

PROPOSED RESIDENTIAL DEVELOPMENT

**LAND NORTH OF COPP LANE
GREAT ECCLESTON
GRADWELLS FARM**

TRANSPORTATION STATEMENT

July 2021

BAXTER HOMES Ltd

Turner • Lowe • Associates TRAFFIC ENGINEERING CONSULTANTS

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**Proposed Residential Development
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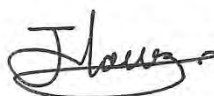
BAXTER HOMES Ltd

Job. No. 210701

Authorised By: J. Lowe

Position: Partner

Signed:



Date: 20 July 2021

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1. Introduction

- 1.1 This report assesses the specific details of proposals for part of the overall site allocated for mixed development in the Wyre Local Plan known as Allocation SA3/3, Land west of Great Eccleston.
- 1.2 The proposal to which this Statement relates is for an area adjacent to Copp Lane known as Gradwells Farm and referred to as the Baxters Land in the Phase 2 Masterplan produced by the Planning Authority for the overall site, which would be developed for residential use only. (Figure 1)
- 1.3 The site would be accessed from Copp Lane but the internal main access road could be extended into the adjacent site and on to the A586 should a current application (Metacre Land in the Masterplan) for that part of the site (which is in outline form only at the present stage), be approved and the reserved matters application be developed to allow for this connection, a requirement of the Local Plan allocation. In preliminary discussions the Highway Authority indicated that it was considered that this would be a more preferable arrangement and the currently proposed Copp Lane access for the Metacre site could be dispensed with at the Reserved Matters stage. This is not, however, essential nor required for the current Gradwells Farm application.
- 1.4 The current proposal is for 99 dwellings including 27 no. 2 bedroom affordable home category units.
- 1.5 As part of the work leading to the site being allocated in the Local Plan the Highway Authority assessed the effects of the development being considered at that time.
- 1.6 As part of the consideration of the current application on the western part of the overall allocation site (Metacre Land) the Highway Authority concluded that there were no highways objections and revisited the assessment of the total site in the allocation on the basis of development of the same density as proposed elsewhere on the site which is now being brought forward, concluding that it could accommodate 140 dwellings. This re-assessment based on 639 dwellings and other uses concluded that the local highway network could accommodate this total development package.
- 1.7 As the proposed use is to be only 99 dwellings, the total development will be less than previously assessed with clearly less traffic effects. No detailed analysis work has, therefore, been undertaken and this Statement provides details specific to the development site.

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2.0 Surrounding Highway Network Details

- 2.1 The site in relation to the surrounding highway network is shown in Figure 2.
- 2.2 The site lies on the northwest side of Copp Lane, bounded by currently open farmland which is allocated for residential lead mixed development forming Local Plan Allocation SA3/3 Land to west of Great Eccleston.
- 2.3 Copp Lane already serves several residential dwellings and new residential development on the south side of Copp Lane also forming part of Allocation SA3/3. It is a typical rural road for the area



View of Copp Lane Looking North (Development site on left)

- 2.4 Copp Lane currently has a footway on the south side which is to be improved as part of the approved development forming the southern part of Allocation SA3/3. As part of the proposals for the adjacent site on the north side and the proposal to which this Statement relates new footways will be provided along the frontages of both sites with dropped kerb crossing points.

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View of Copp Lane Looking South (Development site on right)

- 2.5 Copp Lane connects directly into the centre of Great Eccleston to the north and to Elswick and Kirkham and Junction 3 of the M55 beyond to the south.
- 2.6 As part of other approved sites within the allocation, the speed limit is to be reduced to 20 mph at the start of the new development which will continue into the centre of Great Eccleston (already subject to 20 mph speed limits).
- 2.7 To the north of the site the junction of Copp Lane with South Street is to be improved to provide greater pedestrian protection as part of other approved sites within the allocation.
- 2.8 There are numerous public footpaths in the area.
- 2.9 There is a bus service using Copp Lane with the stops to the south of the site to be improved as part of other approved sites within the allocation.
- 2.10 The site clearly has good vehicle accessibility to the surrounding area.

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3. Accessibility by Alternative Modes of Transport to the Car

- 3.1 The accessibility of the Allocation Site and all areas within it were considered in detail in allocating the site and in subsequent planning applications. One application was made before the Masterplan had been finalised and went to appeal. The Inspector considered the site suitable for development and in accordance with National and Local Transportation Accessibility policies.
- 3.2 Copp Lane is a Bus Route and nearby stops are to be improved to encourage public transport usage. The main spine road through the proposed development has been designed to accommodate bus use should the operators wish to divert existing services or run new services through the allocation site.
- 3.3 The footways of Copp Lane are to be improved as part of the proposed development this statement supports and other proposed and approved schemes. There are public footpaths in the area which are also to be improved and the proposed development will connect into the footpath that abuts the site (2-3-FP11) with a high standard pedestrian and cycle link.
- 3.4 Copp Lane is part of the LCC Northern Loop Cycle Route.
- 3.5 The site is clearly accessible by modes of transport other than the car with the improvements to be provided likely to encourage trips to the development to be made by these modes and a potential reduction in car use.

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4. Vehicle Traffic Effects

4.1 The proposed development consists of a residential scheme of 99 dwellings including 27 Affordable Homes. Affordable Homes tend to generate less traffic than Private Homes for Sale but for robustness all 99 homes have been assumed to generate traffic at Private Homes rates.

i. Assessment Periods

4.2 The worst case effects of a residential development are invariably the weekday morning and evening peak periods when the greatest development flows combine with the flows on the highway network at their busiest times. These were the times that other parts of the Allocation site were assessed, the precise times varying but for this assessment the am peak hour is taken to be 08.00 – 09.00 and the pm peak hour taken to be 17.00 – 18.00

ii. Development Traffic and Effects

4.3 For consistency the trip rates used in the assessment of the adjacent site have been used. These were provided by the Highway Authority and had been used in previous assessments.

4.4 On the basis of the trip rates used previously the effects of the proposed 99 dwelling development (all treated as Private Homes for sale) would be as shown in Table 4.1 below:

Table 4.1 Expected Traffic Generation of Proposed Development

Time	Arrivals		Departures	
	Rate*	Trips	Rate*	Trips
AM Peak Hour	0.140	14	0.445	44
PM Peak Hour	0.437	43	0.226	22

*Rate = number of trips per dwelling

4.5 All of the above vehicles would be expected to be cars / light goods vehicles.

4.6 The assessment of the adjacent site assumed that the ultimate destination of departing / arriving trips in the peak periods would be as below (these assumptions were accepted by the local Highway Authority and Highways England).

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Table 4.2 Distribution Pattern for Proposed Development

Time	Distribution
A585 West of Site	23%
Total Windy Harbour Junction	45%
M55 West	6%
M55 East	20%
A585 South	8%
Total M55 Junction 3	34%
A586 East of Gt Eccleston	34%

- 4.7 No traffic generated by the development was assumed to finish their trips in Great Eccleston or Elswick. This distribution pattern therefore gives a true “worse than worse case” scenario.
- 4.8 Considering the site which this Statement supports and assuming that the only access is on to Copp Lane (if the internal spine road is connected through the adjacent site to the A585 then the Copp Lane access would see less use) the effects of the above traffic flows and distribution pattern at the site access would be as shown in Figure 3.
- 4.9 With a greatest turning movement of only 29 vehicles (less than 1 vehicle on average every two minutes the effects would be negligible. Accordingly, a detailed capacity analysis has not been undertaken but will be provided if desired by the authority.
- 4.10 Highways England were consulted on the adjacent site application as this was a much greater development with residential and employment uses, community uses and a school as DfT Circular 02/2013 and “The Strategic Road Network – Planning for the Future” requires it to be demonstrated that a proposed development does not have a material adverse effect on the Trunk Road Network. It was subsequently demonstrated to the satisfaction of Highways England that this much greater traffic generating scheme would not have a material adverse effect on the network.
- 4.11 The current proposal would add only 20 vehicles to the Windy Harbour junction in the am peak hour and 29 vehicles in the pm peak hour. At the M55 Junction 3 the proposed development would add only 26 vehicles to the Windy Harbour junction in the am peak hour and 22 vehicles in the pm peak hour. These effects would be unnoticeable in reality as these very highly used junctions (and it has been assumed than none of the traffic generated by the traffic stops in Greta Eccleston or Elswick which in reality is likely to be the case.

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iii. Highway Safety

- 4.12 A search has been made for any recorded Road Traffic Accidents in the vicinity of the development site in the last 5 years using the Highway Authority's mapping service.
- 4.13 There have been no recorded accidents.
- 4.14 The proposed site access will have good visibility and will be designed to current standards. The development should not have any effect on this good safety record.

iv. Refuse / Service Vehicle Movements

- 4.15 The new site access junction and the internal access road layout has been designed to accommodate the largest service and refuse vehicles that are likely to serve the site.
- 4.16 Plots of an 11m Refuse vehicle entering, circulating around the site and leaving are shown on Drawing No's 210701/01 and /02 reproduced in the drawings section of this report.
- 4.17 The refuse vehicle plots have been produced on the basis of the vehicle entering cul-de-sacs and then turning so that the rear of the vehicle was accessible for collecting refuse. The vehicle would then depart in a simple forward manoeuvre. Plots have also been produced for a fire appliance which would also be appropriate for a typical service vehicle. These plots show the vehicles driving in and stopping. The turning movement would then be part of the departure. These plots are shown on Drawing No. 210701/03.
- 4.18 The internal spine road could also accommodate a bus service should operators want to re-route existing services or provide new services to the allocation area or the employment and communal uses in the adjacent site. This is not part of the current proposals and would merely be possible if desired by others.

v. Parking

- 4.19 The parking facilities shown are currently illustrative.
- 4.20 The final scheme will provide parking in accordance with the highway authority recommendations. These will comply in terms of minimum and maximum provision, garage sizes, cycle parking and electric vehicle charging facilities.

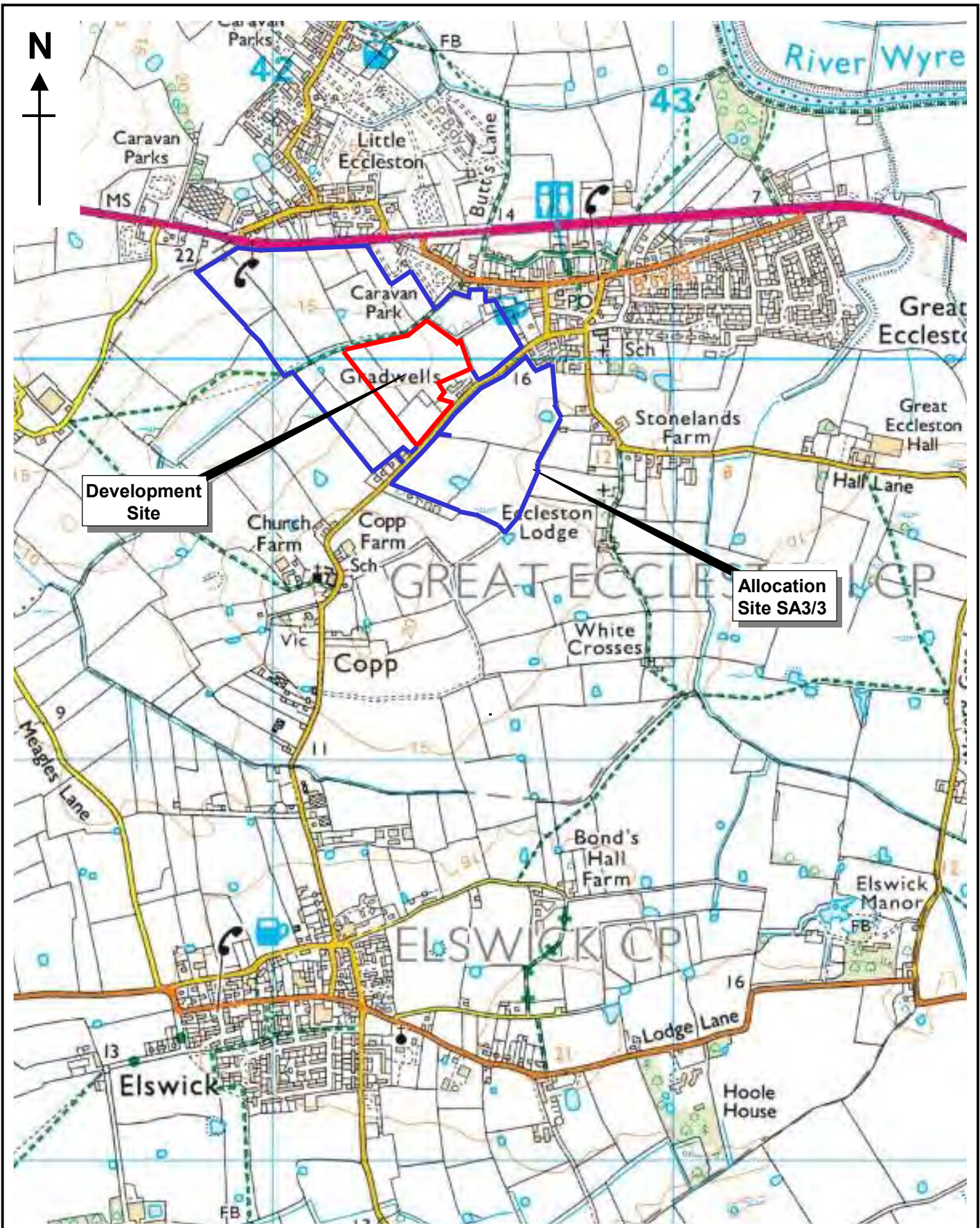
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5. Conclusions

- 5.1 The site is within an area allocated for residential development which has previously been confirmed complies with all National and Local accessibility planning policies.
- 5.2 The proposed development will provide footway improvements on Copp Lane. Other sites within the allocation will provide additional pedestrian and public transport improvements and the extension of the 20 mph speed limit from Great Eccleston centre past all the Allocation sites.
- 5.3 The level of traffic the proposed 99 dwelling development will generate will be minimal and not have any noticeable effect on the surrounding highway.
- 5.4 There have no recorded road traffic accidents on Copp Lane in the last 5 years. The proposed development should not affect this good accident rate.
- 5.5 The design of the site layout allows for connections into the adjacent site and the public footpath that bounds the site.
- 5.6 It is concluded that the site is accessible by a choice of modes of transport and that there are no highways / traffic related reasons why the proposed development should not be approved.

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Figures



Turner Lowe Associates 410 Belmont Road. Bolton. BL1 7DH Tel: 01204 773760 E-mail: enquiries@turnerlowe.co.uk	Job Title Proposed Development Land North of Copp Lane Gt Ecclestone, Gradwells Farm		
	Drawing Title Site Location		
Client Baxter Homes Ltd	Scale N.T.S.	Date July 2021	Doc Sheet No.
	Drawn By J.L.	Checked	Approved
	Job No. 210701	Drg. No. Figure 1	Rev.



Turner Lowe Associates 410 Belmont Road. Bolton. BL1 7DH Tel: 01204 773760 E-mail: enquiries@turnerlowe.co.uk	Job Title Proposed Development Land North of Copp Lane Gt Ecclestone, Gradwells Farm		
	Drawing Title Surrounding Highway Network		
Client Baxter Homes Ltd	Scale N.T.S.	Date July 2021	Doc Sheet No.
	Drawn By J.L.	Checked	Approved
	Job No. 210701	Drg. No. Figure 2	Rev.

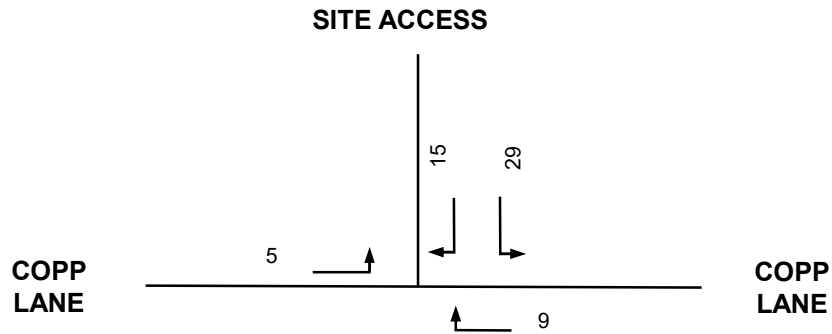
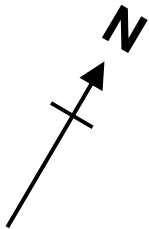


Figure 5a AM Peak Hour Development Effects

**All Vehicles Cars or
Light Goods Vehicles**

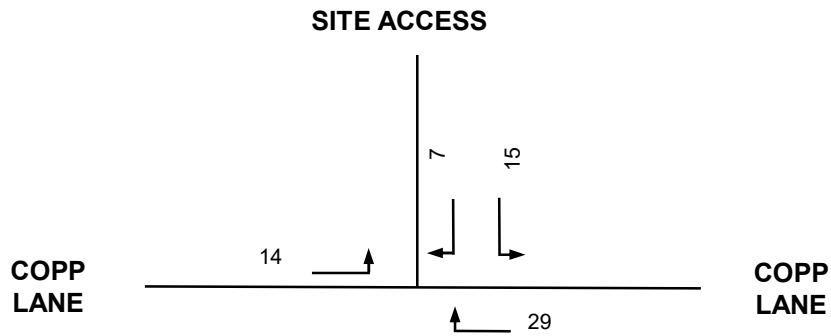


Figure 5a PM Peak Hour Development Effects

Turner Lowe Associates 410 Belmont Road. Bolton. BL1 7DH Tel: 0161 798 7898 E-mail: enquiries@turnerlowe.co.uk	Job Title Proposed Development Land North of Copp Lane Gt Eccleston, Gradwells Farm		
	Drawing Title Effects of Development		
Client Baxter Homes Ltd	Scale N.T.S.	Date July 2021	Doc Sheet No.
	Drawn By J.L.	Checked	Approved
	Job No. 210701	Drg. No. Figure 3	Rev.

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