

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 National Highways and they issued their final response to Copeland Borough Council in July 2022 recommending no objection subject to an improvement at the roundabout junction of the A595 Egremont Road and Homewood Road. This is something the developers are agreeable to.
- 1.6 There have also been significant agreements with Cumberland Council (as highway authority) which can be summarised as:-
 - Agreement to the location and layout of the three access points from High Road to the development.
 - Agreement (subject to conditions) of the Phase 1 site layout.
 - Agreement to undertake improvement works at the B5345 Meadow View / Ginns to Kells Junction and that these works would be undertaken through a S278 agreement and be in place prior to the occupation of the 80th dwelling.
 - Agreement to make a contribution of £59,600 towards improvement works at the B5345 St Bees Road / Mirehouse Road junction with the contribution payable before occupation of the 100th dwelling.
- 1.7 The developers had also been asked to make a contribution of £116,200 towards footway widening and traffic calming on High Road and Ennerdale Terrace. Cumberland Council has now advised that funding for these works has been sourced from others and in lieu of this we have now been asked to consider specific pedestrian crossing proposals on High Road and further works on site to enhance linkages for pedestrians and cyclists. There will be further discussions in this regard with Cumberland officers in due course.

Revised Phase 2 Masterplan

- 1.8 The developers have undertaken further site investigation works since the application was submitted and this has resulted in the need to replan the Phase 2 part of the site – the part for which outline planning permission is being sought.
- 1.9 The revised masterplan is included in **Appendix A**. Note the plan also shows the Phase 1 site layout which has not changed.
- 1.10 A road link between Phases 1 and 2, suitable for bus use has been included on the revised masterplan.
- 1.11 The three access points to the development have been maintained in the revised masterplan but the land for the local centre, which was midway along the Phase 2 site frontage opposite Woodhouse Road, has been relocated to the south of the southern access.
- 1.12 Despite the changes to the masterplan the quantum of development being applied for has not changed.

2 Highway Implications of the New Masterplan

Site Accesses

- 2.1 As above the three accesses included on the previous masterplan and which agreement has been reached with highways officer have been maintained on the revised masterplan.
- 2.2 With the relocation of the land for the local centre to the south, the developers are now seeking a direct access to this part of the site from High Road as indicated on the revised masterplan.
- 2.3 CBO drawing CBO-0542-009 in **Appendix B** shows the now proposed access to the local centre site (referenced as commercial access on the drawing) together with the southern access to the Phase 2 residential site which was previously shown on the agreed plan CBO-0542-008. The commercial access would be about 50m south of the residential access which we consider is an appropriate junction spacing in this location. Hartfield Road opposite is a lightly trafficked residential road so the interaction with commercial access would not represent a highway safety issue.
- 2.4 This revised plan has been sent to Cumberland Council highways officer for comment and approval but to date feedback has not been received.

Traffic Impact

- 2.5 As the development content has remained the same there would be no change to the off site traffic impact of the proposed development.
- 2.6 On this basis the conclusions reached by National Highways would not be affected by the changes to the Phase 2 masterplan and there would be no further mitigation required other than the improvements to the A595 Egremont Road / Homewood Road roundabout which the developers are agreeable to.
- 2.7 Similarly, the position of Cumberland Council highways on offsite mitigation are not affected by the changes to the Phase 2 masterplan and no further mitigation would be required other than the junction improvement at Meadow View / Ginns to Kells and the contribution to the junction improvement at St Bees Road / Mirehouse Road, both of which the developers are agreeable to.

3 Conclusion

- 3.1 The revised Phase 2 masterplan would have minimal implications in highways terms.
- 3.2 A separate access is now proposed to the relocated local centre and this can be achieved in the location shown on the revised masterplan.
- 3.3 A drawing showing this access in relation to the southern residential access has been sent to Cumberland officers for comment and approval. Feedback has not yet been received but it is envisaged any issues will be picked up during our ongoing discussions with Cumberland on requirements for pedestrian / cycle focused improvements.
- 3.4 There are no changes to offsite traffic impact and therefore the positions reached with both National Highways and Cumberland Council are not affected by the changes to the masterplan.
- 3.5 There is therefore no reason why the revised masterplan should result in planning approval being withheld on highways and transport grounds.



Appendix A: Revised Phase 2 Masterplan





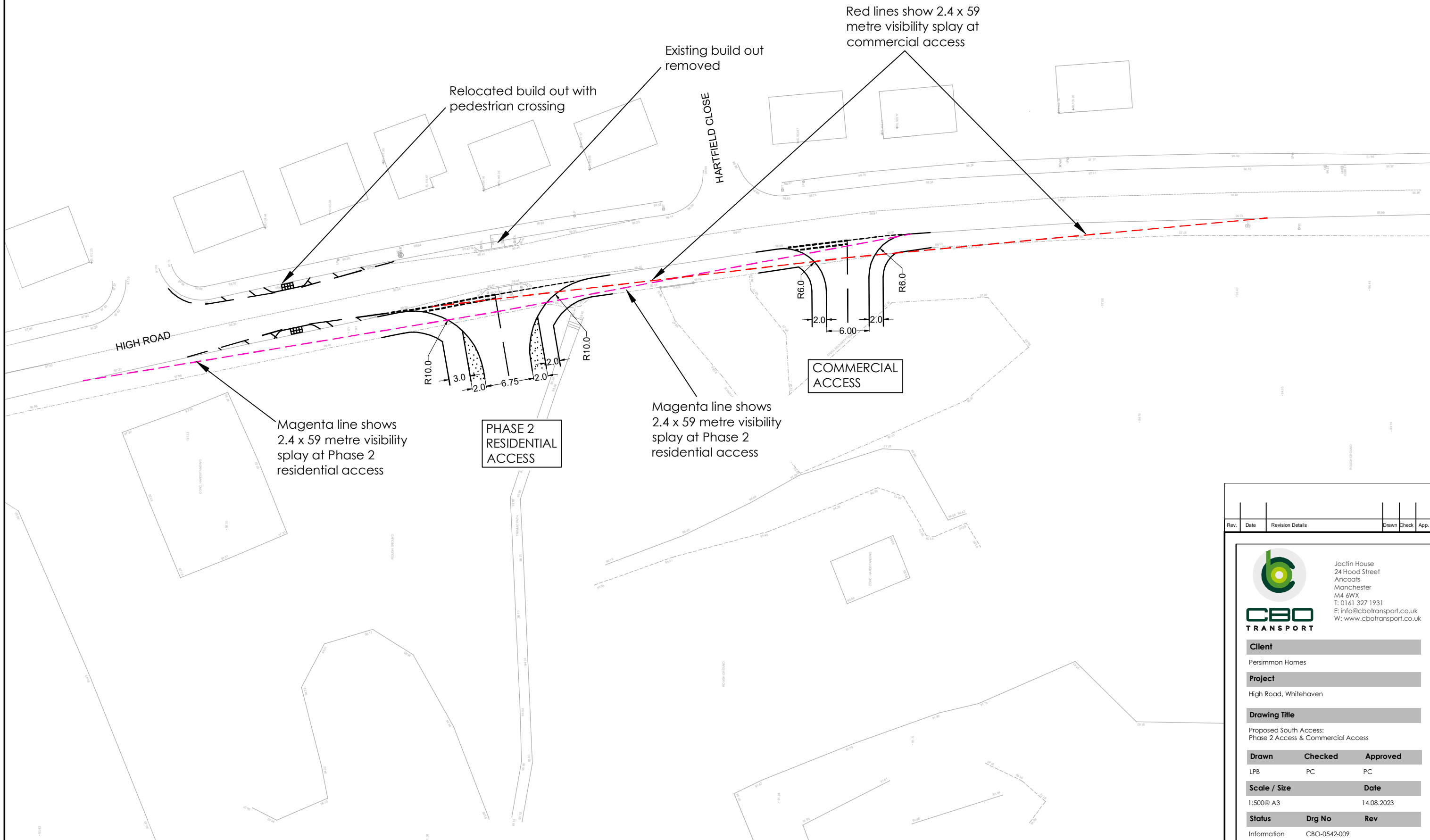
Key

- Red line boundary
- Development access point
- Boulevard - bus route incorporating tree lined verge to both sides and cycle path
- Primary road - tree lined verge to one side
- Focal areas
- Focal buildings to corners & vistas
- Existing public right of way
- Public right of way diverted through development
- Green infrastructure
- Kest hedge incorporating tree planting to new settlement boundary
- Enhanced habitat area
- Local centre
- Area of significant voiding, groundwater contamination and colliery spoil
- Located mineshaft caps



Appendix B: Proposed Access to Local Plan Site





Rev.	Date	Revision Details	Drawn	Check	App.



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Client

Persimmon Homes

Project

High Road, Whitehaven

Drawing Title

Proposed South Access:
Phase 2 Access & Commercial Access

Drawn	Checked	Approved
LPB	PC	PC

Scale / Size	Date
1:500@ A3	14.08.2023

Status	Drg No	Rev
Information	CBO-0542-009	