

1 Introduction

- 1.1 CBO Transport has been commissioned by Persimmon Homes and Whitehaven Developments limited to prepare a Transport Assessment (TA) for a residential development on the former Marchon ICI site on High Road in Whitehaven.
- 1.2 A planning application has been submitted to Copeland Borough Council (app ref 4/21/2432/0F1) which was accompanied by a Transport Assessment (TA) and Travel Plan prepared by CBO Transport. The application is a hybrid with full planning permission being sought for 139 homes and outline permission on the rest of the site with all matters reserved other than access.
- 1.3 The detailed part of the site is referred to as Phase 1 in the application and the outline section as Phase 2.
- 1.4 Cumbria County Council (CCC) as local highway authority has provided comments on the planning application in letter dated 2nd December 2021. The letter included some comments on the details of the elements of the application for which full planning permission is being sought and comments on the TA and Travel Plan.
- 1.5 National Highways (NH) as highway authority for the A595 truck road also provided comments on the planning application in National Highways Planning Response ref NHPR 21-09 dated 30th November 2021. NH requested further details on a number of elements of the TA and Travel Plan.
- 1.6 Since receipt of these application responses CBO has been in discussion with and provided further information to both highway authorities. This has resulted in the majority of issues raised in the application responses now being agreed.
- 1.7 This document provides a summary of the positions reached with both authorities as of August 2022. The document has been prepared for submission to Copeland BC alongside revised site layout plans and other significant revised information which Persimmon has prepared.
- 1.8 The site layout plan now submitted to Copeland BC is Concept Architecture drawing PL-02 Rev J. For ease of reference this plan is included in **Appendix A** to this statement. This Appendix also includes Concept drawing PL-02_1 Rev C which shows the site layout in a wider area including the access to High Road.
- 1.9 The next section of the statement deals with the position reached with CCC and the following section with NH.

2 Cumbria County Council

- 2.1 As above CCC provided their comments on the application in letter dated 2nd December 2021.
- 2.2 In response to the letter CBO has exchanged a number of emails with CCC and held a TEAMS meeting with officers to discuss the development's impact and potential signalisation at the B5345 Meadow View / Ginns to Kells junction.
- 2.3 Following these discussions CBO prepared a formal response to the CCC in report ref CBO-0542-014 dated 28th April 2022. A copy of this report is included in **Appendix B**. The report included revised site layouts which in highways terms are the same as the revised layouts which Persimmon have submitted to Copeland BC. The only change to the plan is the arrangement of the private drive on the south side of the main access road to the west of the Wagon Way.
- 2.4 An updated Travel Plan was also sent to CCC with the Report. Persimmon has now submitted the updated Travel Plan to Copeland BC. Note the Travel Plan now submitted to Copeland has the revised site layout plan (Concept Architecture drawing PL-02 Rev J) whereas the version submitted to CCC in April 2022 had a previous revision. The Travel Plans are identical in every other way.
- 2.5 CCC responded to this report in email dated 11th May 2022. Their email is included in **Appendix C**. Based on this email the position reached with CCC is summarised below.

Site Accesses and Site Layout

- 2.6 Visibility splays at site accesses – the 2.4x59m visibility splays shown on the site access plans submitted with the planning application are now agreed. The detailed site access plans for which planning approval is being sought are therefore agreed.
- 2.7 Visitor Parking – the revised site layout plans show 27 visitor parking spaces which is a ratio of 1 space per 5 properties. This level of visitor parking is now agreed.
- 2.8 Private drives – with the exception of the long private drive adjacent to Plot 126 it is now agreed that refuse vehicles will not need to enter private drives and it is not necessary to demonstrate how they would turn.
- 2.9 In terms of the long private drive adjacent to Plot 126 CCC has agreed that a refuse vehicle can turn at the end of the drive. CCC have noted that the applicant has to be satisfied that the refuse operator is prepared and has agreed to access this private shared driveway and also that the driveway will have to be constructed to a suitable standard of construction for the extra vehicle loading and it will remain private. Persimmon are aware of these issues and would accept a planning condition which 1, requires confirmation from the LPA that refuse vehicles will enter the private drive and 2, requires submission of construction details.
- 2.10 Traffic calming - A scheme of traffic calming which includes details of how the PROW would cross the estate roads is now included on the revised site plans. This is agreed in principle with CCC. CCC will however recommend that a pre-commencement condition is included which requires full details of the traffic calming to be approved by the local highway authority.
- 2.11 Link between Phase 1 and Phase 2 - the revised plans now include a road link between the two phases. CCC welcome this addition.

Transport Assessment

- 2.12 B5345 Meadow View / Ginns to Kells Junction – CCC now accept that this junction can be signalised and that the right turn movement from Ginns to Kells to Meadow View can be banned. CCC note that further details and modelling including the provision of queue detection on Meadow View will be required in due course as part of the detailed design.
- 2.13 As this junction improvement will facilitate other proposed allocated sites we are in discussion with CCC over whether this is an improvement which other local plan sites contribute to rather than it being a specific requirement of the former Marchon site. This is how the junction improvement schemes identified in the Copeland Transport Improvements Study (CTIS) are intended to be delivered as noted below in relation to the Mirehouse Road / St Bees Road junction.
- 2.14 Mirehouse Road / St Bees Road Junction - CCC have now provided details of the junction improvement identified at this junction in the CTIS and have requested that a contribution of 50% of the cost should be sought through the planning permission for the former Marchon site.
- 2.15 We now understand that the improvement scheme is one identified through the West Cumbria Mining application and that the estimated cost is £178,000. The recommendation in the CTIS is that the cost is shared between the West Lakes Science Park and the Land at Edgehill Park site.
- 2.16 Persimmon are not against the principle of making a contribution to an improvement at the Mirehouse Road / St Bees Road junction. We are however in discussion with CCC over the basis for a 50% contribution. As two other site were identified in the CTIS as covering the whole cost we would have thought a three way split would have been more appropriate.
- 2.17 Footway widening and traffic calming schemes – schemes of this nature for High Road and Ginns to Kells are identified in the CTIS with a contribution of £116,200 from the former Marchon site. A contribution of this amount to schemes of this nature is acceptable to Persimmon.
- 2.18 Bus shelters – it is now agreed that off site bus shelters are not required.

Travel Plan

- 2.19 The revised Travel Plan (reference CBO-0542-001 Final Rev A dated 26th April 2022) is now agreed with CCC.
- 2.20 CCC will recommend a condition which requires 'secure under-cover cycle parking with mains supply within each house curtilage where there is no garage' (i.e. a solid bike store or shed).

Summary of CCC Position

- 2.21 The accesses and Phase 1 site layout are now agreed for planning.
- 2.22 Planning conditions will be requested by CCC. Specifically for this application conditions would cover the details of the private drive adjacent to plot 126; the details of the traffic calming including the crossing points of the PROW and nature of cycle parking. Planning Conditions covering these matters would be acceptable to Persimmon.
- 2.23 With respect to off site mitigation it is agreed that:
- Signalisation of the B5345 Meadow View / Ginns to Kells Junction would be required – discussions are ongoing over the delivery mechanism for this.
 - A contribution to the junction improvement identified in the CTIS at the Mirehouse Road / St Bees Road would be made – discussions are ongoing over the level of contribution.
 - A contribution of £116,200 would be made to footway widening and traffic calming schemes at identified in the CTIS.

3 National Highways

- 3.1 To address the matters raised by NH in their planning application response ref NHPR 21-09 dated 30th November 2021 we have submitted a number of technical reports to NH as set out below.
- Document reference CBO-0542-012 "Initial Response to National Highways" submitted in February 2022. This document sought to agree assessment parameters with NH prior to further detailed analysis being undertaken.
 - Document reference CBO-0542-013 dated 5th April 2022 "Report Addressing National Highways Comments". This document set out a full reassessment of the developments impact at the four junctions on the A595 which are included in the TA.
 - Document reference CBO-0542-015 "Response to WSP Email of 4th May 2022" submitted in May 2022. This report covered additional points NH's consultant WSP raised at the A595 junctions with the B5295 Egremont Road and the A5025 New Road.
- 3.2 These are bulky documents which have not been appended to this report for ease of presentation.
- 3.3 Based on these documents the position of NH is that the proposed development would not have a material impact and no mitigation is therefore required at three of the four junctions on the A595 included in the TA. These are the junctions at:-
- A595 / Mirehouse Road traffic signals;
 - A595 / Meadow Road priority junction; and
 - A595 / A5025 New Road priority junction.
- 3.4 At the fourth junction, the A595 / B5295 Egremont Road / Homewood Road roundabout, there is an improvement scheme identified. This scheme was developed by consultants working for Homes England on the Harras Moor site with the intension that it was conditioned to a planning approval for that site.
- 3.5 The improvement would also mitigate the impact of the proposed development at the former Marchon site both in isolation and cumulatively with the Homes England Harras Moor development. Persimmon has therefore suggested to NH that the improvement is also conditioned on an approval for the proposed development at the former Marchon site providing that the timing of improvement is part way through the build out of the development and not during an early phase. This recognises that the impact of the former Marchon site is notably less than the Homes England Harras Moor site at this junction.
- 3.6 NH have confirmed that this would be an acceptable approach and will recommend that the improvement is conditioned to the planning approval, to be in place before occupation of the 250th dwelling.
- 3.7 The wording of the revised Travel Plan has also been provided to NH who have confirmed that this is now acceptable.

Summary of the NH Position

- 3.8 All matters are therefore agreed with NH and we have been advised that they will provide their final response to Copeland BC in the near future. As above this will recommend that the Homes England Harras Moor junction improvement at the A595 / B5295 Egremont Road / Homewood Road roundabout is conditioned to the planning approval, to be in place before occupation of the 250th dwelling. This is acceptable to Persimmon.



Appendix A: Concept Architecture Site Layout Plans
Drawing No. PL-02 Rev J and PL-02_1 Rev C



22.07.22

		SQM
GROSS SITE AREA		0
undevelopable	POS	0
	Easements	0
	Other	0
	Total	0

Scheme/Dwg. No :

HOUSE TYPES	No. Bed	Floor Area (SqFt)	Totals	
			Nos	Total Floor Area
ALNMOUTH (Al R21)	2	643	9	5787
EPPING (Ep R21)	3	763	9	6867
DANBURY (Da R21)	3	811	15	12165
DEEPDALE (Dp R21)	2	887	7	6209
GLENMORE (Gl R21)	3	918	11	10098
SAUNTON (Sa R21)	3	1035	28	28980
SHERWOOD (Sh R21)	3	968	5	4840
BARWOOD (Bw R21)	3	1012	14	14168
BURNHAM (Bu R21)	4	1094	15	16410
BRAMPTON (Br R21)	4	1259	11	13849
MARSTON (Ma R21)	4	1230	10	12300
KILDER (Ki R21)	5	1415	5	7075
		TOTALS	139	138748

Avg SqFt of Housetypes (Mix)

Avg SqFt of Housetypes (Coverage)

DENOTES - ROOM IN ROOF / 2.5 AND 3ST

Coverage	
14,815	SqFt/acre
14.842	Units/acre

	TRAFFIC CALMING MEASURE RAISED TABLE
	TRAFFIC CALMING MEASURE RAISED TABLE - PROW

J	Amendment to the LAYOUT DESIGN AND PRIVATE DRIVE ALIGNMENT - PL0105 AT 601 SOUTH FOLLOWS HIGHWAY COMMENTS	6/3	21/02/22	ST	21/02/22
K	EXISTING HOUSING TYPE RANGE REPLACED WITH NEWER/1	6/3 <th>11/02/22</th> <th>ST</th> <th>11/02/22</th>	11/02/22	ST	11/02/22
L	AMENDMENTS TO ROAD OF ACCESS TO PRIVATE DRIVE ADJACENT TO PL0108	57	01/07		
F	AMENDMENTS TO THE TURNING HEADS OF 118 CSR AND 102 LANE ADJACENT TO THE ROAD OF THE PRIVATE DRIVE OUTSIDE OF 120 UNIT FOLLOWS HIGHWAY COMMENTS	6/3 <td></td> <td>ST</td> <td></td>		ST	
E	WORK ADJACENT TO THE ACCESS ROAD FOLLOWS HIGHWAY COMMENTS	6/3 <td>28/02/22</td> <td>ST<td>28/02/22</td></td>	28/02/22	ST <td>28/02/22</td>	28/02/22
D	AMENDMENTS TO THE LAYOUT, ROAD ALIGNMENT AND FROM CROSSINGS TO REFLECT EXISTING COMMENTS	6/3 <td>28/02/22</td> <td>JUN<td>28/02/22</td></td>	28/02/22	JUN <td>28/02/22</td>	28/02/22
C	AMENDMENTS TO THE LAYOUT FOLLOWING HIGHWAY COMMENTS	6/3 <td>06/02/21</td> <td>ST<td>06/02/21</td></td>	06/02/21	ST <td>06/02/21</td>	06/02/21
B	AMENDMENTS TO THE LAYOUT FOLLOWING HIGHWAY COMMENTS	6/3 <td>26/01/21</td> <td>ST<td>26/01/21</td></td>	26/01/21	ST <td>26/01/21</td>	26/01/21
A	HOUSE TYPE SWAP TO R05 RANGE	6/3 <td>21/06/21</td> <td>ST<td>21/06/21</td></td>	21/06/21	ST <td>21/06/21</td>	21/06/21
Rev	Description	Drawn	Date	Checked	Date

status

job / client

PERSIMMON HOMES LANCASHIRE

drawing title

SITE PLAN

PHASE 1

project no. drawing no.

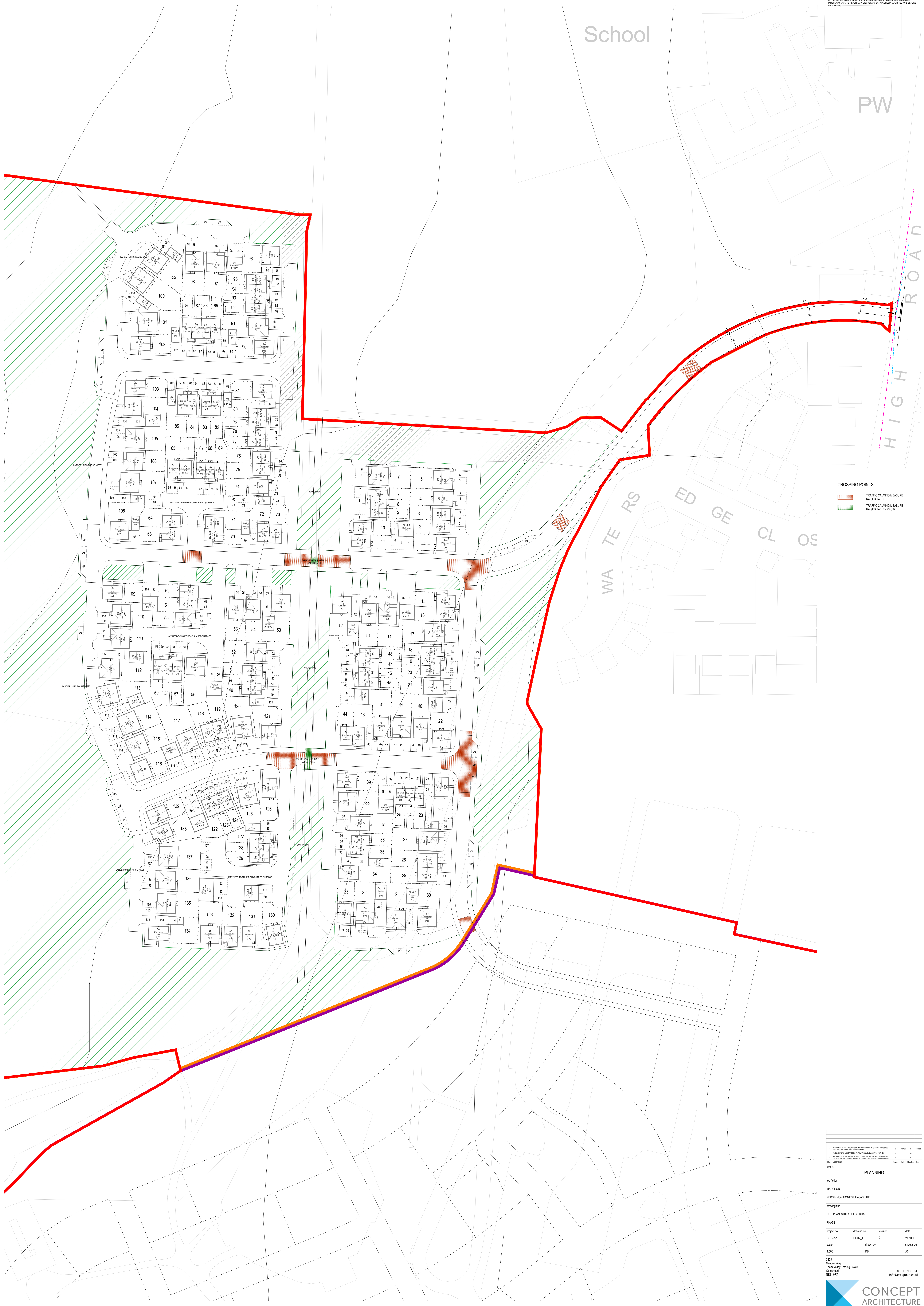
CPT-257	PL-02
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Mayoral Way
Team Valley Trading Estate
Gateshead



DO NOT SCALE
DO NOT SCALE THIS DRAWING. USE DIMENSIONS IN ALL CASES. CHECK ALL
DIMENSIONS ON SITE. REPORT ANY DISCREPANCIES TO CONCEPT ARCHITECTURE BEFORE
PROCEEDING.



School

PW

HIGH ROAD

WATERS EDGE CLOSE

CROSSING POINTS
TRAFFIC CALMING MEASURE
RAISED TABLE
TRAFFIC CALMING MEASURE
RAISED TABLE + PROW

DATE	BY	REVISION
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PLANNING

job / client
MARCKON
PERKINSON HOMES LANCASHIRE

drawing title
SITE PLAN WITH ACCESS ROAD

PHASE 1

project no.	drawing no.	revision	date
OPT-257	PL-02_1	C	21.10.19

scale
1:500

drawn by
KB

sheet size
A0

320J
Mayoral Way
Team Valley Trading Estate
Gateshead
NE11 0BT

0191 - 4661613
info@cp-group.co.uk

CONCEPT
ARCHITECTURE



Appendix B: CBO Report CBO-0542-014 – 28th April 2022



1 Introduction

- 1.1 CBO Transport has been commissioned by Persimmon Homes and Whitehaven Developments limited to prepare a Transport Assessment (TA) for a residential development on the former Marchon ICI site on High Road in Whitehaven.
- 1.2 A planning application has been submitted to Copeland Borough Council (app ref 4/21/2432/0F1) which was accompanied by a Transport Assessment (TA) and Travel Plan prepared by CBO Transport. The application is a hybrid with full planning permission being sought for 139 homes and outline permission on the rest of the site with all matters reserved other than access.
- 1.3 The detailed part of the site is referred to as Phase 1 in the application and the outline section as Phase 2.
- 1.4 Cumbria County Council (CCC) as local highway authority has provided comments on the planning application in letter dated 2nd December 2021. The letter included some comments on the details of the elements of the application for which full planning permission is being sought and comments on the TA and Travel Plan.
- 1.5 CBO emailed CCC on 9th February 2022 to request some further details on a number of the comments. To date we have not had a response to that email.
- 1.6 CBO also held a Teams meeting with CCC officers on 16th February 2022 to primarily discuss the impact of the proposed development on the B5345 Meadow View / Ginns to Kells junction. Following that meeting additional information was sent to CCC. To date there has been no detailed response to that additional information although CCC's lead officer has acknowledged that a signalisation scheme for this junction looks like an appropriate way forward.
- 1.7 This note sets out CBO's full response to CCC's comments. It repeats some of the points made in the email of 9th February and the Teams meeting.
- 1.8 To address CCC's comments on the details of the layout for the full elements of the application Persimmon has prepared a revised site layout which is in **Appendix A**. There are two plans in the Appendix, PL-02 Rev G which focuses on the detailed (Phase 1) element of the proposed development and PL-02_1 Rev B which is at a smaller scale and shows how the part of the site covered by the outline application (Phase 2) would connect with Phase 1. This second plan also shows the Phase 1 access onto High Road. Note that there is a more detailed drawing of this access in Appendix B of the original TA – CBO drawing CBO-0542-003 rev A which we have also included in **Appendix B** of this note.
- 1.9 The Structure of this note follows the structure of the CCC response.

2 CCC Comments on Detailed Elements of the Planning Application

Visibility Splays

- 2.1 CCC has suggested that the visibility splays shown on the proposed access plans should be increased from 59m to 60m.
- 2.2 59m splays were previously agreed with CCC in May 2019 in regard to the access to the Phase 1 site. A copy of the email confirming this is included in **Appendix B** along with the access plan to which the email refers - CBO drawing CBO-0542-003 rev A. 59m splays are based on typical 85th %ile speeds on 30mph roads using Manual for Streets stopping sight distance calculations. We would also consider that the difference between 59m and 60m splays is not material in road safety terms.
- 2.3 The drawings can be changed but we would consider this not to be necessary.

Visitor Parking

- 2.4 CCC has requested that visitor parking is provided. Visitor parking has been included on the revised site plan. 27 spaces are shown which is a ratio of 1 space per 5 properties which is the figure referenced in the CCC response.

Turning Heads on Private Drives

- 2.5 CCC have requested that swept paths of refuse vehicles are provided at the turning heads on the private drives. Typically refuse vehicles would not enter private drives with residents moving bins to the end of the drive on collection day or refuse operators walking into the drive to collect the bins. All but one of the private drives in the proposed development has been designed on this principle.
- 2.6 The exception is the private drive which comes off the southern access road adjacent to Unit 126 which is longer than the others and serves more units. The swept path of a refuse vehicle using this private drive is included in Figures A and B in **Appendix C**. The design of this private drive has been modified in the revised site layout to accommodate the swept path.
- 2.7 **Appendix C** also includes refuse vehicle swept paths at the other turning heads in the Phase 1 development. These would however be part of the adopted highway and not private.

Traffic Calming

- 2.8 Traffic calming in the form of road humps and tables has been added to the revised site layout. A flat top speed hump has been included on the site access road which would also be defined as a pedestrian crossing point between the northern and southern footways on the access road.
- 2.9 From this hump there is then a table at the first junction in the development and further tables / humps on the straight sections of road which would accommodate the majority of site traffic. This includes long flat top humps where the public right of way (PROW) crosses the site roads (see notes below).
- 2.10 It is considered this level of traffic calming would suitably manage traffic speeds.

Link between Phase 1 and 2

- 2.11 The revised plan now includes a road link between the two phases. It is not envisaged that this would be a particularly well used section of road but a road hump has been shown at the boundary of the phases to manage speeds between the sites.
- 2.12 Note that the alignment of the link – and the other roads – within the Phase 2 site are indicative.

Crossing of the PROW

- 2.13 As noted above the revised site layout shows long road humps at the PROW crossing points. The length of the humps extends to the width of the landscaped area either side of the PROW and at the southern crossing point it extends further to the west so vehicles entering and leaving the private drive adjacent to unit 126 do not have to cross a level change.
- 2.14 The actual crossing point of the PROW would be further defined by contrasting surfacing as indicated on the revised site plan. With this arrangement there would be no level change for people crossing the roads on the PROW and vehicle speeds would be reduced and drivers' attention increased by the traffic calming feature. This is therefore considered to be an appropriate arrangement of the crossing points.

3 CCC Comments on the Transport Assessment and Travel Plan

- 3.1 Overall CCC advise in their comments that the findings of the TA are acceptable. They do however make a number of comments on specific issues which we have considered below.

B5345 Meadow View / Ginns to Kells Junction

- 3.2 The Transport Assessment identified the potential to provide traffic signals at the Meadow View / Ginns to Kells junction to accommodate traffic from the Marchon site and other developments in south Whitehaven.
- 3.3 In their comments CCC express concerns over this proposal particularly in the context of the interaction with car parking on Meadow View.

- 3.4 We discussed this issue specifically with CCC officers during the Teams meeting on 19th February 2022. Following the meeting we provided CCC with LINSIG models which demonstrated that the traffic signals could be implemented without queues on Meadow View extending to the parked vehicles. The potential to instal a queue detector on Meadow View was also discussed with officers which would provide further assurance that queues would not extend to the parked vehicles.
- 3.5 For completeness the LINSIG model output and drawing of the signalisation scheme are included in **Appendix D** to this note. This information was also included in Appendix I of the original Transport Assessment – the additional information provided to CCC following the Teams meeting was the digital file of this LINSIG model.
- 3.6 We have not had a detailed response from CCC on this matter but CCC's lead officer has acknowledged that a signalisation scheme for this junction looks like an appropriate way forward.

Mirehouse Road / St Bees Road Junction

- 3.7 CCC have questioned whether traffic from the proposed development would exacerbate an existing highway safety issue at the Mirehouse Road / St Bees Road junction.
- 3.8 The potential issue with highway safety identified in the TA was based on data between 2014 and 2018 inclusive. This identified that there were 9 injury accidents at the junction in this 5 year period. Since then however, in 2019, 20 and 21 there has only been 2 injury accidents at the junction. Safety conditions do therefore appear to have changed – this could have been a result of something as straight forward as resurfacing and or remarking the junction to make priorities clearer.
- 3.9 Taking account of this and the fact that development traffic would represent only a small proportion of total traffic at the junction in future years we do not believe the Marchon development would have a material impact on highway safety at this junction.
- 3.10 CCC has identified a highway safety improvement scheme at this junction in the Copeland Transport Improvement Study (CTIS). In our email of 9th February 2022 we requested details of this improvement scheme. No details as yet have been provided. If CCC remain of the opinion that the development traffic would have a material impact on highway safety at this junction we would repeat our request for these details to be provided.

Non-Motorised Users Safety

- 3.11 The CCC comments state that the CTIS identifies that the Marchon site should contribute to traffic calming on High Road and Woodville Way and the widening of footways on the western side of Ennerdale Terrace, Ginns to Kells Road and Ginns to create a shared use path.
- 3.12 We would not immediately consider that there are highway safety issues affecting non-motorised users safety which would warrant contributions to schemes of this nature.
- 3.13 To advise Persimmon on this matter we requested further details on the schemes that are referenced in the CTIS in our email of the 9th February 2022. No details have yet been provided so we would repeat our request for these details to be provided.
- 3.14 In the comments CCC's suggest bus shelters should be provided at the stops where increased numbers of passengers are expected. We responded to this point in our email of 9th February 2022 noting that the closest bus stops to Phase 1 were on Rydal Avenue and Phase 2 on Loweswater Avenue. We also noted that there are no shelters at any on the stops in the local area and that this may well be down to the narrow widths of the footways in the streets which the buses use and the fact that stops are directly outside residential properties where shelters are generally unpopular.
- 3.15 On this basis we concluded in the email that it would not be possible to provide shelters at these stops. We have not had a response from CCC to this, but we would ask them to review their request for bus shelters based on the issues there would be in providing them.

Travel Plan

- 3.16 CCC include 2 comments on the Framework Travel Plan which was submitted with the planning application. The first comment referenced the need for targets to be included for the Phase 1 development for which full planning approval is being sought.
- 3.17 On this basis the section on targets has been redrafted in the updated version of the Travel Plan which has been sent with this note. Paragraph 5.9 identifies the potential for setting targets based on the travel characteristics of nearby recent residential development. This was a suggestion from National

Highways. If this does not prove practical the targets would be based on census journey to work data as outlined in the revised text.

- 3.18 The second comment referenced the schemes included in the CTIS for traffic calming and footway widening which we have discussed above in the section on non-motorised user safety. CCC suggest reference to these schemes should have been included in the Travel Plan. This would not have been possible as the Travel Plan was prepared before the CTIS was published.
- 3.19 Notwithstanding this we would suggest it is more appropriate to consider measures such as traffic calming and off site footway widening through the planning application and if it is concluded they are necessary, to secure contributions through S106 agreement or planning conditions. The Travel Plan is not the place to consider potentially significant off site works but should focus on soft measures to encourage the use of non-motorised modes, which the framework does.
- 3.20 On this basis we have not included reference to the off site traffic calming and footway widening works in the updated Travel Plan.

Additional Committed Development

- 3.21 Although not referenced in the CCC comments a number of additional committed developments have come forward since the Transport Assessment was prepared. These are listed below.

Gleesons Waters Edge (App Ref 4/20/2455/0F1)

- 3.22 This is a development of 40 units adjacent to the Marchon site on High Road. There was no Transport Statement for this application so to give an indication of traffic flows from this site the traffic generation and distribution / assignment has been calculated using the parameters agreed for the Marchon development.
- 3.23 On this basis morning and evening peak hour traffic flows on the local roads close to the site are shown in Figures 1 and 2 in **Appendix E**. The traffic flows show that this small development would not generate material levels of traffic on the local road network.

West Cumbria Hospital Phase 2 (App ref 4/21/2294/0F1)

- 3.24 The scheme is substantially a redevelopment of the existing site but there is a Transport Assessment accompanying the application which shows a small increase in traffic at the A595 / Egremont Road / Homewood Road roundabout and the A595 / Mirehouse Road junction. Flows beyond this are negligible and as the Hospital is on the east side of Whitehaven someway from the Marchon site, traffic on the local roads close to the site would be next to nothing.

Gleesons, Cleator Moor Road, Whitehaven (App ref 4/21/2489/0F1)

- 3.25 This is a development of 38 units on the east side of Whitehaven. A small residential development in this location would not generate traffic on the local roads close to Marchon.

Whitehaven Academy (App ref not provided by CBC)

- 3.26 The redevelopment of Whitehaven Academy is a like for like replacement of the existing school so there would be no change in the traffic generation from the site. There is a Transport Assessment with the application which confirms this – this was sent to us directly by CBC. There is therefore no additional traffic associated with this committed development
- 3.27 The only one of these sites which is close to Marchon is Gleesons Waters Edge. The development is not big enough to generate material levels of traffic flow so it would not change the findings of the Transport Assessment submitted with the Marchon application.
- 3.28 There is therefore no need to rerun the junction assessments with this additional traffic. This is particularly the case as the model runs include background traffic growth to 2023 and 2033 which would more than compensate for any additional traffic from Gleesons Waters Edge.
- 3.29 In conclusion therefore these additional committed developments would not materially change the findings of the Transport Assessment as they relate to the local roads in the vicinity of the site. The implications of these developments on the A595 trunk road have been considered separately with National Highways.

4 Next Steps

4.1 Based on the information provided in this note we would request that CCC:-

- Confirm that they are now consider the Phase 1 site layout is acceptable based on the revised layout.
- Advise on whether they still feel the visibility splays on the access plans need to be increased by 1m.
- Confirm that the signalisation scheme for the Meadow View / Ginns to Kells junction can accommodate assessment traffic flows.
- Provide details on the scheme referenced in the CTIS for the Mirehouse Road / St Bees Road junction if they still consider the Marchon development would have a material impact on highway safety at this junction.
- Provide details on the traffic calming and footway widening schemes referenced in the CTIS.
- Advise on the provision of bus shelters given the identified issues over delivery.
- Confirm that the revised Travel Plan is acceptable.



Appendix A: Site Layout Plans





Appendix B: Phase 1 Site Access to High Road



Paul Corbett

From: Innes, Graeme <Graeme.Innes@cumbria.gov.uk>
Sent: 24 May 2019 15:10
To: Paul Corbett
Cc: Robinson, Michael D
Subject: RE: Marchon Site Whitehaven
Attachments: CBO-0542-003 Rev A.pdf

Paul,

I can confirm that I have discussed further our Section 38 Officer and we have no issues have no issues with the proposed northern access arrangement detailed on the attached plan (CBO-0542-003 Rev A).

Regards

Graeme Innes

Lead Officer – Flood and Development Management |
Economy and Infrastructure | Cumbria County Council |
Parkhouse Building | Carlisle | Cumbria | CA6 4SJ

t: 01228 221331
m: 07881007837
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From: Paul Corbett <paul@cbotransport.co.uk>
Sent: 22 May 2019 10:29
To: Innes, Graeme <Graeme.Innes@cumbria.gov.uk>
Cc: Robinson, Michael D <Michael.Robinson2@cumbria.gov.uk>
Subject: RE: Marchon Site Whitehaven

Graeme

Are you able to get back to me on the emails below re confirmation on the northern access? It's key for Persimmon.

If there is an issue can you give me a call.

Michael – is this something Graeme has mentioned to you?

Thanks

Kind regards

Paul Corbett

Director
CBO Transport Ltd

mobile: 07522 981555



tel: 0161 235 6365
e-mail: paul@cbotransport.co.uk
web: www.cbotransport.co.uk

post :- CBO Transport, Barnett House, 53 Fountain Street, Manchester. M2 2AN



A	06.03.19	Updated topographical survey	SFB	SFB	PRC
Rev.	Date	Revision Details	Drawn	Check	App.



CBO
TRANSPORT

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53 Fountain Street
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M2 2AN
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F: 0161 235 6566
E: info@cbotransport.co.uk
W: www.cbotransport.co.uk

Client

Persimmon Homes

Project

High Road, Whitehaven

Drawing Title

Proposed Reuse of the Existing Northern Access with
Footway Widening - Phase 1 Access

Drawn	Checked	Approved
LPB	PC	PC

Scale / Size	Date
1:500@ A3	29.11.2018

Status	Drg No	Rev
Information	CBO-0542-003	A



Appendix C: Refuse Vehicle Swept Paths



Figure A Swept Path Analysis: Large Refuse Vehicle Turning in Turning Head at Plots 127 to 133 (1:250 @ A3)

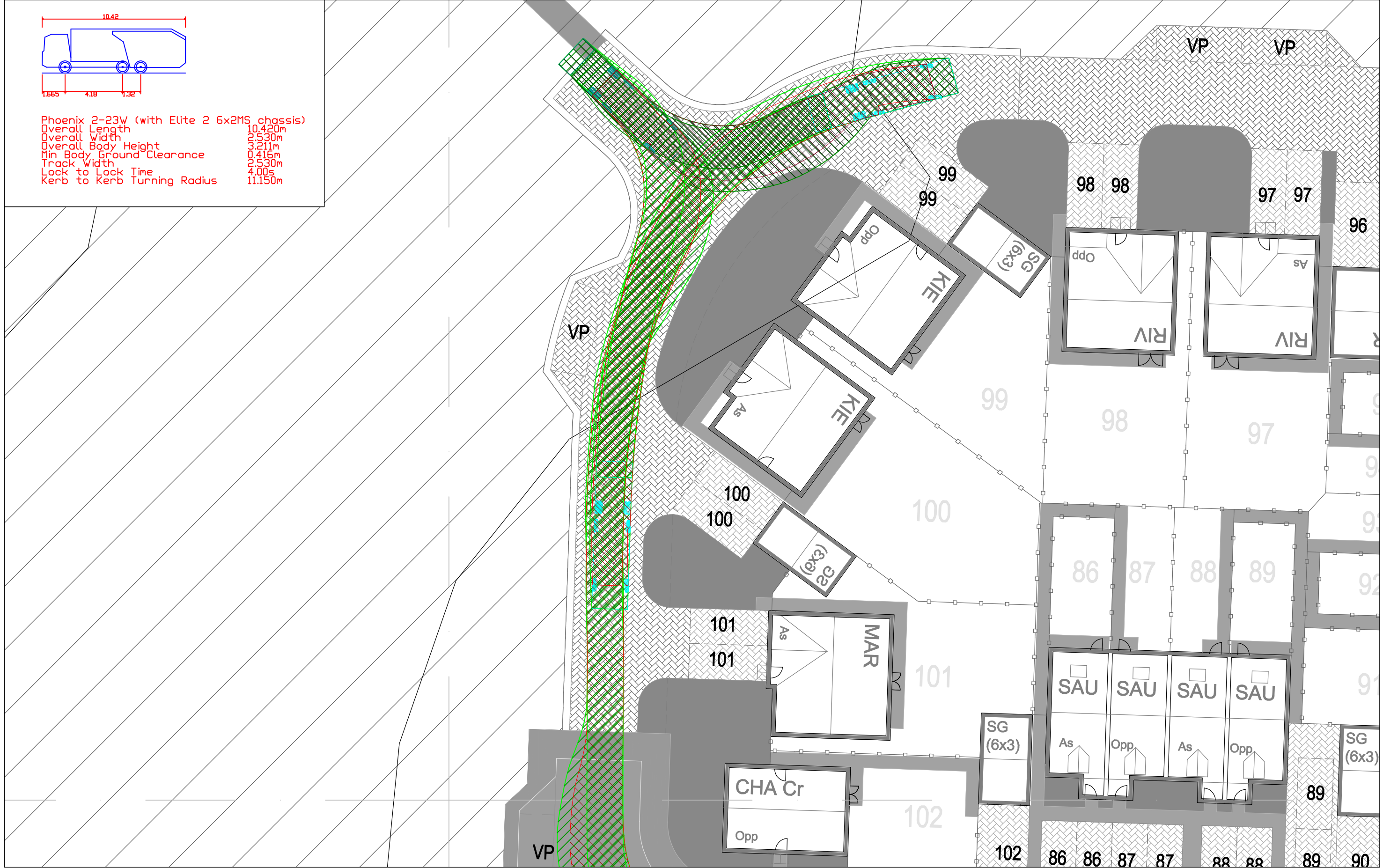


Figure B Swept Path Analysis: Large Refuse Vehicle Using Access to Plots 126 to 133 and Turning in Turning Head at Plots 116 and 139
(1:250 @ A3)



Figure C Swept Path Analysis: Large Refuse Vehicle Turning in Turning Head at Plots 81 and 90 (1:250 @ A3)

Figure D Swept Path Analysis: Large Refuse Vehicle Turning in Turning Head at Plots 99 and 100
(1:250 @ A3)

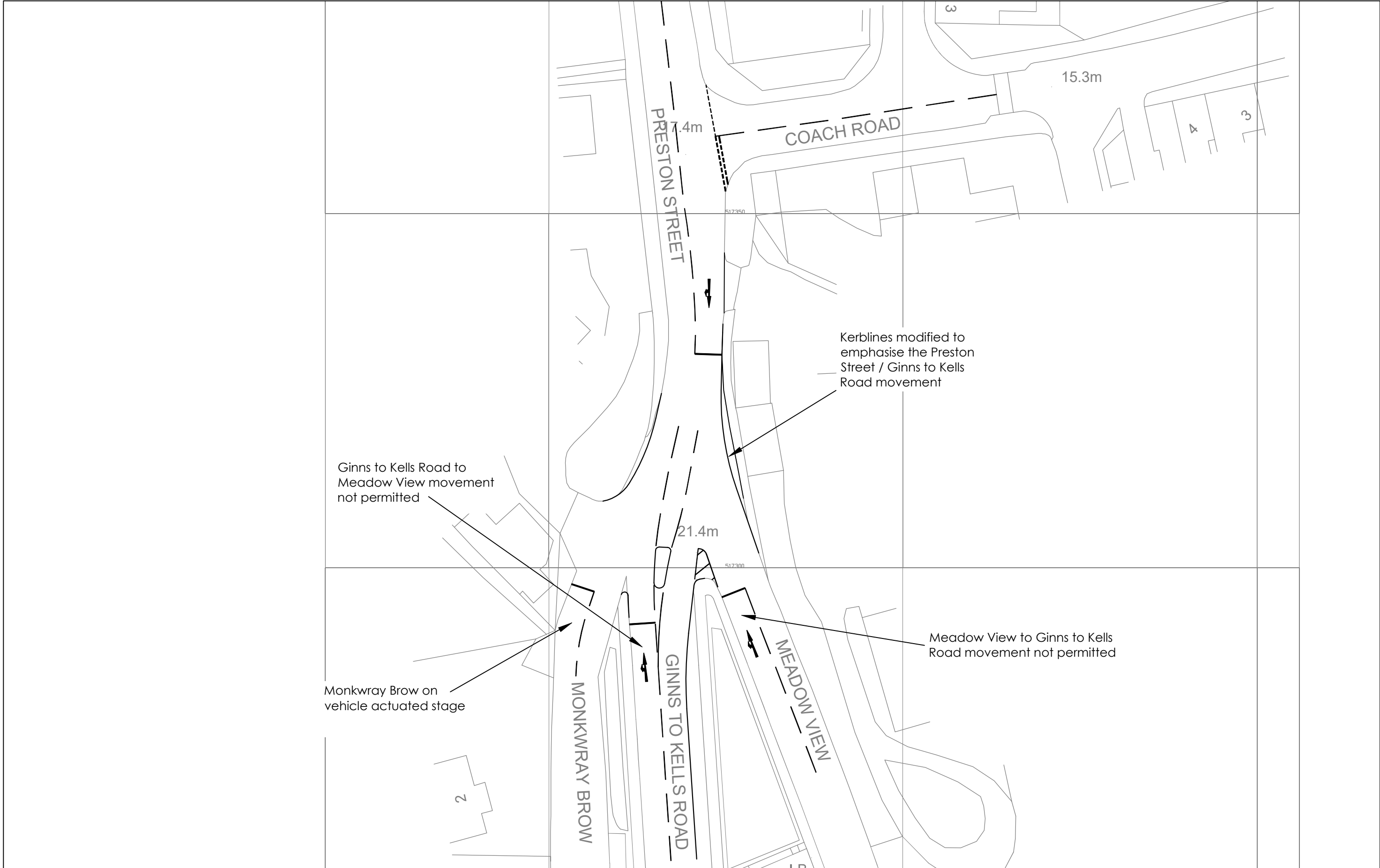




Appendix D: B5345 Meadow View / Ginns to Kells Road Junction



Figure A11 Potential Traffic Signal Scheme - B5435 Meadow View / Ginns to Kells Road Junction
(1:500 @ A3)

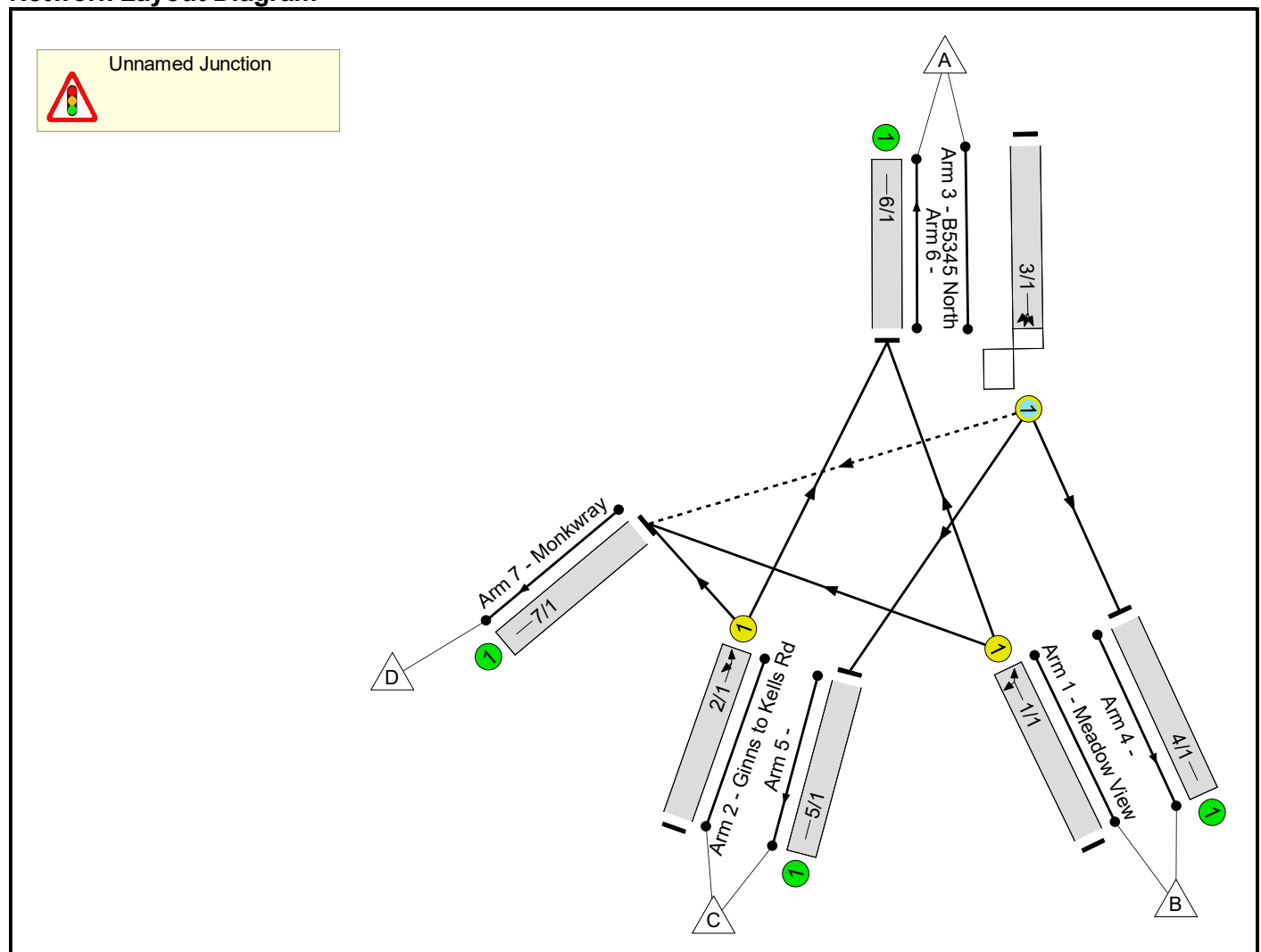


Proposed Ginns to Kells Road Junction Improvement

Project and User Details

Project:	Former Marchon Site, Whitehaven
Title:	
Client:	Persimmon
Site Ref(s):	Ginns to Kells Road
Design Layout Ref:	Potential Traffic Signal Layout
Model Purpose:	Planning
Model Assumptions:	From Design
Flow Details:	2033
Author:	

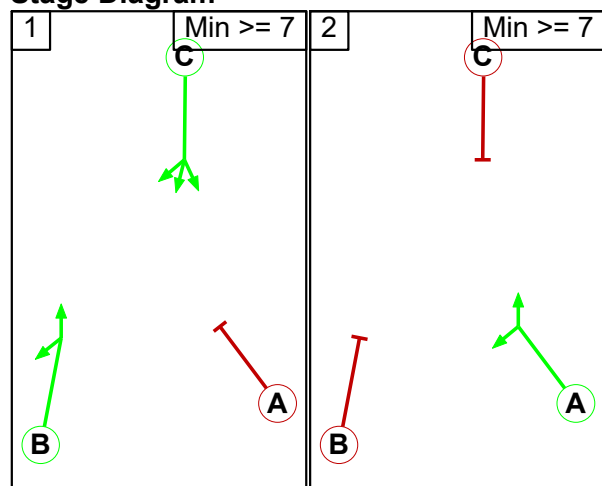
Network Layout Diagram



Phase Intergreens Matrix

Terminating Phase	Starting Phase			
	A	B	C	
	A	5	5	
	B	5	-	

Stage Diagram



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Meadow View)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	Inf
2/1 (Ginns to Kells Rd)	U	B	2	3	60.0	Geom	-	4.60	0.00	Y	Arm 6 Ahead	100.00
											Arm 7 U-Turn	Inf
3/1 (B5345 North)	O	C	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 4 Ahead	Inf
											Arm 5 Ahead	100.00
											Arm 7 Right	22.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Monkwyay)	U		2	3	60.0	Inf	-	-	-	-	-	-

Network Results

Scenario 1: '2033 with Dev AM Peak' (FG1: '2033 with Dev AM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	53.3%	4.2	1.6	5.8	-	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	53.3%	4.2	1.6	5.8	-	-	-
1/1	Meadow View Ahead Left	U	A		19	335	1965	1965	655	51.1%	1.5	0.5	2.0	21.7	4.5	5.0
2/1	Ginns to Kells Rd Ahead U-Turn	U	B		31	581	2045	2045	1091	53.3%	1.5	0.6	2.0	12.7	6.3	6.9
3/1	B5345 North Ahead Ahead2 Right	O	C		31	509	1968	1968	1050	48.5%	1.2	0.5	1.7	12.4	5.2	5.7
4/1		U	-		-	150	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
5/1		U	-		-	330	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	892	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1	Monkway	U	-		-	53	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
C1					PRC for Signalled Lanes (%):		69.0	Total Delay for Signalled Lanes (pcuHr):			5.81	Cycle Time (s): 60				
					PRC Over All Lanes (%):		69.0	Total Delay Over All Lanes (pcuHr):			5.81					

Scenario 2: '2033 with Dev PM Peak' (FG2: '2033 with Dev PM Peak', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	79.4%	4.6	3.8	8.4	-	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	79.4%	4.6	3.8	8.4	-	-	-
1/1	Meadow View Ahead Left	U	A		12	338	1965	1965	426	79.4%	2.1	1.8	3.9	41.9	5.3	7.1
2/1	Ginns to Kells Rd Ahead U-Turn	U	B		38	375	2045	2045	1329	28.2%	0.5	0.2	0.7	6.4	2.6	2.8
3/1	B5345 North Ahead Ahead2 Right	O	C		38	999	1971	1971	1281	78.0%	2.1	1.7	3.8	13.8	11.7	13.4
4/1		U	-		-	401	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
5/1		U	-		-	536	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
6/1		U	-		-	700	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
7/1	Monkway	U	-		-	75	Inf	Inf	Inf	0.0%	0.0	0.0	0.0	0.0	0.0	0.0
<div> <div>C1</div> <div> <div>PRC for Signalled Lanes (%): 13.4</div> <div>PRC Over All Lanes (%): 13.4</div> </div> <div> <div>Total Delay for Signalled Lanes (pcuHr): 8.44</div> <div>Total Delay Over All Lanes(pcuHr): 8.44</div> </div> <div>Cycle Time (s): 60</div> </div>																



Appendix E: Gleesons Waters Edge Development Traffic Flows



Figure 1

Gleeson's Waters Edge Traffic Flows (Local Roads): Weekday Morning Peak

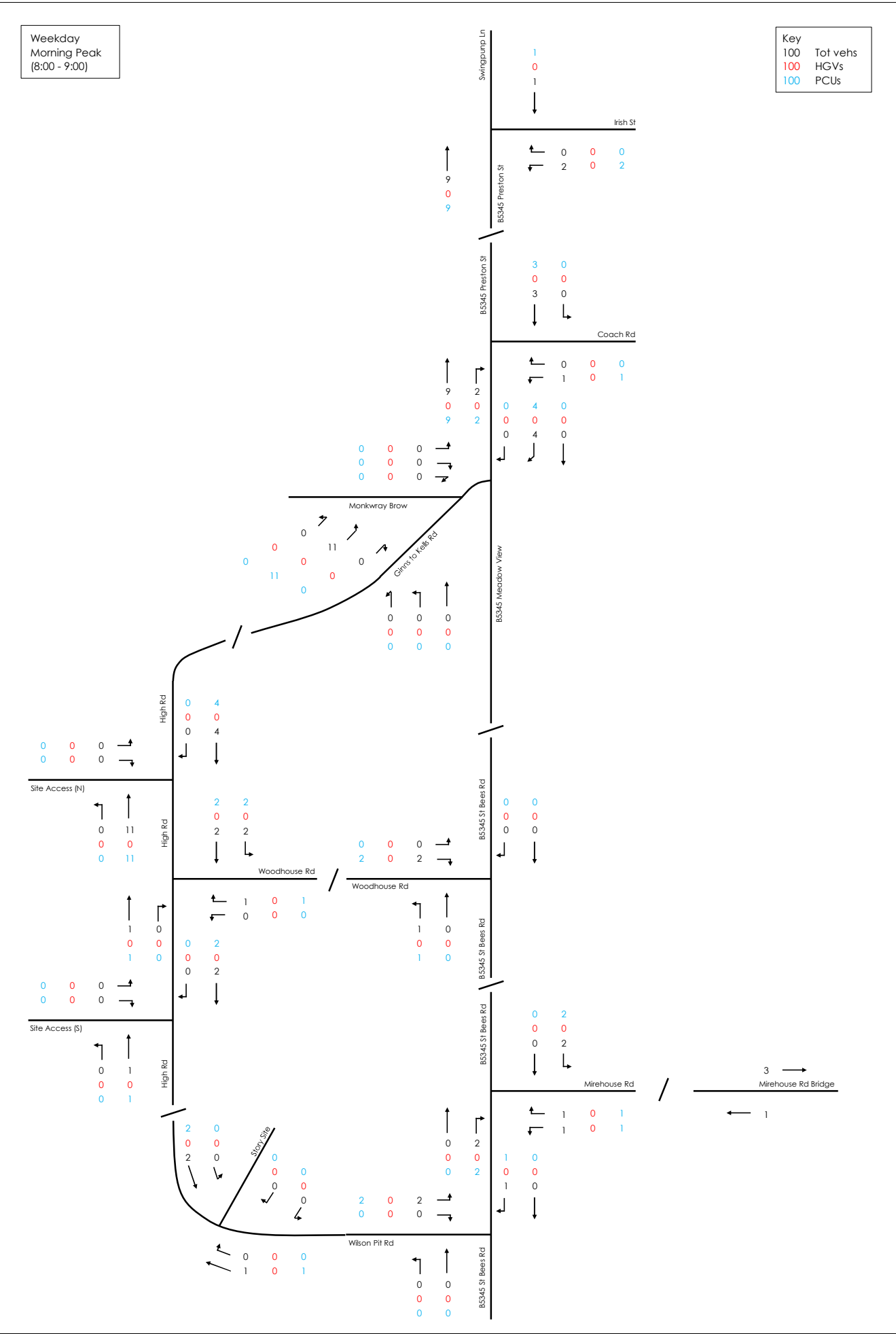


Figure 2

Glesson's Waters Edge Traffic Flows (Local Roads): Weekday Evening Peak





Appendix C: CCC Email – 11th May 2022



Paul Corbett

From: Giles, Shamus P <Shamus.Giles@cumbria.gov.uk>
Sent: 11 May 2022 16:28
To: Paul Corbett
Cc: Telford, Paul
Subject: RE: Former Marchon Site

Hello Paul,

Pieter has passed this site to me now since I am taking over from him in the west areas of Allerdale and Copeland.

I have reviewed your response, the revised layout and discussed with Paul Telford and Pieter and have the following responses aligned to the points raised in your letter:

Visibility Splays

- Agreed - the difference between 60m and 59m as shown is not material and can remain as it is.

Visitor Parking

- The proposals are now satisfactory

Turning Heads on Private Drives

- Agreed – there is no need for refuse vehicles to access the private shared driveways.
- The redesign of the long driveway adjacent to Plot 126 is noted and the swept path shows the manoeuvre can be accommodated. Please note that the applicant has to be satisfied that the refuse operator is prepared and has agreed to access this private shared driveway and also that the driveway will have to be constructed to a suitable standard of construction for the extra vehicle loading but it will remain private.

Link to Phase 2 and Traffic Calming

- The proposed extension of the access road into Phase 2 is welcomed;
- The indicative design of the traffic calming is accepted as an appropriate measure to manage speeds in this instance. However, the humps should be replaced with tables, so that vehicles wheelbase does not straddle the raised section. The construction details of the raised tables including materials and colour need careful consideration and will need to be approved by the Adoptions Officer and Traffic Officer. Our recommendation will be that further details of the highway layout and associated infrastructure will be required for approval by the LHA via a pre-commencement condition.

TA & TP

B5345 Meadow View / Ginns to Kells Junction

- The Linsig model shows that signalling this junction will work in theory. The LHA accept the proposed banned movement is necessary and that this will not cause a material impact on the network. Further detail and modelling and the consideration of queue detection will be required in due course as part of the detailed design.
- Please be aware of the TRP process and timescale that will be required to make the banned turn legal. The TRO will need to be in place before the junction can be commissioned.

Mirehouse Rd / St Bees Rd Junction (ID36 in the Copeland TIS)

- The development will increase traffic at this junction and therefore exacerbate the existing identified problem with the layout. The LHA therefore are requesting a S106 Infrastructure Contribution of 50% of the estimated cost of this improvement - £89,400. The Preliminary design can be found

here: [scheme_pro_formas.pdf \(copeland.gov.uk\)](#) (Page 84) and the cost estimate here: [copelandtisreport.pdf](#) (Page 78).

NMU Safety

- As also identified in the Copeland Transport Improvement Study (Pages 45 and 46) the LHA is requesting a financial contribution of £116,200 for the Footway Widening and Traffic Calming Schemes as identified in the Copeland TIS [scheme_pro_formas.pdf \(copeland.gov.uk\)](#)
- On further review we agree that bus shelters are not appropriate in the identified locations.

Targets & Intervention Measures

- The proposal for setting targets in the revised TP is acceptable.
- Off-site measures are addressed in the comments above and do not need to appear in the TP;
- It is noted that the TP proposes cycle parking to be provided in each house curtilage. We would want this strengthened in the detailed submission of the proposals to provide a more robust offering of 'secure under-cover cycle parking with mains supply within each house curtilage where there is no garage' (i.e. a solid bike store or shed). This will allow for the convenient and secure storage of e-bikes (and possibly e-scooters) as well as regular bikes and will encourage sustainable transport for short journeys.

I can confirm that subject to these provisions the Travel Plan is acceptable.

Once you have lodged the revised documents with the LPA we will be consulted and I will be able to provide a formal response, including a response to the Surface Water Drainage Strategy and Education Contribution. If you would like to discuss any of this with me before submission, you can call me on the number below or set up a Teams call.

Regards

Shamus Giles

Lead Officer | Flood & Development Management
Economy and Infrastructure | Cumbria County Council
Parkhouse Building | Carlisle | CA6 4SJ

m: 07795 233521

www.cumbria.gov.uk



From: Barnard, Pieter GF <Pieter.Barnard@cumbria.gov.uk>

Sent: 28 April 2022 11:34

To: Giles, Shamus P <Shamus.Giles@cumbria.gov.uk>

Subject: FW: Former Marchon Site

fyi

Regards

Pieter Barnard

Lead Officer – Flood & Development Management

Economy & Infrastructure | Cumbria County Council
Parkhouse Building | Baron Way | Carlisle | CA6 4SJ

t: 01228 221331

Mb: 07768 272394

Fax: 01228 227662



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Alan Shepherd (Regional Director)
Operations Directorate
North West Region
National Highways
PlanningNW@highwaysengland.co.uk

To: Copeland Borough Council

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: 4/21/2432/0F1

National Highways Reference: 93103

Location: Former Marchon Chemical Factory, High Road, Whitehaven

Proposal: Hybrid application seeking full planning permission for the erection of 139 residential dwellings (c3), new vehicular accesses off high road, public open space and ancillary infrastructure and outline planning permission for residential development units, retail (e(a,b,c,e,f), f2(a) and ancillary infrastructure with all matters reserved other than access.


Referring to the consultation on a planning application dated 29/10/2021 referenced above, in the vicinity of the A595 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: 	Date: 26/07/2022
Name: Ryan Billinge	Position: Assistant Spatial Planner
National Highways Piccadilly Gate Store Street Manchester M1 2WD	

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We have identified the development will impact on the operation of the A595/ Egremont Road/ Homewood Road roundabout. We have discussed an improvement scheme with the developer's consultant which has been looked at previously and we would want to see that a scheme to increase the capacity of the junction is implemented to accommodate the additional traffic the development will be generating.

The previous scheme looked at by another developer has not progressed through a detailed design review and has only currently been agreed as an outline drawing, and also has not been costed. In order for us to be satisfied that a scheme can be implemented it is required that developers submit to us all necessary details of the scheme for review and this will need to be carried out at their own expense. Any final design must accord with internal design reviews and the overarching guidance contained within the Design Manual for Roads and Bridges, whilst ensuring that the role and operation of the A595 is maintained.

Conclusion & Formal Recommendation

National Highways formally recommends that the following conditions be applied to any grant of planning consent:

1. In the absence of an approved scheme, the following details are to be submitted and need to be agreed with the planning authority in consultation with National Highways:
 - Final design details of how the scheme interfaces with the existing highway alignment.
 - Full carriageway marking details.
 - Full construction details.
 - Confirmation of compliance with current departmental standards (as set out in the Design Manual for Roads and Bridges) and policies.
 - An independent Stage 1 & Stage 2 Road Safety Audit carried out in accordance with current departmental standards and current advice notes.
2. Prior to the occupation of the 250th dwelling or the expiration of 4 years after the first unit is completed, the scheme referred to in (1) providing improvements to the A595 Egremont Road/ Homewood Road roundabout junction is to be

constructed and completed to the satisfaction of the local planning authority in consultation with National Highways.

This response represents our formal recommendations with regards to 4/21/2432/0F1 and has been prepared by Ryan Billinge, Assistant Spatial Planner for Cumbria.