

Barratt Homes

**PROPOSED RESIDENTIAL DEVELOPMENT,
CHIPPING LANE, PHASES 2 & 3, LONGRIDGE**

Transport Note 01

VN81146

October 2018

4th Floor Oxford Place, 61 Oxford Street, Manchester M1 6EQ

Tel: 0161 228 1008 www.vectos.co.uk

Company no. 07794057

Registered address: Vectos North Limited, 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ

REPORT CONTROL

Document: Transport Note 01

Project: Proposed Residential Development, Chipping Lane, Phases 2 & 3, Longridge

Client: Barratt Homes

Job Number: VN81146

File Origin: N:\Vectos Job Data\2018\VN81146 Chipping Lane, Longridge\Docs\Reports\VN81146
Transport Note 01

Document Checking:

Primary Author	Tim Ashley	Initialled:	TA
-----------------------	------------	--------------------	----

Contributor	Tom O'Grady	Initialled:	TO
--------------------	-------------	--------------------	----

Review By	Darren Lovell	Initialled:	DL
------------------	---------------	--------------------	----

Issue	Date	Status	Checked for Issue
1	15/10/18	Draft	DL
2	19/10/18	Final	DL
3			
4			

CONTENTS

1	INTRODUCTION	1
	1.1 Introduction.....	1
	1.2 Background.....	2
2	DEVELOPMENT	3
3	ACCESS PROVISION.....	5
	3.2 Pedestrian/Cycle Access.....	7
	3.3 Emergency Access	7
4	CAR PARKING PROVISION	9
	4.2 Cycle Parking	10
5	INTERNAL LAYOUT.....	11
6	SUMMARY AND CONCLUSION	13

DRAWINGS

DWG VN81146-TR100 Refuse Vehicle Track

APPENDICES

APPENDIX A Proposed Site Layout

APPENDIX B Approved Site Access Arrangement

APPENDIX C Approved Gateway Feature Arrangement

1 INTRODUCTION

1.1 Introduction

1.1.1 Vectos have been instructed by Barratt Homes to provide highway and transportation advice for the Reserve Matters application for Phases 2 and 3 of a residential development located to the east of Chipping Lane and to the north of Longridge.

1.1.2 The areal view of the site location is shown in **Figure 1.1** below.



Figure 1.1: Areal View of Site Location

1.1.3 The residential development forms Phase 2 and 3 of a larger redevelopment and extension of the built-up area of Longridge. A Reserved Matters application for Phase 1 was granted in August 2018 (Ref. 3/2018/0404). Phase 2 and 3 will consist of the development of 184 residential dwellings including car parking, landscaping and internal road network.

1.1.4 Vehicular access to Phase 2 and 3 will be provided from Phase 1 linking to the site access junction on Chipping Lane.

1.2 Background

- 1.2.1 The original outline consent (Ref: 3/2014/0764) was granted on the 29th October 2015. The outline application proposed the development of up to 363 homes, including affordable housing and housing for the elderly, with pedestrian and vehicular access provided from Chipping Lane. All matters were reserved except for the vehicle access arrangements onto Chipping Lane.
- 1.2.2 Condition 03 of the consent requires that 'Applications for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission'.
- 1.2.3 A reserved matters application was submitted in May 2018 with approval granted in August 2018. The application sought detailed approval for appearance, landscaping, layout and scale and is referred to as Phase 1. The development proposals included the construction of 124 residential dwellings, of which 30 are affordable homes or affordable homes for the elderly.
- 1.2.4 The application also included provision for road, pedestrian and cycle connections between Phase 1 and Phase 2 and 3.
- 1.2.5 The proposals did not alter the site access junction onto Chipping Lane which was approved as part of the outline consent.

2 DEVELOPMENT

2.1.1 The development site is located directly to the north of Longridge and is currently used as agricultural land. The site is characterised by fields formed mainly by hedgerows with trees scattered along the hedgerows. The proposed development will extend the built-up area of Longridge to the north.

2.1.2 As part of the outline consent approval was given for the main site access to be taken from Chippings Lane. This access has subsequently been constructed as part of the Phase 1 development.

2.1.3 The reserved matters application relates to Phases 2 and 3 of the development proposals and will be located adjacent to Phase 1 and will form the southern and eastern boundary of the site interfacing with Redwood Drive. The proposed residential scheme will consist of 55 affordable units and 129 private units, totalling 184 residential units. The housing provision can be detailed as follows:

Affordable Dwellings

- 21 x 2-bedroom Mews;
- 20 x 3-bedroom Mews

Affordable Elderly Dwellings

- 7 x 2-bedroom Bungalows
- 7 x 2-bedroom Houses

Private Sale Elderly Dwellings

- 7 x 2-bedroom Bungalows
- 7 x 2-bedroom Houses

Private Sale Dwellings

- 44 x 3-bedroom Semi-detached Houses
- 14 x 3-bedroom Townhouses
- 14 x 3-bedroom Detached Houses
- 43 x 4-bedroom Detached Houses

2.1.4 The proposed site layout is provided in **Appendix A**.

- 2.1.5 The application will also include details on the internal layout of the site; car parking for each dwelling; and, vehicular, pedestrian and cyclist access to this phase of development. These aspects of the design will be considered independently in the following sections.

3 ACCESS PROVISION

- 3.1.1 As previously stated the main access for the proposed development will be located off Chipping Lane. This access was designed and agreed with Lancashire County Council (LCC) as part of the original outline planning consent. The proposed site access arrangement can be seen within **Appendix B**.
- 3.1.2 A 30mph speed restriction is currently in force along Chipping Lane and this then changes to national speed limit approximately 110m from Inglewhite Road. As part of the site access arrangement it was proposed to extend the 30mph speed limit to the north of the existing cricket club. It was also proposed to provide a right turning ghost island for access to the site.
- 3.1.3 It was also proposed to provide a gateway feature along Chipping Lane to the north of the proposed site access. The gateway feature will consist of appropriate signage informing drivers that they are entering Longridge village with the speed limit being 30mph; this will also include appropriate traffic calming on the approach into Longridge to reduce driver's speed. A plan identifying the gateway feature is included within **Appendix C**.
- 3.1.4 As part of the original outline planning consent for 363 dwellings and associated facilities the proposed site access was assessed to establish its operational vehicle capacity. The proposed site access was tested in the future assessment year taking in to account background traffic growth and pertinent committed development schemes.
- 3.1.5 In order to assess the operational characteristics of the proposed site access junction off Chipping Lane, the industry standard computer program PICADY was utilised. A summary of the results is included in **Table 3.1** overleaf.

Time Period	AM Peak Hour		PM Peak Hour	
	Max RFC	Max Q	Max RFC	Max Q
Site Access	0.331	0.49	0.171	0.21
Chipping Lane – Right in	0.088	0.10	0.220	0.28

Table 3.1 – Proposed Site Access Capacity Results

3.1.6 **Table 3.1** indicates that the site access junction will operate within capacity considering a development scale of 363 dwellings. The Phase 1 and Phases 2 and 3 applications account for 308 dwellings. Therefore, the previous capacity assessments and conclusions are still acceptable for this scale of development. There will be no impact on the operation of the site access junction based on Phase 2 and 3.

3.1.7 As part of the Phase 1 development a main access road will be constructed which will provide connections to Phase 2 and 3. **Figure 3.1** below highlights the link that will be provided between Phase 1 and Phase 2 and 3 which will provide vehicular, pedestrian and cyclist access to Chipping Lane.

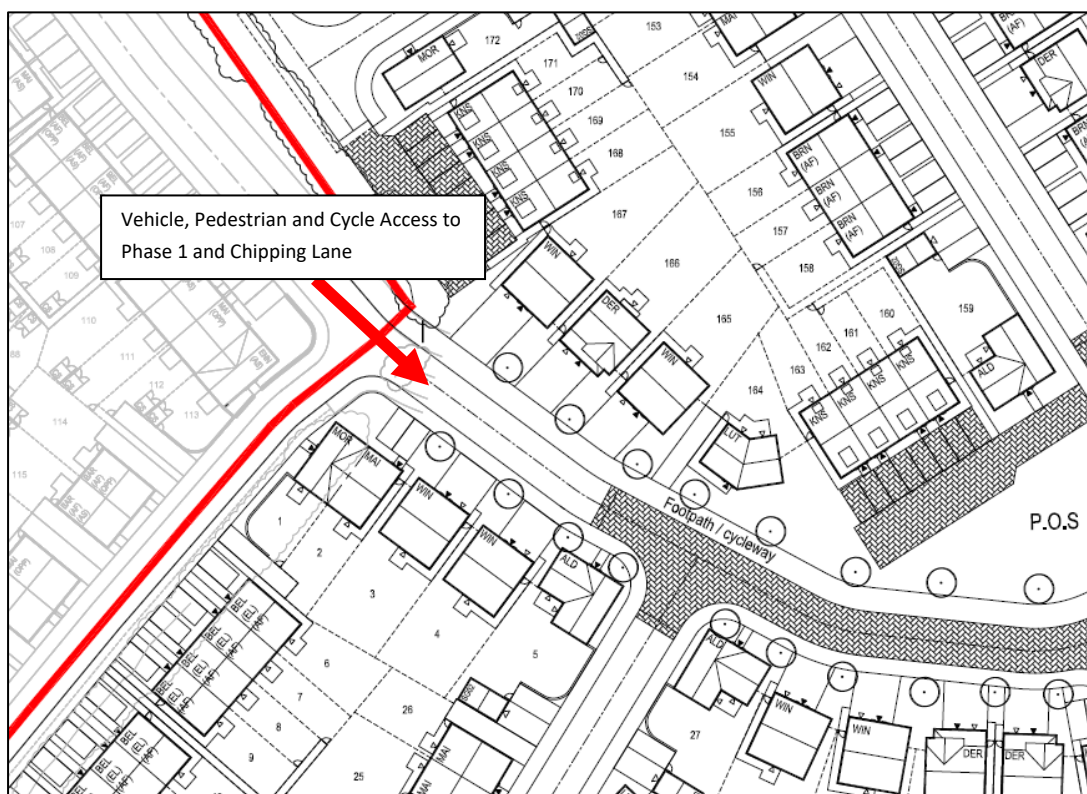


Figure 3.1: Vehicle, Pedestrian and Cycle Access to Phase 1 and Chipping Lane

3.2 Pedestrian/Cycle Access

3.2.1 In order to provide access to the proposed site for pedestrians and cyclists there will be footways provided to either side of the main site access, a dedicated pedestrian/cycle link is provided to the Sainsburys Supermarket to the south of Phase 1 and two pedestrian/cycle links provided to the south-east of the site connecting to Redwood Drive.

3.2.2 **Figure 3.2** indicates the location of the pedestrian and cycle access to Redwood Drive which will be provided as part of Phase 2 and 3. The pedestrian link to Sainsbury’s will be provided as part of Phase 1 with connections made to this pedestrian/cycle link from Phase 2 and 3.

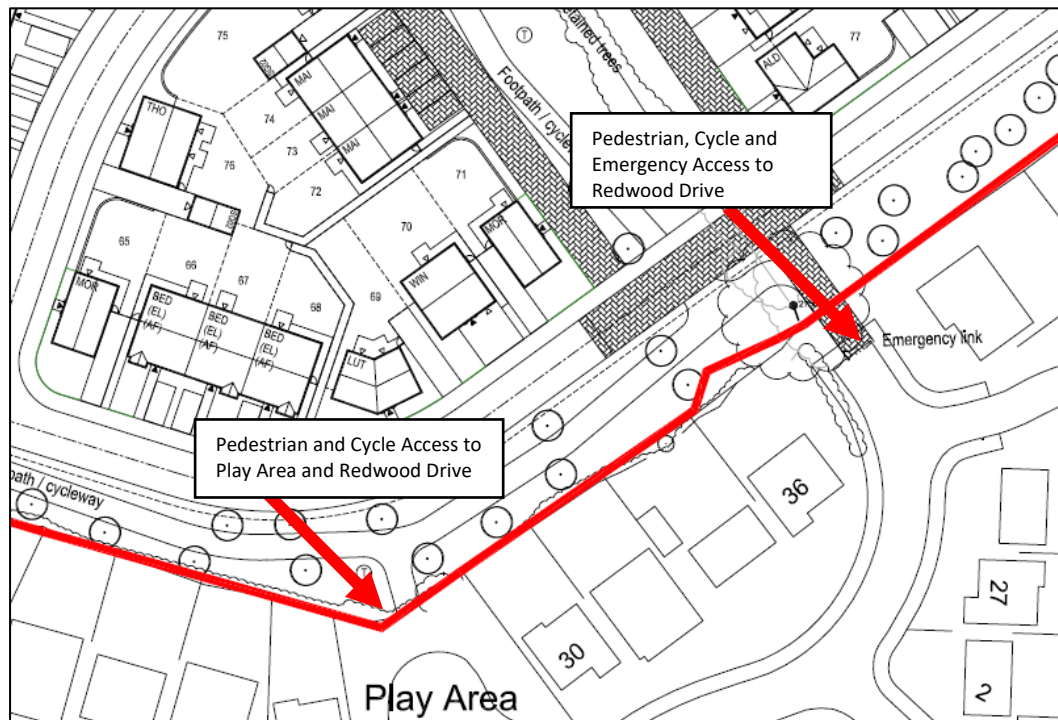


Figure 3.2: Pedestrian and Cycle Access Location to Redwood Drive

3.3 Emergency Access

3.3.1 As part of the original outline consent it was proposed to provide the main site access junction off Chipping lane along with a secondary access 140m further to the north off Chipping Lane. This northern secondary access used the existing cricket club land, the reserved matters application relates to Phases 2 and 3 of the Site. The proposed replacement Cricket Club is not included as part of this application therefore, the

secondary access will not be provided at this location.

- 3.3.2 As such, it is now proposed to provide an emergency access located to the south of the site connecting to Redwood Drive. The access will be in the same location as the pedestrian and cycle access indicated in **Figure 3.2** above. This access will be 3.7m wide in accordance with *Manual for Streets* to allow access for emergency vehicles and will also cater for pedestrians and cyclists.

4 CAR PARKING PROVISION

4.1.1 The proposed overall residential development will consist of 115 private houses, 41 affordable units and 28 elderly living units of which 14 will be affordable units.

4.1.2 The car parking strategy for Phase 2 and 3 has followed the same allocation process to the car parking strategy that was approved as part of the Phase 1 Reserved Matters application. Therefore, car parking spaces have been allocated to individual units using the following formula;

Affordable Dwellings

- 2-bedroom Mews; 1 space per dwelling
- 3-bedroom Mews; 2 spaces per dwelling

Affordable Elderly Dwellings

- 2-bedroom Bungalows and Houses; 1 space per dwelling

Private Sale Elderly Dwellings

- 2-bedroom Bungalows and Houses; 1 space per dwelling

Private Sale Dwellings

- 3-bedroom Townhouses and Houses; 2 spaces per dwelling
- 4-bedroom Detached Houses; 3 spaces per dwelling

4.1.3 Car parking for all units will be provided within curtilage of each property on driveways at the front or side of each unit. The four-bedroom houses will be provided with a garage for one car with two spaces provided on the driveway.

4.1.4 The lower number of parking spaces for the affordable units and elderly units reflects the lower car ownership levels among this group of people.

4.1.5 Based on the above formula there will be 61 parking spaces provided for the affordable units, 28 parking spaces provided for the elderly living units and 273 parking spaces provided for the standard private sale units. This provision represents a parking ratio of 2.0 spaces per dwelling for Phase 2 and 3, which is the same as Phase 1.

4.2 Cycle Parking

- 4.2.1 The cycle parking strategy for Phase 2 and 3 has followed the same allocation process to the cycle parking strategy that was approved as part of the Phase 1 Reserved Matters application.

5 INTERNAL LAYOUT

- 5.1.1 The internal layout of the site has been completed in accordance with *Manual for Streets* (2007) produced by the Department for Transport and the *Creating Civilised Streets* (2010) document produced by Lancashire County Council. The internal road network has also been designed to accord with the road design and layout approved as part of the Phase 1 development.
- 5.1.2 The site layout is provided in **Appendix A**.
- 5.1.3 The spine road will be continued through the site from Phase 1 and the site access junction on Chipping Lane. This road will be 5.5 metres wide and provide footways on both sides of the carriageway. These footways will be 2 metres wide. This road will provide access to several cul-de-sac roads which will serve as secondary access roads. These roads will be 5.5 metres wide with footways provided on both sides of the carriageway. These footways will be 2 metres wide.
- 5.1.4 The majority of residential units will be accessed directly off the spine road or the secondary access roads. A small number of units will be accessed off shared driveways which will serve a maximum of four dwellings. Several of these shared driveways are located at the end of the secondary access roads with turning heads provided for refuse and servicing vehicles.
- 5.1.5 A vehicle tracking exercise has been conducted using a large refuse vehicle to ensure that the road widths and turning heads can accommodate servicing vehicles. **DWG VN81146-TR100** summarises the access track of a large refuse vehicle.
- 5.1.6 In addition to the footways along the spine road and secondary access roads, shared pedestrian and cycle paths will be provided around the site. There will be a segregated pedestrian/cycle path provided along the southern boundary of the site. This path will be 3 metres wide and link to the pedestrian/cycle path provided as part of Phase 1 which provides access to the Sainsbury's store. It will continue along the southern boundary of the site and link to the pedestrian/cycle access provided onto Redwood Drive.

- 5.1.7 In addition to this a segregated pedestrian/cycle path will run north to south from the secondary pedestrian/cycle access to the northern section of the site. This route will run along a tree lined corridor and next to several shared driveways. The path will be 3 metres wide.

6 SUMMARY AND CONCLUSION

6.1.1 Vectos have been instructed by Barratt Homes to provide highway and transportation advice for the Reserve Matters application for the residential site located to the east of Chipping Lane and to the north of Longridge.

6.1.2 The residential development forms Phase 2 and 3 of a larger redevelopment and extension of the built-up area of Longridge. Phase 2 and 3 will consist of the development of 184 residential dwellings including car parking, landscaping and internal road network. Vehicular access to Phase 2 and 3 will be provided from Phase 1 linking to the site access junction on Chipping Lane.

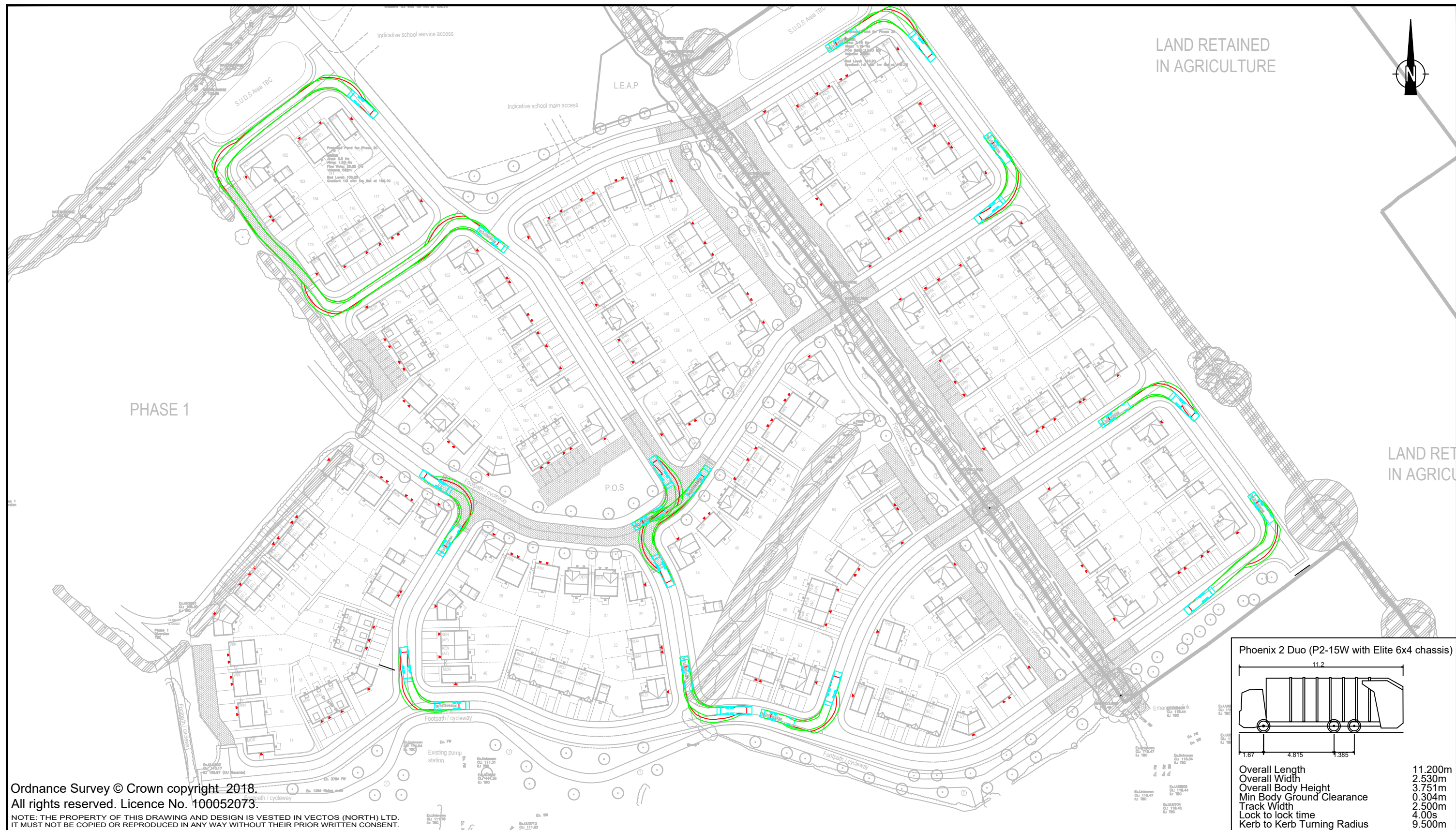
6.1.3 A number of conclusions can be drawn from the report namely;

- The site access will be gained from Phase 1 of the redevelopment scheme which will link to the site access junction on Chipping Lane. This access was approved as part of the outline planning permission in 2015.
- As part of the original outline planning consent for 363 dwellings the proposed site access was assessed to establish its operational vehicle capacity. This modelling indicated that the site access junction will operate within capacity considering a development scale of 363 dwellings. The Phase 1 and Phase 2 and 3 applications account for 308 dwellings, therefore, the previous capacity assessments and conclusions are still considered applicable for this scale of development.
- Car parking and cycle parking have been allocated to individual dwellings in the same proportions as the approved reserved matter application for Phase 1.
- The internal site layout has been designed to accord to current design standards and the road layout approved as part of the Phase 1 application.
- Pedestrian/cycle access will be provided within the site by providing footways along the main access roads and segregated pedestrian/cycle paths around the proposed site. These pedestrian/cycle paths will link into the pedestrian/cycle paths provided as part of Phase 1 of the development.
- Secondary emergency access will be provided from Redwood Drive to the south of the main site access.

6.1.4 In conclusion there are no highway or transportation reasons why the reserved matters application should not receive planning consent. The proposed site access onto Chipping Lane was accepted as part of the outline consent and subsequently this access was approved as part of the Phase 1 reserved matters application. Similarly, the car parking provision and road layout conforms to the principles approved as part of the Phase 1 application.



DRAWINGS



Ordnance Survey © Crown copyright 2018.
 All rights reserved. Licence No. 100052073.
 NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
 IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:
A	Site layout amended	TO	TA	05.10.18	1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.
B	Site layout amended	TO	TA	15.10.18	

Chipping Lane, Longridge

Swept Path Analysis - Large Refuse

Barrat Homes

vectos
transport planning specialists

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:
TO	TA	15.10.18	N.T.S

DRAWING NUMBER:	REVISION:
VN81146-TR100	B



APPENDICES



APPENDIX A

Proposed Site Layout

WARNING TO HOUSE PURCHASERS
Property Misdescriptions Act 1991
 Buyers are warned that this is a working drawing and is not intended to be relied on as a definitive statement of fact in relation to any particular property or development, any of the specific matters mentioned by any other clause under the above act. The contents of this drawing may be subject to change of plan, site and availability and conditions can occur during the progress of the works without notice of the drawing. Consequently the buyer, from completion onwards, of the stated conditions may differ from those shown here. In the interests of the drawing, a contract, part of any contract, or warranty.

SCHEDULE OF ACCOMMODATION

Ref	Barratt Type	House Type	Soft	No	Total Sqft	
AFFORDABLE TYPES						
STANDARD						
KEN	Kenley	2 Bedroom affordable mews	624	21	13104	
BRN	Brandon	3 Bedroom affordable mews	706	20	14120	
ELDERLEY						
BED	Bedale	2 Bed LTH Bungalow	594	7	4158	
BEL	Belmont	2 Bed LTH House	731	7	5117	
AFFORDABLE TOTAL						
					55	36499
PRIVATE SALE TYPES						
ELDERLEY						
BED	Bedale	2 Bed LTH Bungalow	594	7	4158	
BEL	Belmont	2 Bed LTH House	731	7	5117	
STANDARD						
MAI	Maldstone	3 Bed semi-detached house	830	26	21580	
MOR	Moresby	3 Bed dual aspect semi-detached house	854	18	15372	
KING	Kingville	3 bed townhouse	1072	14	15008	
LUT	Lutterworth	3 bed detached house	1001	5	5005	
ALD	Alderney	4 bed dual aspect detached house	1225	19	23275	
DER	Derwent	3 bed detached house	920	9	8280	
WIN	Windermere	4 bed detached house	1073	22	23606	
THD	Thornton	4 bed detached house	1202	4	12024	
HAY	Hayton	4 bed detached house	1267	3	12672	
PRIVATE SALE TOTAL						
					129	123870
Total number of units and square footage					184	160369
Gross Site Area in Acres					26.11	
Total Undevelopable area in acres					14.15	
Net Site Area in Acres					11.96	
Density (units per acre)					15	
Density (units per hectare)					38	
Square foot / Acre					13,409	

DRAWING KEY

- (AF) AFFORDABLE DWELLINGS
- (EL) DWELLING FOR THE ELDERLY
- ⊕ PROPOSED TRIM TRAIL ITEM
- TREE/ HEDGE TO BE REMOVED
- TREE/ HEDGE TO BE RETAINED
- ▨ BLOCK PAVIORS (RED)
- PROPOSED INDICATIVE TREE PLANTING
- 1800mm TIMBER GATE

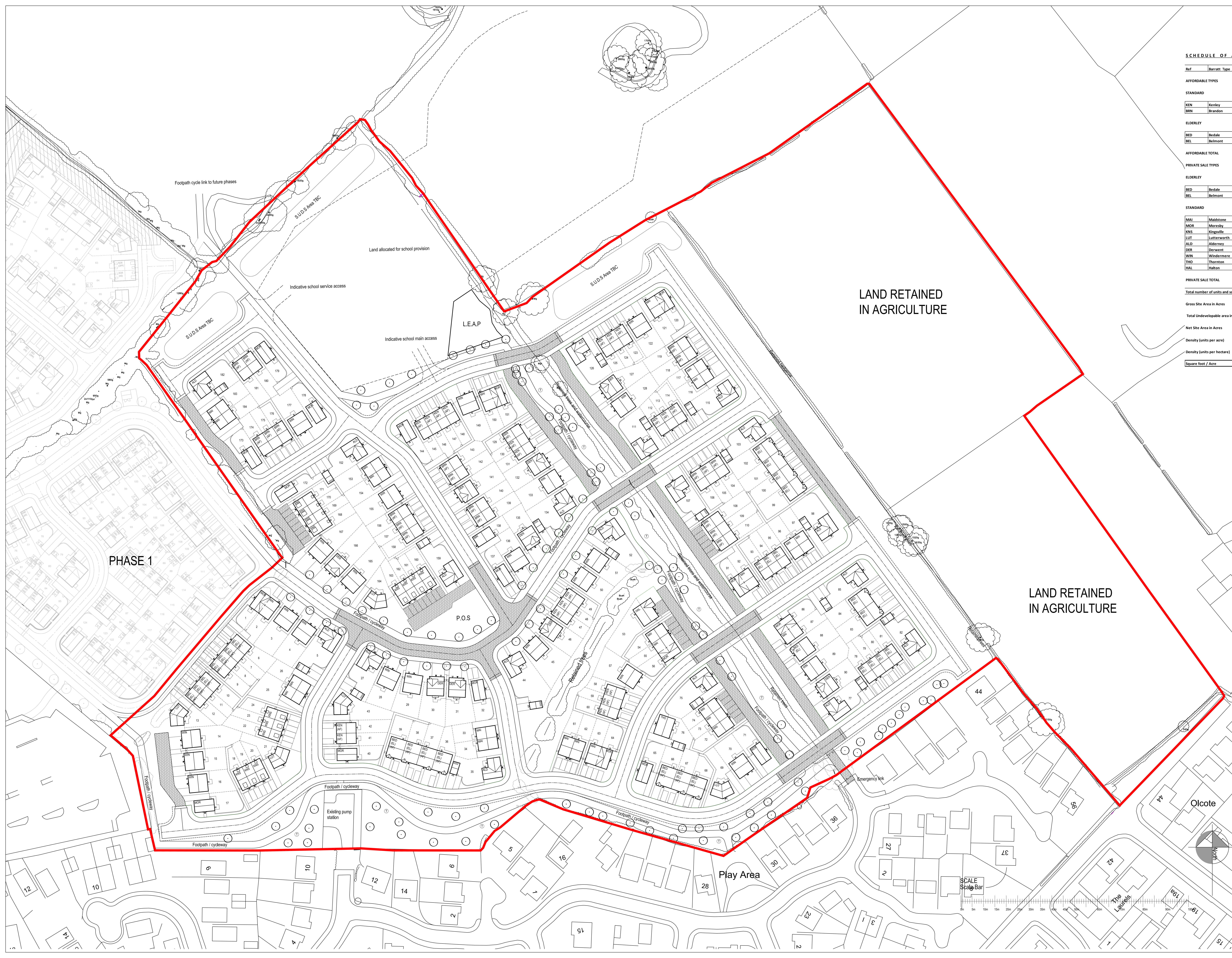
Rev	Description	Date	Drawn	Checked
02	Tree adjacent to emergency exit shown as removed	15-10-18	AA	
01	Site plan amended	12-10-18	AA	

BARRATT HOMES MANCHESTER
 Barratt Homes Manchester
 (A division of BDW Trading Ltd)
 4 Bradley Road
 City Park
 Manchester
 M16 9HQ
 Tel: 0161 872 9161
 Fax: 0161 855 2828

CHIPPING LANE LONGDRIDGE

PHASE 2 / 3
 PLANNING LAYOUT

Design By	Date	Scale	Drawing Number	Rev
AA	15-10-18	1:500	459-PL04	02
Drawn By	AA	Scale	459-PL04	02



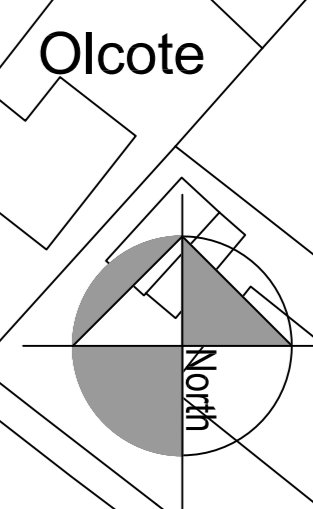
LAND RETAINED
 IN AGRICULTURE

LAND RETAINED
 IN AGRICULTURE

PHASE 1

Play Area

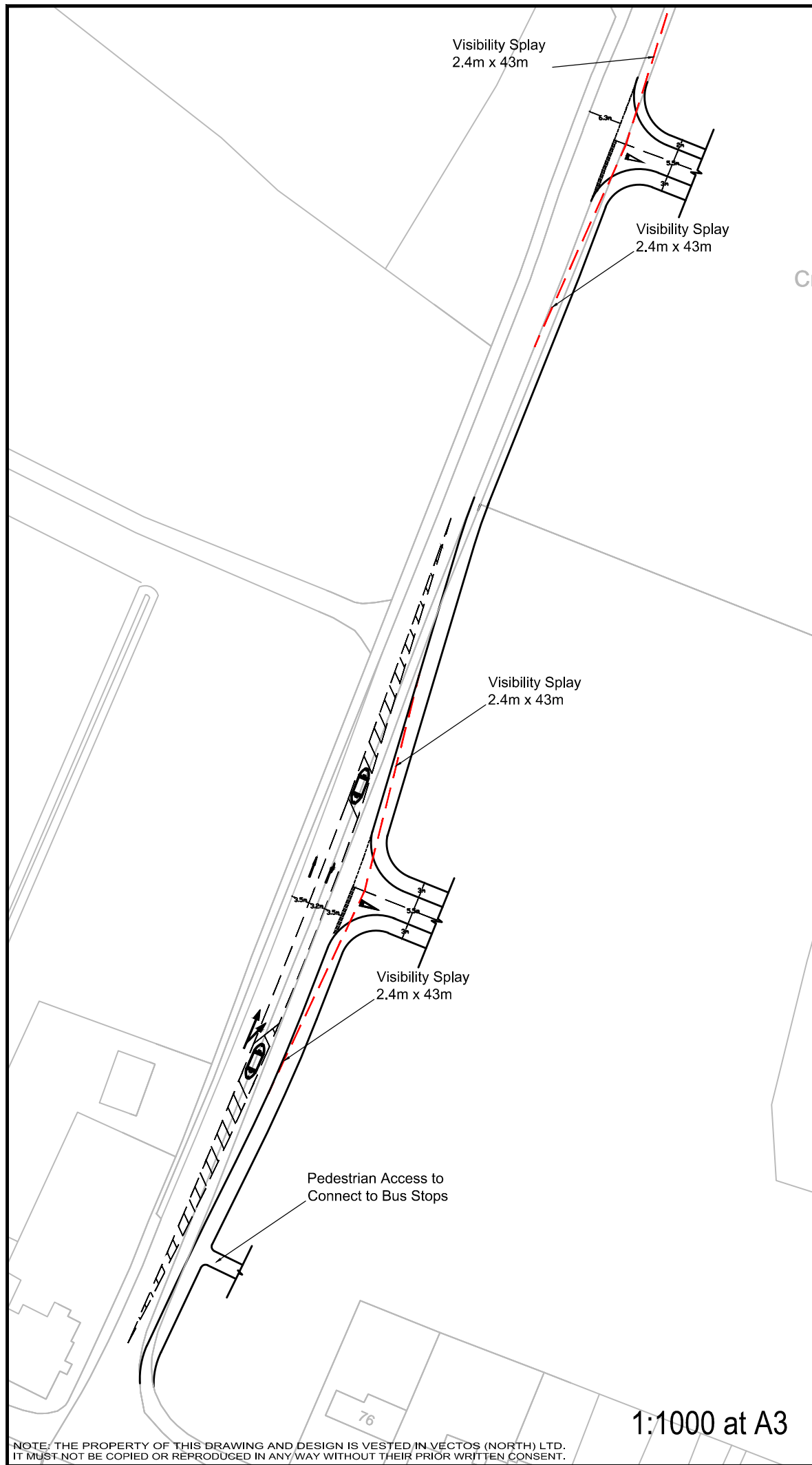
SCALE
 Scale Bar





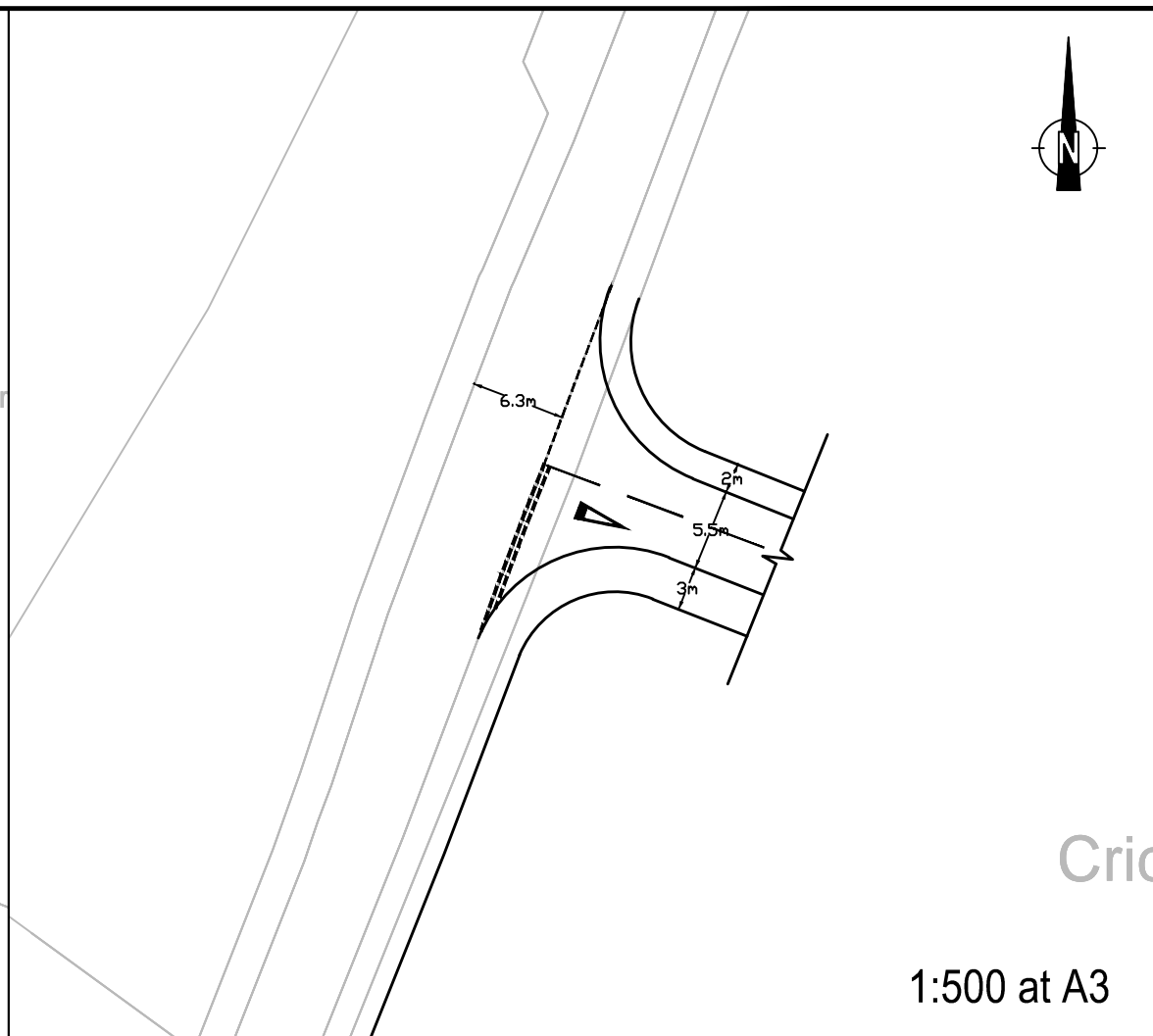
APPENDIX B

Approved Site Access Arrangement

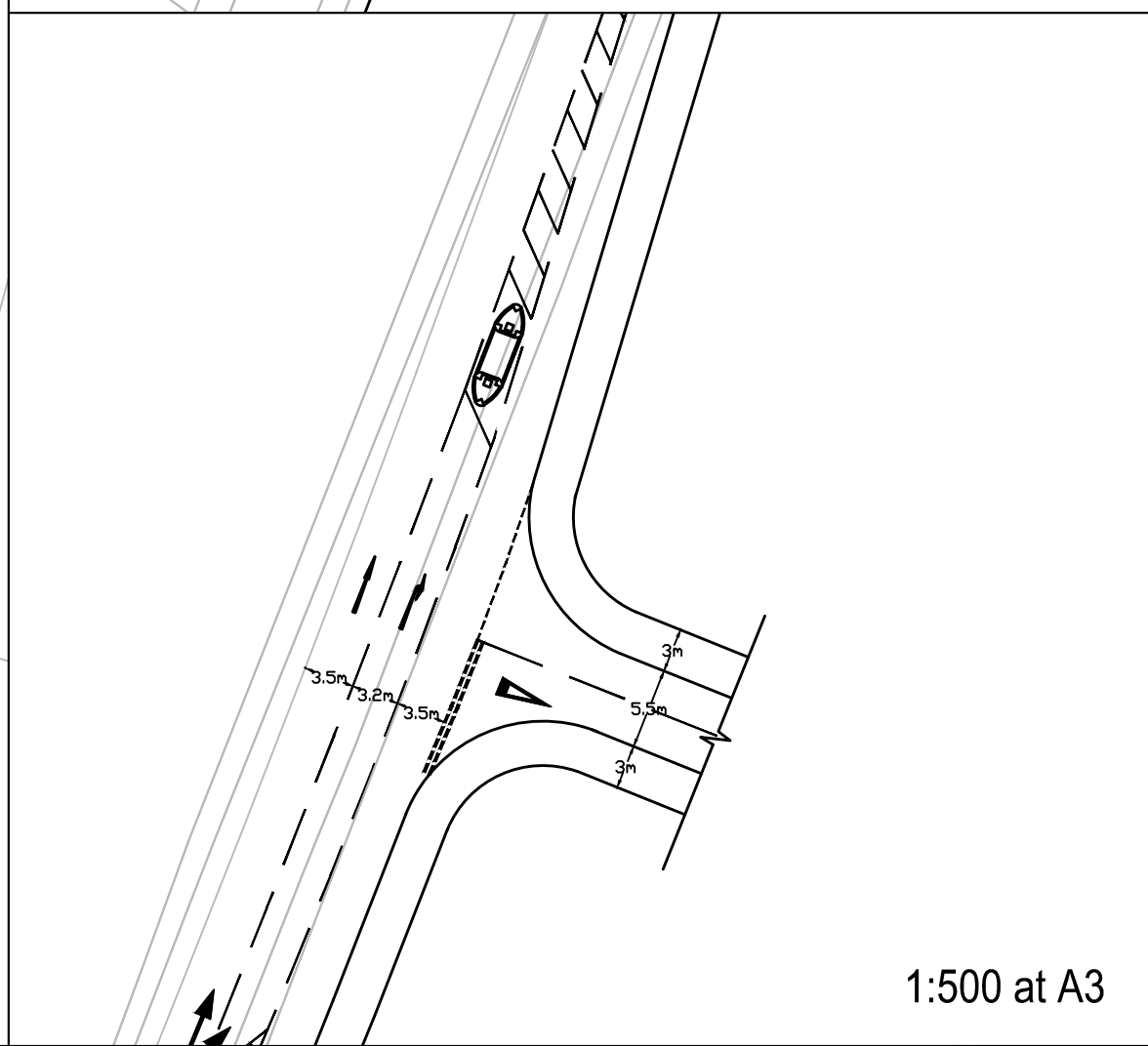


1:1000 at A3

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



1:500 at A3



1:500 at A3



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Barratt Homes

PROJECT:
Proposed Residential Development
Chipping Lane, Longridge

DRAWING TITLE:
Proposed Access Plan

SCALES:
As shown at A3

DRAWN: HS CHECKED: DL DATE: 10.07.13



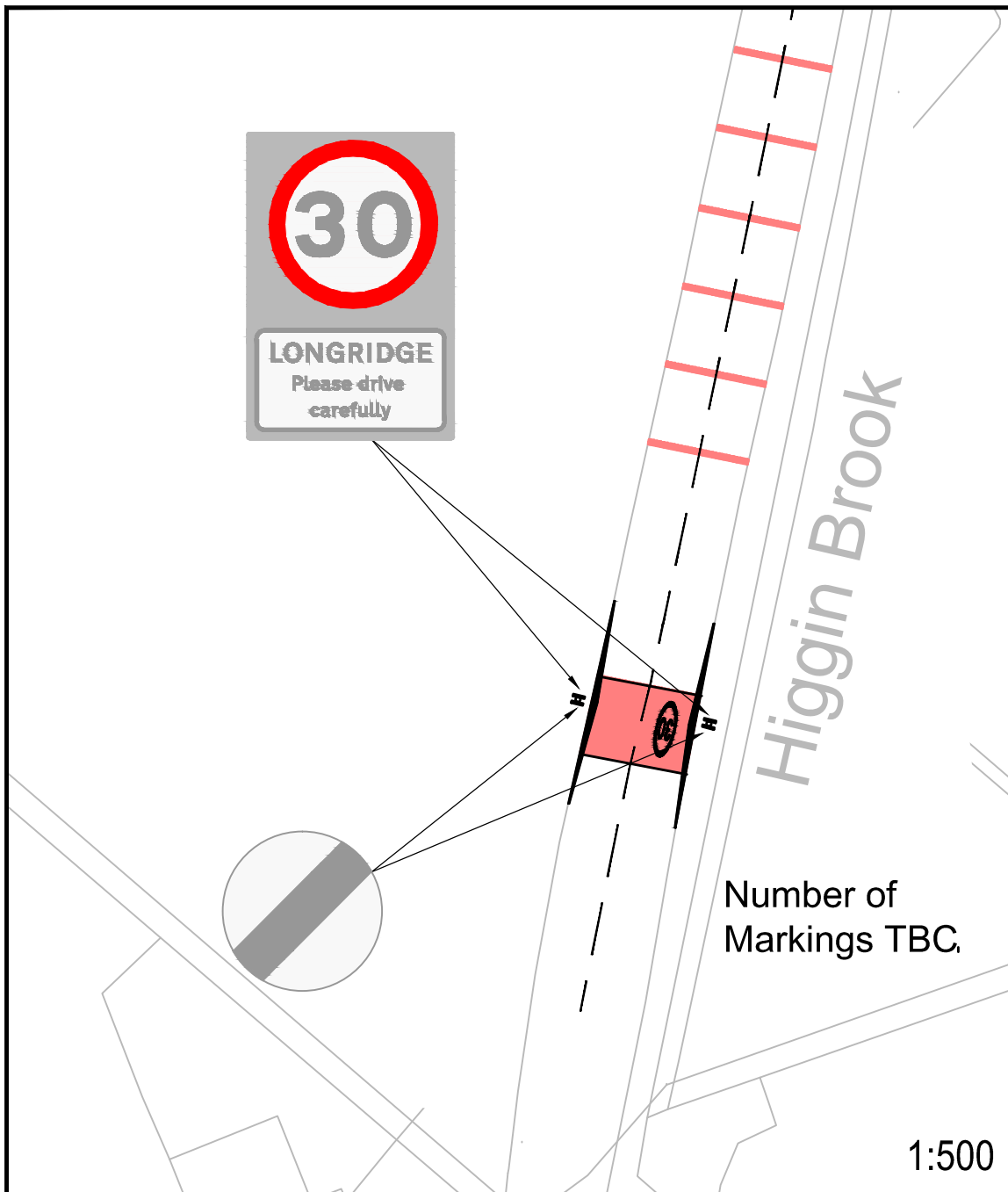
Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t: 0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: **VN30277-300** REVISION: .



APPENDIX C

Approved Gateway Feature Arrangement



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.

REV.	A	Red bar markings replace dragons teeth (LCC comments).	HS	DL	05.12.14
		DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Barratt Homes

PROJECT:
**Proposed Residential Development
Chipping Lane, Longridge**

DRAWING TITLE:
Gateway Feature

SCALES:
As shown at A3

DRAWN:	HS	CHECKED:	DL	DATE:	10.07.13
--------	----	----------	----	-------	----------



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t: 0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER:	VN30277-201	REVISION:	A
-----------------	--------------------	-----------	----------