

Precious Ideals (Ribble Valley) Ltd
Oakhill Gardens
Wiswell Lane, Whalley BB7 9AF
Transport Statement

Transport Statement relating to proposed residential development on land located to the north of existing Redrow development off Clitheroe Road, Whalley

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1. Introduction

- 1.1 The application site (Oakhill Gardens) forms part of the existing Oakhill School development and is located on land to the south of the existing car park, bordered by existing large residential properties to the north and west, fields to the east and the existing Lawsonstead phase 1 development (built out by Redrow Homes) together with the new Lawsonstead phase 2 development currently under proposal by THT & LQ Developments LLP (THT & LQ) to the south.
- 1.2 The site has the benefit of natural mixed hedges/trees and post and rail fencing to the east, west and southern boundaries together with a mature conifer hedge and the existing car park to the north.
- 1.3 The site is currently used for the location of the annual school bonfire.

2. Site History & Proposal

Current Approval

- 2.1 The site currently has approval for the erection of 6 No. detached low carbon eco homes (Outline application access only 3/2015/0715) / (reserved matters 3/2016/1148)
- 2.2 The current proposal has been granted utilizing the existing school entrance off Wiswell Lane. This proposal would require alteration works to the existing car park to form a connecting road from the existing school roundabout to the new site road. This work will consequently reduce the amount of parking spaces currently provided for the school complex. The car park is then to be extended to facilitate the loss of spaces.
- 2.3 Utility Services (gas, water, electric/telecoms) are currently proposed to be accessed via the existing school entrance and new car park road by connecting into existing services located on Wiswell Lane.
- 2.4 Disposal of foul water is proposed to be via a rising main, once again to a new connection formed on Wiswell Lane via the same route.
- 2.5 Surface water is proposed to be discharged into the existing local watercourse.

New Proposal Scheme

- 2.6 The school has been in negotiations with the purchaser of the proposed Lawsonstead phase 2 development (THT & LQ) with a view to forming an agreement whereby access/services and utilities will be provided via their existing new site development proposal (application No. 3/2018/0914). The (THT & LQ) application was submitted on 5th October 2018, and this transport statement should be read in conjunction with the transport statement submitted under the current (THT & LQ) application for the Lawsonsteads phase 2 proposal.
- 2.7 Access and egress from the development will initially be via the existing Oakhill School access road and car park (including for construction) as per the extant planning permission for the site. Following construction of the site distributor road and new junction onto the A671 in the adjacent residential development (the subject of a current planning application) access and egress will be via Phase 2 Lawsonstead and onto A671 or Clitheroe Road.

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- 2.8 Following the construction of the (Oakhill Gardens) access road to binder course level, together with the same, as for the construction and connection of the (THT & LQ) supply road to the site, and providing all access planning conditions have been met, access and egress of traffic for the (Oakhill Gardens) site will commence using the new supply road system constructed serving the Lawsonstead developments 1&2, and there upon provide the only source of vehicular access to and from the site.
- 2.9 No construction traffic using the (Oakhill Gardens) site access road via the Lawsonstead development, shall enter or leave the site using the Clitheroe Road Access route, but utilise the newly constructed site entrance onto the A671.
- 2.10 Upon commencement of (Oakhill Gardens) access being started utilizing the new road system provided by the Lawsonstead development, a permanent site demarcation fence will be erected located at the south end of the existing Oakhill School car park effectively separating the school from the new Oakhill Gardens Development. The new demarcation fence will facilitate a personnel gate to allow Oakhill Garden residents only to access to and from the Oakhill leisure facility.
- 2.11 The new proposed (Oakhill Gardens) road scheme will be made up of an adopted category 4A collector road (LCC residential Road Design Guide) forming an extension to the proposed Lawsonstead supply road from the boundary junction to the formal vehicle security gate site entrance. The boundary connection will include two large stone piers together with a stone sett rumble strip to denote the entrance into the adjacent site. The formal site entrance will include the construction of three stone piers together with a wrought iron electric entrance system, there will also be a wrought iron electric personnel gate to allow pedestrian traffic. The vehicular entrance will also contain an additional stone sett rumble strip to denote entrance to the (Oakhill Gardens) site.
- 2.13 The road beyond the security gate will be designed and constructed as a category 5A access way (LCC Residential Road Design Guide), but will remain unadopted. The road will take into consideration the current Manual for Streets recommendation in regard to traffic calming (ref. 7.4.3) advising that a distance of no more than 70M should initiate speed-controlling feature, and therefore the road will include the introduction of a speed hump at 50 M with a view to controlling vehicular speeds to a maximum of 20mph. A site management scheme will be put into place to cover maintenance
- 2.14 The security gate automation entry system will allow access for refuse vehicles on the scheduled day of collection, allowing enough slippage time for delayed arrival.

3. Non-Vehicular site access

Pedestrian Accessibility

- 3.1 A single footway is included within the proposal to accommodate pedestrian access to and from the site connecting to the proposed road system design within the Lawsonstead Phase 2 development. An electrically operated personnel gate will be introduced within the new site boundary fence, bordering the existing Oakhill Car park allowing site residents only to access freely the facilities within the Oakhill School development.

Cycling Consideration

- 3.2 There are several adjoining small towns or villages that are within 5 miles of the centre of Whalley, and therefore are readily accessible using Cycles as modes of transport. The adjoining site proposal includes for the provision of 3M wide joint footway/cycle way to the main access road, and regional on-road cycle routes 90 and 91 of the Lancashire Cycle way pass close to the site on Clitheroe Road and Station Road. The site is therefore considered suitable for access by Cycles

Public Transport

- 3.3 The nearest bus stops to the site are situated on Clitheroe Road and Station Road and are located just outside of the suggested 400 metre walking distance, however this distance will not form a barrier to those residents wishing to utilise these bus services. Whalley Bus Station is located some 600 metres walking distance from the centre of the development, and it is considered that this will be attractive to residents of the proposed development. The proposed new access road to the A671 combined with the existing access road to Clitheroe Road, together with the proposed connecting site road on the proposed Lawsonsteads development provides for the opportunity for a through bus service within the site ultimately increasing the accessibility for residents to access the local bus service network.

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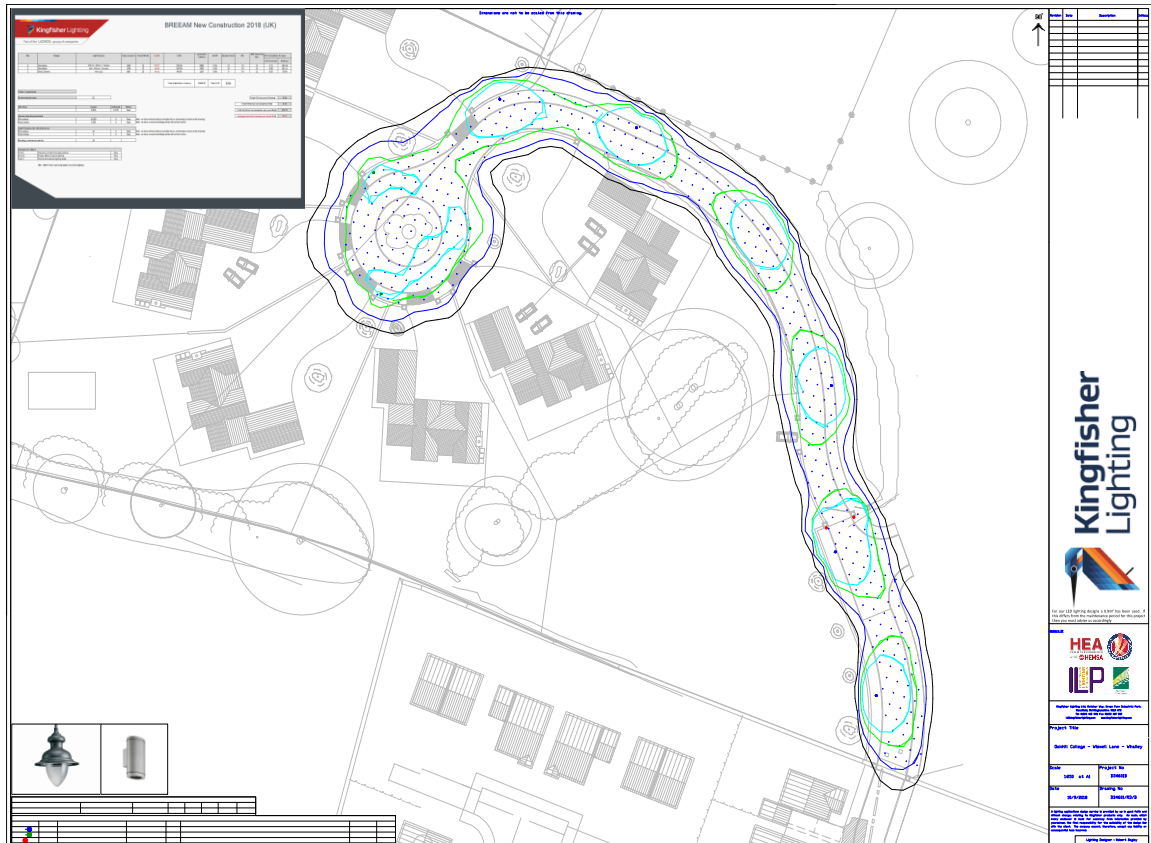
Rail network

- 3.4 The local rail network is accessed using Whalley station and located approximately 1Km from the site on Mitton Road. 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 and from Clitheroe, Blackburn & Manchester.

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4. Road Lighting

- 4.1 Kingfisher lighting of Mansfield have prepared a site lighting design and schedule as below, to be implemented prior to the occupation of the first dwelling.



4. Traffic Impact

- 4.1 The current approval for the site, is for 6 No. detached homes, as detailed previously in (Outline application access only 3/2015/0715) / (reserved matters 3/2016/1148). This allows for the access to and from the site via the existing school entrance off Wiswell Lane. The access has already been considered within the initial application and considered to be acceptable towards the impact of traffic flows within the village and surrounding area.
- 4.2 The adjoining proposed total development site currently enjoys the outline application consent for the erection of 260 houses, and within this carries consideration for such traffic impact and flows within the village and surrounding area.
- 4.3 Whilst the new (Oakhill Gardens) site application has increased by two units, the adjoining total Lawsonstead development has decreased by 18 in number from the original of 260 to its current proposal of 242, of which 54 have been completed.
- 4.4 The (Oakhill Gardens) proposed new entrance scheme, will utilize the existing new proposed road network scheme provided by Redrow Homes in the first instance together with the proposed completion of works within the new planning proposal by (THT & LQ). Therefore, the approved additional impact on traffic within Wiswell Lane will be removed, and transferred to the new reduced proposed development scheme. This will result in the total traffic impact for both developments, including the now built out Redrow development falling considerably below the original approved traffic assessment originally approved for the Lawsonstead site.

5. Conclusion

- 5.1 The proposed development will be accessed utilising the adjacent transport design scheme proposed by (THT & SQ) under their new planning application for Lawsonsteads Phase 2 development. This scheme is in accordance with current local and national planning policies, and its development provides for the transport planning conditions originally actioned within the approved application considering 260 dwellings. The present Redrow site accounts for 54 units that are now completed, and this together with the 188 units proposed by (THT & SQ), and the additional eight units proposed under the proposed (Oakhill Gardens) development, results in a considerably fall in unit numbers under the original considered and approved application. Therefore, the impact on traffic conditions created by the two new proposed development will be reduced in relation to the initial outline consent. This together with the reduced impact created by the removal of the existing approved access to and from Wiswell Lane for the (Oakhill Gardens) provides for even more reduction in traffic number both pedestrian and vehicular onto the local network.
- 5.2 The proposed transfer of the existing site access to the new proposed adjacent site access results in providing a shorter pedestrian access to the framework of transport facilities, both existing and proposed within the village.
- 5.3 We therefore conclude that this new application will result in generating lower levels of traffic movement compared to the previous outline consent approved for the Lawsonstead development together with the existing (Oakhill Gardens) consent, considering the loss of traffic movement onto Wiswell Lane, and the reduction in gross unit numbers over the Lawsonstead/Oakhill original proposals.