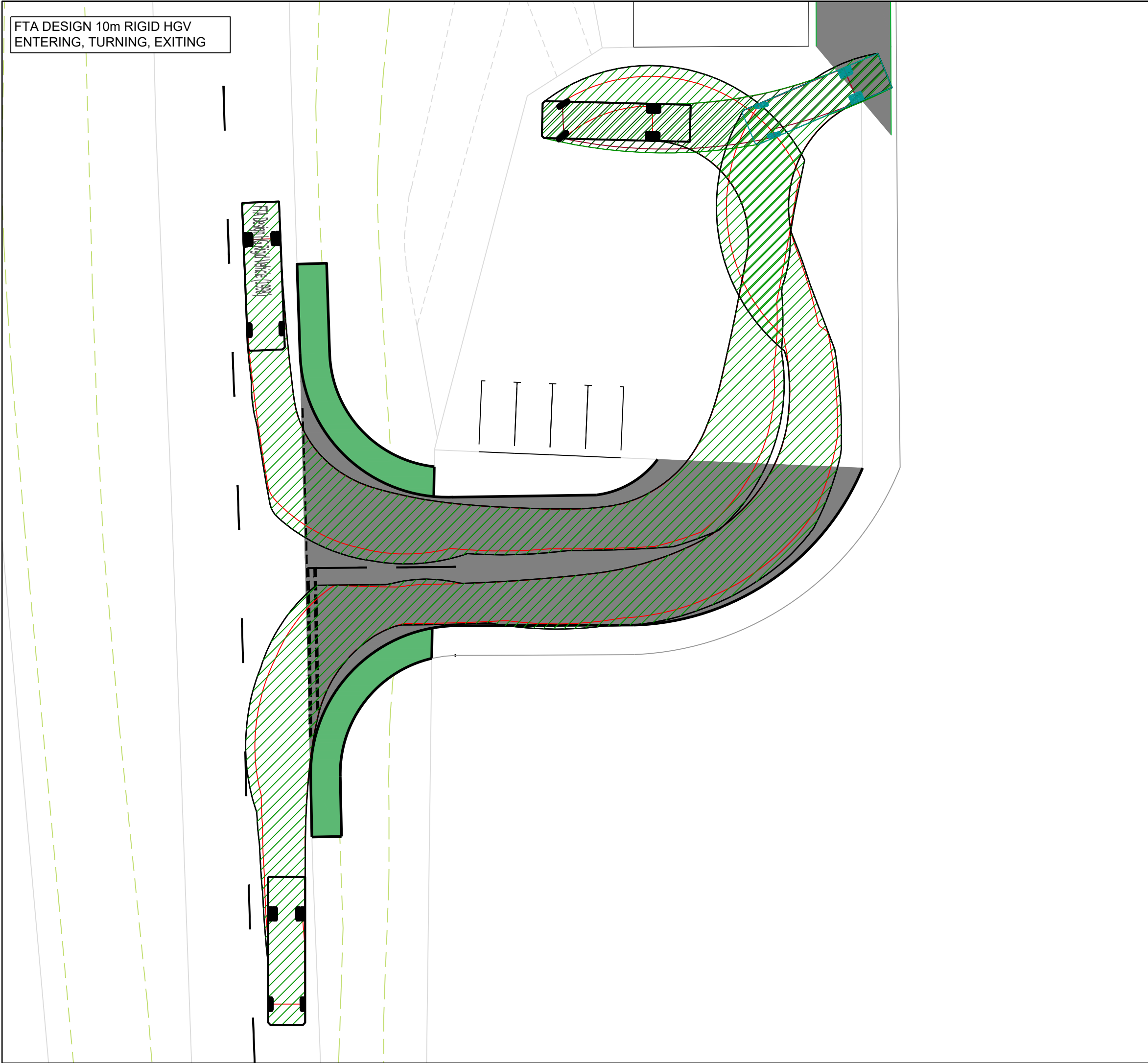
Project Name
**ACCESS FROM A5086 AT WHINNAH,
LAMPLUGH**

Sheet Title
**SWEPT PATH ANALYSIS
FTA DESIGN 10m RIGID HGV**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @	Suitability
784-B034351	EB	Feb '22	NB	Feb '22	NB	Feb '22	As Shown	S2
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B034351	- TTE	- 00	- XX	- DR	- O	- 0002	P01	



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B034351	- TTE	- 00	- XX	- DR	- O	- 0003	P01



FTA Design HG Rigid Vehicle (1998)

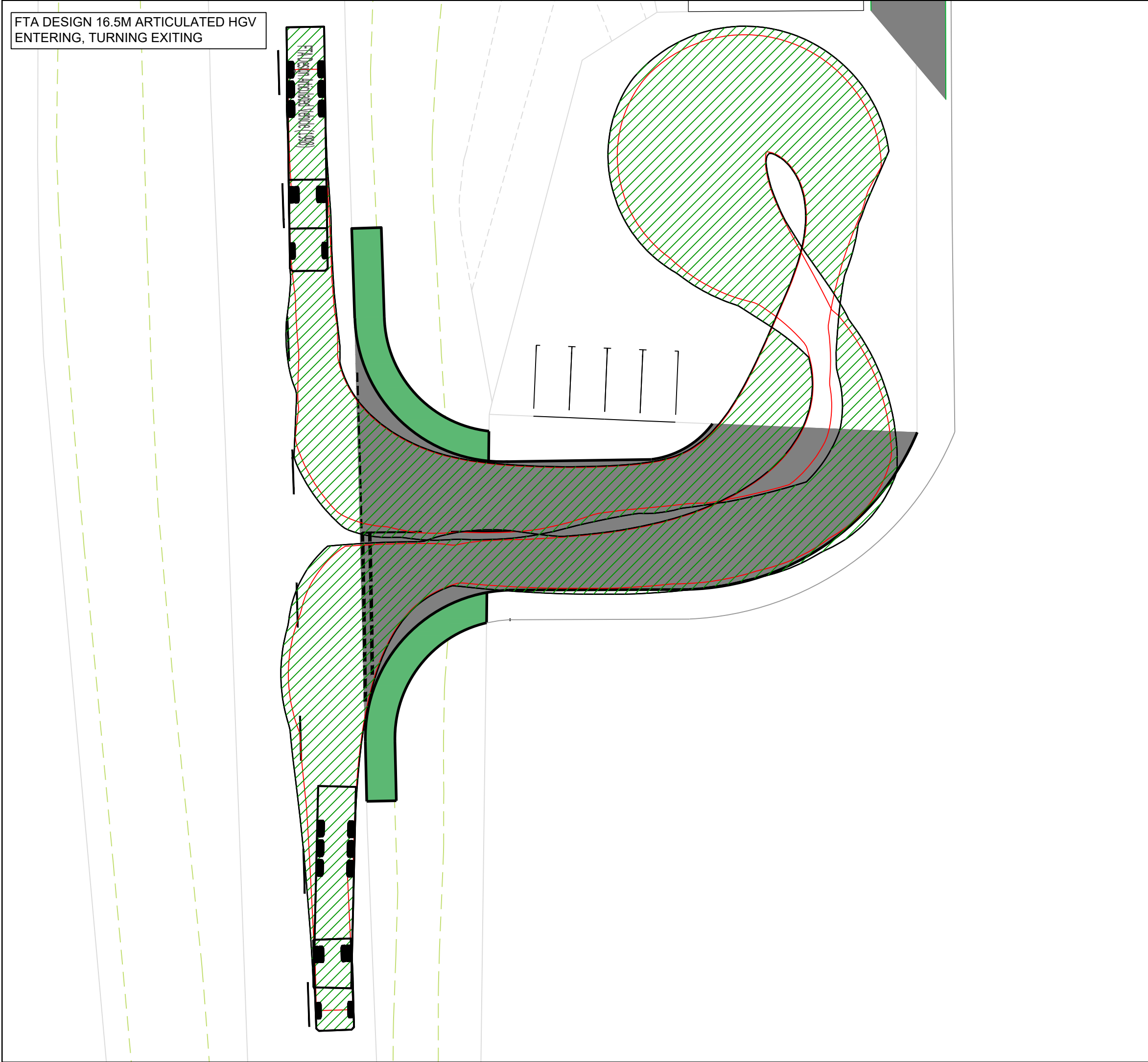
FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

FTA Design Articulated Vehicle (1998)

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m



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SCALE 1:250

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Client

WATSON DAIRIES LTD

Project Name

**ACCESS FROM A5086 AT WHINNAH,
LAMPLUGH**

Sheet Title

**SWEEP PATH ANALYSIS
FOR PROPOSED ACCESS FROM A5086**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A2	Suitability
784-B034351	EB	Mar '22	NB	Mar '22	NB	Mar '22	As Shown	S2

Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision
B034351	TTE	- 00	- XX	- DR	- O	- 0004 P01

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