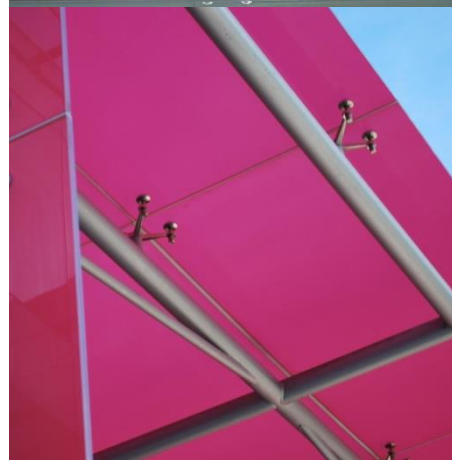
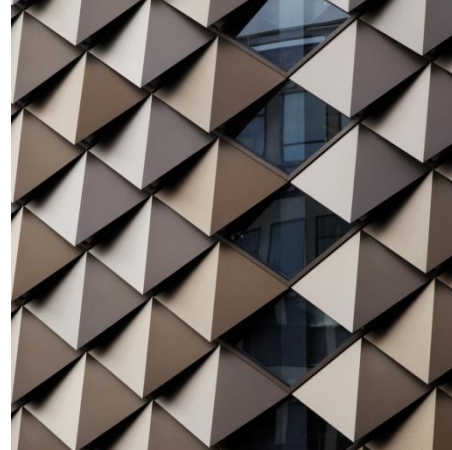


Whitworth Community High School

Transport Statement

Curtins Ref: 078126-CUR-00-XX-RP-TP-001
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Client Name: Wates Construction Ltd



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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Wates Construction Ltd (in partnership with the Department for Education) to provide highways and transportation advice in support of a detailed planning application for the redevelopment of the existing Whitworth Community High School in Whitworth, Rochdale.
- 1.1.2 Whitworth Community High School is an existing, active school that lies towards the southern extents of Whitworth and is located to the north of Hall Street, accessed via a private access road. The site is within the remit of Rossendale Borough Council as the Local Planning Authority and Lancashire County Council as the Local Highway Authority.
- 1.1.3 The redevelopment proposals would result in no increase to the pupil and staff numbers (750 pupils and 84 full time equivalent staff).
- 1.1.4 It is noted that the existing school buildings (with the exception of the Sports Hall) have reached the end of their design lives and are due for replacement. The development proposals comprise the part demolition and redevelopment of the school, including the erection of a new main school building of up to 3 storeys, reconfigured/relocated car parking, new grass pitches and landscaping.
- 1.1.5 The existing vehicular access via Hall Street will be retained as existing, with some improvements to the pedestrian path (to be raised and widened, with containment kerb and fencing added). As part of the redeveloped site proposals, the car park will be relocated to the southern and eastern sections of the site.

1.2 Purpose of this Report

- 1.2.1 This Transport Statement (TS) has been written in order to consider the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 This TS has therefore been prepared to assist Highways Officers at Lancashire County Council (LCC) in the determination of the detailed planning application.

1.3 Scope of the Report

- 1.3.1 Curtins attended a pre-application meeting with Highways Officers at Lancashire County Council on 6th April 2021. As such, this TS comprises the following:
- Provide a summary of the existing situation, access arrangements and baseline conditions, including existing drop-off and pick-up arrangements;
 - Provide a summary of the development proposals with justification for the parking numbers;
 - Prepare site access and vehicle tracking drawings to demonstrate safe and suitable access to the site;

- Review the multi-modal accessibility of the site by all modes of travel including walking, cycling, and public transport;
- Comment on existing traffic and travel behaviour at the site and any traffic impacts at the site access and on the local highway network during the operational phase of the school;
- Review the local highway safety record in the vicinity of the site for the most recent five-year period available; and
- Review the relevant local and national transport planning policy.

1.3.2 A separate Construction Management Plan has been prepared which sets out the construction strategy and phasing required to deliver the proposed scheme.

1.3.3 This scope has been agreed in principle with Highways Officers at LCC.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a description of the existing site location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.4.2 **Section 2** also reviews highway safety, existing parking/drop off and servicing arrangements.

1.4.3 The development proposals are summarised in **Section 3**, including the proposed parking provision and access arrangements.

1.4.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.

1.4.5 **Section 5** summarises the highway impact associated with the redevelopment proposals.

1.4.6 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusion.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The site is located to the south of Whitworth and is approximately 700m to the south-west of the centre.
- 2.1.2 The existing school is bound by agricultural land to the north, Hall Street to the south, residential properties on Orama Avenue/Thor Drive to the east and Cock Hall Lane/Water Street to the west.
- 2.1.3 The location of the site in relation to the regional area is illustrated in **Figure 2.1**.

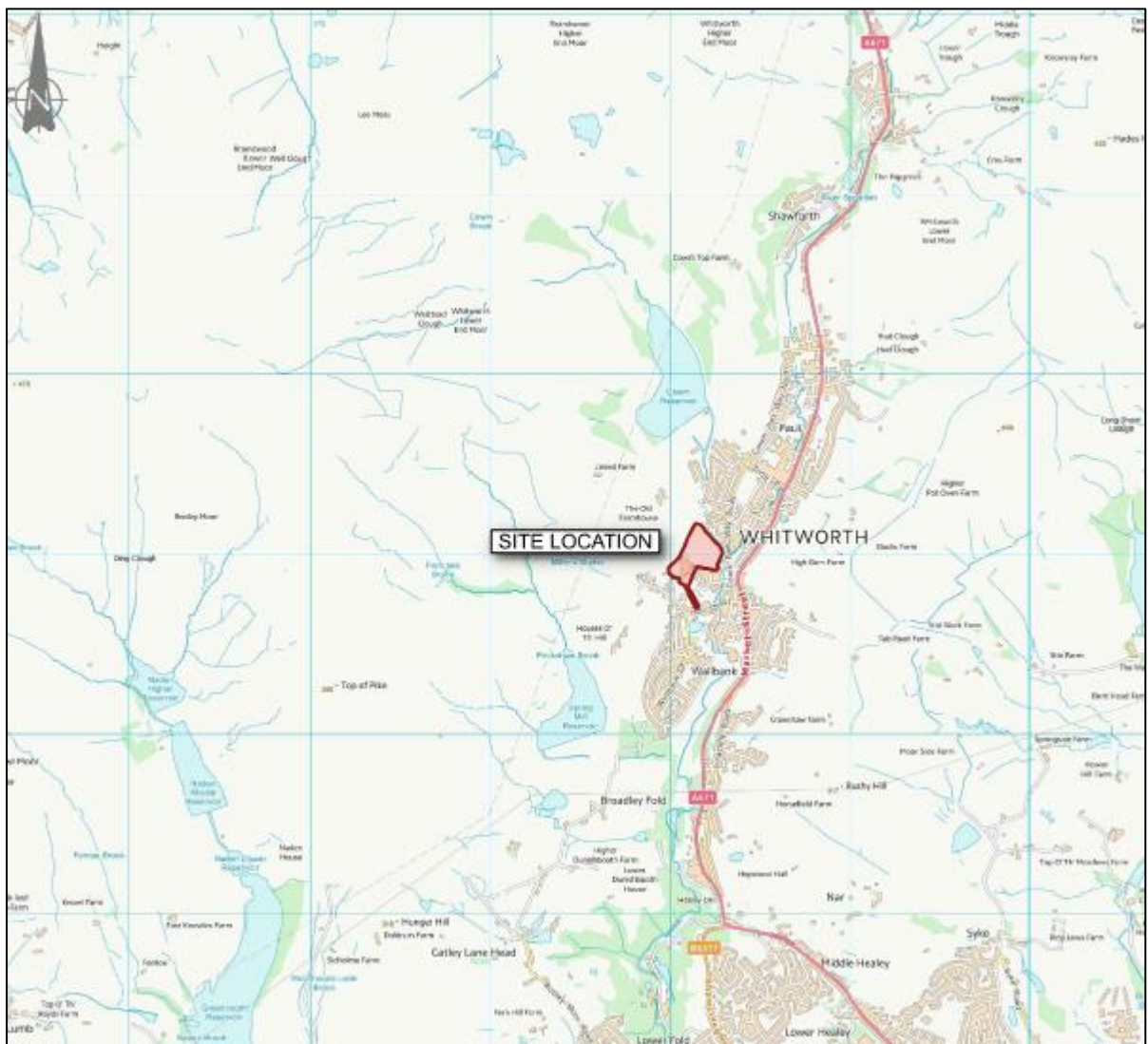


Figure 2.1 – Site Location (Regional)
(Source: OS Maps)

- 2.1.4 Additionally, **Figure 2.2** shows the site in a local context relating to the local highway network:

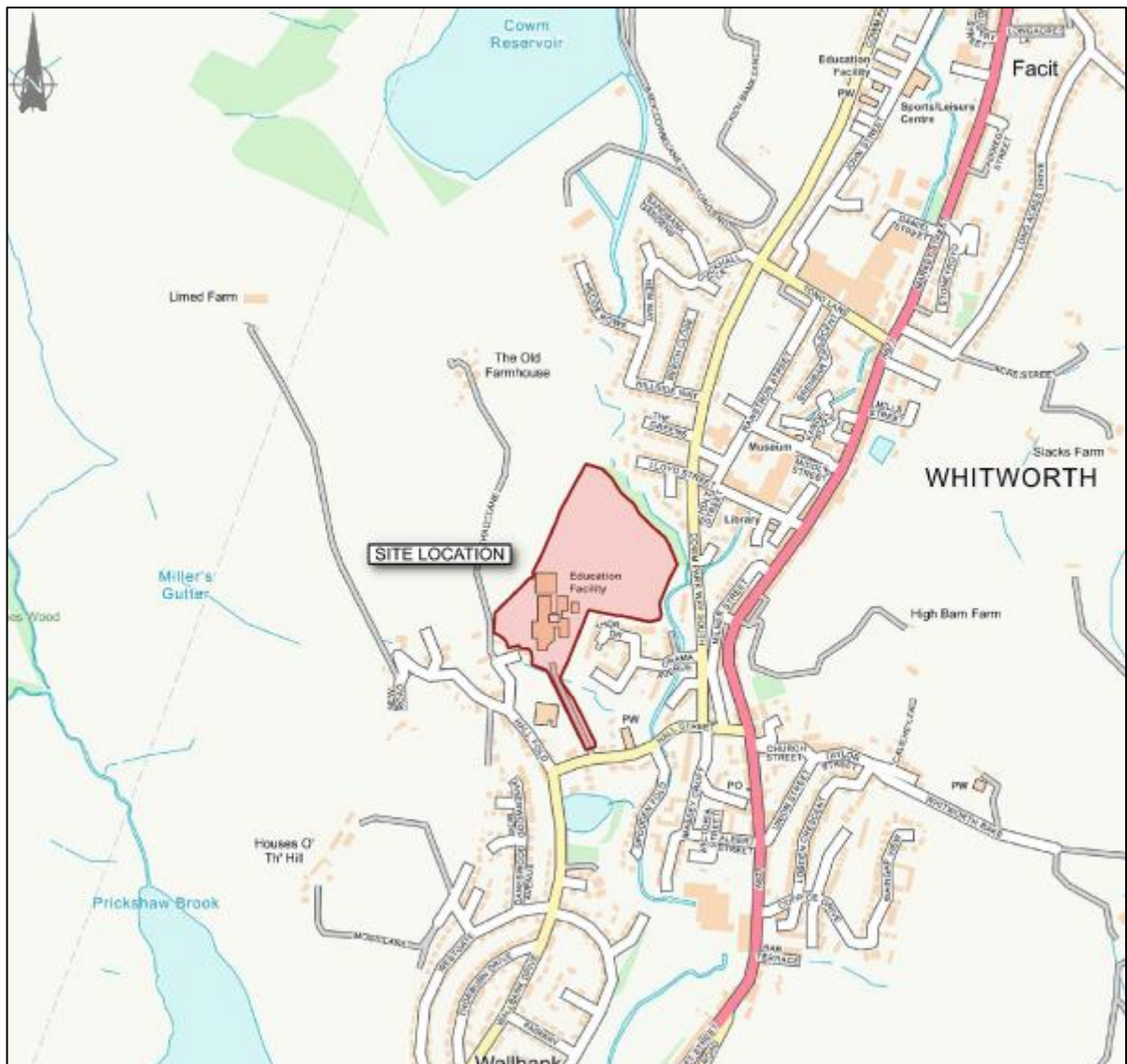


Figure 2.2 – Site Location (Local)

(Source: OS Maps)

2.1.5 It is evident that the site is situated adjacent to the built-up residential area and is ideally located within close proximity of the likely catchment area of pupils.

2.2 Existing Use

2.2.1 The redevelopment proposals would result in no increase to the pupil and staff numbers (750 pupils and 84 full time equivalent staff).

2.2.2 The school also benefits from an existing sports hall, multi-use games area (MUGA) and grass playing fields which are used outside of school operating hours for community usage.

2.3 Existing Access Arrangements & Parking

- 2.3.1 Whitworth Community High School is currently accessed via Hall Street, which provides access to the existing car park provision.
- 2.3.2 The vehicular access is formed via a priority junction with an access road of c.150m in length continuing towards the school. Approximately 20m to the north of the priority access from Hall Street, the access road is gated which prevents access outside of operational hours. Approximately 70 car park spaces are provided to the south of the existing school block.
- 2.3.3 The main pedestrian/cycle access to the school site is also located via Hall Street, with a c.1.5m footpath provided to the east of the access road. As pedestrians reach the car park using the existing infrastructure, pupils/staff navigate the internal layout and car park towards the existing teaching block. The school gates are noted to be locked between 14.45 and 15.10 each day to allow students safe travel towards Hall Street.
- 2.3.4 Approximately 28 secure cycle spaces are provided for staff and pupil use to encourage sustainable modes of travel.
- 2.3.5 It is noted that no drop off/pick up activities are permitted within the school site or on the access road; these movements are therefore undertaken on the surrounding streets before and after the school day.

2.4 Local Highway Network

Hall Street

- 2.4.1 As stated above, the existing school is accessed directly from Hall Street. This is a single-carriageway two-way road subject to a 20mph speed limit within the vicinity of the site.
- 2.4.2 The road runs on a broadly west-east alignment commencing at the priority junction with Hall Fold/Wallbank Drive and continuing east for approximately 350m before it meets the A671 Market Street at a priority junction.
- 2.4.3 The width of Hall Street is typically around 6m with pedestrian footways provided on both sides of the carriageway, although adjacent to the site access, these are only provided on the northern side of the road.
- 2.4.4 Hall Street also benefits from speed humps and traffic regulations orders (TROs) in the form of 'Keep Clear' markings due to the location of Whitworth Community High School and St Bartholomew's Church of England Primary School to the west of the site.
- 2.4.5 These are provided on both sides of the carriageway from the junction with Hall Fold/Wallbank Drive to a point approximately 15m east of the site access, which prevents vehicles parking on-road during peak times when the school is operational.

2.4.6 Bus stops are located directly adjacent to the existing site access on Hall Street providing various services for eastbound travel.

2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the CrashMap website; this utilises the most recent data which is published by the Department for Transport.

2.5.2 Accident data was taken for the most recent five-year period between 2016 and 2020. The study area selected encompassed Hall Street and Wallbank Drive in proximity to the site. The study area is shown below in **Figure 2.3**.

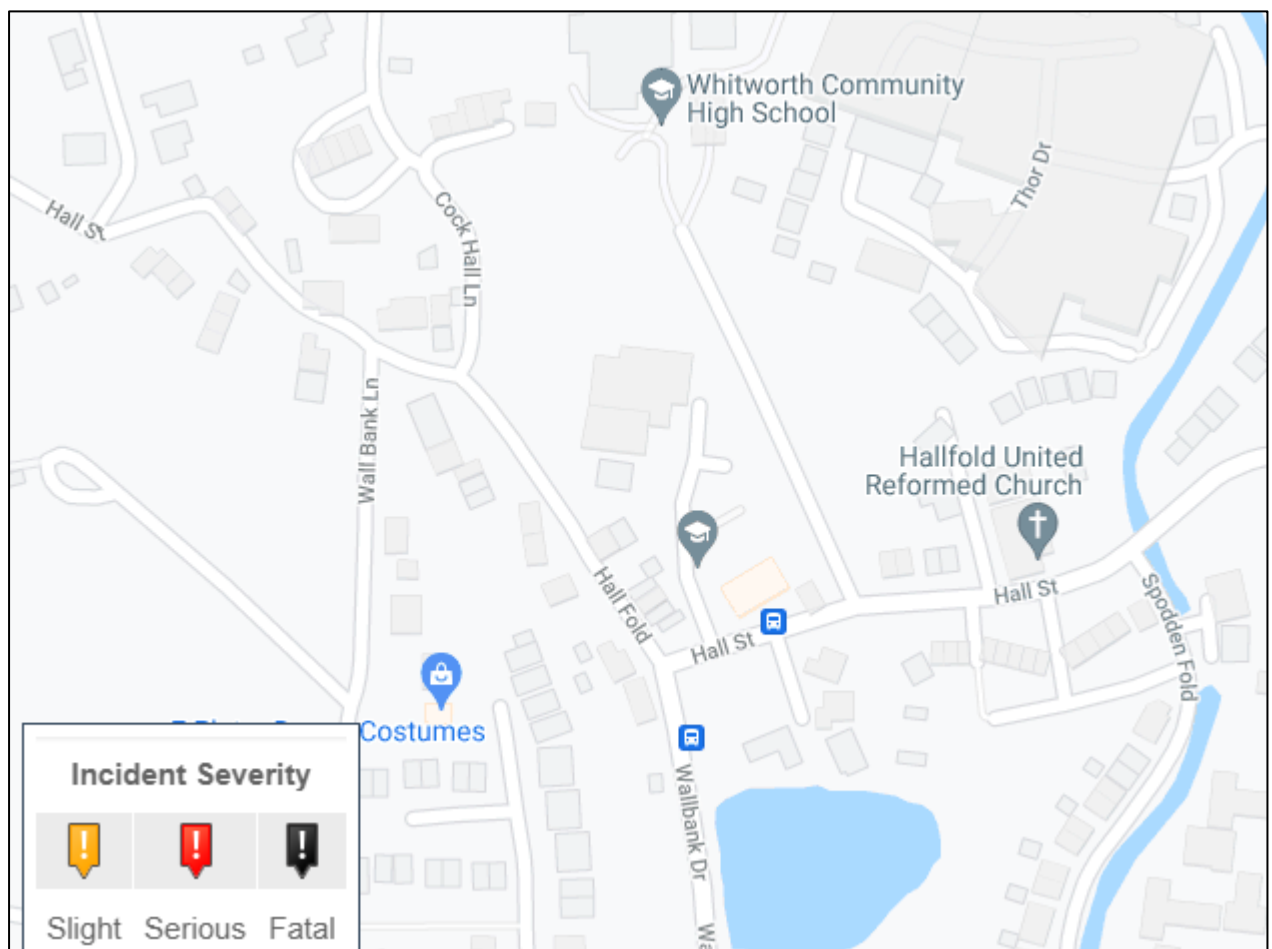


Figure 2.3 – Accident Data Study Area
(Source: CrashMap)

2.5.3 It is determined that there has been no accidents within the study area over the latest five-year period.

2.5.4 As such, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed redevelopment of Whitworth Community High School. It can be concluded that the development would not have a significant effect on highway safety.

3.0 Development Proposals

3.1 Introduction

3.1.1 The development proposals at Whitworth Community High School include a replacement school block with retained sports hall and facilities. As noted in Section 1, it is considered that the existing school buildings have now reached the end of their design lives and are due for replacement.

3.2 Development Proposals

3.2.1 The proposals comprise the part demolition and redevelopment of the school, including the erection of a new main school building of up to 3 storeys, reconfigured / relocated car parking, new grass pitches and landscaping.

3.2.2 The proposed new three-storey teaching block will measure 5,093m² (GIFA). The proposals are shown on the accompanying Landscape Illustrative Masterplan (included in **Appendix A.**)

3.2.3 New grass pitches will be located on the footprint of the existing school block, with the new teaching block to be located to the north-east of the existing sports hall which will be retained.

3.2.4 There will be no change to staff and pupil numbers as a result of the proposals (750 pupils / 84 full time equivalent staff).

3.2.5 School operating times are currently affected by the COVID-19 pandemic but is noted that the school day would operate as per the standard arrival/departure times once redeveloped.

3.2.6 The operating times for the school are as follows:

- Start of the school day at 08.40;
- End of the school day at 15:00
- After School Clubs from 15:10 – 17:00; and
- Close of School Site 17:00.

3.2.7 In addition, it is noted that there is existing community usage of the sports facilities outside of the above hours. This will remain the same following the redevelopment.

3.3 Proposed Access Arrangements

Vehicular Access

3.3.1 The existing priority junction arrangement with Hall Street will be retained. The access road includes informal passing places along the length to permit passing movement of larger vehicles as necessary.

3.3.2 The access road will continue to provide access to the car parking areas and for service vehicles to undertake all required movements.

3.3.3 The car park areas are for staff only and form a clockwise-loop system to facilitate safe travel through the internal layout.

Pedestrian and Cycle Access

3.3.4 Pedestrian and cycle access will also continue to be undertaken via the site access road from Hall Street. The existing footpath on the eastern side of the access road will be widened to 2m and raised for the extent of the access road, with a high containment kerb and fencing, before widening into a 3m shared path as it approaches the school. This 3m wide stretch is separated from the road by a landscaped strip and knee rail fencing which will ensure the safety for pedestrians and cyclists moving to/from the entrance plaza.

3.3.5 **Figure 3.1** demonstrates the access and circulation of the proposed internal layout for vehicles and pedestrians.

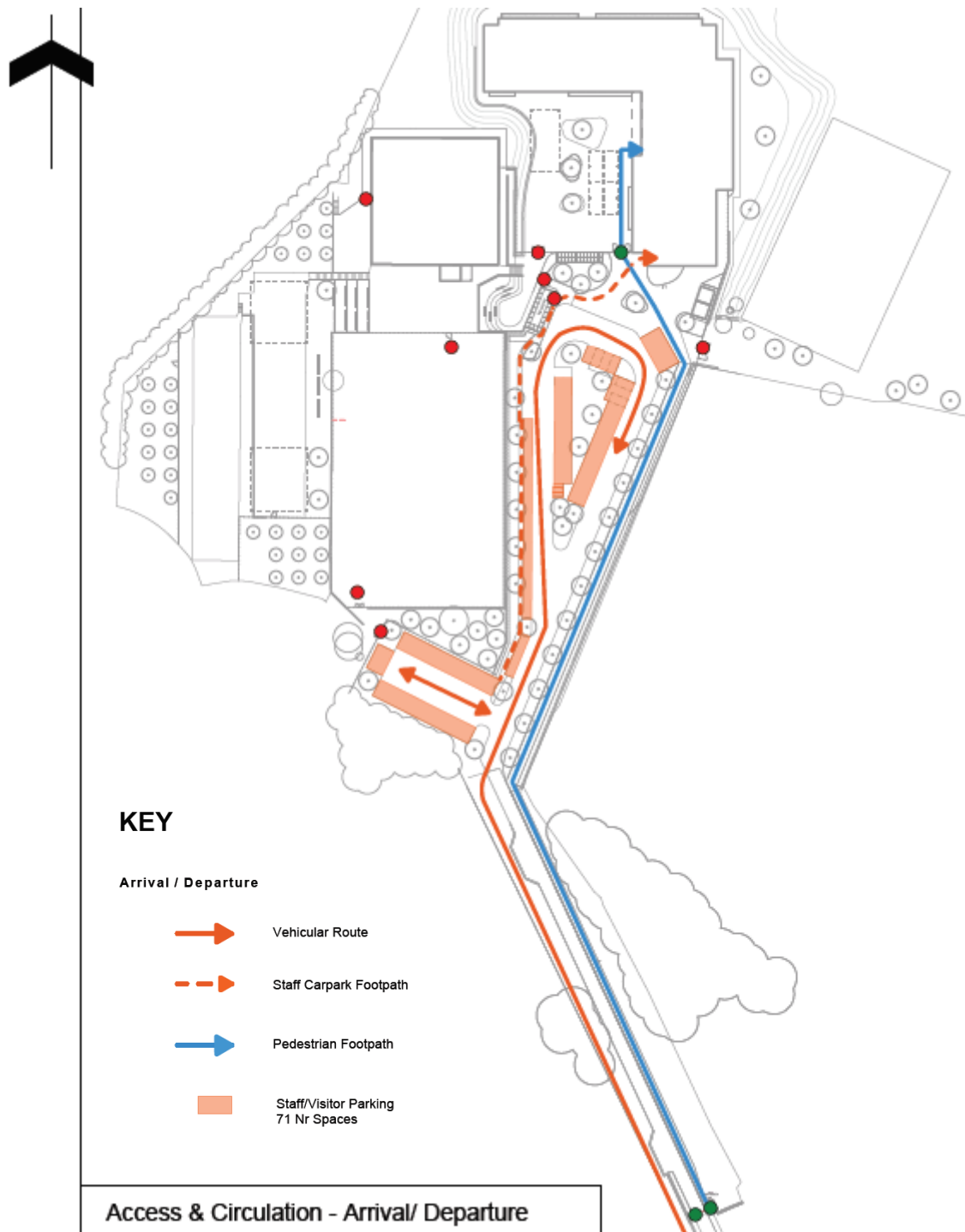


Figure 3.1 – Access and Circulation of the Proposed Site Layout

Servicing Access

3.3.6 The access road will continue to facilitate all servicing vehicles with the clockwise loop road formed in a loop allowing safe space for deliveries and service vehicles to move through the site in forward gear.

- 3.3.7 Servicing, delivery and refuse vehicles will travel north on the access road and utilise the proposed loading area adjacent to the Entrance Plaza, whilst allowing other vehicles to move around the car park.
- 3.3.8 Swept path analysis of 12m rigid vehicle manoeuvring through the site, utilising the loading area and exiting the site in a forward gear is shown in **Drawing WCHS-CUR-00-XX-DR-TP-05001-P02_SPA12mRigidHGV**.
- 3.3.9 The bin stores will be located to the west of the Entrance Plaza and directly adjacent to the loading bay. As such, swept path analysis of a manoeuvres required for a large refuse vehicle is shown in **Drawing WCHS-CUR-00-XX-DR-TP-05002-P02_SPA11.2mRefuse**. The drawings demonstrate how a refuse vehicle enters the site, navigates the internal layout, utilises the loading bays and exits the site in a forward gear without conflict.
- 3.3.10 It is also noted that fire tender access may be required to access the school block, with swept path analysis in **Drawing WCHS-CUR-00-XX-DR-TP-05003-P02_SPAFireTender** demonstrating how this would navigate through the internal layout and safely manoeuvre.

3.4 Parking Provision

Car & Cycle Parking

- 3.4.1 The existing car parking provision for the Whitworth Community High School provides approximately 70no. spaces, which is inclusive of 2no. accessible spaces in the main car park.
- 3.4.2 Based on the adopted Rossendale Borough Council parking standards, primary and secondary schools should provide two parking spaces per classroom. In addition, 1 space per 10 car parking spaces should be accessible. Based on the 33 classrooms proposed plus the drama studio and separate Sports Hall which are also teaching spaces, this would equate to 70 spaces required.
- 3.4.3 Based on the parking standards and the existing usage of the school, parking has been designed to satisfy the existing requirements. As such, the redesigned parking provision will provide a total of 71no spaces. A smaller car park (27no. spaces) is to be located to the south of the proposed grass pitches and the remaining spaces will be provided to the south of the new school block (44no. spaces).
- 3.4.4 7no. disabled bays will be provided within the main car park, located in proximity to the main entrance to the school. This is an increase from the existing 2no. spaces and is in line with the minimum requirements set out within Rossendale Borough Council's parking standards.
- 3.4.5 Furthermore, 4no. spaces will be fitted with active electric vehicle charging points upon completion; this equates to 5% provision and is in line with Lancashire County Council requirements.
- 3.4.6 The Rossendale Borough Council parking standards also note that 1no. motorcycle space should be provided for every 25 car parking spaces; as such, 3no. motorcycle spaces will be provided as part of the development.

Cycle Parking

- 3.4.7 The 28no. existing cycle spaces will be retained as part of the redevelopment proposals. These will be located within secure shelters to the south of the existing sports hall, in proximity to the Entrance Plaza to the new school block. 4 additional visitor spaces will also be provided in the Entrance Plaza.
- 3.4.8 This provision exceeds the minimum requirements set out within the Rossendale Borough Council parking standards, which state that 1 cycle space should be provided for every 10 car spaces.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The following section therefore provides an overview of the sustainability of the Whitworth Community High School site.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

| CIHT Category | Town Centres (m) | Commuting/School/Sightseeing (m) | Elsewhere/Local Services (m) |
|--------------------------|------------------|----------------------------------|------------------------------|
| Desirable | 200 | 500 | 400 |
| Acceptable | 400 | 1,000 | 800 |
| Preferred Maximum | 800 | 2,000 | 1,200 |

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting/school trips have been considered. These are a good approximation for trips associated with the development. The catchment area for pedestrians is illustrated in **Figure 4.1**.

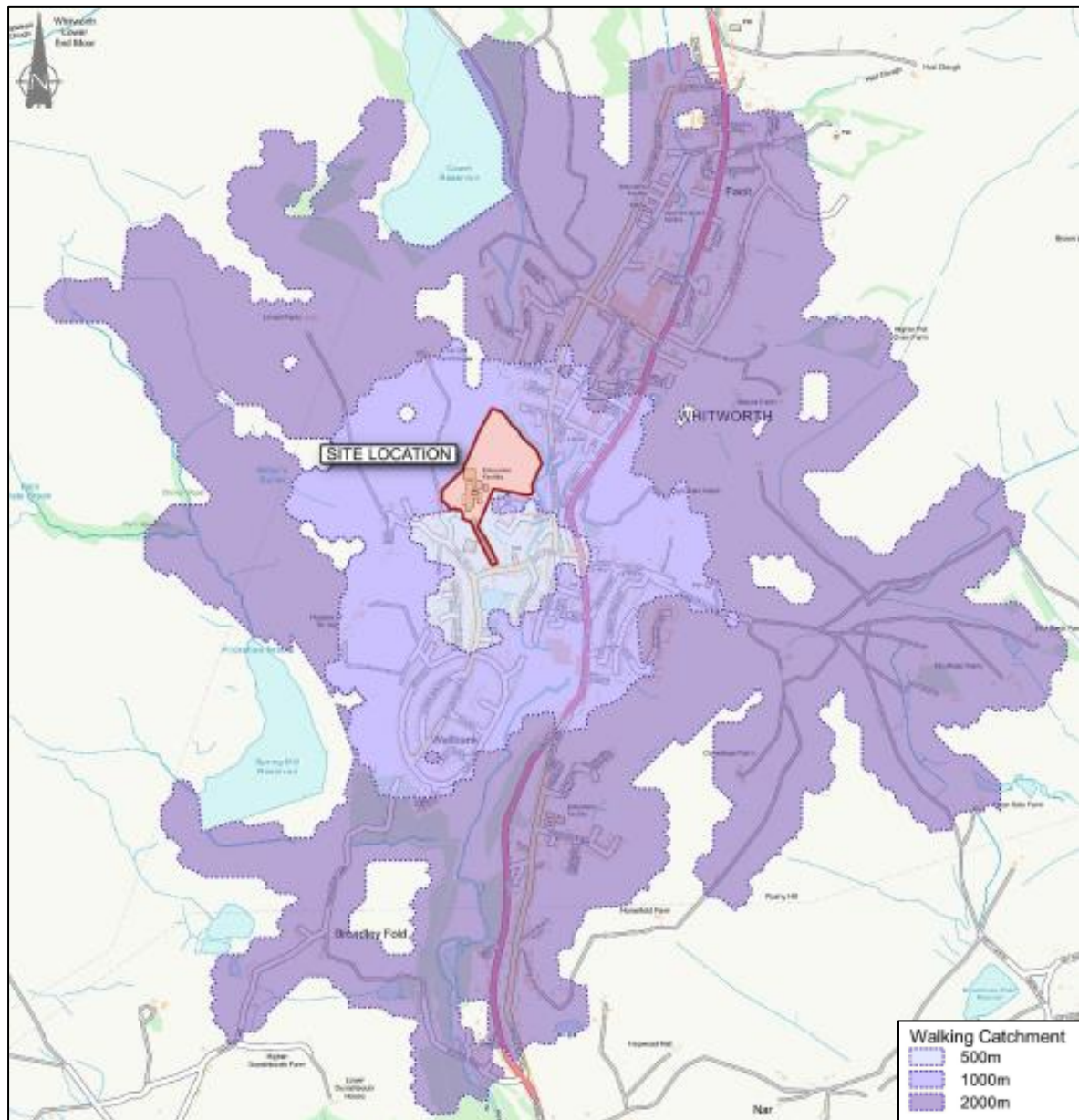


Figure 4.1 – Pedestrian Catchment Plan

- 4.2.3 It is evident from **Figure 4.1** that all residential areas within Whitworth are within the acceptable and maximum walking distances of Whitworth Community High School.
- 4.2.4 As described within this TS, Hall Street is subject to 20mph speed limit. This creates a safer environment for pedestrians and facilitates safer crossing from key routes.
- 4.2.5 The surrounding roads have wide, well-lit footways and speed restraints in the form of speed humps and signage indicating to drivers that they are approaching a school, with the aim to reduce vehicular speeds.

4.2.6 The 500m catchment incorporates residential areas surrounding Wallbank Drive and Orama Avenue/Thor Drive, whilst the 1,000m walking catchment incorporates many more residential areas.

4.2.7 Within a 2,000m walking catchment, all residential areas within Whitworth can be reached,

4.3 Accessibility by Cycle

4.3.1 In order to assist in assessing the accessibility of the Site by cycle, an 8km cycle catchment for the Site has been considered. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009). It is recognised that this distance may be more applicable to staff at Whitworth Community High School and pupils are likely to travel shorter distances.

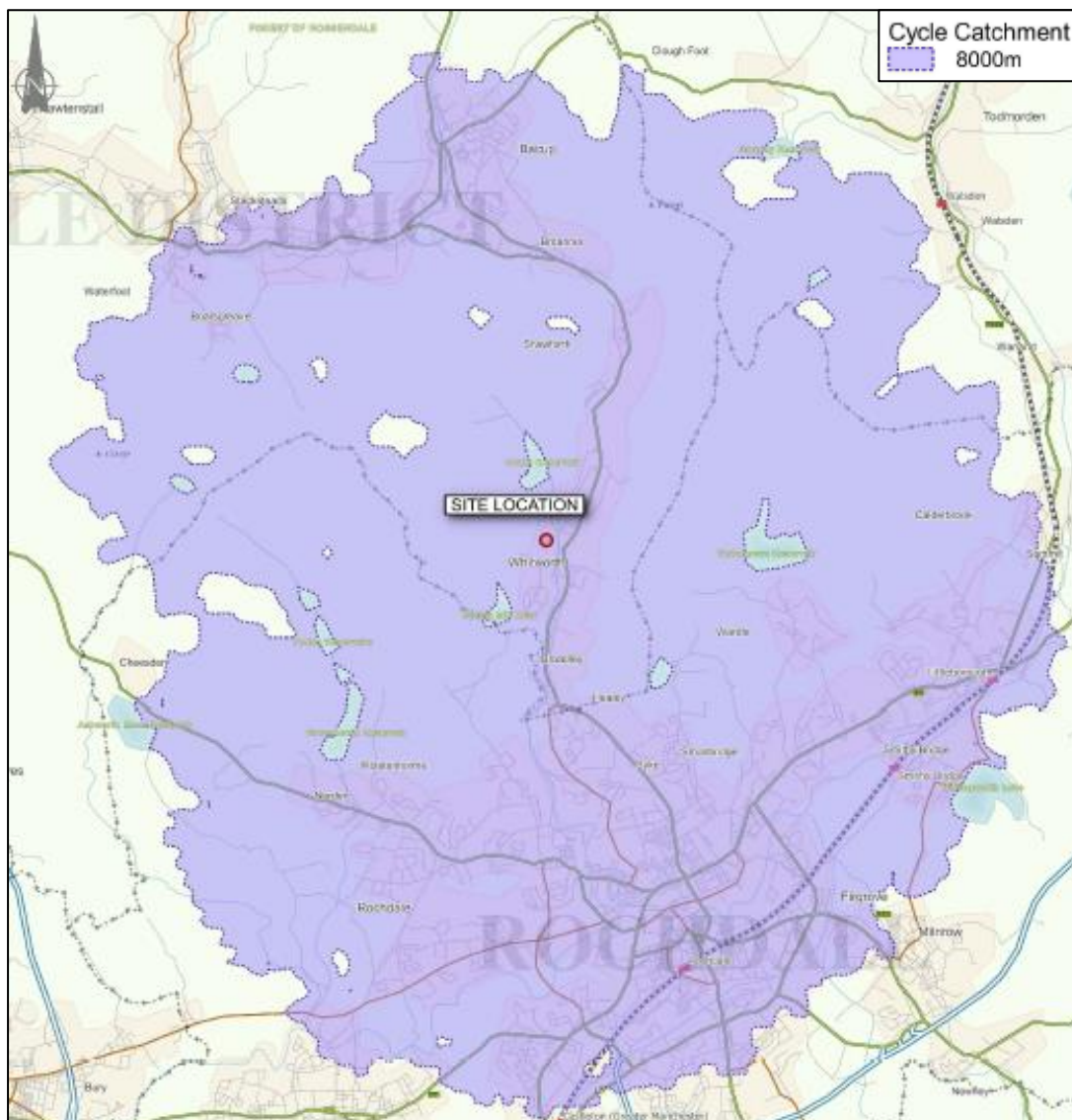


Figure 4.2 – Cycle Catchment Plan

4.3.2 It can be seen from **Figure 4.2** that the 8km catchment extends to cover a significant area and includes all of Whitworth and extends to Bacup in the north, Littleborough in the east and Rochdale in the south.

4.3.3 It is noted that the 28 existing secure cycle spaces are to be retained as part of the proposals, which will provide a safe, secure and covered parking area to promote cycling as a mode choice for both staff and pupils.

4.3.4 The local cycle route map by Lancashire County Council in the vicinity of the site is shown in **Figure 4.3**.

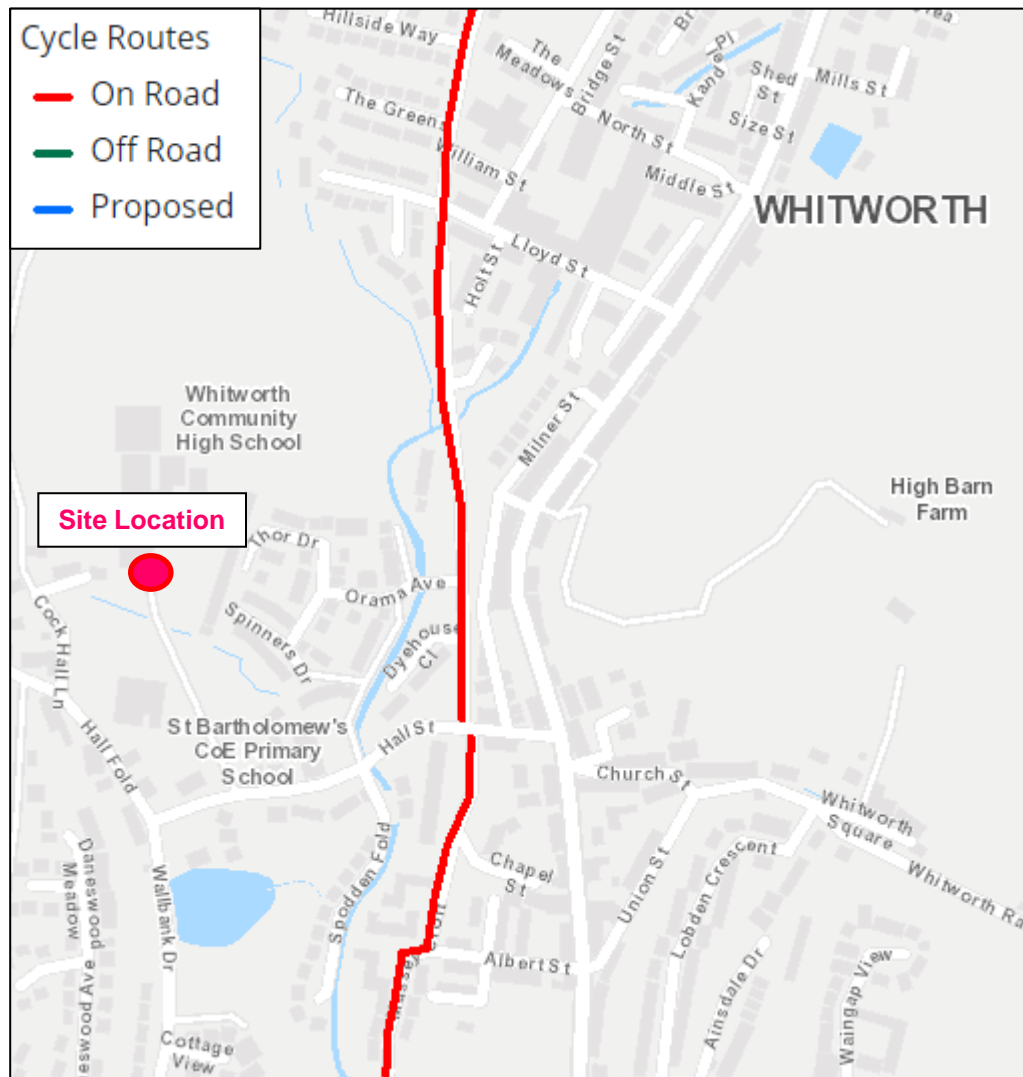


Figure 4.3 – Local Cycle Infrastructure
(Source: Lancashire County Council)

4.3.5 It is noted that Massey Croft and Crown Park Way, which are approximately 200m to the east of the Site Access, are considered as an on-road cycling routes by Lancashire County Council. These roads connect to other on-road and off-road cycle routes towards Whitworth and this status is attributed to the low vehicular speeds and limited on-street parking, which are conducive to safe cycling conditions.

4.3.6 It is considered that the site is accessible by cycle.

4.3.7 It is also noted as a result of public engagement at the pre-application stage that there are proposals locally for a connection between the school and the Valley of Stone Greenway, which is understood to be a 22km local active travel route that is under construction. Any proposals for such a connection are outside of the scope of the proposed school redevelopment project, but it is noted that the redevelopment would not prejudice such a connection being delivered in the future. (It is also noted that any such connection would require detailed discussions with the school as to how it would be delivered and managed, and how it would be operated so as to not compromise the school's secure boundary which is critical to safeguarding).

4.4 Accessibility by Public Transport

4.4.1 **Figure 4.4** demonstrates those areas accessible via public transport within 20, 40 and 60 minutes journey from the site.

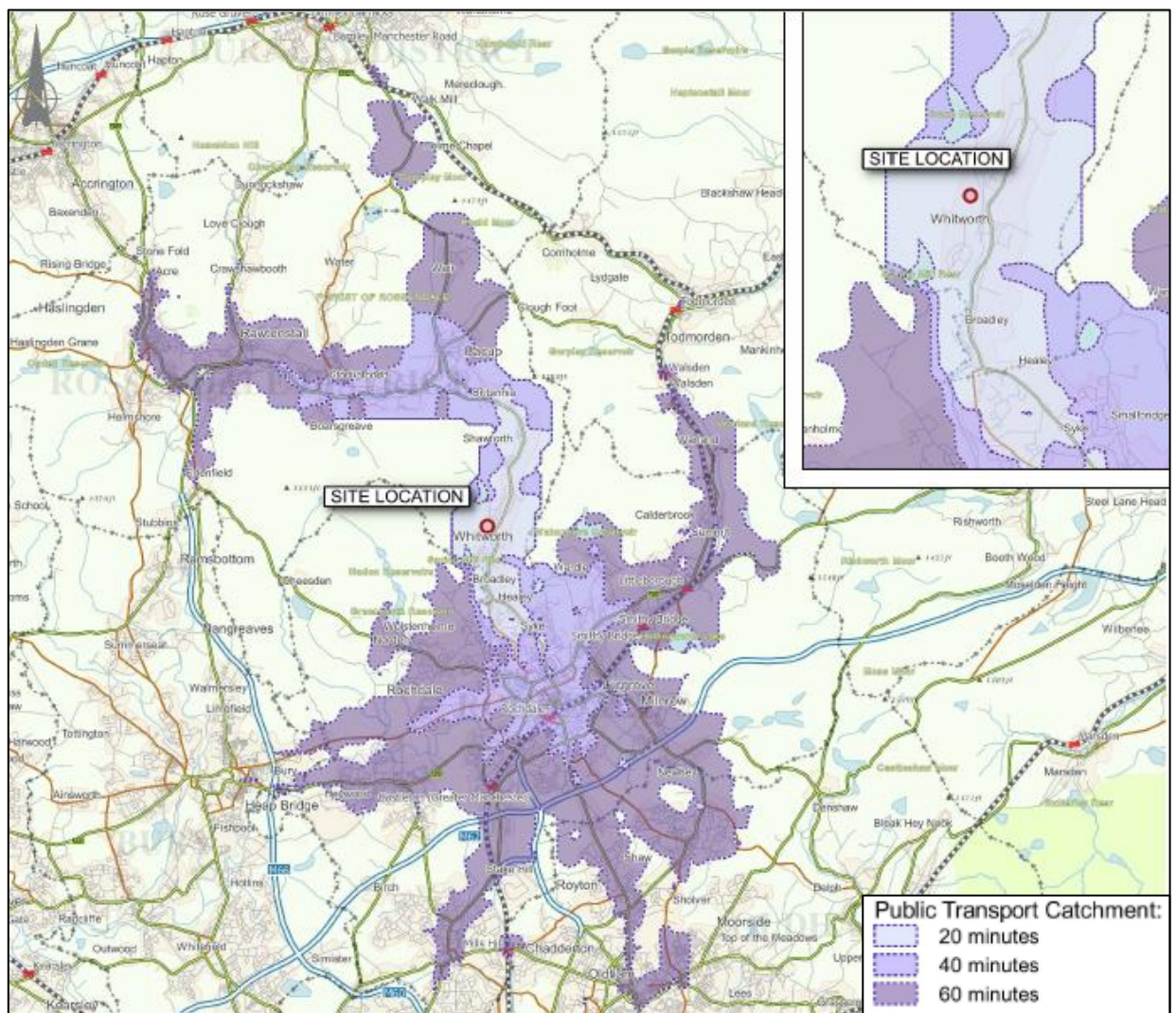


Figure 4.4 – Public Transport Catchment Plan

Bus Accessibility

4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘Guidelines for Planning for Public Transport in Development’ indicates that ideally, a bus stop should be located within 400m from a development.

4.4.3 The nearest bus stops are located immediately to the south of the school access road on Hall Street (eastbound) and approximately 90m to the south-west of the school access on Wallbank Drive for westbound travel.

4.4.4 **Table 4.2** details the services that call at these stops, and their associated frequencies:

| Bus Service | Route | Peak Hourly Frequency | | |
|---------------------------------|--|-----------------------|------------|----------|
| | | Mon – Fri | Sat | Sun/Hols |
| From Hall Street/Wallbank Drive | | | | |
| R3/R13 | Rochdale - Town Head - Shawclough - Whitworth - Wallbank | 1 in AM/PM | 1 per hour | N/A |

Table 4.2 – Summary of Bus Service Frequencies from Hall Street/Wallbank Drive

4.4.5 These stops provide services to and from Whitworth Community High School to various residential areas within Whitworth, Shawclough and Rochdale.

4.5 Summary

4.5.1 The site lies within close proximity of a large population catchment which is located within an acceptable walking and cycling distance of the site, therefore making these active modes of travel viable alternatives to the private car for journeys to / from the site for both pupils and staff. Furthermore, there are bus stops adjacent to the school which offer services to a variety of destinations in the Whitworth/Rochdale area.

4.5.2 It is therefore considered that the site is accessible by sustainable modes of transport.

5.0 Highway Impact

5.1 Summary

- 5.1.1 As the development proposals at Whitworth Community High School comprise a replacement school block, with no change to staff and pupil numbers, there will not be any additional vehicular trips attributed to the development during the traditional weekday school AM and PM peak hours.
- 5.1.2 Furthermore, there will be no change to the existing community hours of use of the sports facilities at Whitworth Community High School.
- 5.1.3 As such no additional trips will be undertaken, and no further analysis is required for the proposals.
- 5.1.4 It is noted that a School Travel Plan may be required by a planning condition on a planning permission for the redevelopment. Such a Travel Plan would commit to reducing travel by car and increasing walking / cycling as a mode choice to minimise traffic generated by the school.
- 5.1.5 This has been agreed with Highways Officers at Lancashire County Council.

6.0 Transport Planning Policy

6.1 Introduction

6.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

6.2 National Planning Policy Framework (2019)

6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...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.”

6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

6.2.6 Paragraph 108 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

6.2.7 The development proposals have shown that safe and suitable access to the site can be achieved by retaining the existing access arrangements on Hall Street, and there will be a benefits associated with the proposed improvements to the footway alongside the access road. It is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 110 of the NPPF states that applications for development should:

- *“give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

6.2.9 Whitworth Community High School is situated in an accessible location. There is good walking and cycling infrastructure in proximity to the site and public transport is accessible within an acceptable walking distance. The Proposed Development accords with the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the government. Within this document there is a specific section that clarifies the overarching principles on Travel Plans, Transport Assessments and Transport Statements.

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is appropriate that a Transport Statement is provided for a development of this nature.

6.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG.

6.4 Rossendale Local Plan Part 1 – Core Strategy (2011 to 2026)

6.4.1 The Rossendale Borough Council Local Plan/Core Strategy was adopted in November 2011 and sets out their policies on development and land use. It is also noted that work is ongoing as part of the emerging Local Plan for Rossendale (2019 – 2034) which will replace the Core Strategy once adopted in the future.

6.4.2 Eight objectives are proposed which cover the main issues for Rossendale and set out how the planning process for the next 15 years will address, improve and deliver them. These comprise the following:

- *Public transport improvements;*
- *Meeting housing needs;*
- *Improve access to education, skills, training, health and job opportunities;*
- *Enhance and protect our built heritage;*
- *Supporting and encouraging local businesses and new sectors of the economy;*
- *Improve and promote Rawtenstall as the main town centre, supported by Bacup, Haslingden and other local centres;*
- *Enhance and protect our natural environment; and*
- *Reduce the impact of climate change.*

6.4.3 The proposals are in line with the objective to improve access to education and reducing the impact of climate change; by redeveloping an existing school in an accessible location within Whitworth.

6.4.4 Policy 9 of the Local Plan focuses on Accessibility, with specific reference to a transport user hierarchy. This prioritises pedestrian and cycle movements ahead of private cars and the design of schemes should reflect this to support both sustainable travel and better designed places.

6.4.5 It is considered that the proposals are fully compliant with Policy 9, with cycle facilities provided in excess of the required standards and pedestrian links enhanced throughout the internal layout. Furthermore, as demonstrated within **Section 4** of this TS, Whitworth Community High School is accessible via sustainable transport modes.

6.4.6 The site is in accordance with the general principles of the Rossendale Borough Council Local Plan (2011 – 2026).

6.5 Lancashire County Council Local Transport Plan (2011 – 2021)

6.5.1 LCC published its Local Transport Plan in May 2011, setting out their plans and priorities for the next ten years. In delivering their strategy, the Council will work with the Government and other national and local partners to secure infrastructure and services as a part of ongoing investment.

6.5.2 The main transport goals and early priorities are as follows:

- *“To help to secure a strong economic future by making transport and travel into and between our major economic centres more effective and efficient and by improving links to neighbouring major economic areas and beyond;*
- *To provide all sections of the community with safe and convenient access to the services, jobs, health, leisure and educational opportunities that they need;*

- *To create more attractive neighbourhoods by reducing the impact of transport on our quality of life and by improving our public realm;*
- *To reduce the carbon impact of Lancashire's transport requirements, whilst delivering sustainable value for money transport options to those who need them;*
- *In all that we do, to provide value for money by prioritising the maintenance and improvement of Lancashire's existing transport infrastructure where it can help to deliver our transport goals."*

6.5.3 It is considered that the proposals will not adversely impact the surrounding transport network.

6.5.4 The proposals are in accordance with the general principles of the Lancashire County Council Local Transport Plan.

6.6 Conclusions

6.6.1 In summary, the Whitworth Community High School proposals are considered to be consistent with local and national transport planning policies and guidance. The application site is located adjacent to the built-up residential area which has various sustainable travel choices.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed by Wates Construction Ltd to provide highways and transportation advice in support of a detailed planning application for the redevelopment of the existing Whitworth Community High School in Whitworth, Rochdale.
- 7.1.2 Whitworth Community High School is an existing, active school that lies towards the southern extents of Whitworth and is located to the north of Hall Street, accessed via a private access road. The site is within the remit of Rossendale Borough Council as the Local Planning Authority and Lancashire County Council as the Local Highway Authority,
- 7.1.3 The redevelopment proposals would result in no increase to the pupil and staff numbers (750 pupils and 84 full time equivalent staff).
- 7.1.4 The existing priority junction arrangement with Hall Street will be retained. The access road includes informal passing places along the length to permit passing movement of larger vehicles as necessary. Improvements will be made to the footway that runs alongside the access road.
- 7.1.5 Following a review of road collision statistics, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposals.
- 7.1.6 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and public transport options, and there is a significant residential catchment area within acceptable walking distance.
- 7.1.7 As the development proposals at Whitworth Community High School comprise a replacement school block, with no change to staff and pupil numbers, there will not be any additional vehicular trips attributed to the development during the traditional weekday school AM and PM peak hours.
- 7.1.8 Furthermore, there will be no change to the existing community hours of use of the sports facilities at Whitworth Community High School.
- 7.1.9 As such no additional trips will be undertaken, and no further analysis is required for the proposals.
- 7.1.10 It is noted that the proposals will not result in a severe residual traffic impact on the local highway network in accordance with local and national transport planning policy.

7.2 Conclusions

- 7.2.1 From a traffic and transportation perspective there are no reasons why the redevelopment of Whitworth Community High School should not be granted planning approval.



Plans



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Project: WHITWORTH HIGH SCHOOL - ROCHDALE

Status: PRELIMINARY

Drg Title: SITE LOCATION
 REGIONAL VIEW

Drawn By: JM Checked By: AT

Designed By: JM Date: 13/04/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

78126 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY: Site

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Project: WHITWORTH HIGH SCHOOL - ROCHDALE

Status: PRELIMINARY

Drg Title: SITE LOCATION
 LOCAL VIEW

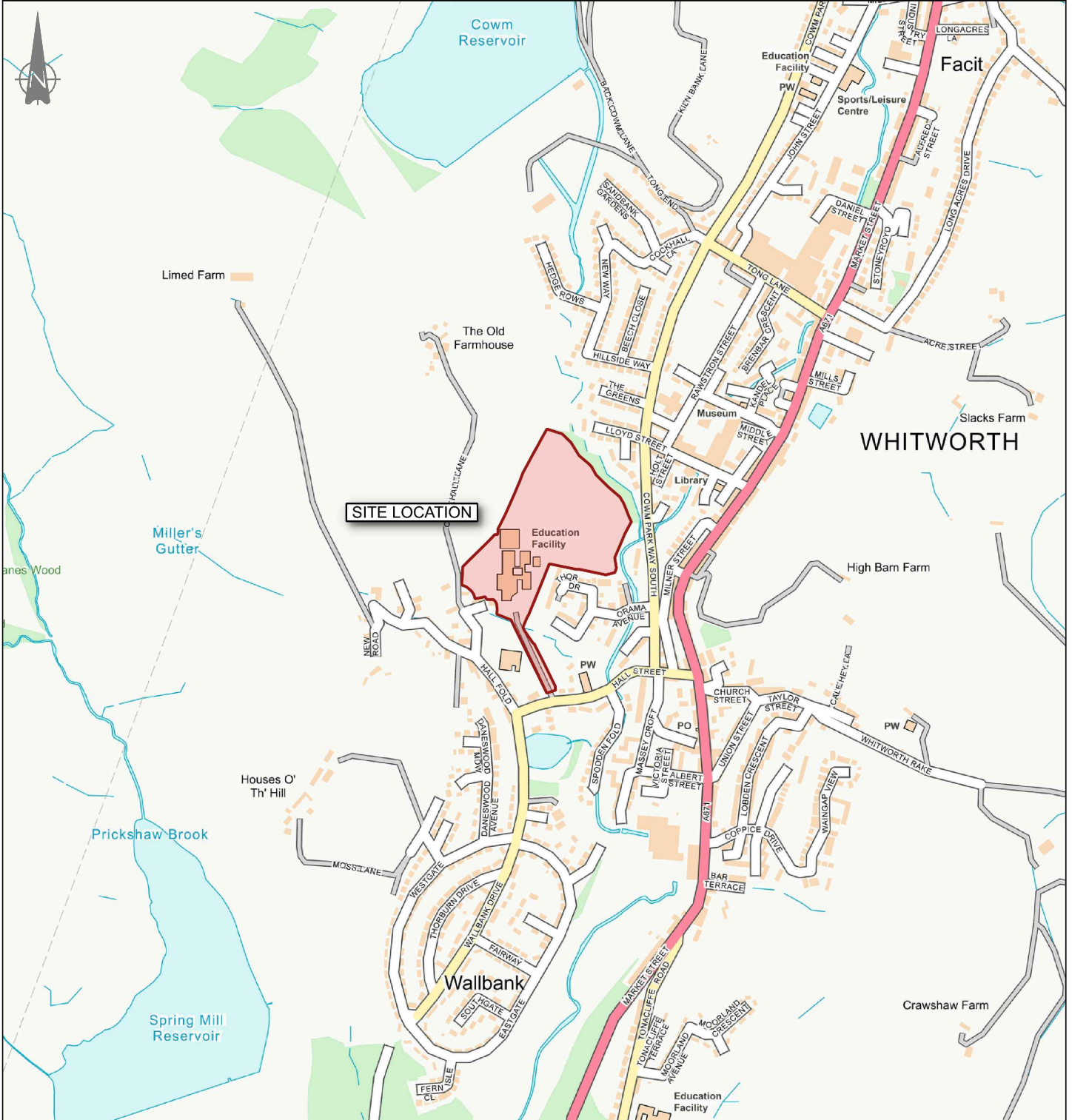
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Designed By: JM Date: 13/04/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Project: WHITWORTH HIGH SCHOOL - ROCHDALE

Status: PRELIMINARY

Drg Title: ACCESSIBILITY
 INDICATIVE WALKING CATCHMENT

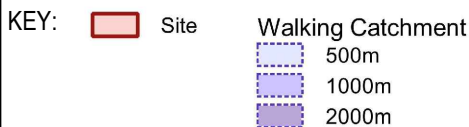
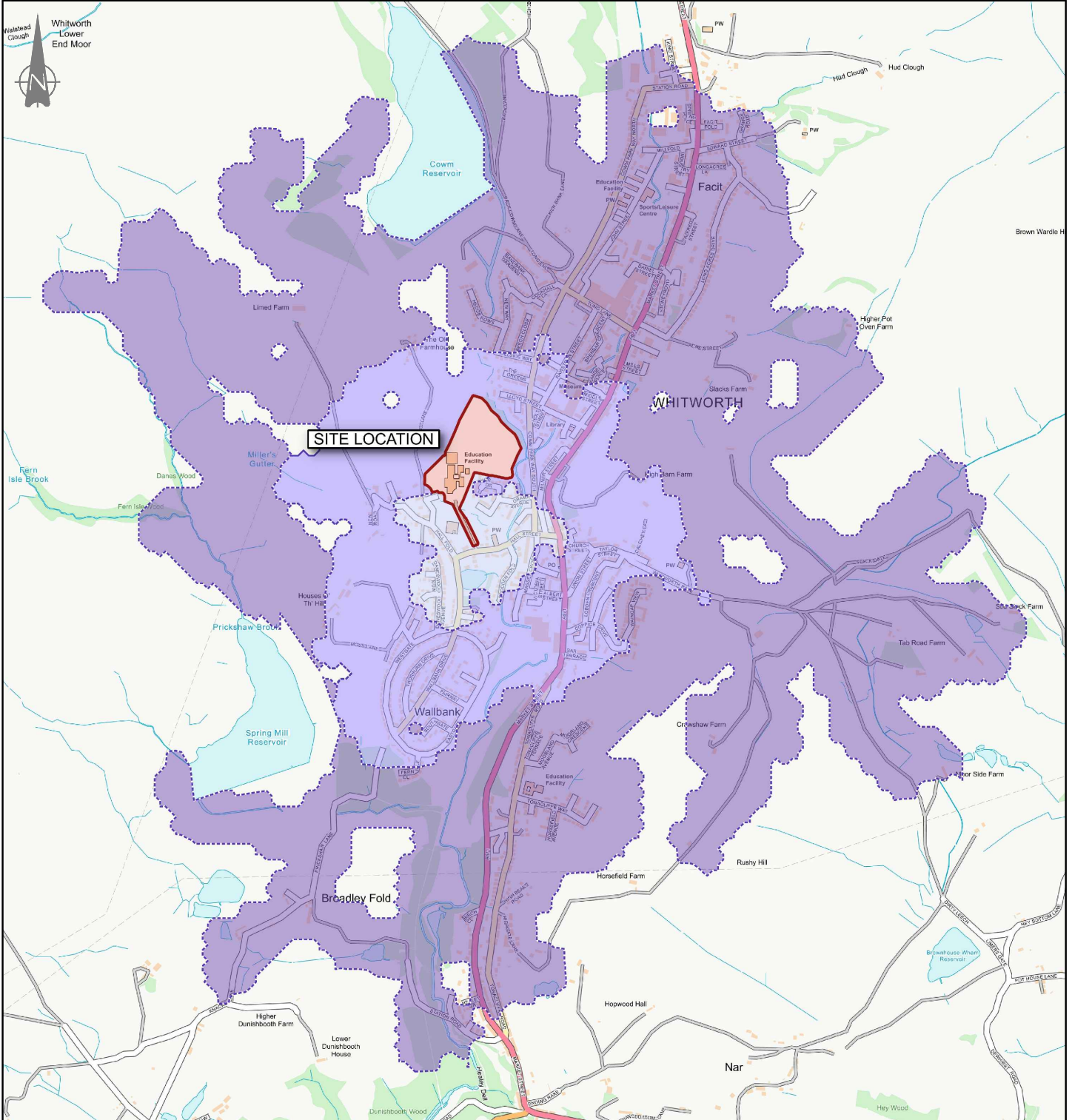
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Designed By: JM Date: 13/04/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Project: WHITWORTH HIGH SCHOOL - ROCHDALE

Status: PRELIMINARY

Drg Title: ACCESSIBILITY
 INDICATIVE CYCLE CATCHMENT

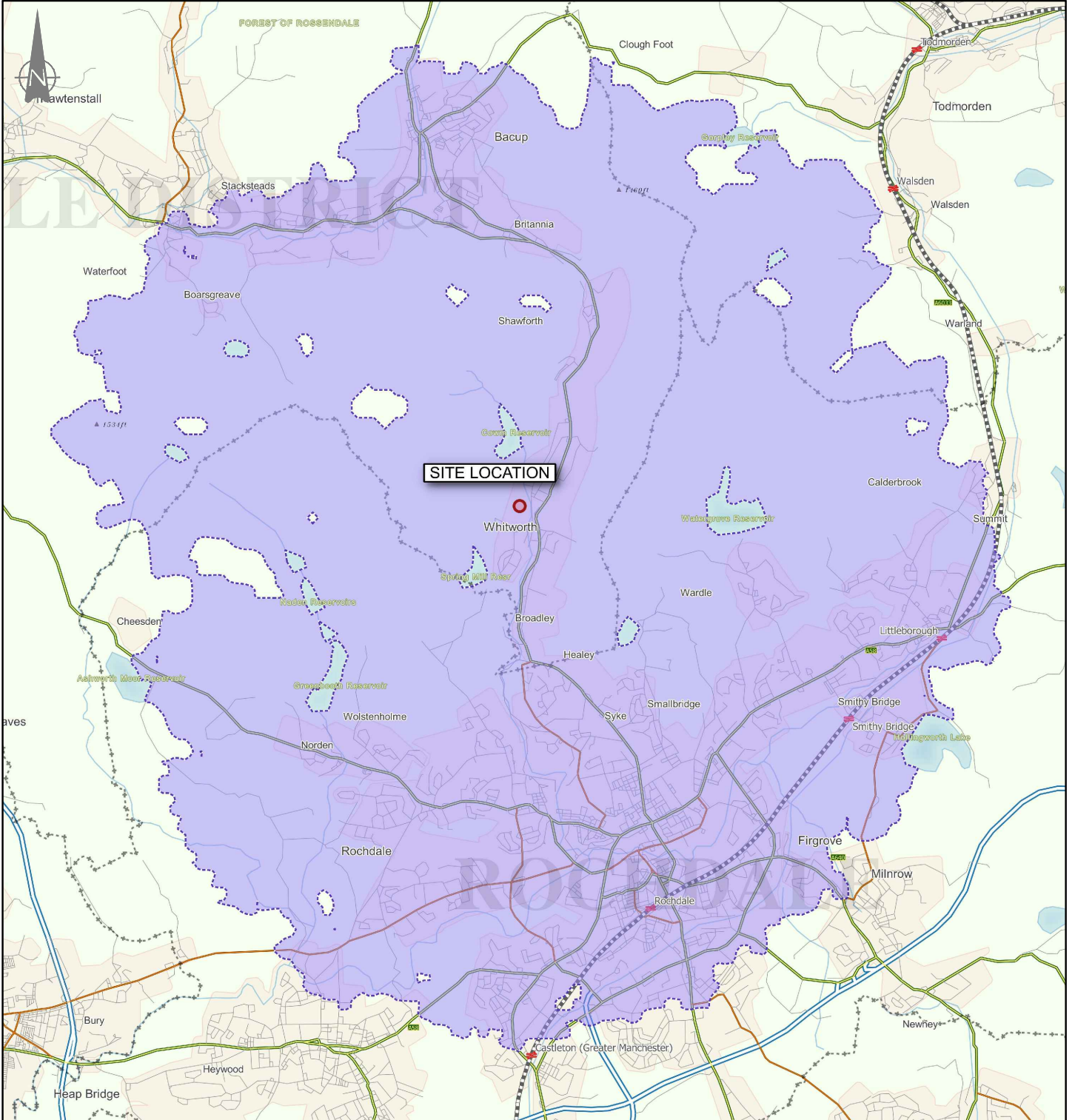
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Designed By: JM Date: 13/04/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY: ○ Site Cycle Catchment
 8000m

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Project: WHITWORTH HIGH SCHOOL - ROCHDALE

Status: PRELIMINARY

Drg Title: ACCESSIBILITY
 INDICATIVE PUBLIC
 TRANSPORT CATCHMENT

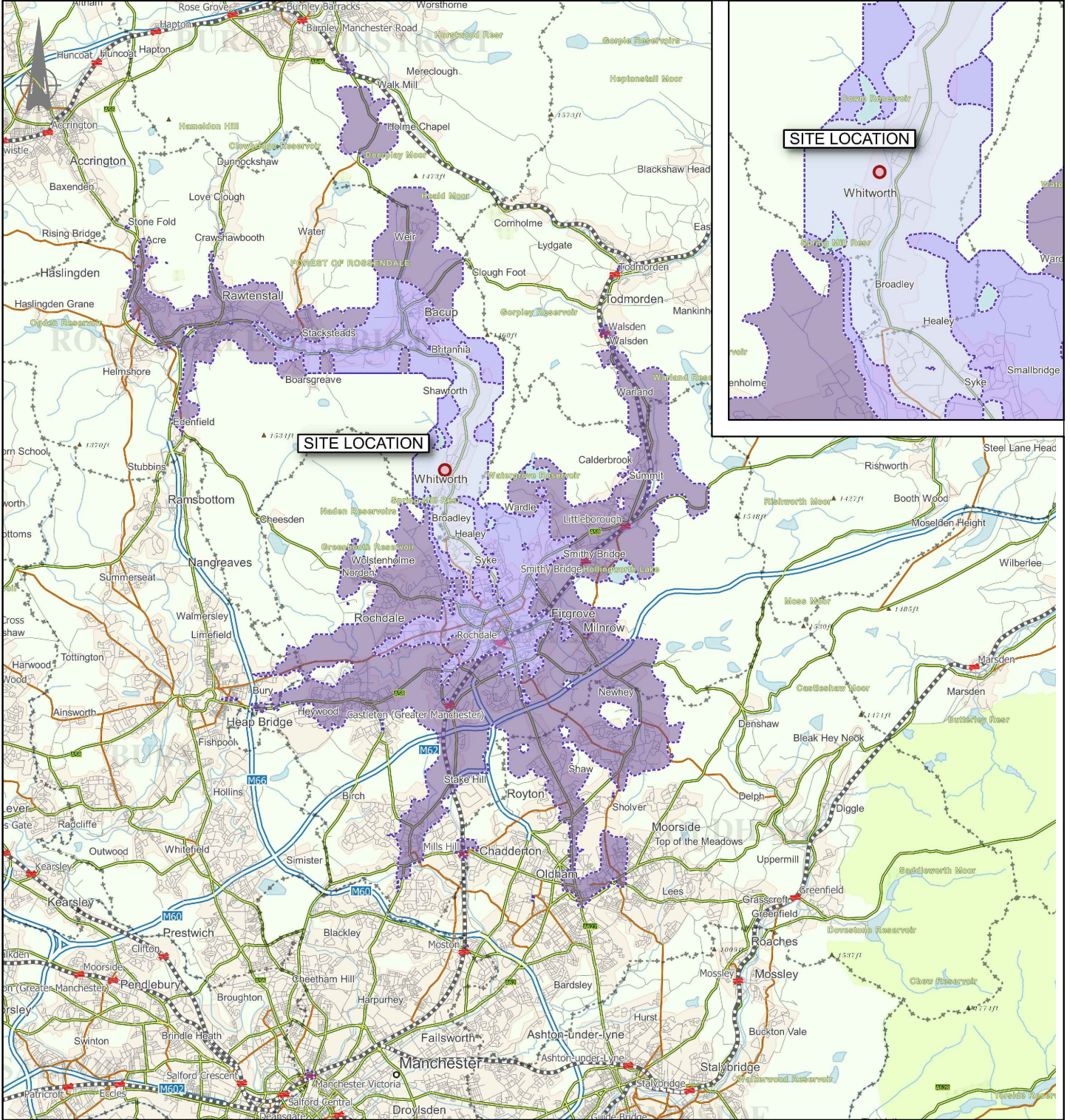
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Designed By: JM Date: 13/04/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY: Site
 Public Transport Catchment:
 20 minutes
 40 minutes
 60 minutes

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Whitworth Community High School

Transport Statement



Drawings

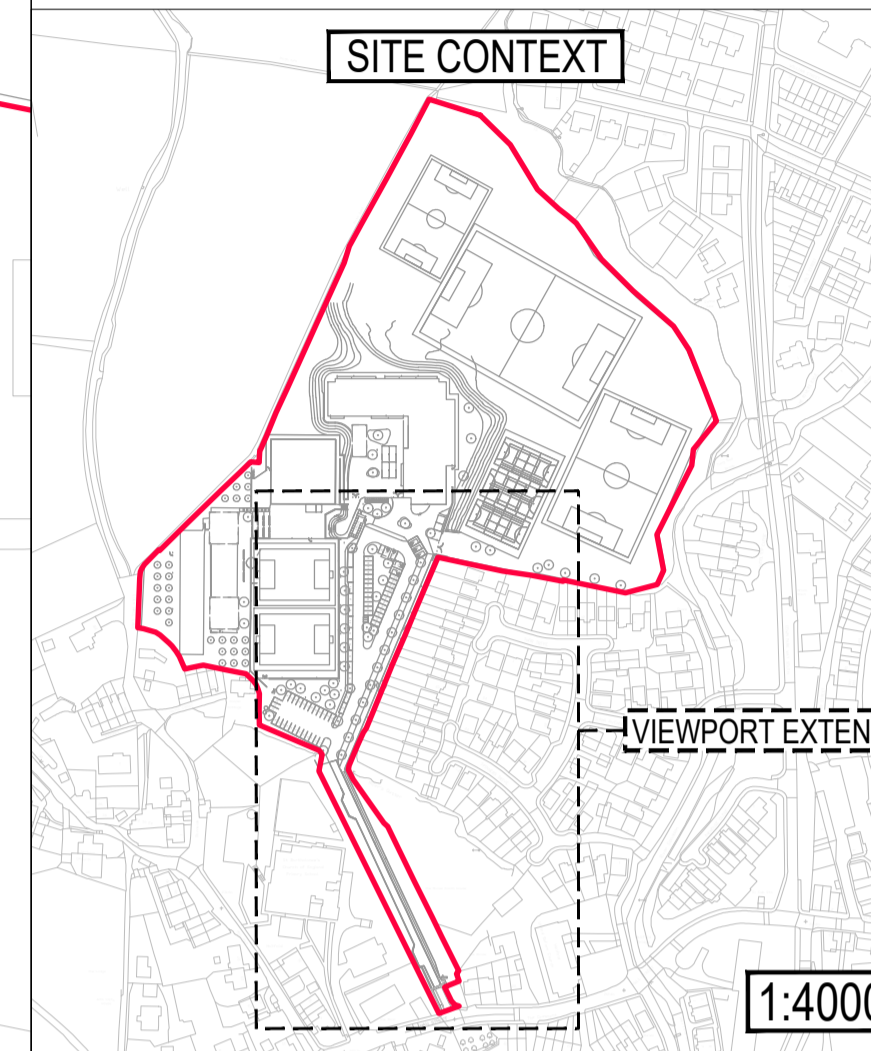
10m RIGID HGV: INGRESS

10m RIGID HGV: EGRESS

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LANDSCAPE DRAWING REFERENCE: WHS-ALA-00-XX-M2-L-0001_P03

SITE CONTEXT



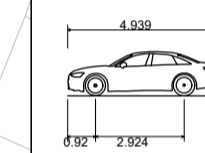
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1:4000

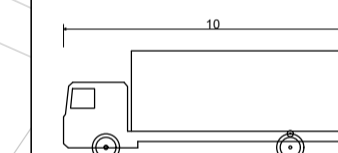
KEY:

- RED LINE BOUNDARY
- - - EXISTING ROAD MARKINGS

VEHICLE PROFILE:



Audi A6 (2018)
 Overall Length 4.939m
 Overall Width 2.114m
 Overall Body Height 1.457m
 Min Body Ground Clearance 0.142m
 Max Track Width 1.875m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.950m



FTA Design HG Rigid Vehicle (1998)
 Overall Length 10.000m
 Overall Width 2.550m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

| | | | | |
|------|-------------------------------|----------|-----|-------|
| P02 | SITE LAYOUT & RED LINE UPDATE | 29/04/21 | JM | AT |
| Rev: | Description: | Date: | By: | Chkd: |



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Status:

PRELIMINARY

Project:

WHITWORTH HIGH SCHOOL - ROCHDALE

Dig Title:

SWEPT PATH ANALYSIS
10m RIGID HGV

| | | | | |
|-------|----------|-----------|--------------|-------------|
| Size: | Date: | Drawn By: | Designed By: | Checked By: |
| A1 | 22/04/21 | JM | JM | AT |

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|--------|-------|-----------------------------------|-------------|---------|--------|-------|-------|------------------|------|
| Scale: | 1:500 | Project No: | Originator: | Volume: | Level: | Type: | Role: | Category/Number: | Rev: |
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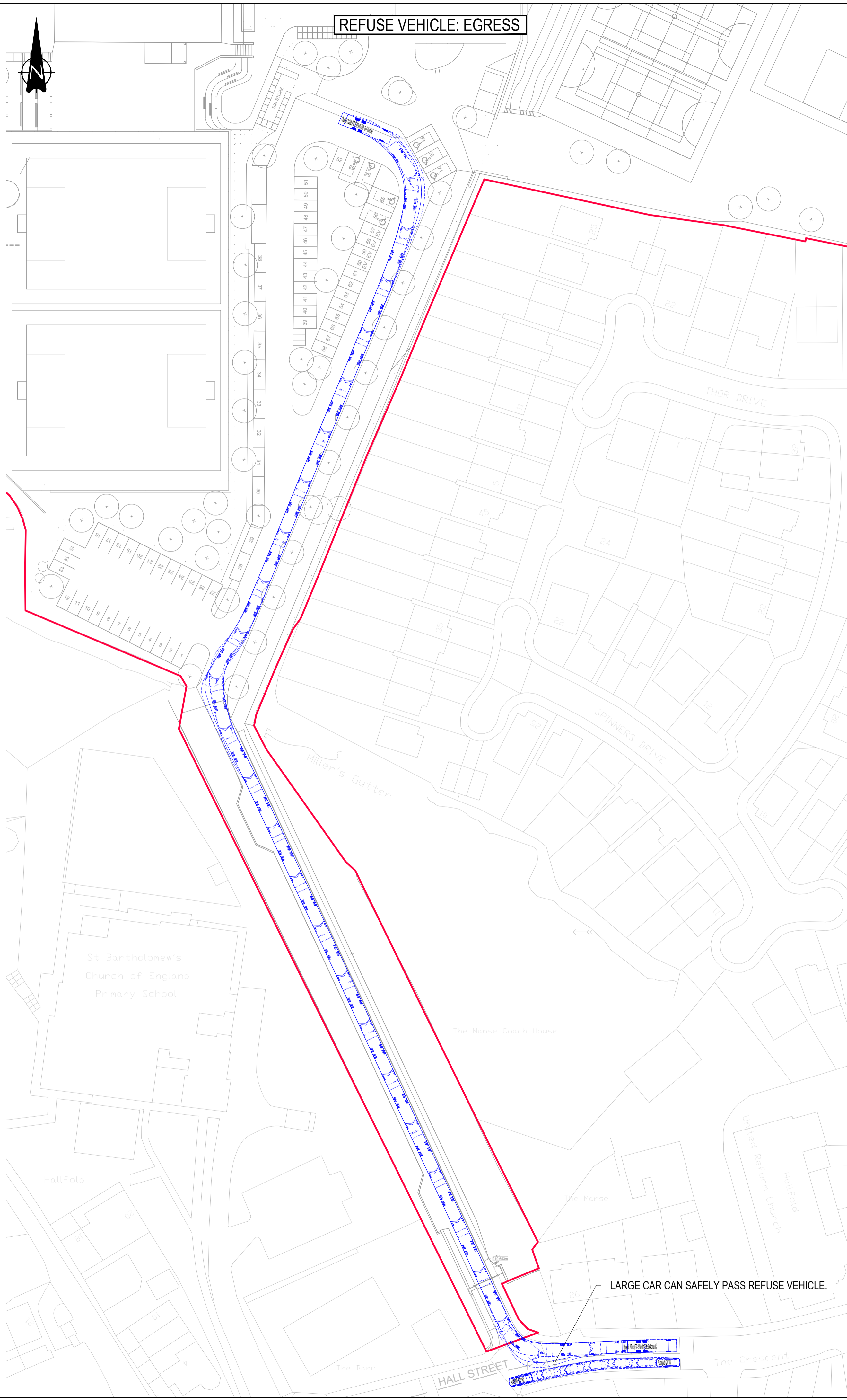
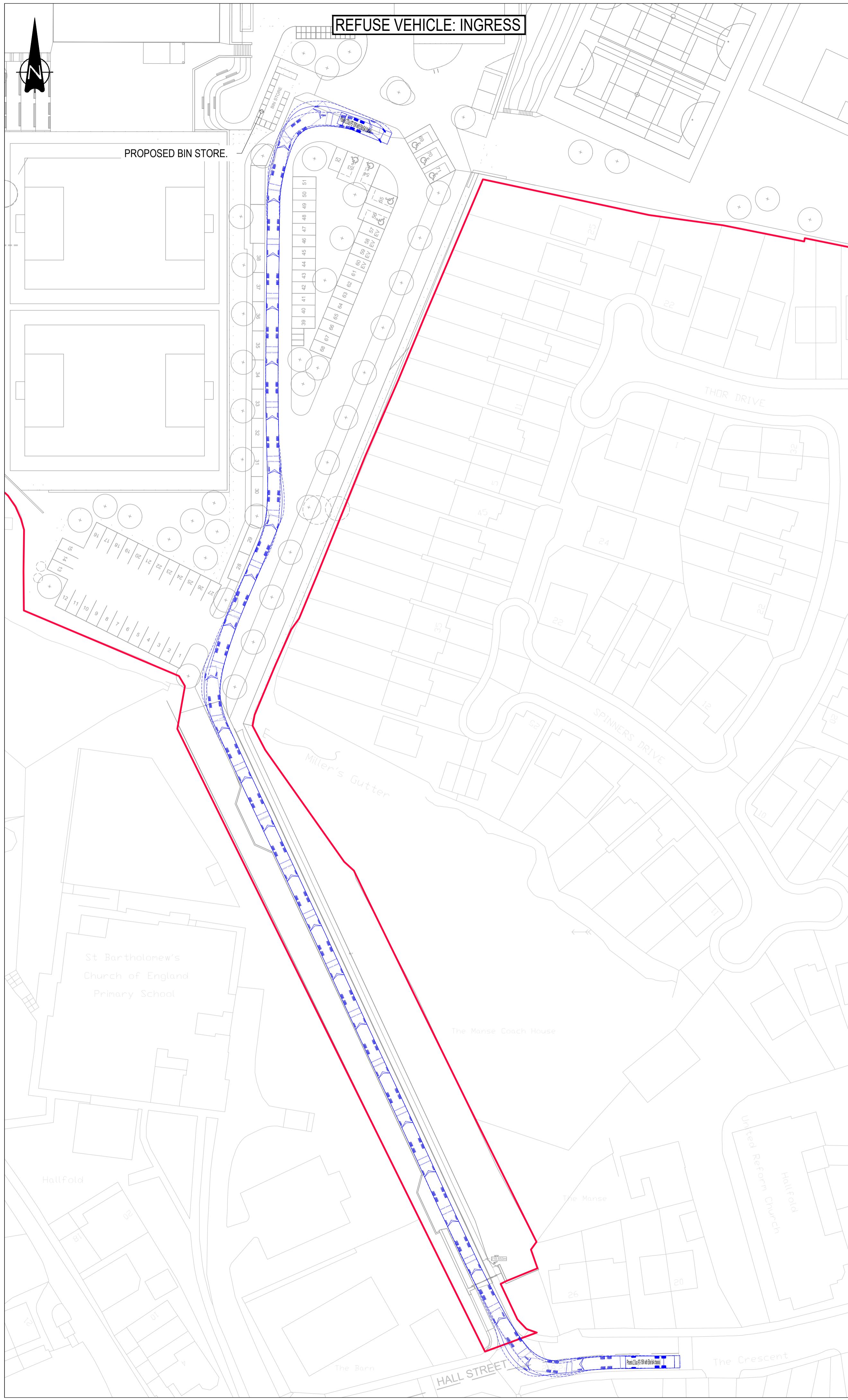
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LARGE CAR CAN SAFELY PASS RIGID HGV.

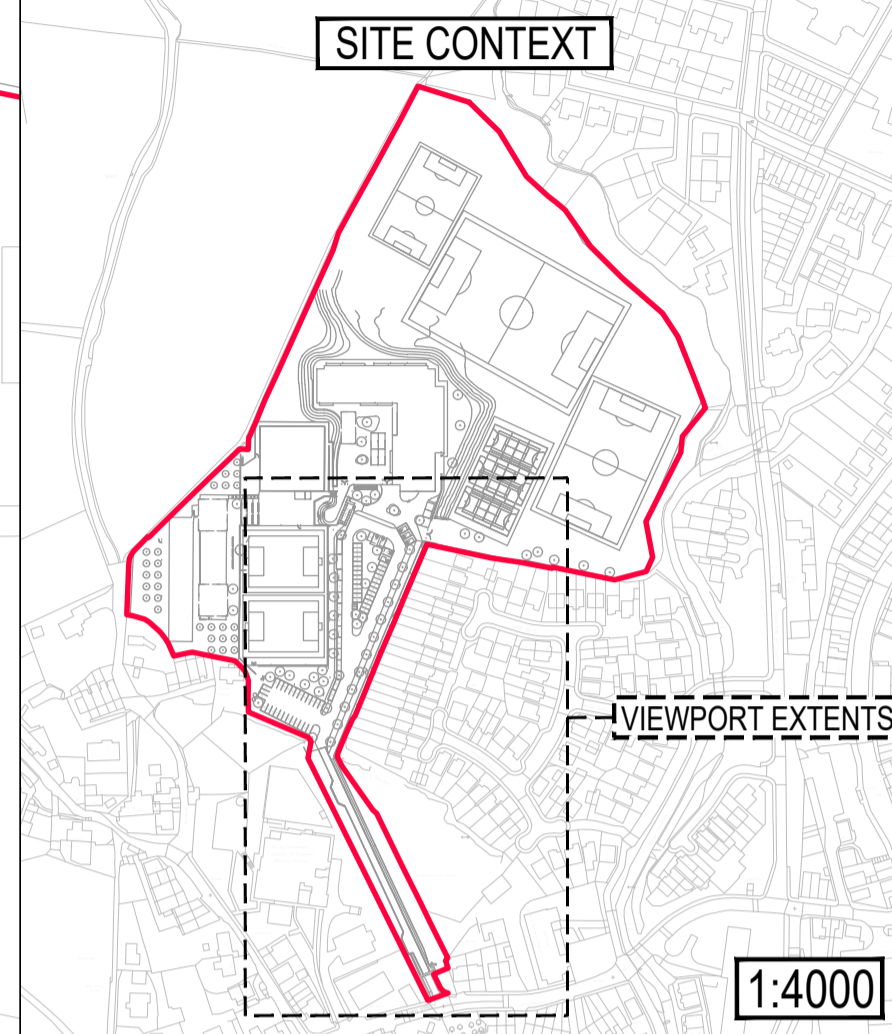
Images/Projects/078001 - 078000/078128 - Whitworth High School/04-Production/04-Models/Drawings/TP_CAD/05

REFUSE VEHICLE: INGRESS

REFUSE VEHICLE: EGRESS



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LANDSCAPE DRAWING REFERENCE: WHS-ALA-00-XX-M2-L-0001_P03



KEY:

- RED LINE BOUNDARY
- - - EXISTING ROAD MARKINGS

VEHICLE PROFILE:

| | | |
|--|-----------------------------|--------|
| | Overall Length | 4.939m |
| | Overall Width | 2.114m |
| | Overall Body Height | 1.457m |
| | Min Body Ground Clearance | 0.142m |
| | Max Track Width | 1.875m |
| | Lock to lock time | 4.00s |
| | Kerb to Kerb Turning Radius | 5.950m |

| | | |
|--|-----------------------------|---------|
| | Overall Length | 11.200m |
| | Overall Width | 2.630m |
| | Overall Body Height | 3.751m |
| | Min Body Ground Clearance | 0.350m |
| | Track Width | 2.500m |
| | Lock to lock time | 4.00s |
| | Kerb to Kerb Turning Radius | 9.500m |

| | | | | |
|------|-------------------------------|----------|-----|-------|
| P02 | SITE LAYOUT & RED LINE UPDATE | 29/04/21 | JM | AT |
| Rev: | Description: | Date: | By: | Chkd: |

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Status: **PRELIMINARY**

Project: **WHITWORTH HIGH SCHOOL - ROCHDALE**

Dig Title: **SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE**

| | | | | | | | | | |
|-----------------------------------|-------------|---------|----------|-----------|-------|------------------|-------------|-------------|----|
| Size: | A1 | Date: | 22/04/21 | Drawn By: | JM | Designed By: | JM | Checked By: | AT |
| Scale: | 1:500 | | | | | | | | |
| Project No: | Originator: | Volume: | Level: | Type: | Role: | Category/Number: | Rev: | | |
| 78128 - CUR - 00 - XX - DR - TP - | | | | | | | 05003 - P02 | | |

LARGE CAR CAN SAFELY PASS REFUSE VEHICLE.

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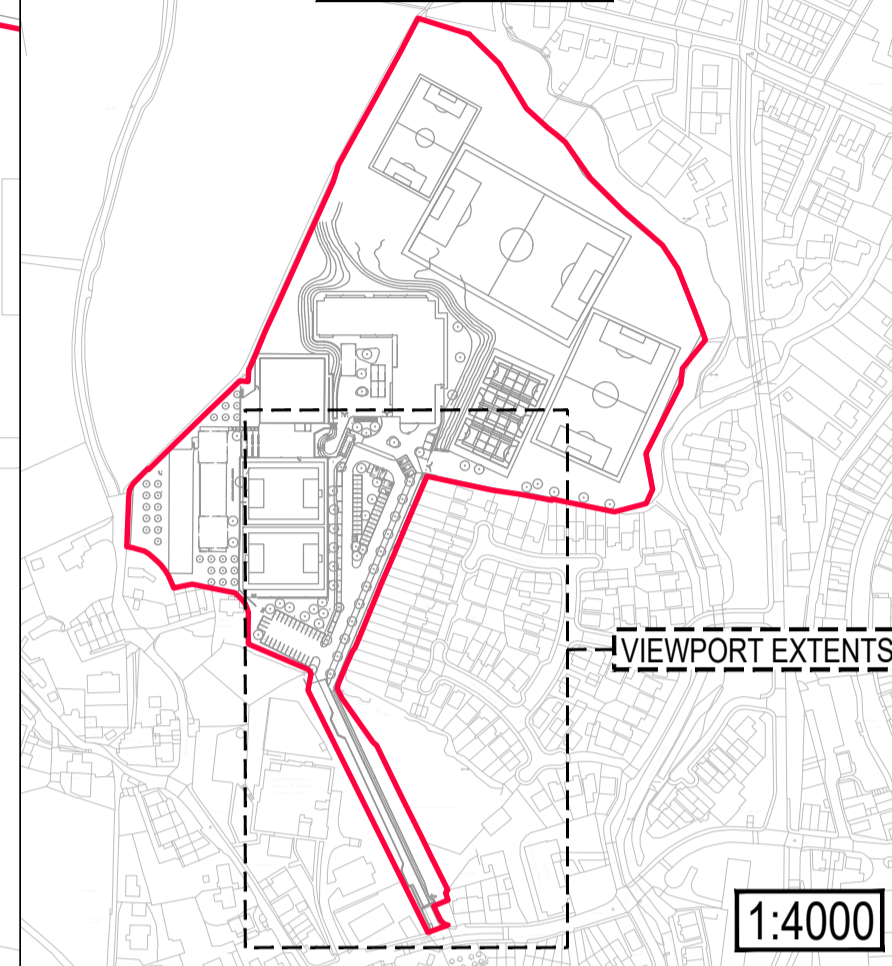
FIRE TENDER: INGRESS

FIRE TENDER: EGRESS

GENERAL NOTES:

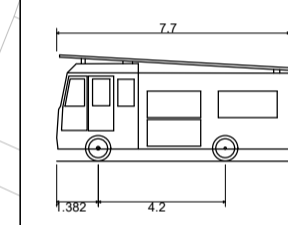
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LANDSCAPE DRAWING REFERENCE: WHS-ALA-00-XX-M2L-0001_P03

SITE CONTEXT



- KEY:
- RED LINE BOUNDARY
 - - - EXISTING ROAD MARKINGS

VEHICLE PROFILE:



Dennis Sabre Fire Tender (LWB)
 Overall Length 7.700m
 Overall Width 2.430m
 Overall Body Height 3.212m
 Min Body Ground Clearance 0.397m
 Track Width 2.350m
 Lock to lock time 5.00s
 Kerb to Kerb Turning Radius 7.400m

| | | | | |
|------|-------------------------------|----------|-----|-------|
| P02 | SITE LAYOUT & RED LINE UPDATE | 29/04/21 | JM | AT |
| Rev: | Description: | Date: | By: | Chkd: |



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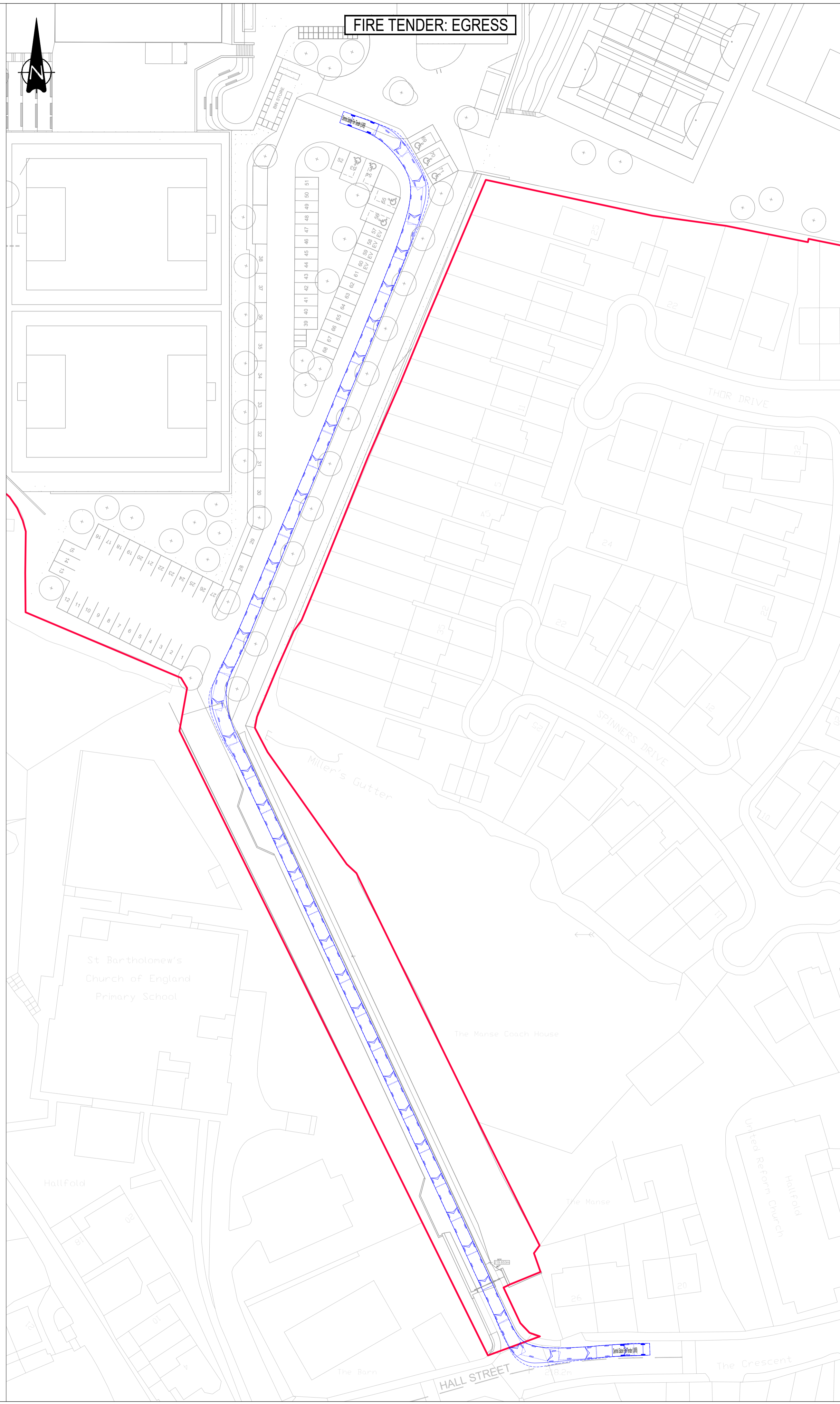
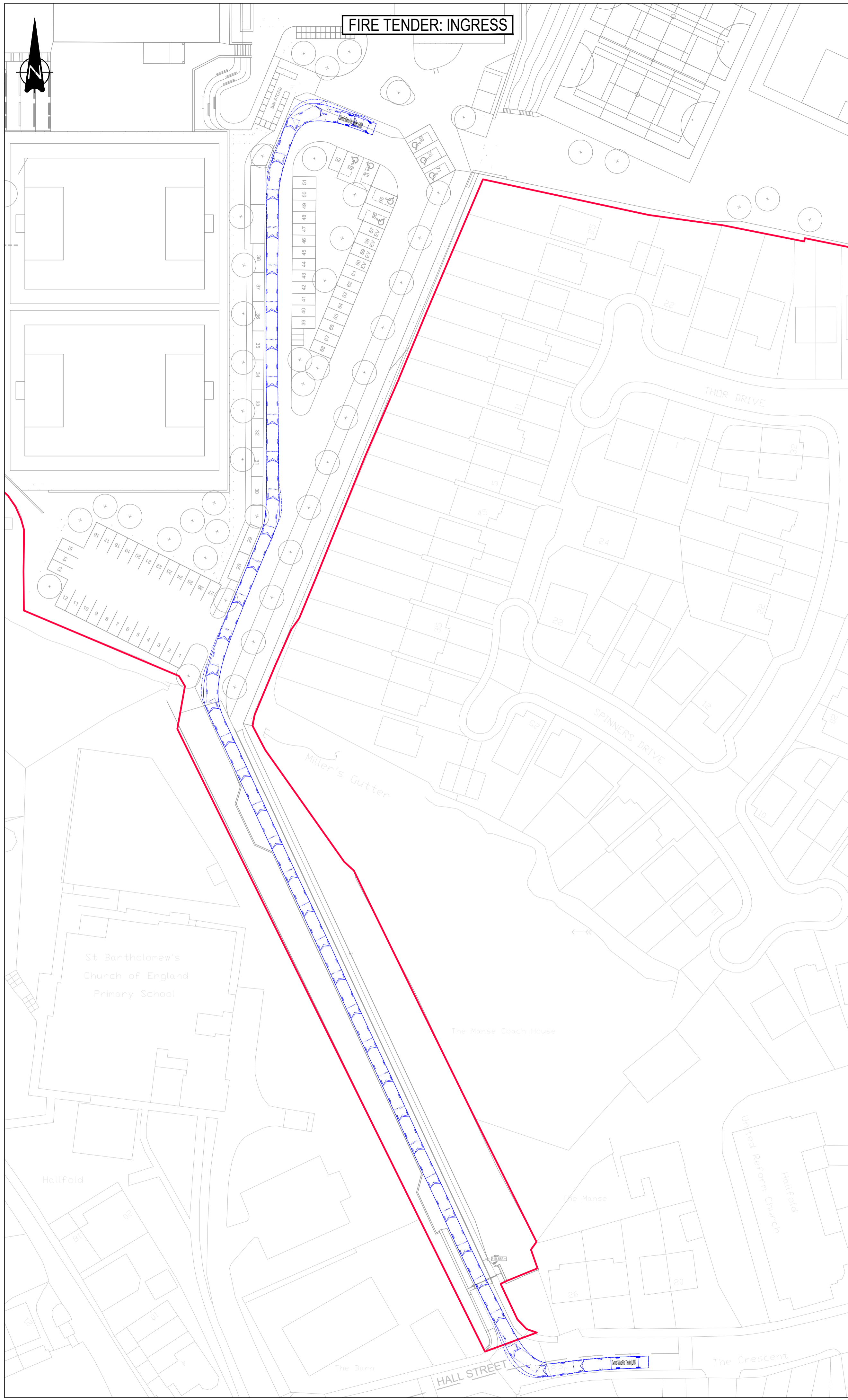
Status: PRELIMINARY

Project: WHITWORTH HIGH SCHOOL - ROCHDALE

Dig Title: SWEPT PATH ANALYSIS
7.7m FIRE TENDER

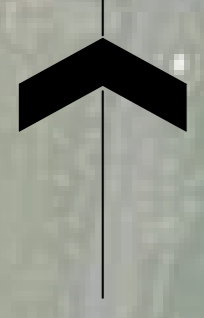
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| Scale: | 1:500 | | | | | | | | |
| Project No: | Originator: | Volume: | Level: | Type: | Role: | Category/Number: | Rev: | | |

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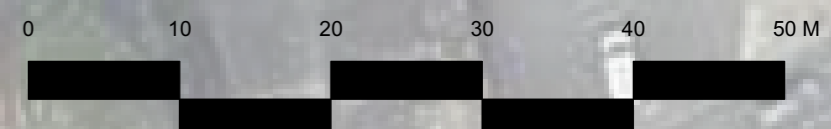


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Appendix A – Site Masterplan



Playing fields as existing



Notes

1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: XXX
3. To be read in conjunction with all other Landscape Architect's drawings

| ID | RISK | MITIGATION | Date Mitigated |
|-------------------------------|------|------------|----------------|
| RESIDUAL PROJECT RISKS | | | |

KEY

| | | |
|--|--|---|
| <p>Site</p> <ul style="list-style-type: none"> Planning Application Boundary Existing Building Proposed Building Existing Tree Existing Tree to be removed <p>Planting</p> <ul style="list-style-type: none"> Proposed Tree Grass Seed Amenity Planting Swale Meadow Planting Hedge Planting | <p>Paving</p> <ul style="list-style-type: none"> Pedestrian Macadam Vehicular Macadam Concrete Block Paving MUGA Permeable Surface <p>Furniture</p> <ul style="list-style-type: none"> Covered Cycle Spaces Seating Bench Covered Dining Canopy Cycle Stands | <p>Fencing and Structures</p> <ul style="list-style-type: none"> Existing Fencing Retained Proposed Fencing Proposed Gates Retaining Wall Structure to house PV |
|--|--|---|

| DATE | REV | DESCRIPTION OF REVISION | DRAWN BY | APPROVED BY |
|------------|-----|-------------------------------|----------|-------------|
| 26.04.2021 | P03 | Issued for Planning | AEK | SB |
| 25/03/2021 | P02 | Updated to latest road layout | HS | SB |
| 05/03/2021 | P01 | Issued for Draft CP's | HS | SB |

REVISIONS

STATUS
S2 - FOR PLANNING

ares
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e: hello@aresdesign.co.uk
w: ares.eu.com

CLIENT:
Wates

PROJECT TITLE:
Whitworth Community High School

DRAWING TITLE:
Landscape Illustrative Masterplan

DRAWING SCALE: 1:500
DRAWN BY: HS
PAPER SIZE: A1
APPROVED BY: SB

DRAWING NUMBER: **WHS-ALA-00-XX-DR-L-0001**
STATUS: **S2**
REVISION: **P03**

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