

Proposed Residential Development
Whalley Road, Barrow

TAYLOR WIMPEY/ BARRATT HOMES

Transport Statement

November 2018





REPORT CONTROL

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Plans

- Plan 1** Southern Access Plan (Drawing Number 2366-Fo1 Revision A)
Plan 2 Visibility Plan
Plan 3 Swept Path Plan



1 INTRODUCTION

- 1.1.1 Croft have been instructed by Taylor Wimpey and Barratt Homes to assist the Local Planning Authority's determination of a planning application relating to a proposed redevelopment of a parcel of land located on land at Whalley Road in the Barrow area of Ribble Valley Borough.
- 1.1.2 The application site covers the southern part of a wider site which has the benefit of an outline planning permission for up to 504 dwellings (ref 3/2012/0630/P).
- 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 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 summarises the traffic impact of the proposed development on the local highway network.
- 1.1.5 Section 5 provides a summary of the road safety record in the vicinity of the site and Section 6 draws together the conclusions to this report.



2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

- 2.1.1 The wider outline application site has an area of approximately 18.26 hectares and is located in the Barrow area of Ribble Valley. The wider outline consented site is located towards the south of the village.
- 2.1.2 The site is bounded to the north by existing residential properties and a golf course, to the east by Whalley Road and to the south and west by open fields and a railway line. A southern terrace of residential dwellings lie to the south of the site frontage on the western side of Whalley Road. To the eastern side of Whalley Road there is also existing residential development.
- 2.1.3 Beyond these dwellings and on the eastern side of Whalley Road, lies the Barrow Enterprise Park, which includes the Barrow Brook Business Village (formerly Ribble Valley Enterprise Park). This is the principal strategic employment site in the Ribble Valley Borough and presently comprises the vacant Print Works, a two-storey office development, a large warehouse occupied by Total Foodservice, a McDonald's restaurant, Co-Operative petrol filling station and convenience store and the residential development by Rowland Homes.
- 2.1.4 Barrow Primary School is within a short walk of the site along Whalley Road. The existing development in Barrow includes restaurants and a public house. Within the Barrow Brook Business Village, accessed via an existing public footpath, there are the retail and roadside-related facilities within a short walk of the site. To the south of the site there are further amenities provided on Whalley Road, including the public house known as The Eagle at Barrow and Whalley Industrial Estate.



2.2 Consented Development

- 2.2.1 The site forms part of a larger site, which was granted outline planning permission for up to 504 no. dwellings and associated development after an undetermined application was allowed on appeal by the Secretary of State on 20th February 2014 (Ref: 3/2012/0630/P and APP/T2350/A/13/2190088).
- 2.2.2 This permission has subsequently been amended following an application under section 73 of the Town and Country Planning Act, 1990 (Ref: 3/2016/0820 ('s73')). The northern part of the overall site is being developed by Redrow Homes for 183 no. dwellings following approval of reserved matters (Ref: 3/2017/0064) in May 2017.
- 2.2.3 This site also has the benefit of reserved matters approval for details of the layout, scale and appearance of the buildings and landscaping of a residential development of 225 no. dwellings and associated works, which was approved by Ribble Valley Borough Council (RVBC) on 15th August 2017 (Ref: 3/2017/0050).
- 2.2.4 The wider outline and the reserved matters approval were secured by the Barrow Lands Company Limited. There is also an existing s106 agreement related to the development of the overall, larger site (amended as part of 3/2017/0425). Both the OPP and the reserved matters approval are material considerations in the determination of this full application.
- 2.2.5 The highways and transport conditions from the outline planning consent are listed below::



'14. No development approved by this permission shall commence within a phase until a detailed scheme (including a timetable for implementation and completion) for the construction of the relevant site access(es) and any temporary construction arrangements including pedestrian facilities to serve that phase and the associated off-site highway improvements to directly serve that phase have been submitted to and approved in writing by the Local Planning Authority. The scheme for the off-site highway improvements shall be in accordance with the details agreed in the Statement of Common Ground for highway/transportation matters agreed between Vectos and Lancashire County Council (as local highway authority) and as set out in the Unilateral Undertaking related to this permission. The scheme shall be implemented in accordance with the approved details and timetable.

15. The new estate roads within any phase (as approved under Condition 5) of the development hereby permitted shall be constructed in accordance with a detailed scheme (including a timetable for implementation) which shall be submitted to and approved in writing by the Local Planning Authority before development commences within that phase. The estate roads shall be constructed to adoptable standards in accordance with the Lancashire County Council Specification for Construction of Estate Roads and the scheme shall be implemented in accordance with the approved details and timetable.



16. Prior to the occupation of the first dwelling within any phase (as approved under Condition 5) a Travel Plan, based upon the submitted Framework Travel Plan, to improve accessibility by sustainable modes for residents of dwellings within that phase shall have been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include:

- The appointment of a named Travel Plan Co-ordinator.*
- Details of measures to encourage sustainable travel patterns.*
- A scheme for the management and implementation of the Travel Plan.*
- Targets for modal shift.*
- A strategy for marketing and proposed incentives.*
- Arrangements for monitoring and review.*

The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the approved Travel Plan for development within that phase for a period of time not less than 5 years following completion of the final parcel of development in that phase (as approved under Condition 5).'

2.3 Proposed Development

2.3.1 This proposal forms the southern portion of the wider outline consented site. The current proposals consist of 233 residential units which are split as follows:

- Taylor Wimpey Phase – 113 houses (including 34 affordable).
- Barratt Homes Phase – 120 houses (including 36 affordable).

2.3.2 The Taylor Wimpey (TW) element of the site forms the northern part of the application site and Barratt Homes (BH) will develop the southern portion of the site.



- 2.3.3 To accord with Condition 14 of the outline planning consent, vehicular access to the application site will be from Whalley Road and will be based around the agreed indicative design prepared by Vectos and shown on Drawing Number VN20066-07-C. This consists of a priority controlled junction off Whalley Road.
- 2.3.4 This is currently being taken through the Section 278 process by Croft in liaison with the local highway authority, Lancashire County Council (LCC). The design of the junction has had to be amended slightly to accord with current design standards as a result of a more detailed design at the junction. The fundamental principle of the access has remained as agreed with LCC at the outline application stage.
- 2.3.5 This site will also connect to a secondary vehicular access route into the site which connects to what is referred to as the 'central' access off Whalley Road via an already constructed access implemented by Redrow who have developed the phase of the wider outline consent immediately to the north of this particular application site.
- 2.3.6 The currently designed southern vehicular access is shown in **Plan 1 (Drawing Number 2366-F01 Revision A)**.

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/or 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 have been proposed 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.
- 2.4.8 This will ensure a pedestrian friendly environment and accords with MfS guidance as detailed above. 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 To accord with Condition 15 of the outline planning consent, the new estate roads within the site shall be constructed to adoptable standards and will be generally as follows:

- Main access road – 5.5 metres wide with 2 metre wide footways on both sides.
- Shorter cul-de-sacs – 4.8 metres wide with 2 metre wide footways on both sides.
- Private Drives – 4.8 metres wide.

2.5 Car Parking

2.5.1 The car parking will accord with LCC's current guidance which requires two spaces per dwelling for 2 and 3 bedroom houses and 3 for dwellings with 4 or more bedrooms.

2.6 Servicing

2.6.1 The site layout can also accommodate the manoeuvrings of a large 3 axle refuse vehicle which is LCC's standard vehicle (9.86 metres long). A swept path analysis has been carried out throughout the site and this will ensure that such vehicles can access and egress the site in a safe and efficient manner.

2.6.2 This is shown on **Plan 3**.



3 NON-CAR ACCESSIBILITY

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

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 103 states that:-

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.'

3.1.3 New proposals should therefore 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.

3.1.4 Section 4 of the Transport Assessment that accompanied the outline planning application considered the non-car accessibility of the site. The TA concluded the following:

'Existing transport infrastructure within the vicinity of the site has been examined. This demonstrates that the site is accessible by a variety of modes including on foot, by bicycle and by public transport. The site is also well-located to facilitate journeys by private vehicle with access to local and strategic routes within the area. The proximity to local facilities, including the Primary School and the Barrow Brook Business Village, means there is a balance of land uses and the ability to reduce journeys and minimise journey lengths'.



3.1.5 Paragraph 168 of the Inspector's Report for the wider outline site appeal decision states:

'It (the site) would be readily accessible by non-car modes and the proposal, including the Travel Plan and sustainable travel incentives, offers additional accessibility benefits.'

3.1.6 In light of the above, it is considered the site is 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

- 4.1.1 The number of residential dwellings proposed as part of the application is similar to that contained on the illustrative masterplan for the outline planning consent.
- 4.1.2 The main vehicular access into this site would be from the new southern Site Access. A secondary vehicular access is also available to connect into the Redrow site to the north which is accessed via the 'central' access.
- 4.1.3 Tables 6.12 and 6.13 of the Transport Assessment summarises the results of the junction assessments for both the central and southern access points. As can be seen, the busiest movement at the central access is forecast to be the right turn into the site from Whalley Road which is forecast to operate with a maximum ratio of flow to capacity of 0.601 in the AM peak, the busiest peak period.
- 4.1.4 Similarly, the busiest movement at the southern site access is forecast to operate with a maximum ratio of flow to capacity of only 0.544 in the busiest AM peak hour period.
- 4.1.5 This clearly demonstrates that both southern and central site access junctions are forecast to operate with a substantial level of reserve capacity can accommodate the traffic flows likely to be generated by these proposals.



5 TRAVEL PLAN

5.1.1 As detailed earlier in this report, a Travel Plan is required to accompany the proposals. Condition 16 is as follows:

'Prior to the occupation of the first dwelling within any phase (as approved under Condition 5) a Travel Plan, based upon the submitted Framework Travel Plan, to improve accessibility by sustainable modes for residents of dwellings within that phase shall have been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include:

- *The appointment of a named Travel Plan Co-ordinator.*
- *Details of measures to encourage sustainable travel patterns.*
- *A scheme for the management and implementation of the Travel Plan.*
- *Targets for modal shift.*
- *A strategy for marketing and proposed incentives.*
- *Arrangements for monitoring and review.*

The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the approved Travel Plan for development within that phase for a period of time not less than 5 years following completion of the final parcel of development in that phase (as approved under Condition 5)'.

5.1.2 A Travel Plan document for the Taylor Wimpey/Barratt Homes phase of the outline consent will be provided in a separate document and submitted with this reserved matters application.



6 CONCLUSIONS

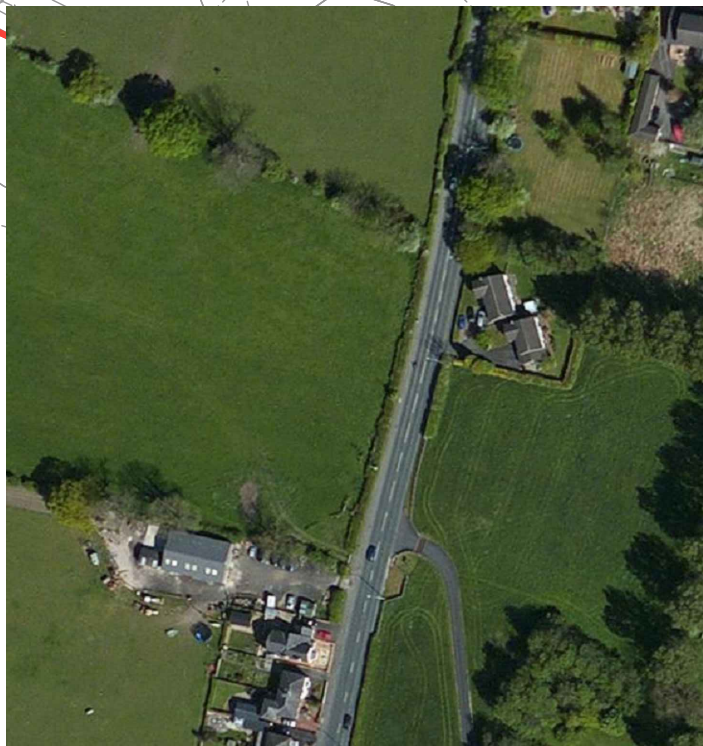
6.1.1 Croft have been instructed by Taylor Wimpey and Barratt Homes to assist the Local Planning Authority's determination of a planning application relating to a proposed redevelopment of a parcel of land located on land at Whalley Road in the Barrow area of Ribble Valley Borough.

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

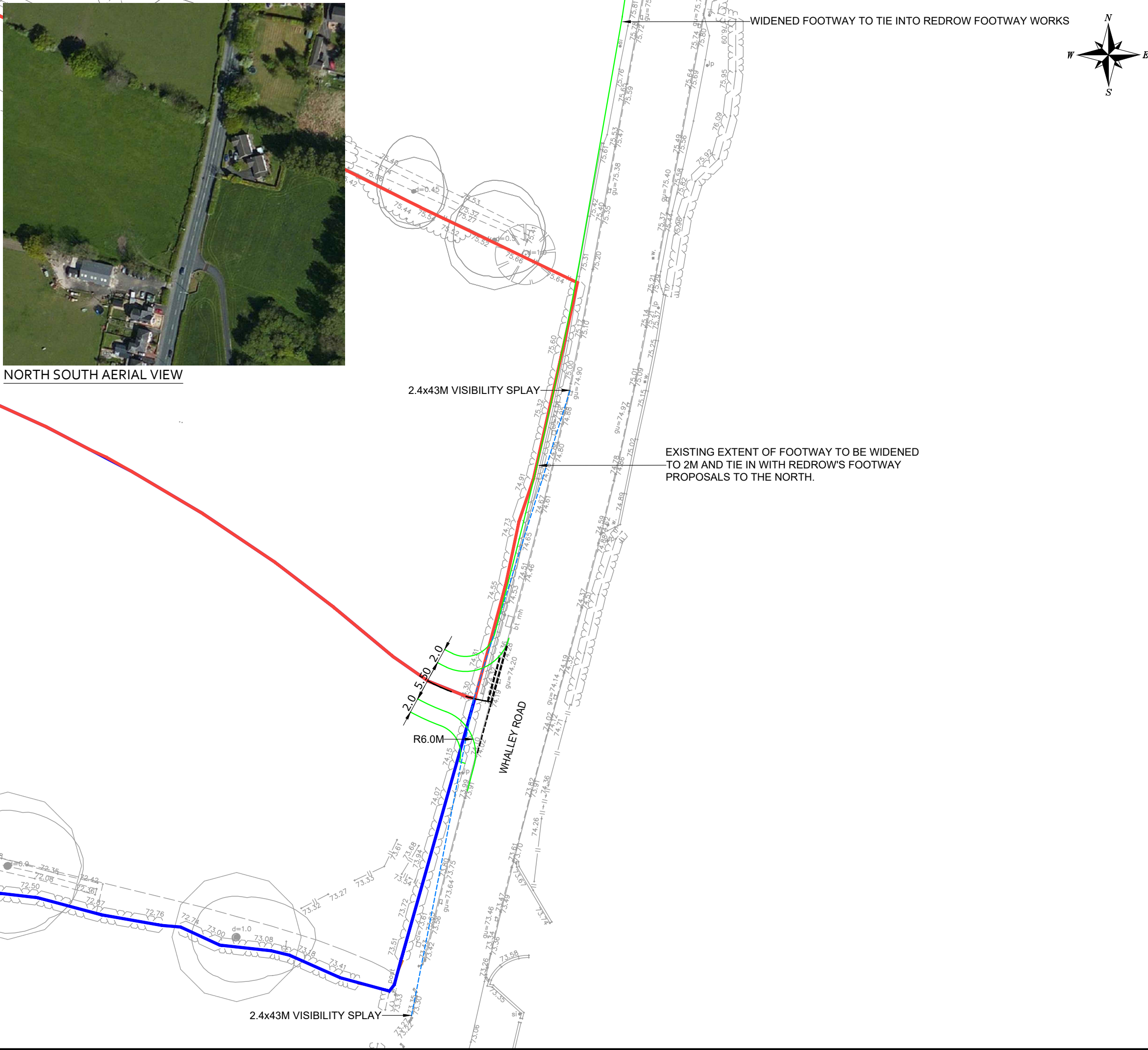
- The proposed development will continue to be accessed by a safe, efficient and already consented vehicular access arrangement.
- The internal layout will be designed to accord with local and national design guidance and will ensure pedestrian and cycle priority and reduce vehicular speeds throughout the site.
- 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 Barrow area.
- The new southern access to the site will be progressed through a formal Section 278 agreement with Lancashire County Council.
- The site continues to be accessible by sustainable modes of travel.
- The proposals will be accompanied by a Framework Travel Plan to further reduce reliance on the private car.
- The proposed development will generate a similar level of traffic movements when compared to the outline planning consent on the site.

6.1.3 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



NORTH SOUTH AERIAL VIEW



NOTES

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.

- INDICATIVE TW SITE BOUNDARY
- INDICATIVE DWH SITE BOUNDARY
- DENOTES NEW KERBS



SITE LAYOUT NTS

A	FOOTWAY WIDENING PROPOSED	JC	JC	SEP 18
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

TW/DWH

PROJECT:

WHALLEY ROAD SOUTH, BARROW

DRAWING TITLE:

PROPOSED SITE ACCESS ARRANGEMENT

SCALES:

1:500 @ A3

DRAWN:	JC	CHECKED:	JC	DATE:	SEP 18
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DRAWING NUMBER:	2366-F01	REVISION:	A	CROFT
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NOTES

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- 16 METRE FORWARD VISIBILITY SPLAYS
- 17 METRE FORWARD VISIBILITY SPLAYS

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: TAYLOR WIMPEY/DAVID WILSON HOMES				
PROJECT: WHALLEY ROAD, BARROW				
DRAWING TITLE: VISIBILITY PLAN				
SCALES: 1:1250 @ A3				
DRAWN: GM	CHECKED: PJW	DATE: MAR 19		
Croft Transport Planning & Design Hill Quays 9 Jordan Street Manchester M15 4PY Email: info@croftts.co.uk Tel: 0161 667 3746 Web: www.croftts.co.uk				
DRAWING NUMBER: 2359-F01		REVISION: B		



NOTES

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Large Refuse Vehicle (3 axle)	Overall Length	9.860m
	Overall Width	2.450m
	Overall Body Height	3.814m
	Min Body Ground Clearance	0.366m
	Track Width	2.450m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	9.500m

Large Refuse Vehicle (3 axle)

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

TAYLOR WIMPEY/DAVID WILSON HOMES

PROJECT:

WHALLEY ROAD, BARROW

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:1250 @ A3

DRAWN:	GM	CHECKED:	PJW	DATE:	MAR 19
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