

Ivy Mills, Whitehaven

Transport Note

A25144

1. Introduction

- 1.1. Astute Transport Planning ("Astute") has been appointed by Gleeson Homes to provide transport planning advice in relation to their development on land of the B5295 in Whitehaven.

2. Background

- 2.1. Outline planning application 4/17/2143/001 was approved on 5th July 2017. Condition 11 of the planning approval states that:

"Full details of a pedestrian facility on the B5295, including any highway widening must be submitted to this authority for this approval. Any works so approved shall be fully implemented before any dwelling hereby permitted is occupied".

- 2.2. It is important to note that the planning condition does not enforce the type of pedestrian crossing that is required.
- 2.3. The land subject to the outline application benefitted from a frontage with the B5295 Cleator Moor Road to the north, and the B5295 Main Street to the west. The land fronting Cleator Moor Road was subsequently subject to a separate detailed planning application which was not linked to the outline approval.
- 2.4. However, pursuant to the outline consent a Reserved Matters application was subsequently submitted for the development of 26 dwellings (4/20/2334/OR1), with access taken via a priority controlled junction with Main Street. Therefore, while planning Condition 11 is not specific, it is understood that the pedestrian facility is required on the B5295 Main Street frontage.

3. Pedestrian Provision

- 3.1. **Drawing DJ25012-ATD-GEN-ZZ-DR-CH-00001_P01** presents the pedestrian crossing infrastructure that is proposed on Main Street to discharge Condition 11.
- 3.2. The drawing indicates a 2 metre wide crossing point to the north of the proposed site access, which comprises dropped kerbs and tactile paving. The crossing point will be supported by signage, which will provides motorists with warning of the potential for pedestrians to cross in this area.



- 3.3. By focussing pedestrian crossing movements in a single location, and providing signage to highlight this to motorists, it is considered that the proposed infrastructure will improve pedestrian safety in this area, as well as access for all users.
- 3.4. In the location of the proposed crossing Main Street is 6.3 metres wide. For a road of this limited width a direct crossing without a central refuge island is considered safe and appropriate. A pedestrian provision of this form is also considered appropriate in the context of the scale of residential development that is proposed, including the limited additional footfall which it would generate across the Main Street in this area.
- 3.5. It is also noted that there are existing pedestrian crossing facilities on Main Street in the vicinity of the site, including a signal controlled crossing just north of Winston Drive, while dropped kerbs, tactile paving, and pedestrian refuges are provided on all arms of the roundabout junction with Moresby Road. In combination this existing infrastructure, supplemented by the proposed crossing, are considered more than suitable to safely accommodate pedestrian movements across Main Street in this area.
- 3.6. On this basis, the form and location of the identified pedestrian crossing infrastructure is considered appropriate to serve the scale of development proposed. It is therefore requested that Condition 11 be discharged.



Appendix A

Drawing DJ25012-ATD-GEN-ZZ-DR-CH-00001_P01

