

## 1 Introduction

### Background

- 1.1 CBO Transport has been commissioned by Persimmon Homes and Whitehaven Developments Limited to prepare a Transport Assessment 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) (now part of Cumberland Council) which was accompanied by a Transport Assessment 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 Since submission CBO has been discussing the transport implications of the proposed development with the local highway authority (was Cumbria County Council and now Cumberland Council) and National Highways who are the highway authority for the A595 truck road.
- 1.5 All matters have now been agreed with both highway authorities. Further information on these agreements is set out in the following sections of this note.
- 1.6 The Phase 1 site layout was incorporated on land at the northern end of the site with development provided on the east and west sides of an historical transport route known as the Wagon Way. Phase 1 was accessed solely from the sites northern access which utilised (with improvements) an existing access point to High Road.
- 1.7 The Phase 2 land extended south from Phase 2 and included a significant frontage with High Road. Two further access points were included for the Phase 2 land and while the Phase 2 site was in outline, detailed approval was being sought for the access points. A through route was proposed between the two phases suitable for buses which incorporate active travel facilities. The Phase 2 site incorporates a small local centre at the southern end of the High Road frontage. The local centre would have a separate access to High Road.
- 1.8 The Phase 1 land on the west side of the Wagon Way is now no longer available for development and Persimmon has therefore had to reconsider how the 139 units in Phase 1 is provided.
- 1.9 In this context Persimmon has prepared a revised site layout and masterplan which is included in **Appendix A**. The proposals for which full planning permission is being sought incorporates 48 units on the previous Phase 1 land to the east of the Wagon Way with the remaining 91 on land that was previously part of the Phase 2 site. Access to the revised Phase 1 site would continue to be provided solely from the northern access. Whilst the Phase 1 development now extends into Phase 2 it does not include any of the Phase 2 land with a frontage to High Road. The residual area for which Outline is being sought is colour shaded in the plan.
- 1.10 Persimmon has also redrawn the indicative layout of the Phase 2 site to accommodate ground condition constraints. The current plan indicatively shows 330 units (in Phase 1 and 2) which is considerably lower than the initial assumptions on site content of 539 units. This was the figure that was tested in the Transport Assessment and subsequent traffic analysis work.
- 1.11 The revised indicative layout maintains the through route in the site suitable for bus use and incorporating active travel facilities. The updated masterplan now shows just one additional vehicle access point to the Phase 2 site towards its southern end. The more centrally located access is now shown as an active travel route. We understand the flexibility of providing a vehicle access in this location is still required, so planning permission for an access in this location is still being sought.
- 1.12 The revised indicative Phase 2 site layout includes the local centre at the southern end of the site.

## 2 Agree Accesses and Routes in the Phase 1 Site

- 2.1 As outlined in the Introduction three access points to High Road are included in the proposals plus a separate access to the local centre. The layout of all these access points has been agreed with Cumberland Council (CC) officers. The agreed access layouts are included in **Appendix B**.
- 2.2 Drawing CBO-0542-003 Rev A shows the proposed northern access which would be used to access Phase 1. As outlined above it reuses an existing access but with carriageway narrowing to provide the width for a footway.
- 2.3 Drawing CBO-0542-005 Rev A shows the proposed access located centrally to the Phase 2 site. This is the location where the updated masterplan is now showing an active travel connection but where the flexibility of providing a vehicular access is still required. The access also reuses an existing access. The plan shows a verge and 3m wide shared use footway running along High Road. It is a requirement of CC that any future layout of Phase 2 incorporates this verge footway provision along the whole of the Phase 2 frontage to High Road.
- 2.4 Drawing CBO-0542-009 Rev B shows the proposed southern Phase 2 access including the separate access to the local centre. This plan shows the verge and shared use footway on High Road and a shared use footway on the site access road.
- 2.5 The Phase 1 site includes a north south connection for walking and cycling (active travel) through the provision of a shared use footway, which is shown extending into Phase 2 and linking with the proposed southern access. Where this route is provided in the original Phase 1 scheme it follows the agreed alignment, running on the east side of the main site access road and incorporating a crossing of the access road to link to a PROW to the north of the site. This PROW in turn links back to the site access road adjacent to the pedestrian access to the Waters Edge estate. A further crossing of the site access road is proposed at this point, as per the previously agreed scheme.

## 3 Agreed Off-Site Walking and Cycling Measures

- 3.1 There are three elements to the off-site measures agreed with CC to enhance accessibility as set out below.
- 3.2 Firstly, a zebra crossing would be provided on High Road adjacent to Kells Infant School. The agreed scheme is included in drawing CBO-0542-010 Rev A in **Appendix C** and would be implemented through a Section 278 agreement prior to first occupation of Phase 1.
- 3.3 Second, a contribution of £65,000 would be made to provide improvements to the English Coastal Path (ECP) in the vicinity of the site. No trigger point was agreed for this contribution but it is not considered necessary to make improvements to the ECP during the Phase 1 development so this contribution would be paid during Phase 2.
- 3.4 Third, a contribution of £80,000 would be made to enhance active travel facilities on High Road. No trigger point was agreed for this contribution but it is not considered necessary to make improvements to enhance active travel facilities on High Road during the Phase 1 development, so this contribution would be paid during Phase 2.
- 3.5 The Framework for the site Travel Plan has also been agreed and the production of the full Travel Plan can suitably be covered by an appropriate planning condition.

## 4 Agreed Highway Mitigation

- 4.1 There are also three elements to the agreed off-site measures to provide highway mitigation as set out below.
- 4.2 Firstly, it has been agreed with National Highways that an improvement to enhance capacity at the A595 Egremont Road / Homewood Road roundabout would be implemented. National Highways suggested planning conditions indicates that this would be provided prior to occupation of the 250<sup>th</sup> dwelling or four years after the first unit is completed.
- 4.3 Second, it has been agreed with CC that the junction between the B5345 Meadow View and Ginns to Kells would be provided with traffic signals. It has been agreed that this would be implemented prior to occupation of the 80<sup>th</sup> dwelling.

- 4.4 Third, it has been agreed with CC that a contribution would be made of £59,600 towards improvement works at the B5345 St Bees Road / Mirehouse Road junction with the contribution payable before occupation of the 100<sup>th</sup> dwelling.

## **5 Highway Implications of the New Site Layout and Masterplan**

- 5.1 The proposed changes to the Phase 1 site layout and Phase 2 masterplan do not affect any of the agreements previously reached with CC and National Highways.
- 5.2 The Phase 1 site would be solely accessed from the northern access as before.
- 5.3 The arrangement of the Phase 2 accesses, including the access to the local centre, incorporate provision for walking and cycling and a future bus route through the site. These linkages have been maintained within the revised plans.
- 5.4 Nothing in the updated plans changes the context under which the agreed measures and contributions to enhance accessibility have been determined.
- 5.5 As the overall development content will now be lower, the development would have a lesser overall traffic impact. However, the triggers for the highways based mitigation measures, which were determined at the points when the impact from development traffic would be material, would continue to fall within the revised unit numbers, so this mitigation would still be required.
- 5.6 As the traffic impact would now be less there would clearly not be any further material traffic impacts associated with development.

## **6 Recommendation**

- 6.1 Subject to the agreed measures to enhance accessibility and provide highway mitigation, it is the recommendation of CBO Transport that planning approval is not withheld on highways and transport grounds.



## **Appendix A:** Updated Site Layout and Masterplan



MIX SCHEDULE - 139 Unit Application

SITE AREA	Acres	Net	23.900
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Phase 1 (North)				
HOUSE TYPE	SQ.FT	NO	%	TOTAL SQ.FT
Alnmouth	663	3	2	1989
Addlebrough	792	12	9	9504
Chiltern	889		0	0
Sherwood	1010	1	1	1010
Kingley Semi	1026		0	0
Kingley Det	1026	8	6	8208
Saunton	1033	6	4	6198
Barndale	1041	4	3	4164
Silverdale	1042	2	1	2084
Burnham	1115	3	2	3345
Marston	1230	2	1	2460
Brampton	1261	2	1	2522
Lambridge	1378	4	3	5512
Kielder	1416	1	1	1416
Galloway DT	1098		0	0
TOTAL	48	35		48412

Phase 2 (South)				
HOUSE TYPE	SQ.FT	NO	%	TOTAL SQ.FT
Addlebrough	792	9	6	7128
Galloway	818	18	13	14724
Chiltern	889	3	2	2667
Sherwood	1010	5	4	5050
Kingley Semi	1026	6	4	6156
Kingley Det	1026	6	4	6156
Saunton	1033	6	4	6198
Barndale	1041	7	5	7287
Silverdale	1042	2	1	2084
Burnham	1115	4	3	4460
Knebworth	1190	4	3	4760
Marston	1230	8	6	9840
Brampton	1261	0	0	0
Greenwood	1324	4	3	5296
Lambridge	1378	3	2	4134
Kielder	1416	6	4	8496
	91	65		94436
TOTAL	139	100		142848

COVERAGE	Per Acre	3.951		
DENSITY (NET)	Per Acre	6		
BEDS (Private)	2 Bed	3 Bed	4 Bed	5 Bed
%	13.2	54.9	31.9	0.0

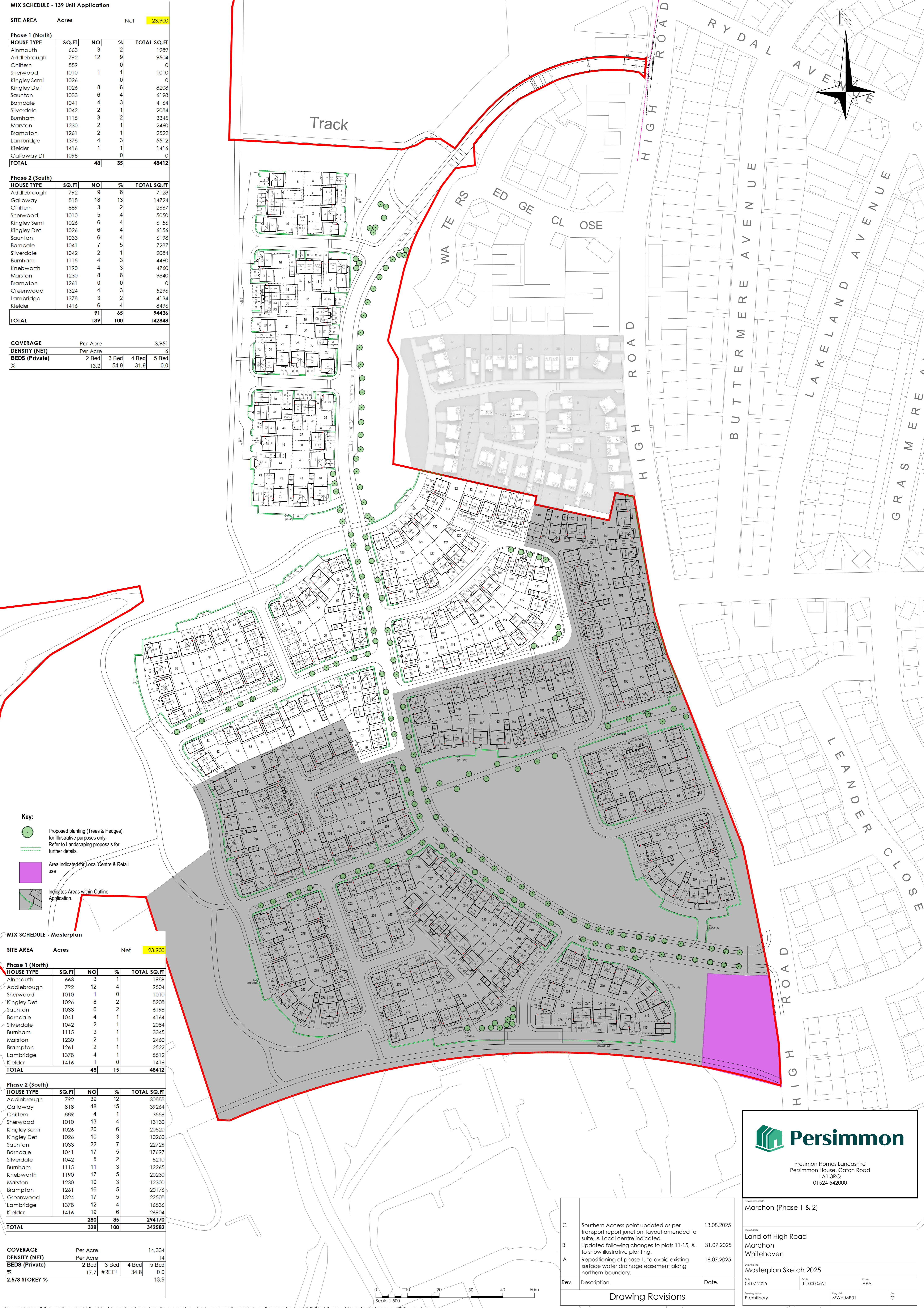
MIX SCHEDULE - Masterplan

SITE AREA	Acres	Net	23.900
-----------	-------	-----	--------

Phase 1 (North)				
HOUSE TYPE	SQ.FT	NO	%	TOTAL SQ.FT
Alnmouth	663	3	1	1989
Addlebrough	792	12	4	9504
Sherwood	1010	1	0	1010
Kingley Det	1026	8	2	8208
Saunton	1033	6	2	6198
Barndale	1041	4	1	4164
Silverdale	1042	2	1	2084
Burnham	1115	3	1	3345
Marston	1230	2	1	2460
Brampton	1261	2	1	2522
Lambridge	1378	4	1	5512
Kielder	1416	1	0	1416
TOTAL		48	15	48412

Phase 2 (South)				
HOUSE TYPE	SQ.FT	NO	%	TOTAL SQ.FT
Addlebrough	792	39	12	30888
Galloway	818	48	15	39264
Chiltern	889	4	1	3556
Sherwood	1010	13	4	13130
Kingley Semi	1026	20	6	20520
Kingley Det	1026	10	3	10260
Saunton	1033	22	7	22726
Barndale	1041	17	5	17697
Silverdale	1042	5	2	5210
Burnham	1115	11	3	12265
Knebworth	1190	17	5	20230
Marston	1230	10	3	12300
Brampton	1261	16	5	20176
Greenwood	1324	17	5	22508
Lambridge	1378	12	4	16536
Kielder	1416	19	6	26904
		280	85	294170
TOTAL		328	100	342582

COVERAGE	Per Acre	14.334		
DENSITY (NET)	Per Acre	14		
BEDS (Private)	2 Bed	3 Bed	4 Bed	5 Bed
%	17.7	#REF!	34.8	0.0
2.5/3 STOREY %				13.9



Rev.	Description.	Date.
C	Southern Access point updated as per transport report junction, layout amended to suite, & Local centre indicated.	13.08.2025
B	Updated following changes to plots 11-15, & to show illustrative planting.	31.07.2025
A	Repositioning of phase 1, to avoid existing surface water drainage easement along northern boundary.	18.07.2025

Drawing Revisions

Presimmon Homes Lancashire  
Persimmon House, Caton Road  
LA1 3RQ  
01524 542000

Development Site

Marchon (Phase 1 & 2)

Site Address

Land off High Road  
Marchon  
Whitehaven

Drawing Title

Masterplan Sketch 2025

Scale

04.07.2025

Scale

1:1000 @A1

Sheet

APA

Drawing Status

Preliminary

Proj Ref

MWH/MP01

Rev

C



## **Appendix B:** Agreed Site Access Plans



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



Barnett House  
53 Fountain Street  
Manchester  
M2 2AN  
T: 0161 235 6365  
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W: www.cbotransport.co.uk

**Client**

Persimmon Homes

**Project**

High Road, Whitehaven

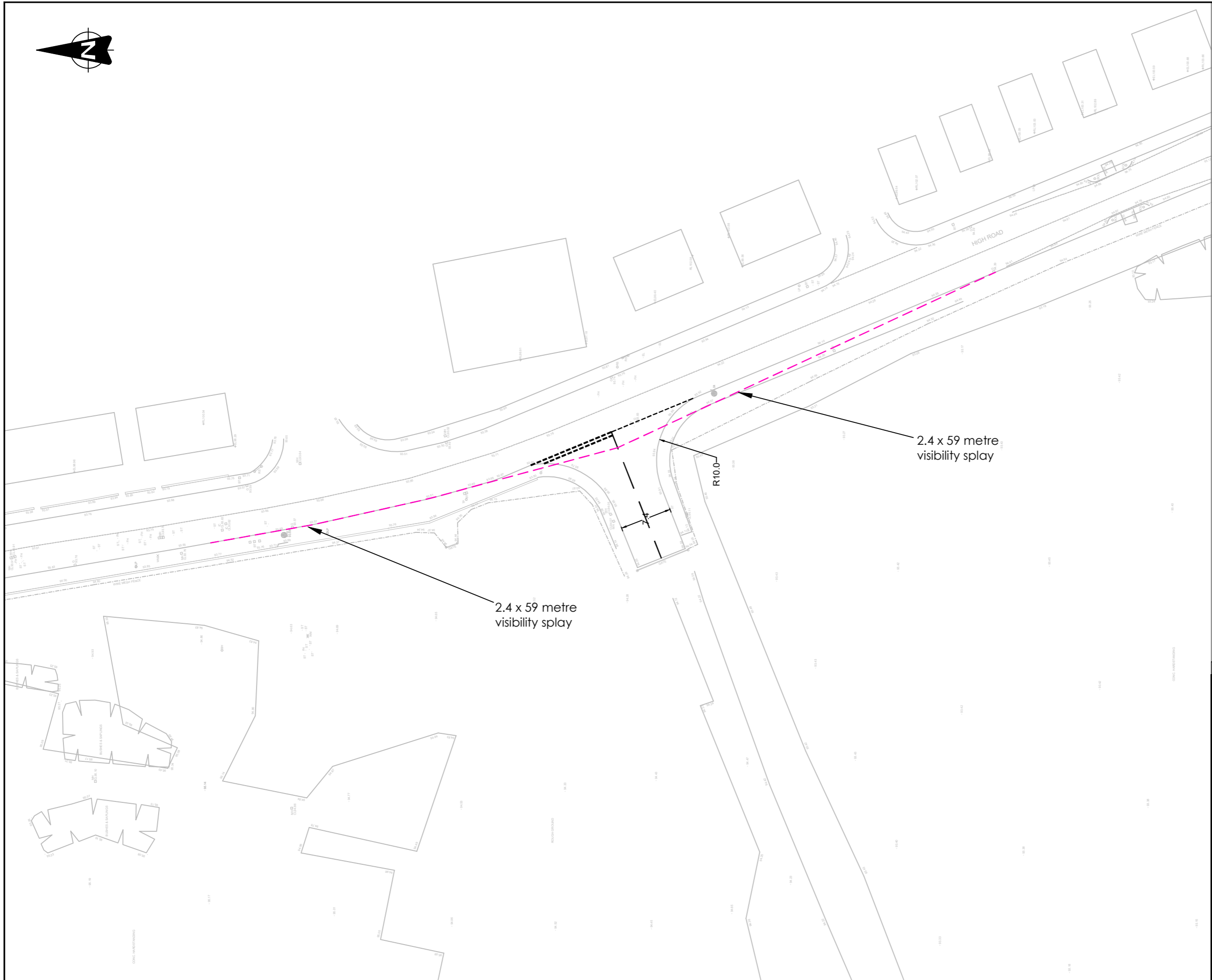
**Drawing Title**

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



Rev.	Date	Revision Details	Drawn	Check	App.



**CBO**  
TRANSPORT

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M2 2AN  
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**Client**

Persimmon Homes

**Project**

High Road, Whitehaven

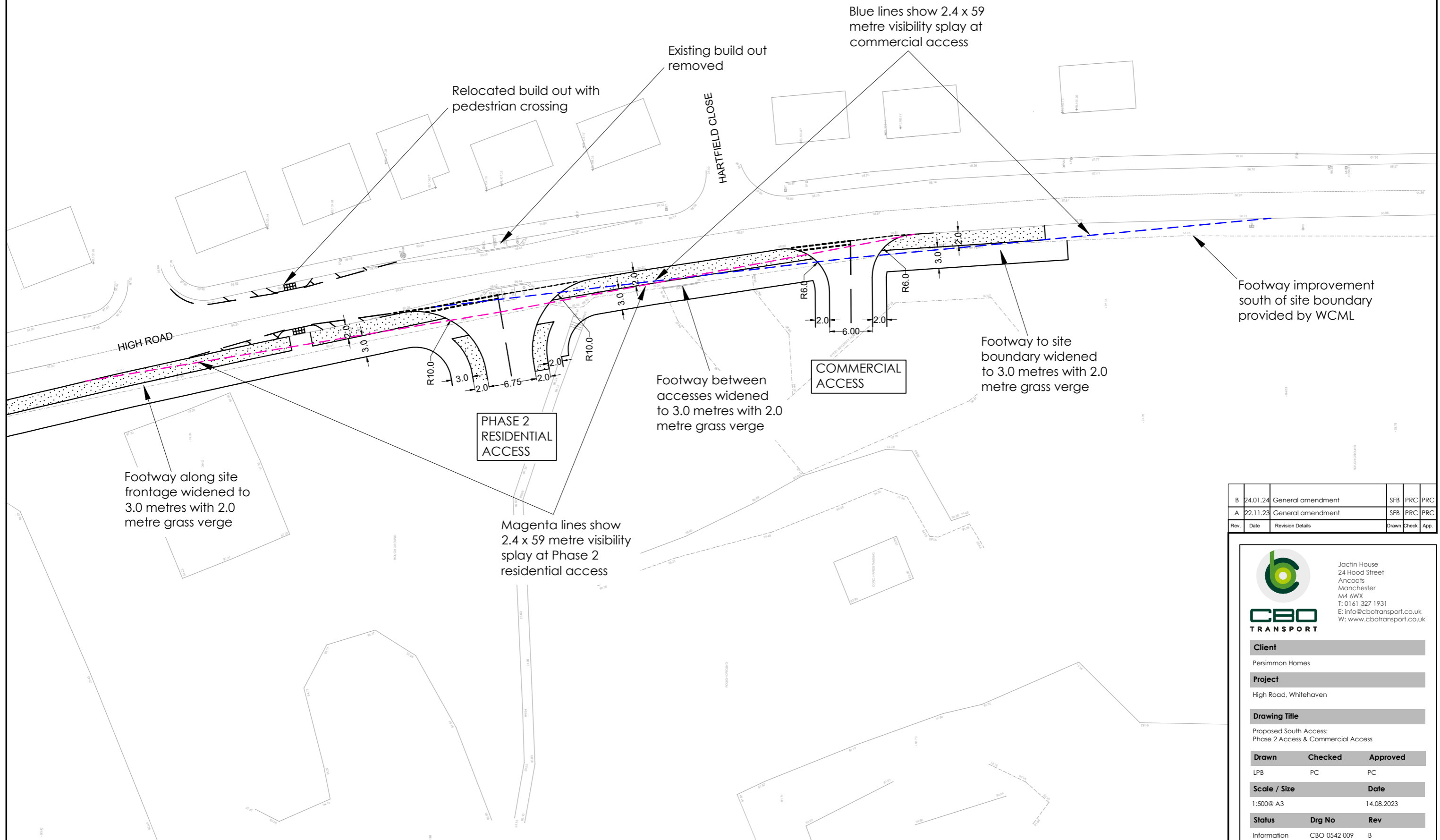
**Drawing Title**

Proposed Reuse of the Existing Southern Access - Phase 2 Access

Drawn	Checked	Approved
SFB	PC	PC

Scale / Size	Date
1:500@ A3	29.01.2019

Status	Drg No	Rev
Information	CBO-0542-005	



B	24.01.24	General amendment	SFB	PRC	PRC
A	22.11.23	General amendment	SFB	PRC	PRC
Rev.	Date	Revision Details	Drawn	Check	App.



Jactin House  
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Ancoats  
Manchester  
M4 6WX  
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E: info@cbotransport.co.uk  
W: www.cbotransport.co.uk

<b>Client</b>		
Persimmon Homes		
<b>Project</b>		
High Road, Whitehaven		
<b>Drawing Title</b>		
Proposed South Access: Phase 2 Access & Commercial Access		
<b>Drawn</b>	<b>Checked</b>	<b>Approved</b>
LPB	PC	PC
<b>Scale / Size</b>		<b>Date</b>
1:500@ A3		14.08.2023
<b>Status</b>	<b>Drg No</b>	<b>Rev</b>
Information	CBO-0542-009	B



**Appendix C:**      Agreed High Road Zebra Crossing Plan





Perpendicular parking and  
dropped crossing provided  
along full frontage of library

No.181 High Road  
driveway

Existing build out  
to be removed

Proposed 3.2 metre wide  
zebra crossing with 1.2m  
gap to give way lines

HIGH ROAD

Library

181

27

ENNERDALE TERRACE

GP

93.5m

A	16.11.23	General amendment	SFB	PRC	PRC
Rev.	Date	Revision Details	Drawn	Check	App.



**CBO**  
TRANSPORT

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**Client**

Persimmon Homes

**Project**

High Road, Whitehaven

**Drawing Title**

Proposed Zebra Crossing

Drawn	Checked	Approved
SFB	PC	PC

Scale / Size	Date
1:500@ A3	23.10.2023

Status	Drg No	Rev
Information	CBO-0542-010	A