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Caldecotte Consultants Ltd

Proposed Residential Development, Barrow Brook, Clitheroe, Lancashire

Transport Statement





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Transport Statement

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1 Introduction

Opus International Consultants (UK) Ltd have been commissioned by Caldecotte Consultants Ltd to prepare a Transport Statement for a proposed residential development on the land to the rear of the former La Taverna restaurant, off Whalley Road, Barrow.

The site has an extensive planning history. The site was granted Outline Planning Permission in February 2013 for the residential development of 23 dwellings, with access, parking and associated landscaping following the demolition of Nos. 23 and 25 Old Row. This Transport Statement is a resubmission of Application Reference 3/2012/0623, and includes slight amendments to the site layout.

The original scheme was scoped with Lancashire County Council (LCC) in 2011 from a highway and transportation perspective. The scheme originally included the development of a light industrial / office development and a residential site. Due to the scale and location of the proposed development it was deemed a Transport Statement would be adequate, which will still suffice for the proposal to develop the site for residential use only.

The proposed residential development will comprise 23 residential units which will be constructed on the land to the rear of the former 'La Taverna', restaurant with vehicular and pedestrian access gained off the east kerbline of Whalley Road.

The Transport Statement is required to inform LCC of the existing conditions, development proposals including the development type, composition, size, location, access and the predicted traffic generation to enable LCC to fully understand the impact of the traffic on the local highway network.

Whilst recently archived, this Transport Statement is based upon the "Department for Transport (DfT) Guidance on Transport Assessments", published in March 2007, as it is still deemed relevant.

The report has also been based on Opus' understanding of Lancashire County Council's requirements based on our specialist experience of Traffic and Transportation studies for similar residential developments. Guidelines were followed from the Lancashire Residential Road Design Guide revision 06/85, alongside Manual for Streets 1 and 2 from the DfT.

1.1 Report Structure

This Transport Statement investigates the highway and transportation issues associated with the proposed development. The layout of this report is split into 6 further sections, as follows:

- Section 2 provides an overview of the existing site conditions;
- Section 3 discusses the development proposals;
- Section 4 discusses the visibility assessment for the proposed site;
- Section 5 outlines the traffic generation and distribution;
- An overview of sustainable transport is provided in Section 6; and,
- Section 7 outlines the summary and conclusions.

2 Existing Conditions

2.1 Existing Site

The development site lies to the north-east of Barrow village, to the south-east of Lancashire. The site lies to the east of Whalley Road, which runs south to north through Barrow village. A site location plan is shown in Figure 1.

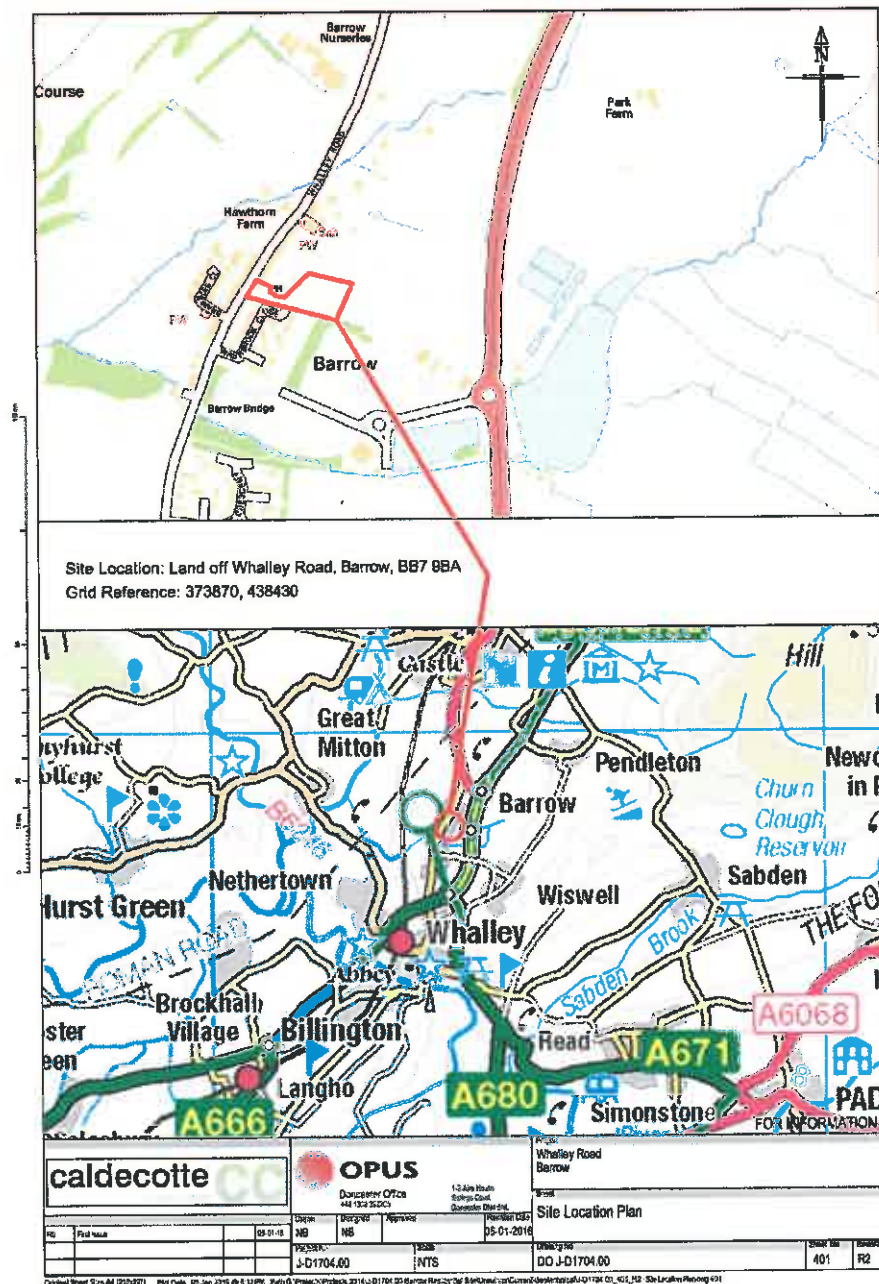


Figure 1 - Site Location Plan

The existing site currently comprises an open field to the rear of the restaurant, which was formerly a public house.

There is an adjacent gravel car park to the west of the site which is currently used by residents and visitors to the area. The car parking arrangements are currently very informal, with no marked bays and sheep grazing in the field to the rear of the car park. The car park is surrounded by mature trees on the north, east and west boundaries, with residential development to the east and west of the site and an open field to the rear. The field has semi-mature trees around its boundaries and a gated access from the car park, which is also fenced off. A red line boundary plan is shown in Figure 2, and shows the proposed site outlined in red.

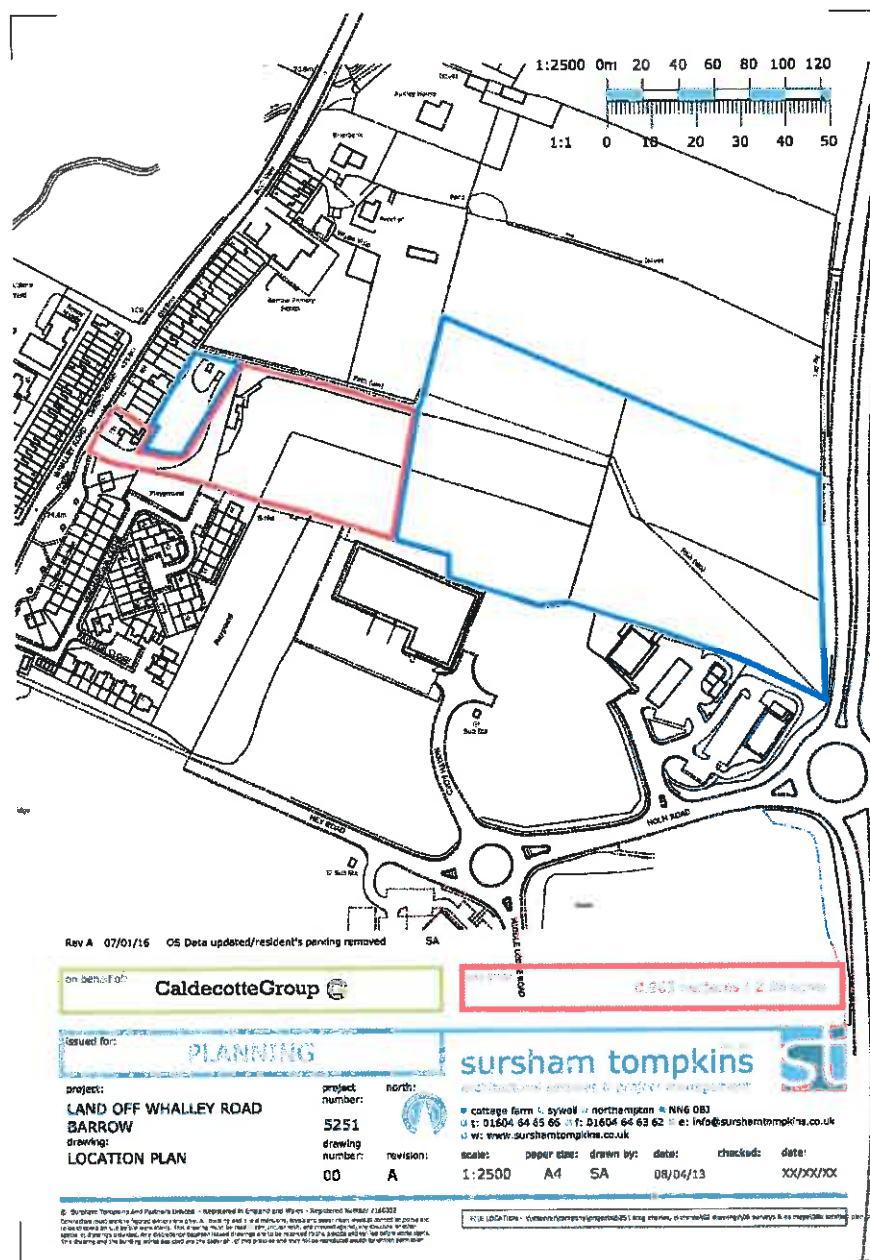


Figure 2 - Red line boundary plan

A Public Right of Way currently runs to the north of the site, with stiles provided to allow pedestrians to access the facility.

The existing car park area is relatively flat, although the surface is currently well rutted and poorly maintained. It was noted during various site visits that the car park was occupied by several vehicles, as shown in Figure 3.



Figure 3 - Vehicles parked on the car park to the rear of the La Taverna Restaurant

The La Taverna restaurant is currently unoccupied and the windows are boarded up. The restaurant has not been maintained for a reasonable length of time and is in a poor condition.

Vehicle access is currently available directly off Whalley Road alongside the former restaurant, with a children's playground and gated access to a large field to the rear. The access is informal with no kerbed radii and the footway runs across the access, acting as a crossover point, as shown in Figure 4.



Figure 4 - Existing Access to the Proposed Site

The site is located off Whalley Road in the village of Barrow. Barrow is situated on the A571 that runs immediately south of Clitheroe, across the A59 and into Whalley centre. The A59 bypass runs to the east of Barrow and Clitheroe but along the west side of Whalley.

Barrow is a linear village with local facilities situated on both sides of Whalley Road. The footways along both sides of Whalley Road are well lit. Barrow is surrounded on all sides by open fields, but is fully accessible with sufficiently wide tarmac footways running along its length. A bus stop including a layby, shelter and timetable is located adjacent to the site access on Whalley Road, which is convenient for potential residents.

Residential developments exist local to Whalley Road with employment, industrial and non-residential land uses situated adjacent to the A59, to the west of Barrow. Barrow is lightly trafficked, due to the majority of traffic using the A59 and bypassing the village.

Barrow Primary School is located immediately north-west of the site. A Co-Operative food retail store, a McDonald's restaurant and Texaco garage are located on the Ribble Valley Business Park which can be accessed off the A59 roundabout to the east of the site.

Bus stops exist on both sides of Whalley Road, with the nearest bus stop directly outside the development site. Local service information is included later in this report, although it is apparent that ten services are available to Blackburn, Clitheroe, Accrington and Skipton.

2.2 Existing Highway Network

The proposed residential site is located off the east kerbline of Whalley Road, approximately 5.5 km south of Clitheroe town centre and 2 km north of Whalley village in Lancashire. Chatburn Road (A671) turns into Whalley Road (A671) south of Clitheroe and runs south past the proposed site access and the A59 towards Blackburn.

The existing site lies outside the residential area of Barrow village, approximately 3.5 km to the south-east of Clitheroe centre. Whalley Road provides the main route through Barrow and connects to Clitheroe in the north and continues as Clitheroe Road to connect to Whalley in the South.

The A59 runs from Skipton in a south-westerly direction past Chatburn, Clitheroe, Whalley and Preston, continuing south for a reasonable distance. Whitacre Lane runs from Whalley Road towards the village of Wiswell and over the A59. The A59 is a dual carriageway bypass that is used by a reasonable amount of traffic that has resulted in Whalley Road and the village of Barrow being very lightly trafficked. The A59 connects south of the site to Accrington Road (A671) at a priority controlled roundabout. Accrington Road continues through Accrington. Further south, the A59 connects at another priority controlled roundabout to the A666 (Whalley New Road) that goes through Blackburn. The A59 finishes its course into Preston, south-west of the site.

2.2.1 Local Highway Network

Whalley Road is a single carriageway with an approximate carriageway width of 7.3 metres. Footways are provided on either side of the carriageway with widths in the order of 1.5 metres. Whalley Road is well illuminated and is subject to a 30mph speed restriction in the vicinity of the site.

The parking restrictions noted along Whalley Road comprise double yellow lines located at Whalley Road junctions with minor roads, a zig-zag yellow line in front of Barrow Primary School (some 100 metres north of the site access), and a disabled reserved parking space in front of a private residential

property some 80 metres north of the site access. On both sides of the site access, owing to the absence of parking restrictions, frequent on street parking was noted along Whalley Road, as shown in Figure 5.



Figure 5 - On-street parking along both sides of Whalley Road

With the exception of some intermittent on-street parking along Whalley Road, the forward visibility through the village is good and the topography is relatively flat. Whalley Road is of a sufficient width to accommodate two way traffic flows in a safe manner, whilst negotiating the on-street parking. Whalley Road is very illuminated and has excellent footway links that extend out of the village to the north and south.

3 Proposed Development

3.1 Proposed Site Use

The proposed residential development will be constructed on the open grassland site to the rear of the former La Taverna restaurant off Whalley Road in Barrow. The existing adjacent residents car park will be retained. The site will comprise 23 residential units that will be accessible via an adoptable standard access road to the south side of the former La Taverna restaurant. The proposed residential layout is shown in Figure 6 (drawing reference 5251_06B) and Appendix B.

It must be noted that due to the outline nature of this planning application, the internal site layout is indicative.

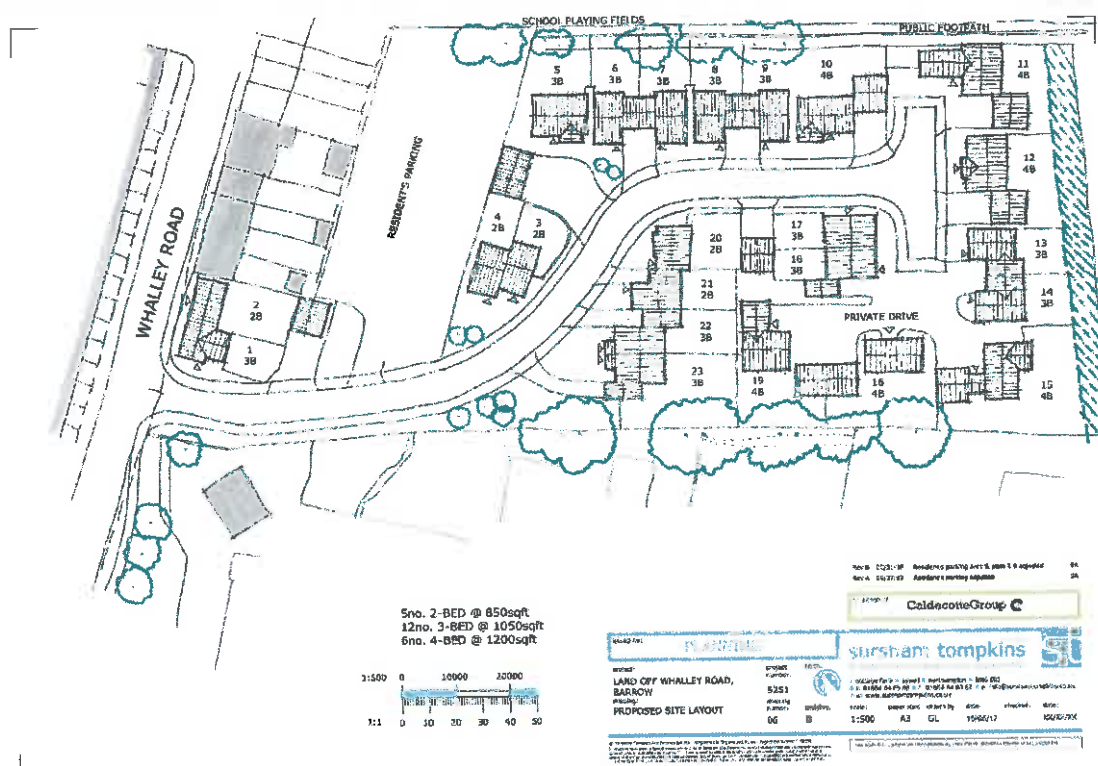


Figure 6 – Proposed Site Layout

The proposed vehicular and pedestrian access to the proposed residential development will be positioned along the southern side of the site boundary to enable to the right existing visibility to be maximised. The proposed development site will be accessed via a pre-existing 5.5 metres wide driveway off the eastern kerblin of Whalley Road, as shown in Figure 7 and Appendix B. A 2.0m footway will be provided on both sides of the access road, with dropped kerbs and tactile paving. The access will continue to be utilised by residents of the existing Whalley Road properties, who currently park in the car park to the rear.

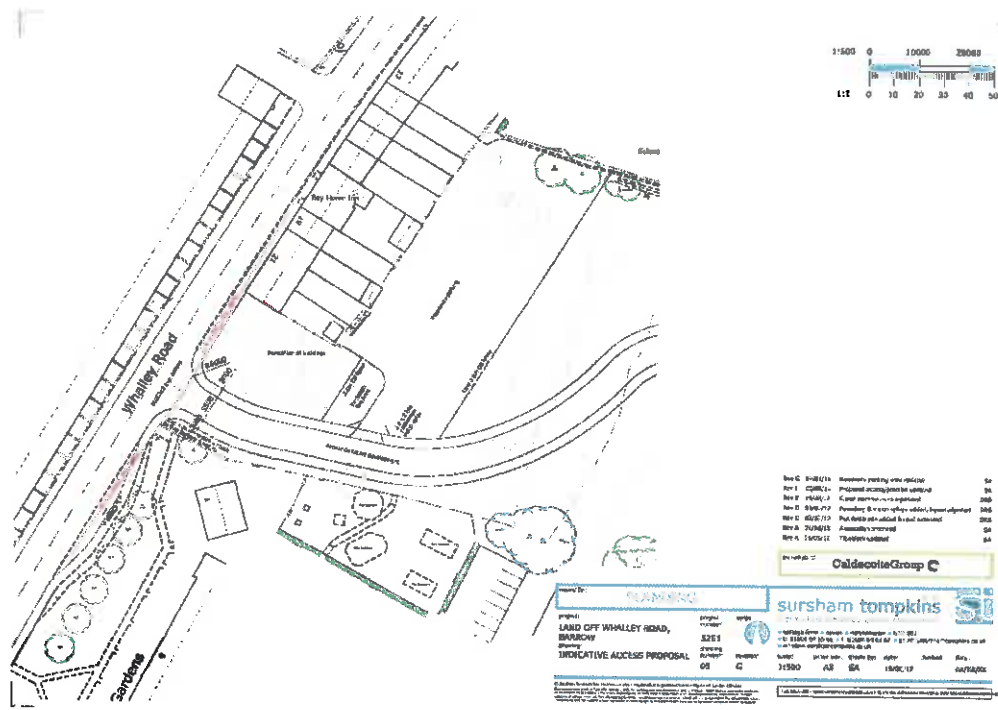


Figure 7 - Site Access Layout

The access road will comprise a main spine road that serves the full site with a cul-de-sac at the east end of the site, with private drives running off the main access road and cul-de-sac. On the south end of the cul-de-sac a private turning / drive area is proposed, which serves four detached properties.

The proposed site plan comprises a range of mixed residential units that are located on each side of the access road and cul-de-sac. All properties will have private drives and a garage for parked vehicles, with some detached properties shown as having large private areas for turning and parking vehicles that are additional to the standard sized drive.

Footways will be provided along the full length of the proposed access road and cul-de-sac on both sides to improve pedestrian accessibility and connectivity to existing pedestrian facilities on Whalley Road, Barrow. The footway network will encourage residents to use the excellent range of facilities in Barrow and Clitheroe. A footpath link will be maintained to the children's play area to the south, providing pedestrian access to Washbrook Close. Footways will be provided throughout the site and a Public Right of Way is located along the northern site boundary.

The provision of safe, illuminated footways will encourage residents and visitors to use alternative footways will encourage residents and visitors to use alternative sustainable modes of transport, as opposed to the car, to reach the nearby amenities and public transport services.

The proposed access road will be of sufficient width and along with the provision of a turning head delivery vehicles and refuse vehicles will be able to access and egress from the site in a forward gear.

As agreed as part of the previous Transport Statement submission to Lancashire County Council, it is envisaged that the access road for the proposed residential development will be positioned along

the southern site boundary to increase the available visibility to the north for southbound vehicles. Visibility is assessed in Chapter 4 of this report.

It is anticipated that the proposed priority junction will meet the requirements of the proposed residential development without any detriment to the local highway network.

As the proposed residential development is likely to generate a minimal amount of additional traffic, when taking into account the occupancy levels of the existing car park, it is envisaged that the proposed priority junction will operate with no significant traffic impact or highway safety issues.

3.2 Parking

The online LCC Residential Development Accessibility Score Questionnaire has been completed for the proposed site. The calculator uses criteria including distance to public transport facilities, local services and other key amenities using the LCC mapping system. An accessibility score of **25** has been obtained. The output is contained with Appendix C.

When measured from the centre of the site, the proposed site scores highly in terms of access to public transport facilities and the distance to the local primary school and children's play area. The nearest bus stop is deemed to be less than 200 metres from the centre of the site, whilst the nearest primary school is less than 400 metres away.

The Residential Development Accessibility Score Questionnaire has recently been updated and no longer provides a maximum parking provision recommendation. The "LCC Car Parking Standards" – Appendix 6, published in 2004 have therefore been utilised. The guidance document recommends the following **maximum** car parking provision levels:

- For single bedroom housing, 1 car parking space per dwelling should be provided; and,
- For family housing, 2 car parking spaces per dwelling should be provided.

The guidance does not specify whether garages are included in the maximum car parking provision levels.

Based on the above standards, a maximum total of **46** car parking spaces should be provided.

The proposed layout plan, as shown in Appendix B, illustrates the parking arrangement for the proposed residential development.

The proposed parking provision is outlined in Table 1.

Table 1: Proposed Parking Provision

Unit Type	Number of Units	Proposed Number of Parking Spaces per dwelling
2 bedroom	5	One parking space plus single garage
3 bedroom	12	One parking space plus single garage
4 bedroom	6	Two parking spaces plus double garage
Total	23	29 spaces (excluding garages)

It is noted that all garages will be large enough to accommodate cycling storage.

4 Visibility Assessment

The Department for Transport Manual for Streets (MfS) document, produced in 2007, provides guidance on the visibility that should be provided at junctions and along the street. The visibility splay at the junction ensures there is adequate inter-visibility between vehicles on the major and minor arms. This is based upon the stopping sight distances (SSDs) and refers to the distance within which drivers need to be able to see ahead and stop from a given speed.

The visibility requirements for a 30 mph speed restriction are shown in Table 2 and have been extracted from Table 7.1 of the Department for Transport 'Manual for Streets' guidance.

Table 2: Visibility Splay Requirements

Description	SSD (metres)	SSD adjusted for bonnet length
Visibility requirement at proposed access (Y) distance for 30mph speed	40	43

Using an 'x' distance of 4.5 metres from the give way line at the egress point of the proposed development, drivers egressing from the development site should be able to see distance 'y' to the left and right along the main carriageway alignment.

The MfS guidance document states that an 'x' distance of 2.4 metres should normally be used in most built-up situations, as this represents a reasonable distance between the front of the car and the driver's eye.

The visibility requirements at the junction has previously been discussed and agreed with Lancashire County Council, following design works in association with a previous application for the site in 2011.

The visibility splays at the proposed Whalley Road access have been assessed in Figure 8 (drawing reference 5251_05 G).



Figure 9 - Existing visibility to the right from the existing access point



Figure 10 - Existing visibility to the left from the existing access point

5 Traffic Generation and Distribution

5.1 Proposed Vehicular Trip Generations

Following ongoing consultation with LCC, Opus have been previously advised to utilise the agreed trip rates contained within the Barrow Lands Company site approved 504 residential unit SoCG document (page 18). These trip rates are outlined in Table 3 and have been applied to the proposals for 23 residential dwellings as part of this planning application.

The below have been taken from the Barrow Lands Company site SoCG and are the result of a survey undertaken at a housing estates within Barrow to provide local trip rate data, from which trip rates per dwelling could be derived. The surveys were undertaken at the entrance to Chestnut Crescent, Washbrook Close and The Brambles.

Table 3: Proposed Trip Rates and Generations

Land Use	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Totals	Arrivals	Departures	Total
Barrow Surveys Trip Rates	0.114	0.509	0.623	0.456	0.175	0.632
Trip Forecast	3	12	15	10	4	14

The predicted number of two-way vehicular trips generated by the proposed development in the AM Peak is 15 and 14 in the PM Peak.

5.2 Traffic Distribution

For the purpose of this Transport Statement, the distribution of the proposed residential trips will be based upon a manual classified turning counts survey undertaken at the Whalley Road / Site Access junction in May 2014.

It must be noted that the survey carried out at the existing / proposed site access along Whalley Road indicated that the turning proportions are associated with the existing car park. Given the existing land use is not representative of the proposed residential land use, a more robust methodology was deemed to be utilising the north / south headway proportions along Whalley Road. Using the headway proportions has identified that marginally more traffic flows southbound during both the AM and PM peak periods.

The trips associated with the proposed development have been distributed accordingly, and are shown in Appendix D.

6 Sustainable Transport

6.1 Walking

The Institution of Highways and Transportation in their document “Guidelines for Providing for Journeys on Foot” state that walking account for over a quarter of all journeys and four fifths of journeys less than one mile.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been recently superseded by the National Planning Policy Framework (NPPF), it is considered that this distance is still relevant and appropriate.

The area in the vicinity of the site is mainly residential. Footways are present along Whalley Road on both sides of the carriageway. To the north of the site, the footways are 2.1 metres wide on the eastern side of the carriageway. Properties along the eastern side of the carriageway have direct frontage onto the footway. On the western side of the carriageway, the footways are approximately 2.7 metres wide.

To the south of the site the footways range between 1.9 and 2.4 metres in width.

There are no pedestrian crossings, nor tactile paving currently provided in the immediate vicinity of the site.

A PROW is located along the northern boundary of the site, as shown in Figure 11.

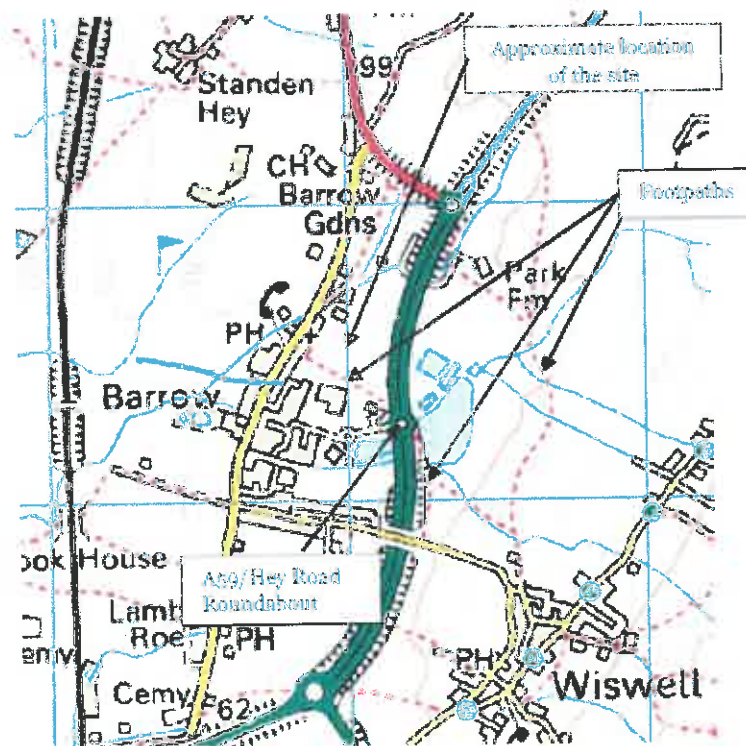


Figure 11 - Existing footpaths / cycle routes in the vicinity of the site

6.2 Cycling

The DfT in their “Transport Statistics on Cycling in Great Britain” document state that the average length of a cycle journey is 3.84 km (2.4 miles). PPG13 “A Guide to Better Practice” (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has recently been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that ‘in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon’.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips.

There are no formal cycle facilities in the immediate vicinity of the site, and no cycle lane along Whalley Road. Cycling requiring access to the site at present utilise Whalley Road which is lightly trafficked. The LCC is planning to implement a cycle route that connects Hey Road to Whalley Road.

Two cycling routes suggested by the cycling organisation Sustrans run along Mitton Road, approximately one mile to the west and Pendleton Road, approximately 0.7 miles to the east.

Cyclists leaving Whalley Rail Station (approximately 2.6 km (1.6 miles) to the south-west of the site) could follow Clitheroe Road and then Whalley Road to join the site.

In the wider context, Ribble Valley Borough has an extended cycling network composed of on and off road, tarred and untarred sections. One of them is the ‘Ribble Valley Villages’ route which is a 29 mile, 12 step route that offers riding through the attractive and tranquil villages of Ribble Valley.

6.3 Bus Services and Facilities

In the immediate vicinity of the site access, there are two pairs of bus stops. The first pair of bus stops are located approximately 100 metres to the north of the site access, with both bus stops consisting of flag poles, as shown in Figure 12. The bus stops are directly opposite each other.



Figure 12 - Bus stop to the north of the site on Whalley Road

The second pair of bus stops are located to the south of the site access. The southbound bus stop is 20 metres away from the access and the northbound bus stop 80 metres away. Both bus stops are provided with a shelter, timetable, a bin and a lay-by facility, as shown in Figure 13.



Figure 13 - Bus stop immediately to the south of the site on Whalley Road

A summary of the available services are shown in Table 4, with full timetables available in Appendix E of this report.

Table 4: Local bus services

Service Number	Operator	Start	Terminates	Areas Served	Frequency Mon – Sat	Frequency Sun
5	Holmeswood Coaches	Chipping	Clitheroe	Longbridge, Ribchester, Whalley	120 min	No service
14	Holmeswood Coaches	Blackburn	Chatburn	Pimlico, Clitheroe, Whalley, great Harwood, Rishton, Accrington, Fern Gore, Green Haworth,	60 min	No service

				Oswaldtwistle, Guide, Blackburn		
14a	Holmeswood Coaches	Clitheroe	Blackburn	Whalley, Great Harwood, Rishton, Clayton Le Moors, Accrington, Fern Gore, Green Haworth, Oswaldtwistle, Guide	60 min from 07:24 to 08:19 & 17:21 to 18:21	No service
26	Mainline	Burnley	Clitheroe	Padiham, Shuttleworth, Whalley	60 min	120 min
27	Mainline	Burnley	Clitheroe	Padiham, Shuttleworth, Sabden, Whalley	60 min	120 min
22	Transdev	Blackburn	Clitheroe	Emerald Street, Langho, Whalley	30 min	60 min
155	M&M Coaches	Blackburn	Clitheroe	Brownhill, Whalley, via Openshaw drive Wilpshire, Langho	One service at 15:33 (Mon - Fri)	No service
231	Holmeswood Coaches	Clitheroe	Accrington	Billington (excl. Sat), Whalley, Great Harwood, Clayton Le Moors	120 min	No service
280	Transdev	Preston	Clitheroe	Mellor Brook, Whalley	60 min	120 min
X80	Transdev	Clitheroe	Skipton	Gisburn, West Marton	One service at 07:58	No service

It should be noted that the above bus timetable information was correct at the time of preparation of this Transport Statement. Detailed bus timetable information is available in Appendix E.

6.4 Rail Services and Facilities

6.4.1 Whalley Railway Station

Whalley Rail Station is the nearest railway station to the site and is located on Mitton Road, approximately 2.1 km (1.3 miles) crow fly to the south-west of the residential site. The station is managed by Northern Rail.

Whalley Rail Station has a 16 space car park, however there are no disabled bays. There is a bike hub allowing for 5 cycle spaces. There is no ticket office or ticket machine on site.

Trains passing through Whalley serve Clitheroe (Clitheroe Interchange) and Manchester Victoria, as well as other local areas. The train frequencies are shown in Table 5.

Table 5: Train services frequency

Operators	Start	Terminates	Others Areas served	Frequency of trains		
				Mon- Fri	Saturday	Sunday
Northern Rail	Clitheroe	Manchester Victoria	Whalley, Langho, Ramsgreave, Blackburn, Darwen, Entwistle, Bromley, Bolton, Salford	60 min	60 min	60 min

It should be noted that Table 5 indicates average headways correct on the time of the preparation of this Transport Statement. Detailed Rail timetable information is available in Appendix E.

6.4.2 Clitheroe Railway Station

Clitheroe Railway Station is located approximately 4.5 km (2.8 miles) to the north of the site, on Station Road. Unlike Whalley Railway Station, it is staffed and has a customer service open every day (06:45 to 17:15 Mon-Fri, 08:00 to 15:30 on Sat and 09:15 to 14:45 on Sun), a ticket office, and 5 cycle lockers. The Station has no car parking facilities.

The Rail services available at Clitheroe Rail Station are identical to those available at Whalley Railway Station (see 5 above).

7 Conclusion

Opus International Consultants (UK) Ltd has been commissioned by Caldecotte Consultants to prepare an updated Transport Statement for the proposed residential development to the rear of the former La Taverna restaurant off Whalley Road in Barrow.

The scope of the Transport Statement was agreed with Lancashire County Council (LCC) in 2011 although the scope was based on the original joint employment / residential land use. This Transport Statement has been provided for the residential element of the site only and the Transport Statement was re-scoped with LCC in April 2012. The site was granted outline planning permission in February 2013 for 23 residential units, however this Transport Statement is a resubmission of Application Reference 3/2012/0623 and allows for slight amendments to the site layout.

The proposed residential development will be constructed to the rear of the La Taverna restaurant, off Whalley Road in the village of Barrow, and will comprise 23 residential units with an overall site area of approximately 0.963 hectares. Vehicular and pedestrian access will be provided via a 5.5 metre wide access off the eastern kerbline of Whalley Road with 2.0m footways provided on both sides, to the immediate south of the La Taverna restaurant, which will ultimately be demolished.

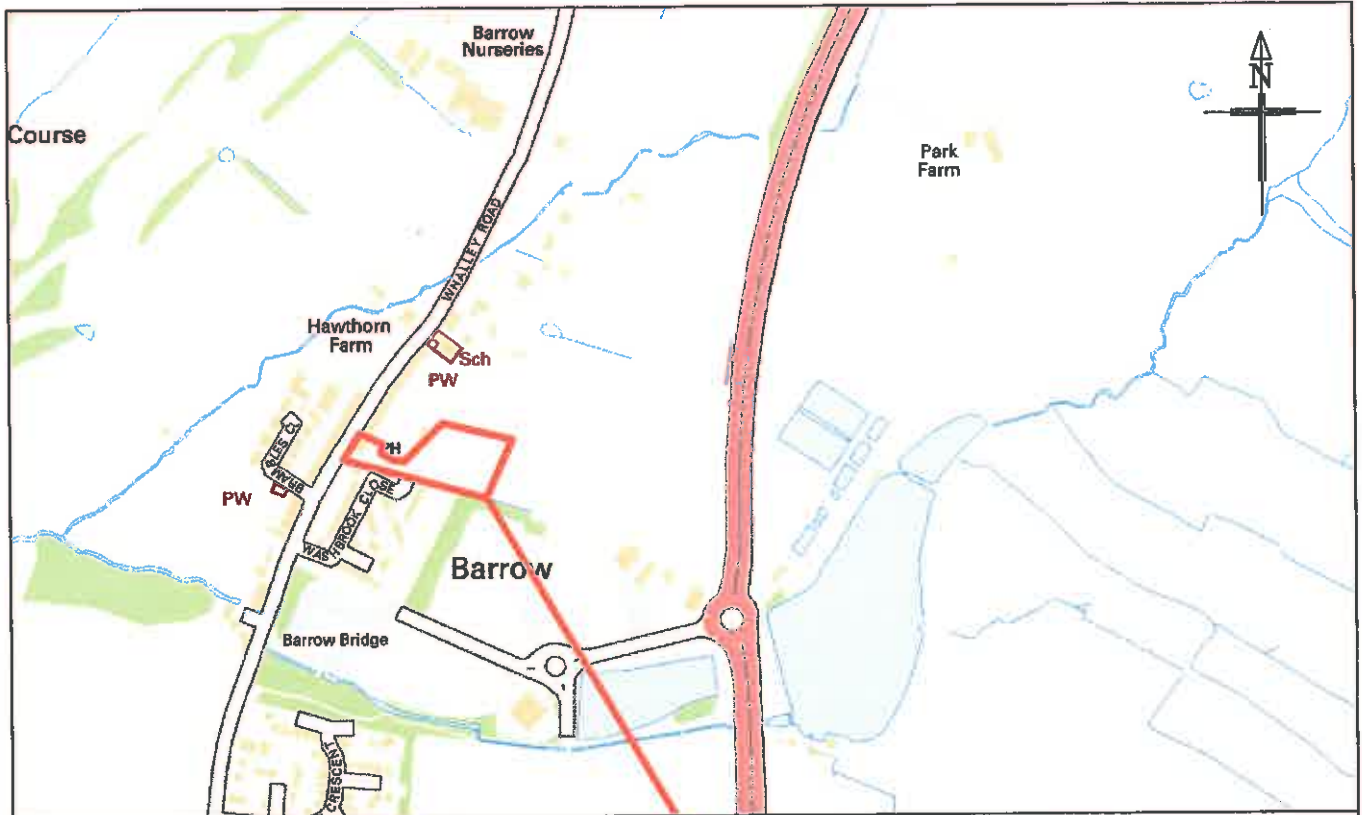
Following recommendation from LCC, trip generation rates for the proposed development have been calculated using trip rates contained within the Barrow Lands Company SoCG. The predicted total number of two-way vehicular trips generated by the proposed development in the AM Peak is 15 and 14 in the PM Peak.

Due to the location of the proposed site, in relation to the local highway network, nearby villages and amenities / facilities, it is assumed that the traffic will be relatively evenly distributed along Whalley Road throughout the day and during the AM and PM peak periods. The site is sustainable and good public transport links are available to the proposed development site and local destinations, therefore encouraging residents to use sustainable modes of transport and avoiding single occupancy vehicle trips.

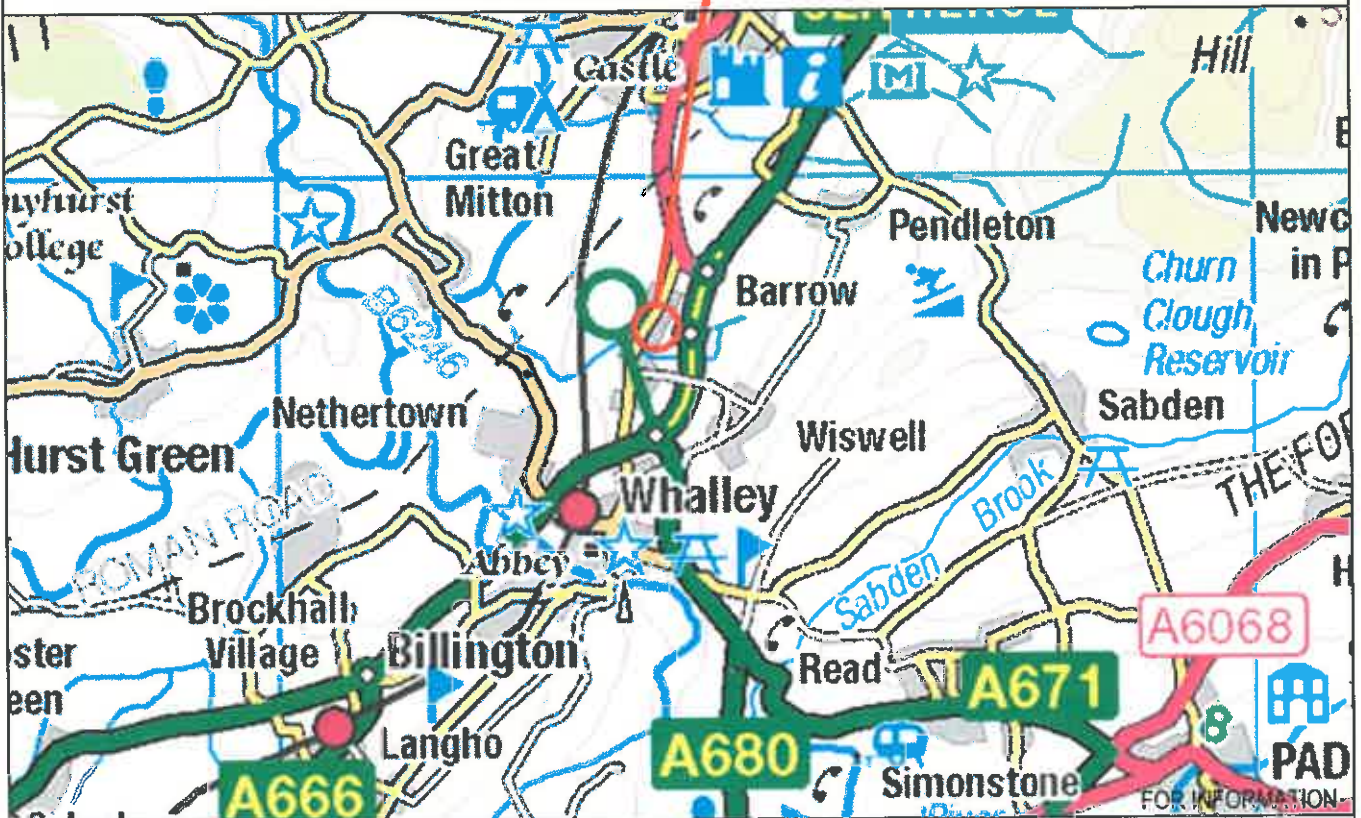
Existing walking and cycling routes have been assessed within close proximity to the proposed site and it is clear that suitable facilities are available for residents and visitors to the proposed residential development.

It is the view of this Transport Statement that, in transportation terms, there are no overriding objections to the proposed development that should prevent the granting of planning permission.

Appendix A

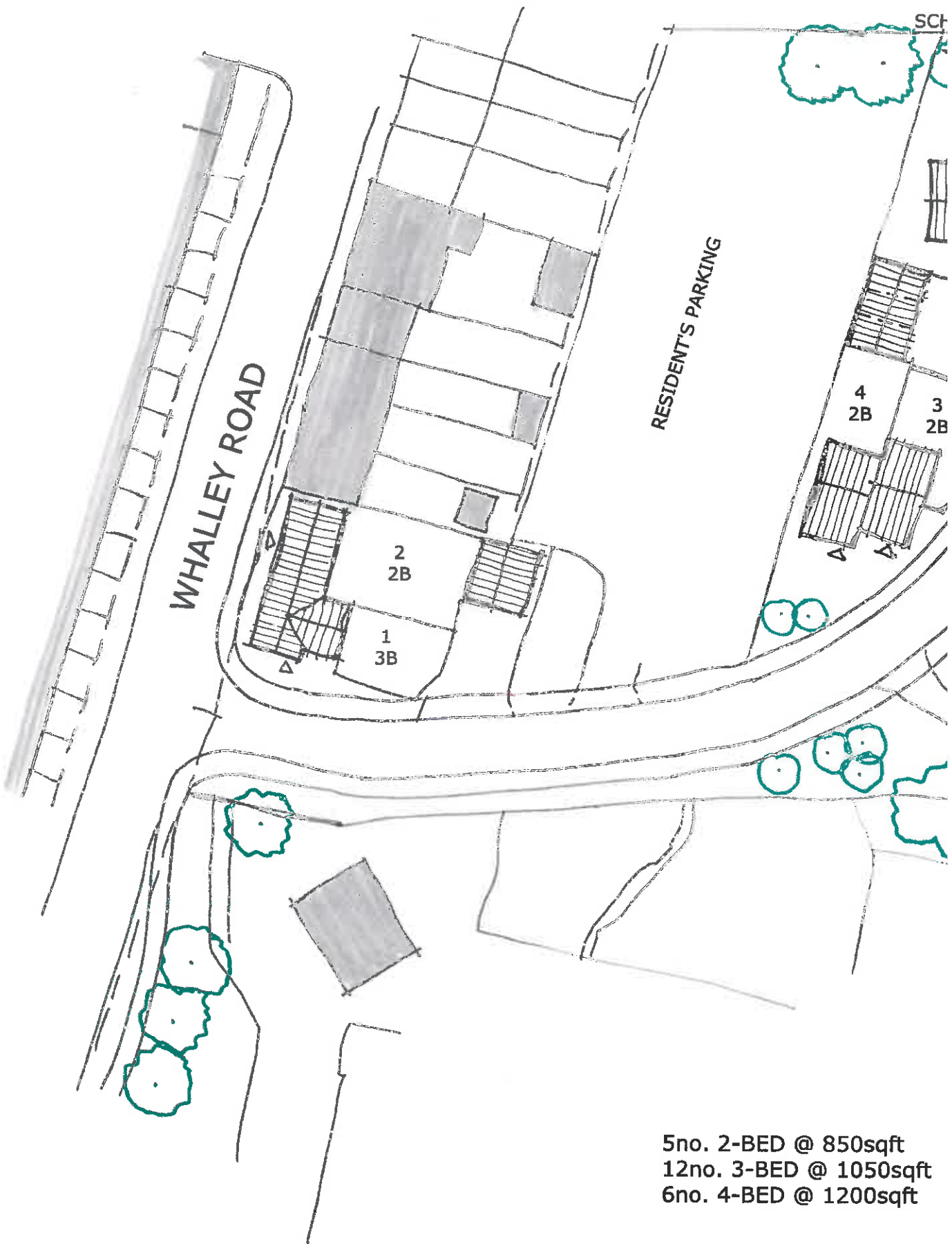


Site Location: Land off Whalley Road, Barrow, BB7 9BA
Grid Reference: 373870, 438430

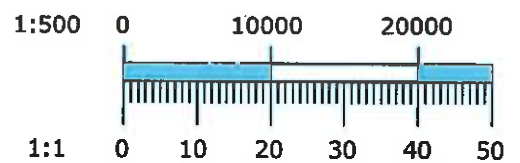


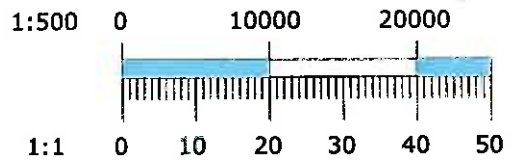
				 OPUS Doncaster Office +44 1302 322295 1-2 Aire House Skiings Court Doncaster DN4 5NL		Project Whalley Road Barrow	
						Sheet	
						Site Location Plan	
Rev	First Issue		05-01-16	Drawn NB	Designed NB	Approved	Revision Date 05-01-2016
				Project No J-D1704.00		Scale NTS	Drawing No DO J-D1704.00
						Sheet No 401	Revision R2

Appendix B



5no. 2-BED @ 850sqft
12no. 3-BED @ 1050sqft
6no. 4-BED @ 1200sqft





School

Rev G	07/01/16	Residents parking area updated	SA
Rev F	02/09/14	Proposed access/junction updated	SA
Rev E	19/07/12	Client comments incorporated	DRB
Rev D	03/07/12	Boundary & vision splays added, layout adjusted	DRB
Rev C	03/07/12	Plot footprints added & road extended	DRB
Rev B	21/06/12	Annotation amended	SA
Rev A	16/05/12	Titleblock updated	SA

on behalf of:

CaldecotteGroup 

issued for:

PLANNING

project:

LAND OFF WHALLEY ROAD,
BARROW

drawing:

INDICATIVE ACCESS PROPOSAL

project

number:

5251

drawing

number:

05

north:



revision:

G

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scale: paper size: drawn by: date: checked: date:
1:500 A3 SA 15/05/12 XX/XX/XX

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Contractors must work to figured dimensions only. All building and site dimensions, levels and sewer invert levels at connection points are to be checked on site before work starts. This drawing must be read in conjunction with, and checked against, any structural or other specialist drawings provided. Any discrepancy between issued drawings are to be reported to this practice and written before works start. This drawing and the building works depicted are the copyright of this practice and may not be reproduced except by written permission.

FILE LOCATION - \\atsserver\company\projects\5251 king charles, ciltthroe\02 drawings\02 planning\05g proposed access.dwg

Appendix C



Residential Development Accessibility Score Calculator

Please enter data as completely as possible.

Additional map based information on the location of services (eg. bus stops, primary schools) can be found on Lancashire County Council's Mapping System. This should be used to determine the accessibility of your site to key services.

Please choose an option for every question

Select distance to nearest bus stop from centre of site (via a direct, safe route)

☒ <200m

☐ <400m

☐ <500m

☐ >500m

Select distance to nearest railway station from centre of site (via a direct, safe route)

☐ <400m

☐ <800m

☒ >800m

Select distance to nearest Primary School from centre of site (via a direct, safe route)

☐ <200m

☒ <400m

☐ <600m

☐ >600m

Select distance to nearest food shop from centre of site (via a direct, safe route)

☐ <200m

☐ <400m

☐ <600m

☒ >600m

Select distance to defined on or off-road cycle route

Please note that in the adopted Supplementary Planning Guidance (SPG) 'Access and Parking' there is no range for 500m to 1km. This is an error that it is

not possible to amend in the published SPG. However, the calculation below has been modified to reflect the correct situation.

☐ <100m

☐ <500m

☒ <1km

Select distance to nearest Secondary School from centre of site

☐ <400m

☐ <600m

☐ <1km

☒ >1km

Select distance to nearest Town Centre from centre of site

☐ <1km

☐ <3km

☒ <4km

Select distance to nearest Business Park or employment concentration from centre of site

☐ <1km

☐ <3km

☐ <4km

Bus frequency of principal service from nearest bus stop (Mon-Sat daytime).

Select frequency if development is within an Urban/Suburban area

☐ 15 minutes or less

☐ 30 minutes or less

☐ >30 mins

Bus frequency of principal service from nearest bus stop (Mon-Sat daytime).

Select frequency if development is within a village or rural area

☐ Hourly or less

☐ Every 2 hours or less

☐ 1 or more per day

Train frequency from nearest station (Mon-Sat daytime)

- ☐ 30 mins or less
- ☐ 30-59 minutes
- ☒ Hourly or less frequent

Accessibility to other basic services (GP, Post Office, Library, Bank and Pub)

- ☐ At least 3 within 400m
- ☐ At least 3 within 800m
- ☒ At least 3 within 1.5km

Select distance to nearest play area or park from centre of site

- ☒ <200m
- ☐ <400m
- ☐ <600m

Calculate Residential Development Accessibility Score

Reset

Residential Development Accessibility Score *(08/01/2016 11:19:11)*

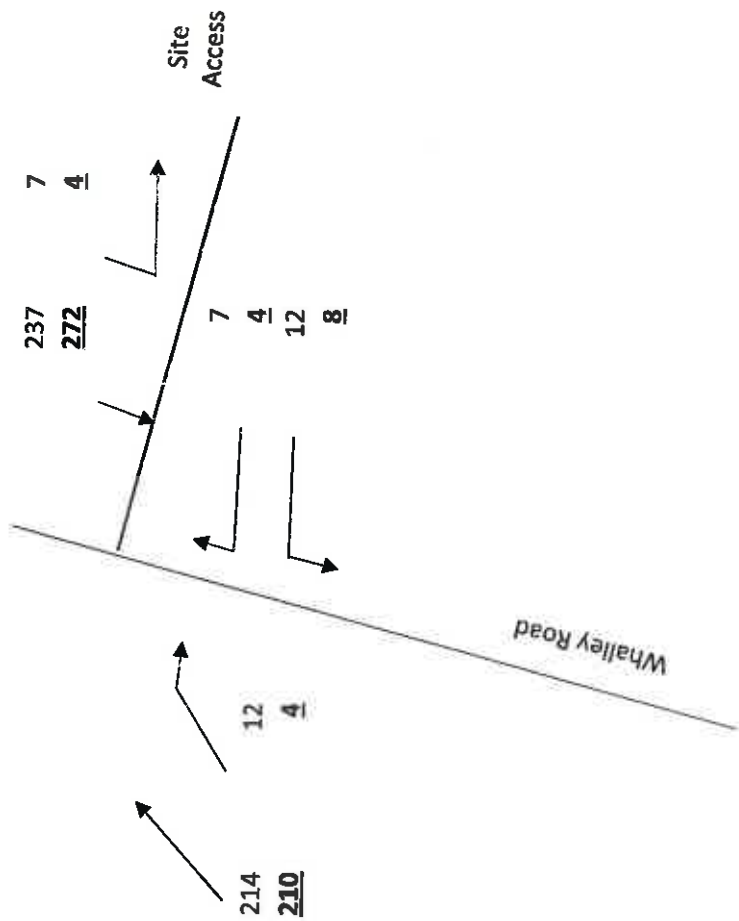
Entered Values

Score for distance to nearest bus stop: 5
Score for distance to nearest railway station: 1
Score for distance to nearest Primary School: 3
Score for distance to nearest food shop: 0
Score for distance to defined cycle routes: 1
Score for distance to nearest Secondary School: 0
Score for distance to nearest Town Centre: 1
Score for distance to nearest Business Park or employment concentration: 2
Score for bus frequency of principal service (Urban or Rural): 5
Score for train frequency from nearest station: 1
Score for Accessibility to other basic services (GP, Post Office, Library, Bank): 1
Score for distance to nearest play area or park: 5

Your Score

Your Residential Development Accessibility Score is: 25

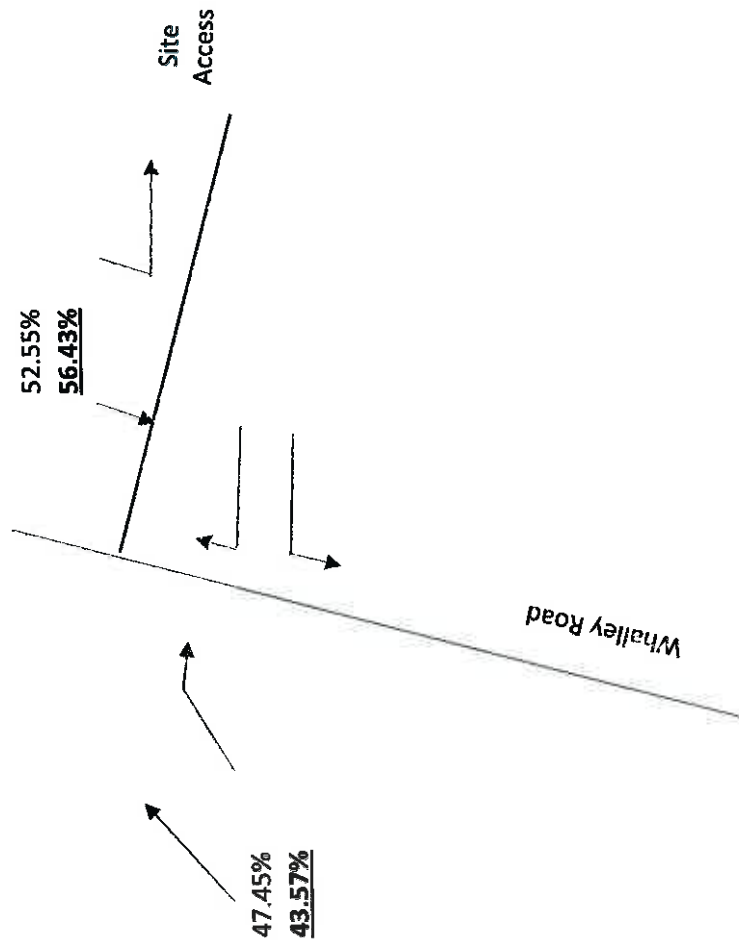
Appendix D



Key
 AM = xx
 PM = xx



J-D1704.00	Figure 601
Barrow Residential Site, Lancashire	
Base 2014 AM and PM	

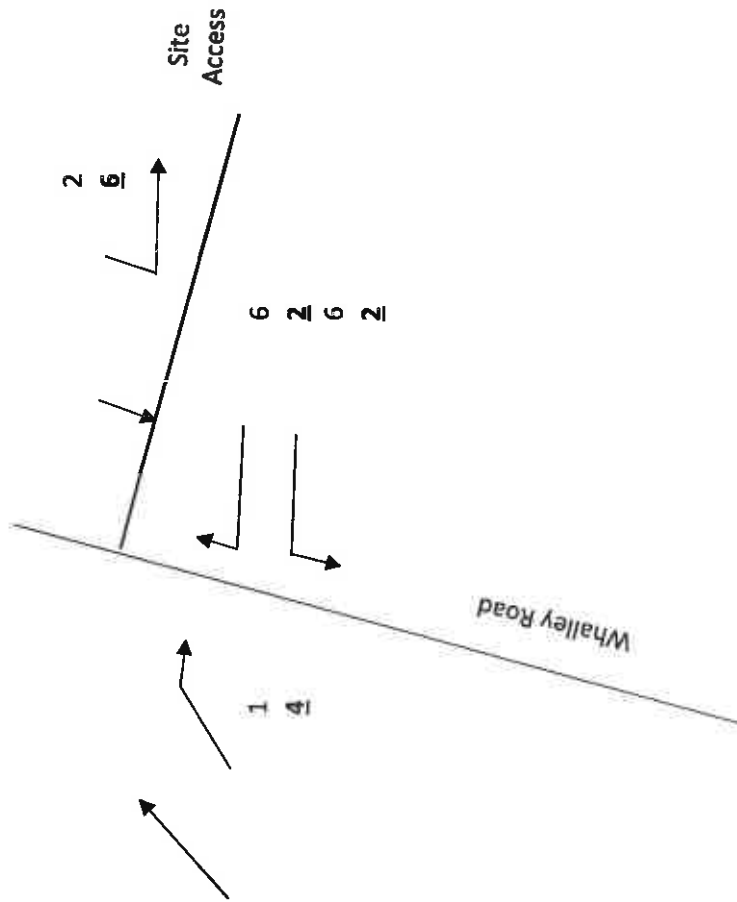


Key
 AM = xx
 PM = xx



J-D1704.00 Figure 602

Barrow Residential Site, Lancashire
 AM and PM percentage headflows



Key
 AM = xx
 PM = ~~xx~~

	Arrivals	Departures
AM	3	12
PM	10	4



J-D1704.00	Figure 603
Barrow Residential Site, Lancashire	
AM and PM development traffic distribution	

Appendix E