

Proposed Residential Development
Land East of Clitheroe Road, Whalley

TRAFFORD HOUSING TRUST

Transport Statement

October 2018





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Plans

- Plan 1** Site Layout
- Plan 2** Visibility Plan



1 INTRODUCTION

- 1.1.1 Croft have been instructed by Trafford Housing Trust to advise on the traffic and transportation issues relating to proposals for a residential development on land to the east of Clitheroe Road in Whalley.
- 1.1.2 The application site covers the majority of a site which has the benefit of an outline planning permission for up to 260 residential dwellings (ref: 3/2013/0137). Part of the site is being built out by Redrow and includes 54 of the 260 dwellings granted outline planning consent. This particular application will cover the remainder of the site with outline planning consent.
- 1.1.3 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.
- 1.1.4 A formal pre-application meeting took place between Croft and Lancashire County Council (LCC), the local highway authority, on 27th September 2018 to ensure that all issues were covered within this document to LCC's satisfaction.
- 1.1.5 Following this introduction, Section 2 provides a description of the existing site, the planning history on the site as well as the development proposals, in particular the internal layout of the site. Section 3 provides a brief summary of the non-car accessibility at the site whilst Section 4 discusses the net traffic impact of the proposed development on the local highway network.
- 1.1.6 Section 5 draws together the conclusions to this report.



2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is bounded to the north by open fields and a small group of residential properties, to the east by the A671 Whalley Eastern by Pass, Spring Wood and open fields and to the south and west by existing residential properties and the first phase of the wider outline site that is being built out by Redrow.

2.1.2 On the opposite side of Clitheroe Road to the site frontage there are large detached residential properties with individual drives onto Clitheroe Road. There is currently no formal vehicular access into the site from the east although there is a gated field entrance to an unmade track, situated on the site frontage to the A671.

2.1.3 An existing public footpath extends through the site, originating at Brookes Lane on the western edge of the site and continuing eastward beneath the By Pass toward Spring Wood. This public footpath will be retained, improved and managed as part of the proposed development and will connect into the first phase of the wider site.

2.2 Consented Development

2.2.1 The original outline planning application for 300 residential dwellings, submitted in January 2012 was refused for a number of reasons, none of which were highway related. A further planning application for up to 260 residential dwellings, a new primary school and a new vehicular link between Clitheroe Road and the A671 was submitted by CEG in March 2013 and granted consent in October 2013.



2.2.2 A subsequent reserved matters application was submitted by Redrow for 54 dwellings and this was granted consent in April 2014 and is currently being built out with vehicular access from Clitheroe Road.

2.2.3 The following summarises the pertinent highways related conditions on the outline planning consent:

'7. No part of the development shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority:

- The proposed site access to/from Clitheroe Road (in accordance with the principles set out in Drawing Ref: 10/228/TR/023 Rev E) including provision of a pedestrian crossing southwest of the site access;

- Works to relocate the south west bound bus stop and provide bus shelters and timetable information at the relocated south west bound bus stop and north-east bound bus stop in the vicinity of the site on Clitheroe Road;

- The proposed site access to/from the A671 (In accordance with the principles set out in Drawing Ref: 10/228/TR/024 Rev A) including provision of a Toucan Crossing;

- The Internal Distributor Road including where it meets the junctions onto Clitheroe Road and the A671;

and

- The proposed King Street Lay by (In accordance with the principles set out in Drawing Ref: 10/228/TR/027).

The details shall include for provision of:

- cycleways/footways;

- a lighting scheme in the proximity of the new site access on the A671;

- a vehicular drop off/pick up area for the primary school; and

- measures to implement a zomph zone in the vicinity of the school site on the Internal Distributor Road and Clitheroe Road.



The development shall be implemented in accordance with the approved details and pursuant to the timeframes otherwise set by the conditions of the permission.'

'14. No phase of the development shall be occupied until a Full Travel Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The travel plan(s) shall include objectives, targets, measures to achieve targets, monitoring, implementation timescales for delivery and the provision of a travel plan coordinator in accordance with the parameters established in the Framework Travel Plan (dated February 2013) submitted as part of the outline application. For each phase the approved Full Travel Plan shall be implemented, audited and updated in accordance with the approved details.'

2.2.4 Three further conditions (11 to 13) include an element of the highway works and are listed below:

'11 No more than 55 dwellings shall be constructed until the access to/from the A671 (Drawing Ref: 10/228/TR/024 Rev A) has been constructed to binder course level in accordance with the approved details pursuant to Condition [7]. Following construction of this access, no construction traffic shall enter or leave the site using the Clitheroe Road access.

12 No more than 55 dwellings shall be occupied until the access to/from the A671 (Drawing Ref: 10/228/TR/024 Rev A) and associated works to that access agreed pursuant to Condition [7] have been constructed to an agreed level in accordance with the approved details pursuant to Condition [7].

13 No more than 55 dwellings shall be occupied until the King Street Lay-by (Drawing Ref: 10/228/TR/027) has been constructed in accordance with details agreed pursuant to Condition [7].'



2.2.5 The initial Redrow phase of the outline consent has incorporated the following highways works:

- *The proposed site access to/from Clitheroe Road (in accordance with the principles set out in Drawing Ref: 10/228/TR/023 Rev E) including provision of a pedestrian crossing southwest of the site access;*
- *The proposed King Street Lay by (In accordance with the principles set out in Drawing Ref: 10/228/TR/027).*

2.2.6 The remainder of the works will be provided by Trafford Housing Trust including the new vehicular access onto the A671 (which is subject to conditions 11 and 12) and the completion of the Link Road between Clitheroe Road (some of which has been provided by the Redrow scheme) and the A671.

2.2.7 Each of these elements will be required prior to the first occupation of any units on this particular site as the trigger of 55 units will be exceeded by the occupation of the first unit of this site.

2.3 Proposed Development

2.3.1 The current proposals consist of 188 residential units with vehicular access onto the A671 and a connection to the Redrow scheme which in turns connects to Clitheroe Road.

2.3.2 The proposed site layout is shown in **Plan 1**.

2.4 Site Layout

2.4.1 The site layout has been designed with Manual for Streets (MfS) documents in mind to ensure maximum permeability whilst ensuring reduced vehicular speeds which will allow for walking and cycling provision to be central to the development site.



- 2.4.2 The design of the internal street network will produce self-enforcing, low speed traffic environment (20mph) achieved through geometric design and changes in surfacing types which will provide an environment suitable to encourage sustainable transport modes.
- 2.4.3 A number of priority junctions and tight bends in the carriageway are formed within the proposed highway layout. These features will act as traffic calming, complementing the overall Manual for Streets environment of the site, ensuring a self-enforcing speed limit restricted to 20mph or less.
- 2.4.4 Table 7.1 of MfS recommends a 22 metre (25 metre adjusted for bonnet length) minimum stopping sight distance for 85%ile speeds of 20mph and advises that it can be appropriate to restrict forward visibility further as a measure to control speed. Visibility splays below 20 metres will require additional speed reducing features to achieve the lower vehicle speeds.
- 2.4.5 Paragraph 7.4.3 of MfS states that; *'Evidence from traffic-calming schemes suggests that speed-controlling features are required at intervals of no more than 70 metres in order to achieve speeds of 20mph or less. Straight and uninterrupted links should therefore be limited to around 70 metres to help ensure that the arrangement has a natural traffic calming effect.'*
- 2.4.6 In this instance, traffic calming in the form of changes in priority (provision of T-Junctions), changes in surface material/rumble strips and reduced forward visibility combine as speed controlling features (junction table, as agreed with LCC) to ensure that uninterrupted links of no more than approximately 50 metres are present on the scheme, thus resulting in speeds which are likely to be much lower than 20mph and in line with MfS guidance.



- 2.4.7 Taking the above into account, on the internal street network, junction visibility splays of 25 metres have been provided on the main access route through the site and forward visibility splays of 17 metres have been provided on bends to further reduce vehicle speeds on the more lightly trafficked sections of highway. This will ensure a pedestrian friendly environment and accords with MfS guidance as detailed above.
- 2.4.8 In addition, 2.4 by 43 metre visibility splays are achievable at all junctions and driveway access points along the proposed link road and can be conditioned with any subsequent planning consent. These are shown on **Plan 2**.
- 2.4.9 Solid boundary treatments on the plot frontages/sides or adjacent to vehicular accesses are to be no more than 0.6 metres in height to ensure highway visibility is not compromised for motorists emerging from accesses or travelling around bends in the highway.
- 2.4.10 The layout also provides access to the potential new school site to the north of the site.
- 2.4.11 The layout has been considered by LCC during pre-application discussions and has been amended slightly to incorporate LCC's comments. This has included, for example, the following:
- Ensuring that the main access road is 5.5 metres and has a footway on one side of 2 metres in width and a combined footway/cycleway of 3 metres width.
 - The implementation of 5 junction tables to reduce vehicular speeds across the site.
 - Implementation of a turning head on the road connecting to the potential Primary School.
 - Confirmation that the use of a service strip rather than a footway on any section of road where development occurs only on one side.



2.5 Servicing

- 2.5.1 The site layout can also accommodate the manoeuvrings of a large 3 axle refuse vehicle which is Lancashire County Council's standard vehicle. Swept path analysis is included within the application package. This will ensure that such vehicles can access and egress the site in a safe and efficient manner.



3 NON CAR ACCESSIBILITY OF THE SITE

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.3 The accessibility of the site has been considered briefly by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by public transport.

3.1.4 The original outline planning application Transport Assessment (TA) provided an overview of the accessibility of the site by non-car travel modes. In accordance with Table G of the Joint Lancashire Structure Plan 2001 – 2016 Supplementary Planning Guidance (SPG), the list below is a completed Accessibility Questionnaire for the proposed development site. This methodology is in accordance with para 4.9 of the SPG which states 'the listed facilities should be on site or within 100 metres of the site entrance.

- Bus Stop Less than 400m - 3 points.
- Railway station Between 800m-1km – 1.
- Primary School Less than 200m – 5.
- Food Shop Greater than 600m – 0.



- Cycle Route Greater than 1km – 1.
- Secondary School Greater than 1km – 0.
- Town centre Greater than 4km – 0.
- Business Park /employment centre Greater than 4km – 0.
- Bus frequency 15 minutes or less – 5.
- Train frequency 30 minutes or less - 3.
- Accessibility to other services At least 3 within 800m – 3.
- Play Area/park less than 200m – 5.
- **Total – 26.**

3.1.5 The table shows that the proposed development scores 26 which is defined as medium accessibility in the SPG.

3.2 Accessibility on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 The proposals will provide a formal network of footways throughout the site as well as a formal footway/cycleway along the main vehicular access route to accord with Condition 7 of the outline planning consent.

3.2.3 Within the Institution of Highways and Transportation (IHT) document, entitled “Guidelines for Providing for Journeys on Foot”, a distance of 800 metres is identified as the preferred maximum distance for town centres, whilst a distance of 2 kilometres is defined as a preferred maximum for commuting.



- 3.2.4 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DfT National Travel Survey of 2015 confirms that 76% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.5 The Transport Assessment (TA) that supported the outline planning consent confirmed that the entire settlement of Whalley falls within the 800 metre walk distance (up to the junction of King Street/Abbey Passage) which the Institution of Highways and Transportation publication 'Guidelines for Providing for Journeys on Foot' considers as the 'desirable' walking distance to access facilities comfortably on foot.
- 3.2.6 The plan in the TA also confirms that a range of facilities within the centre of Whalley within the 800 metre walking distance. From this plan, it can also be seen that Whalley Railway Station is within 800 metres walking distance from the centre of the site.
- 3.2.7 Between the site and the centre of Whalley there is continuous, well lit and overlooked footway provision. Additional facilities are proposed as part of the proposals including formal pedestrian facilities on Clitheroe Road and the A671 as part of the vehicular access works at either end of the new Link Road.
- 3.2.8 It is concluded that the location of the site is such that it will encourage the opportunity to walk whatever the journey purpose and therefore the site can be considered as being very accessible by foot.

3.3 Access by Cycle

- 3.3.1 An alternative mode of travel to the site could be achieved by bicycle.



- 3.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass the whole of Whalley, Clitheroe and includes parts of Padiham along with the settlements of Great Harwood, Waddington, Grindleton and Chatburn.
- 3.3.3 Regional Routes 90 and 91 of the Lancashire Cycleway pass close to the site, on Clitheroe Road and Station Road, and in this vicinity, are on-road cycle routes.
- 3.3.4 The site can therefore be considered as being accessible by cycle.

3.4 Access by Public Transport

- 3.4.1 The nearest bus stops to the site are situated on Clitheroe Road and are well within 400 metres from the centre of the development and therefore accord with the above guidelines. The bus stops situated on Station Road are located just outside of the 400 metre walking distance, at 450 metres via Brookes Lane, however this distance will not form a barrier to those residents wishing to utilise the bus services on Station Road. Whalley Bus Station is located some 550 metres walking distance from the centre of the development and with a wide range of services available and the measures aimed at encouraging public transport access, contained within the accompanying Travel Plan, it is considered that this will be attractive to residents of the proposed development.
- 3.4.2 The bus stops on Clitheroe Road will be improved to accord with part of Condition 7 of the outline planning consent, as below:

'Works to relocate the south west bound bus stop and provide bus shelters and timetable information at the relocated south west bound bus stop and north-east bound bus stop in the vicinity of the site on Clitheroe Road.'



- 3.4.3 These are currently the most frequently served with eight services stopping and a combined frequency of seven journeys per hour from these stops during peak times.
- 3.4.4 The bus stops situated on Station Road provide access to two services with a combined frequency of one journey per hour. The buses which utilise these stops provide services to destinations such as Clitheroe and Blackburn with journey times of some 15 and 30 minutes respectively.
- 3.4.5 The nearest railway station to the site is Whalley. The station is managed by Northern Rail and lies on the Manchester to Blackburn and Clitheroe line. There are approximately two services per hour throughout the day to the above destinations.
- 3.4.6 The two points of site access to the site, on Clitheroe Road and the A671, would ultimately provide the opportunity for a through bus service within the site, which would increase bus accessibility for residents.
- 3.4.7 It is concluded that the development site is very well situated to encourage trips by public transport as a viable alternative to the private car.

3.5 Accessibility Summary

- 3.5.1 The proposals have been considered in terms of accessibility by non-car modes for the proposals. The following conclusions can be drawn from this section of the Report:
- The site is accessible on foot and these provisions will be substantially improved as part of the works on the development site.



- The site is well located to generated trips on foot and provides potential for a high degree of linked walk trips between the development and the surrounding area.
- It has been demonstrated that the site is accessible by cycle, with national cycle routes situated close to the site along with various local cycle routes.
- The site is accessible by bus with the nearest bus stop situated close to the centre of the site, travelling to destinations such as Clitheroe and Blackburn.
- Whalley train station is a short walk from the site and offers 2 services per hour to Manchester, Blackburn and Clitheroe.

3.5.2 In light of the above, it is considered the site remains accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.



4 TRAFFIC IMPACT

4.1 Introduction

4.1.1 Having established that the development site is accessible by modes of transport other than the private car, the following section of this report will briefly consider the potential traffic generation of the proposed development and its impact on the local highway network.

4.2 Consented Development

4.2.1 As detailed earlier in this report, the outline planning consent includes up to 260 residential units and a new primary school. The new primary school is not part of this particular application and will be located to the north of the site and will be promoted by others.

4.3 Phase One Development

4.3.1 As detailed earlier in this report, the first phase of the wider development is being progressed by Redrow for 54 residential dwellings.

4.4 Net Impact

4.4.1 This would leave the residual of the outline planning consent with an available 206 residential dwellings. The proposals as part of this particular application include a total of 188 residential units and therefore well within the overall total from the outline consent.



- 4.4.2 As such, the proposed development is likely to generate lower levels of traffic when compared to the consented outline development. The impact of the proposals will therefore be beneficial to the local highway network compared to the outline consented proposals.

4.5 Off Site Highway Works

- 4.5.1 As detailed earlier, condition 7 of the outline planning consent details a range of off site highway works. These are listed again below together with their status. These are accompanied with a Section 106 contribution of £104,500 for prescribed works on King Street in the centre of Whalley and a contribution of £18,000 for Travel Plan monitoring for LCC.

- *The proposed site access to/from Clitheroe Road (in accordance with the principles set out in Drawing Ref: 10/228/TR/023 Rev E) including provision of a pedestrian crossing southwest of the site access – **this has been completed by Redrow.***
- *Works to relocate the south west bound bus stop and provide bus shelters and timetable information at the relocated south west bound bus stop and north-east bound bus stop in the vicinity of the site on Clitheroe Road – **this will be implemented by THT.***
- *The proposed site access to/from the A671 (In accordance with the principles set out in Drawing Ref: 10/228/TR/024 Rev A) including provision of a Toucan Crossing – **this will be implemented by THT.***
- *The Internal Distributor Road including where it meets the junctions onto Clitheroe Road and the A671 – **this will be completed by.***
- *The proposed King Street Lay by (In accordance with the principles set out in Drawing Ref: 10/228/TR/027) – **this has been completed by Redrow.***



4.5.2 The proposals will also include the provision for the following within the site:

- *cycleways/footways – **these will be implemented within the site.***
- *a lighting scheme in the proximity of the new site access on the A671 – **this will be implemented by THT.***
- *a vehicular drop off/pick up area for the primary school – **access to the school site is provided for within the proposed site layout.***
- *measures to implement a 20mph zone in the vicinity of the school site on the Internal Distributor Road and Clitheroe Road – **this will be incorporated within the internal site layout.***



5 CONCLUSIONS

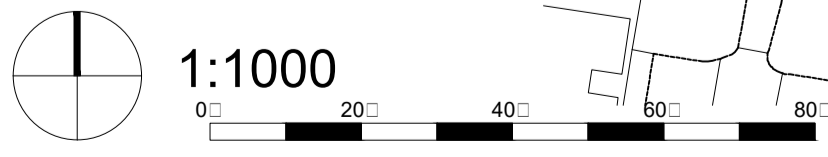
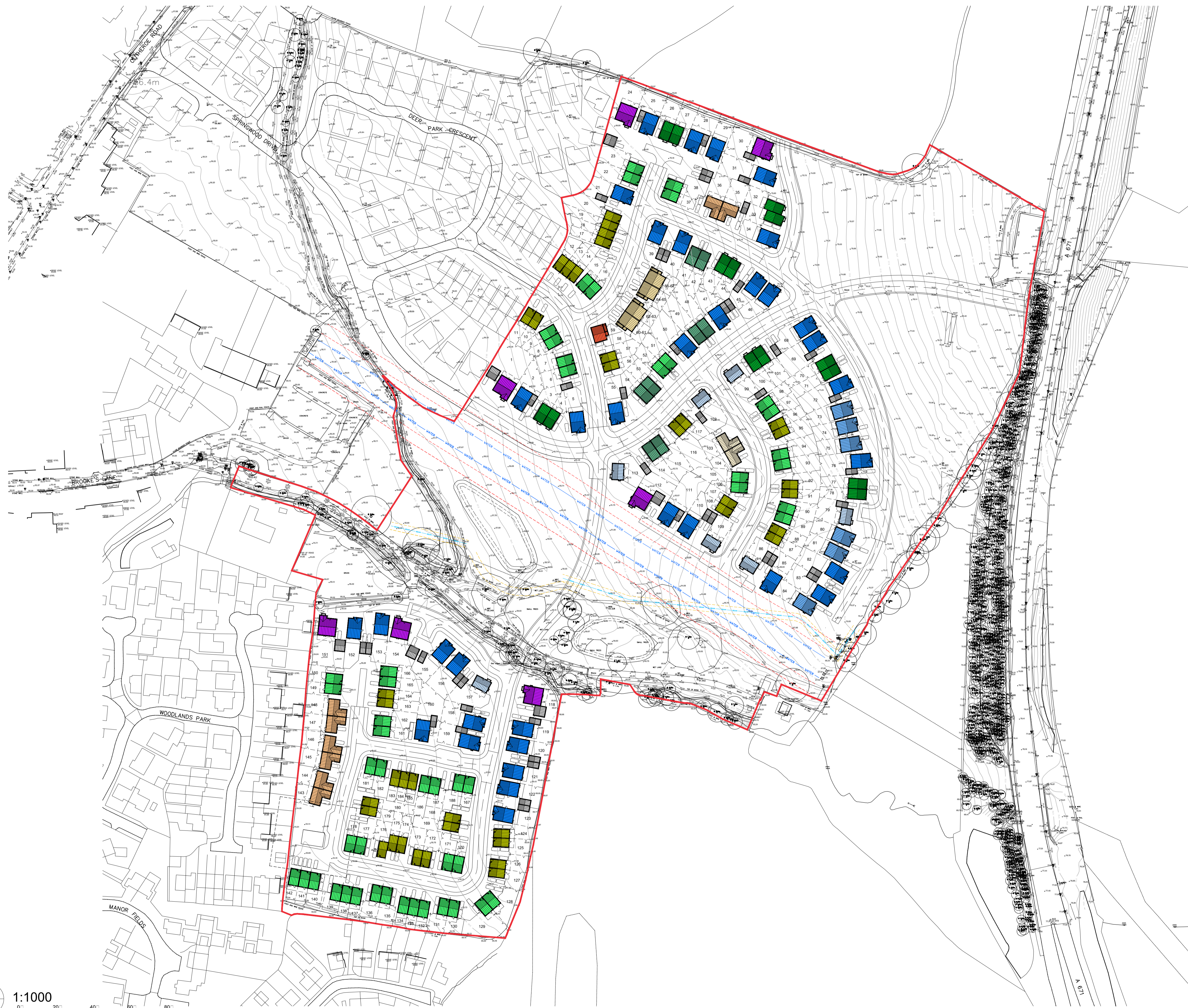
5.1.1 Croft have been instructed by Trafford Housing Trust to advise on the traffic and transportation issues relating to proposals for a residential development on land to the east of Clitheroe Road in Whalley.

5.1.2 The following conclusions have been drawn with regard to the proposed development:

- The proposed development will be accessed by a safe, efficient and already consented vehicular access arrangement.
- The proposed development complies with local and national planning policy.
- The existing and proposed pedestrian infrastructure located in the vicinity of the site will enable safe pedestrian movement between the development site and the wide range of local services located within the Whalley area.
- The site benefits from being located in close proximity to the bus stops and Whalley train station which provides services that are ideally placed to cater for the needs of the development's residents and visitors.
- The proposals will be accompanied by a Framework Travel Plan to further reduce reliance on the private car.
- The proposed development will generate a lower level of traffic movements when compared to the previous outline planning consent on the site.
- The proposals will provide a range of agreed off site highway works and contributions to provide substantial benefits to the operation of the local highway network.

5.1.3 Based on the above it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

PLANS



The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be notified with the Architect before proceeding with the works. Where an error is corrected by drawings to different scales the larger scale drawing is to be worked to.

CDM REGULATIONS 2015. All current drawings and specifications for the project shall be read in conjunction with the Designer's Hazard and Environment Assessment Record.

Do not scale drawing. Figured dimensions to be worked to in all cases. All intellectual property rights reserved.

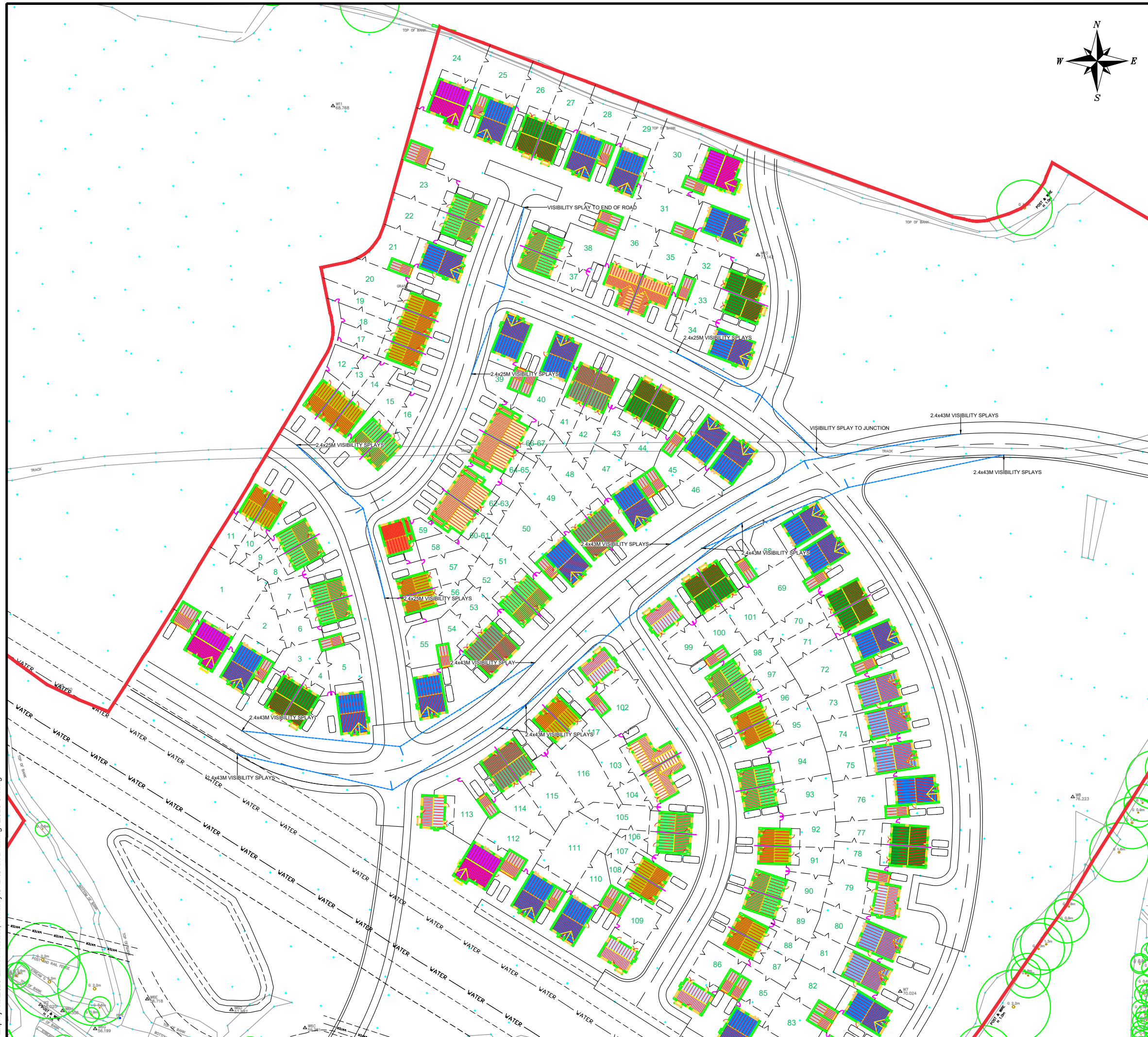
Rev	Date	Description	Dwn	C/d	Drawn	JC
A	21.09.18	Final issue	JC	JM	JC	JM
B	28.09.18	Roof widths and junction tables updated following highways meeting	JC	JM	JC	JM

Scale @ A1 1:1000

CLITHEROE ROAD, WHALLEY
PROPOSED UNIT MIX
PLAN / ROOF PLAN

AA7403 2011
REV B
INFORMATION

PRP prp-co. Manchester 0161 242 8950



NOTES

PLAN 2

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
TRAFFORD HOUSING TRUST

PROJECT:
LAWSONSTEAD, WHALLEY

DRAWING TITLE:
VISIBILITY PLAN

SCALES:
1:1000 @ A3

DRAWN: **JC** CHECKED: **PJW** DATE: **SEP 18**

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DRAWING NUMBER: **2329-01** REVISION: **-**



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