



Report No. J1069/TS
August 2022

**PROPOSED RESIDENTIAL DEVELOPMENT
LAND OFF SPRINGSIDE ROAD, WALMERSLEY**

TRANSPORT STATEMENT

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PROPOSED RESIDENTIAL DEVELOPMENT LAND OFF SPRINGSIDE ROAD, WALMERSLEY

CONTROLLED DOCUMENT

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TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT

LAND OFF SPRINGSIDE ROAD, WALMERSLEY

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FDTPC J1069 access fig 1 A3 1-500

1. INTRODUCTION

DTPC has been appointed by Lorne & Gary Entwistle to provide transport and highway advice for the traffic and transportation implications associated with the proposed residential development at land off Springside Road, Walmersley.

The application relates to a site located on the edge of the urban area, with access which will be developed for residential uses.

In order to advise the application, this report provides information on the traffic and transport planning aspects of the proposals, to assist in the determination of the future planning application.

It deals solely with the proposals as provided.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

National Planning Policy Framework

The NPPF has replaced the previous version and sets out the policy framework for sustainable development and supersedes the previous advice.

Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development**.

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

56. Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

Delivering a sufficient supply of homes

59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

9 Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. 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. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport; and
- d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

109. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

110. 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.

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

112. Within this context, applications for development should:

- a) give priority first 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;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

- c) 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; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Planning Practice Guidance

The National Planning Practice Guidance (NPPG) is a live policy that combines planning guidance on various topics into one place. The NPPG defines Travel Plans as “long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.”

Transport Assessments, together with Travel Plans, are used to assess and mitigate the negative transport impacts of the proposed development; and hence, to promote sustainable development.

The guidance also states that the Transport Assessment should be:

- “proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- established at the earliest practicable possible stage of a development proposal;
- be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);
- be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority. Engaging communities and local businesses in TSs can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”

Manual for Streets

Manual for Streets published in 2007 and the subsequent publication of Manual for Streets 2 -Wider Application of the Principles in September 2010 provide design guidance around the philosophy of assigning higher priority to pedestrians and cyclists.

Manual for Streets sets out the following key objectives of the design of new residential neighbourhoods:

- Encouragement of low vehicle speeds;
- Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;
- Make it easier for people to move around; and
- Promote social interaction

Manual for Streets 2 builds on the philosophies set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to

encompass both urban and rural situations, filling the perceived gap in design advice between Manual for Streets and Design Manual for Roads and Bridges (DMRB).

Summary

The overriding theme of national policy is that developments must be accessible and safe.

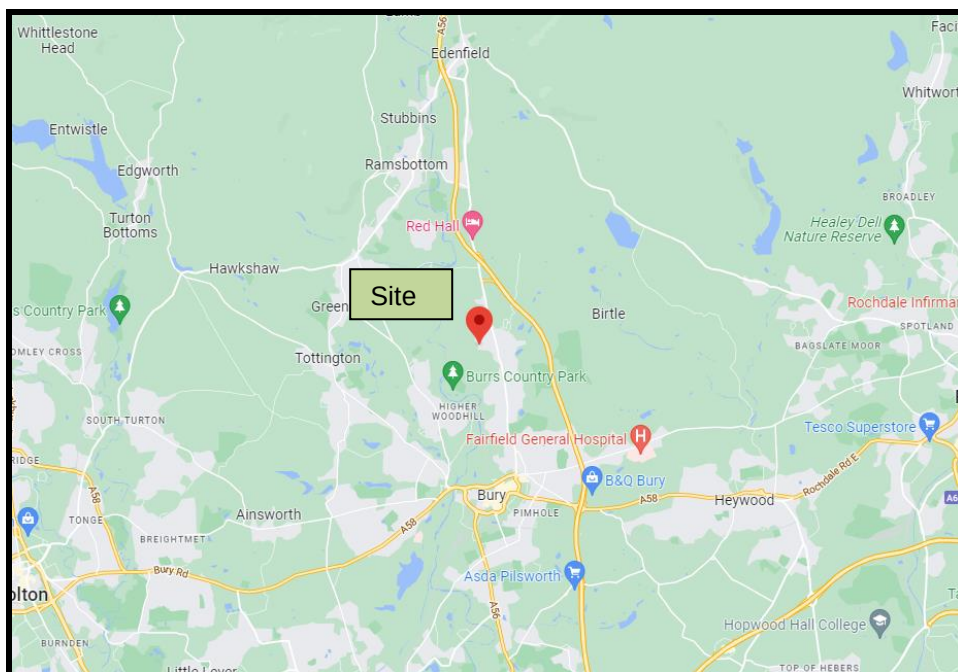
Local policy supports the thrust of the national policies the sites location is considered compliant with these policies.

The proposed development will incorporate good design, has an accessible location and little impact on the local network.

3. SITE DESCRIPTION

Site location context

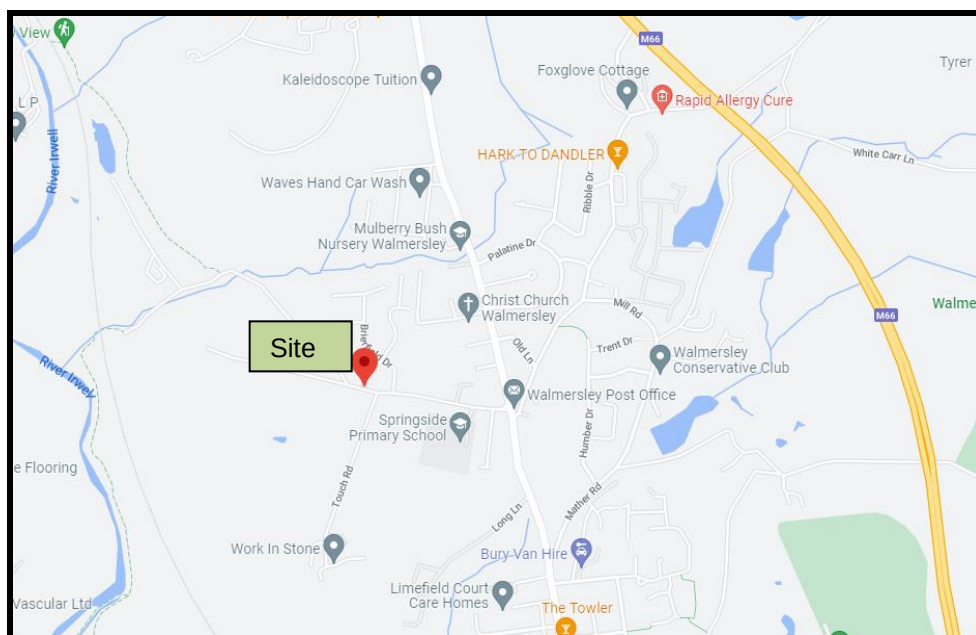
The development site is located in the NE Bury area west of the A56 corridor. Access to the primary network is good, with the route connecting to the A58 some 2.5km SE.



Site location plan in relation to neighbouring settlements

The site will be accessed from Springside Road via Walmersley Road by extending the road and converting an unmade track to an adopted highway. The area is largely residential in nature.

The location of the site in the local setting is shown below.





Site in the historic street location



Local Highway Provision

Springside Road is subject to a 20mph speed limit, is street lit and has footways on both sides. Public footpaths are signed along the access track bordering the site, the extension of Springside Road and Touch Road.

The access track bordering the site is gated to vehicles (electrically controlled) but a pedestrian chicane allows access on foot alongside.

Springside Road meets Walmersley Road/Walmersley Old Road at a traffic signal controlled junction. Walmersley Road is subject to a 30mph speed limit, is street lit and has footways on both sides.

There are peak period cycle lanes (Mon to Fri, 7.30 – 9.30am and 3.00 – 6.30pm) on both sides of Walmersley Road to the north of the Springside Road junction.

A photographic record of the local access and setting is provided below for future reference



View to signalised junction from south and northbound approaches



Springside Road towards signals and away westwards to site



Springside Road east and westbound to right of Brierfield Drive



Springside Road east and westbound at junction with Torch Rd



View left and right from no 62 drive



View along southern bridleway and into gated track/site

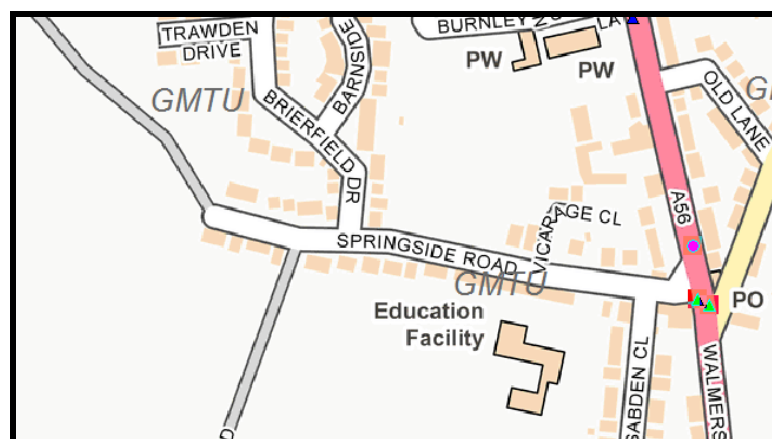


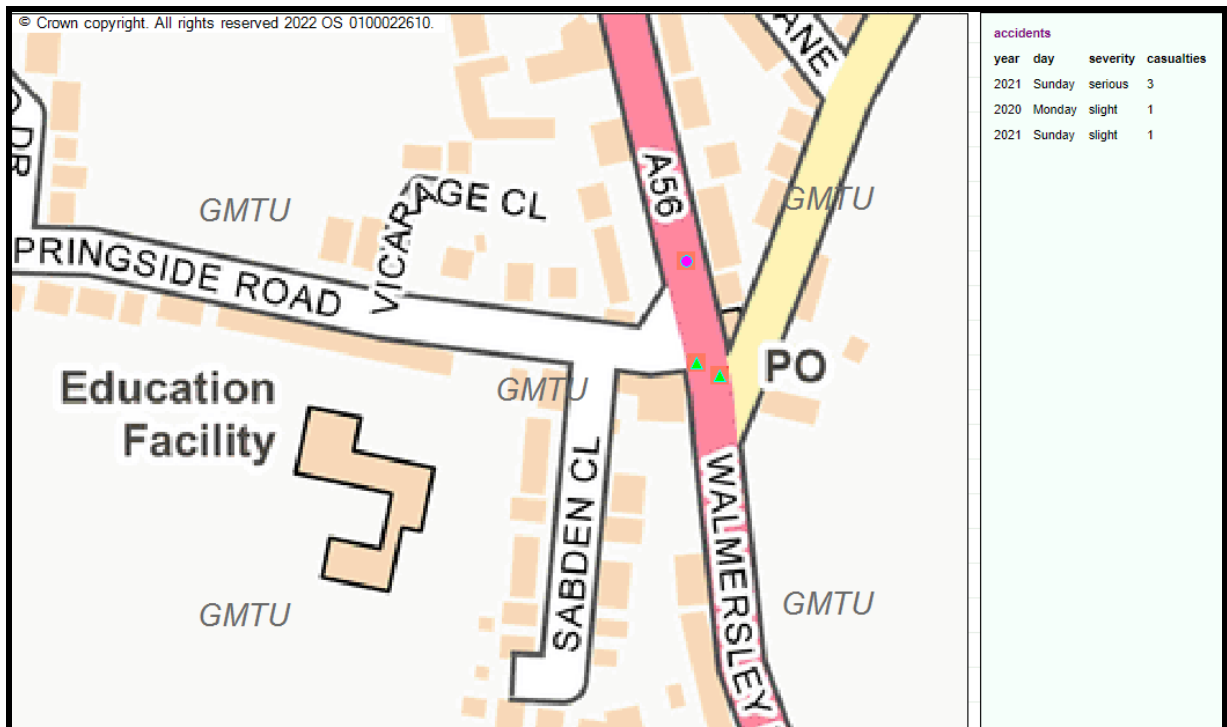
View of site area showing the gate

Safety review

Access to the GM data base has been undertaken and the resultant wider area mapping shown below. The results show that over the past 5 years. No accidents have been recorded at the site frontage/access location.

Clearly the local network has no of recorded accidents across the period, however the wider network does have three records.

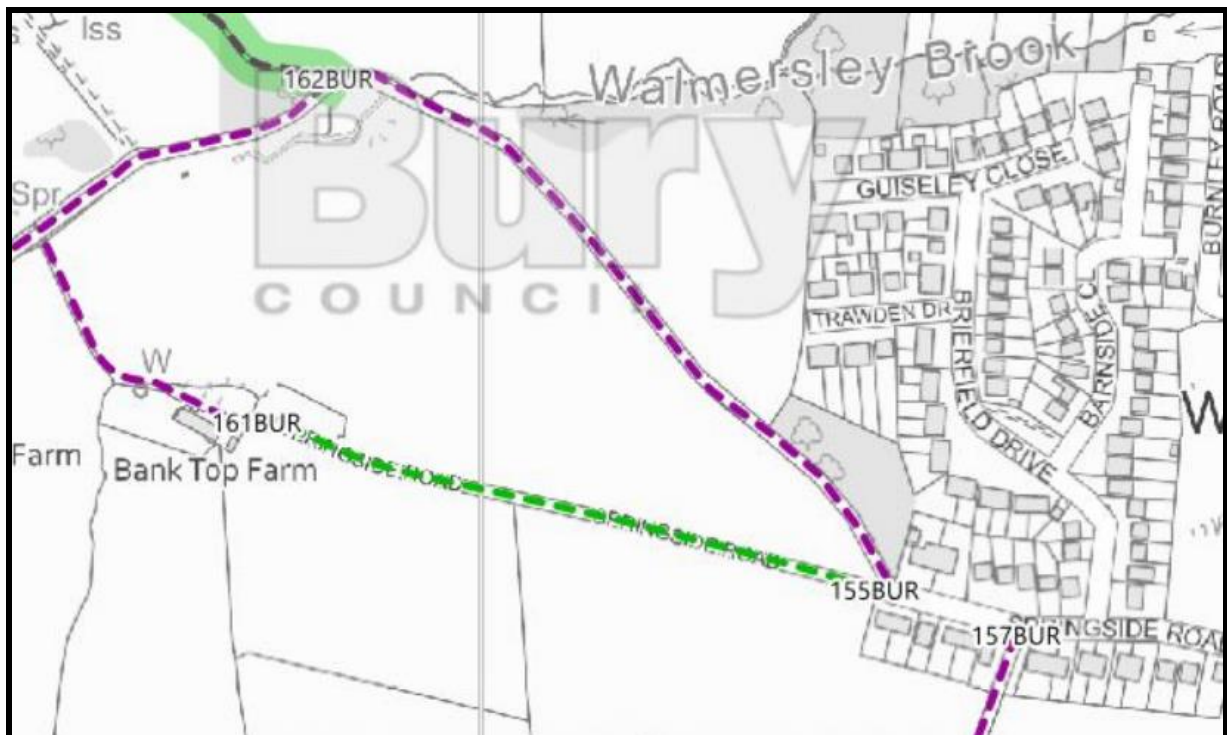




Whilst any accident is regrettable incidents of this nature would not indicate a safety issue arising from the operation of the network.

Adopted highway, PROW and bridleway

The council records indicate that the alignment and locations are as proved in the mapping below.



The bridleway runs along the un named track to the south of the site and is unaffected by the development other than where it interacts with the Springside Road junction.

The PROW runs along the un named track leading to the farm along the track with no separate provision i.e. a shared uses. Access is controlled by a kissing gate type arrangement to by pass the main security gates.

Summary

The local area has a good standard of carriageway and footway provision, no capacity or safety issues that would impact on a scheme coming forward.

4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

Walking and cycling

The proposed development site is located within an urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km salmon / 2km purple distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

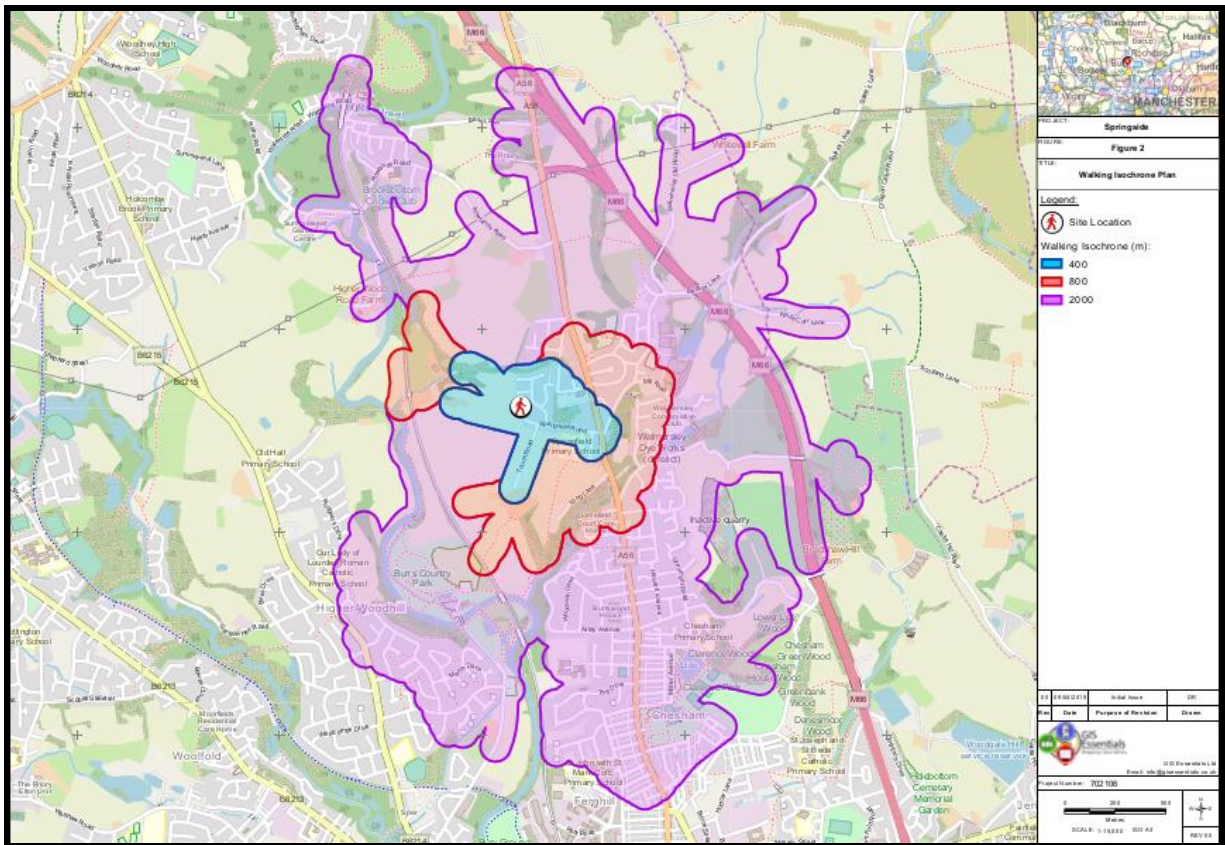
The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area south of the site.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Importantly, the 0.8km distance covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot. This is shown below.



800m - 2km walk distance

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport" The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

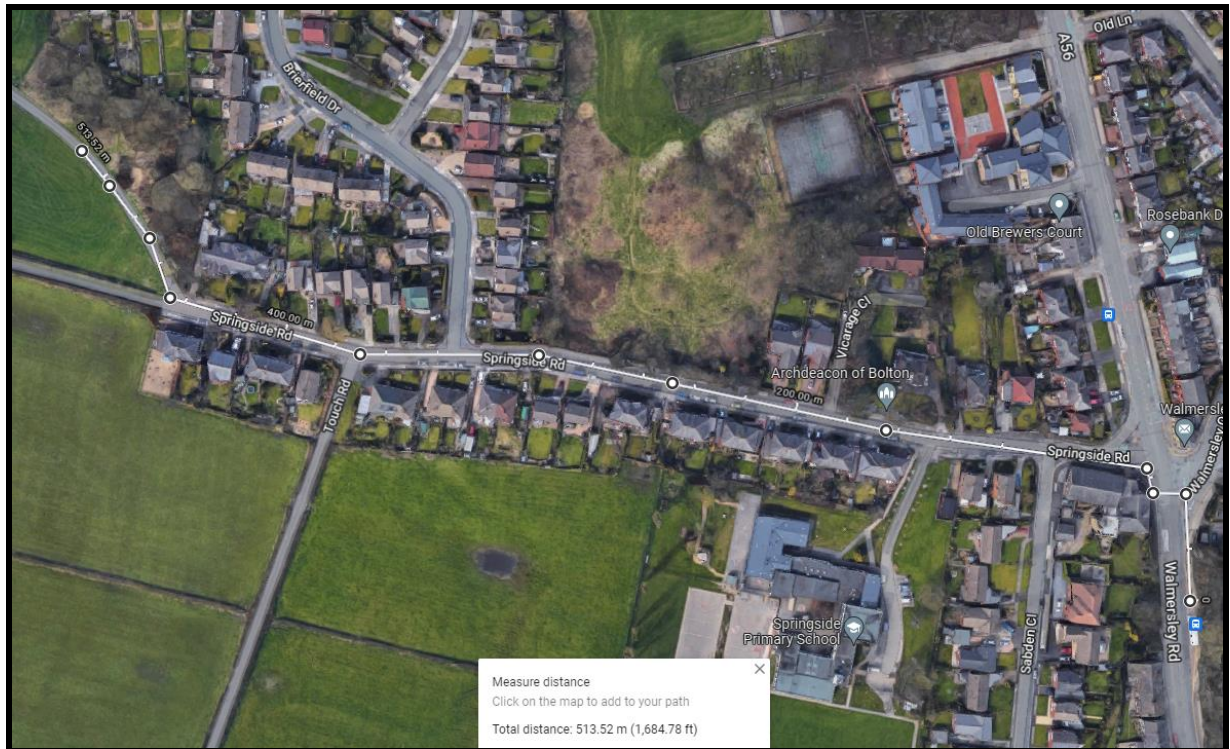
The National Travel Survey NTS (undertaken by the DfT) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography. For the purposes of this report the national guidance of 5km will be used.

As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. The 10km distance will cover a substantial area. The 5 km distance is indicated below in salmon.

It also says in para 5.18 that a walking distance of 400m as being the desirable maximum distance to the closest bus stop from a new development, however, it also advises this distance should not be **slavishly adhered** to and that access to simple understandable services is more important.

The Walmersley Road route has the closest bus stops to the site at 520m. These fall well outside the 400m walk distance.

At 1.4m/s walk time the extra 120m would increase the overall walk/bus trip length by 1.5 minutes, for a typical 45 minute journey this would not be noticed or considered would deter from use.



Walk route to bus stop s and stops below



Walmersley Road stops to and away from centre

The services along the A56 are high frequency with 4-5 services per hour.

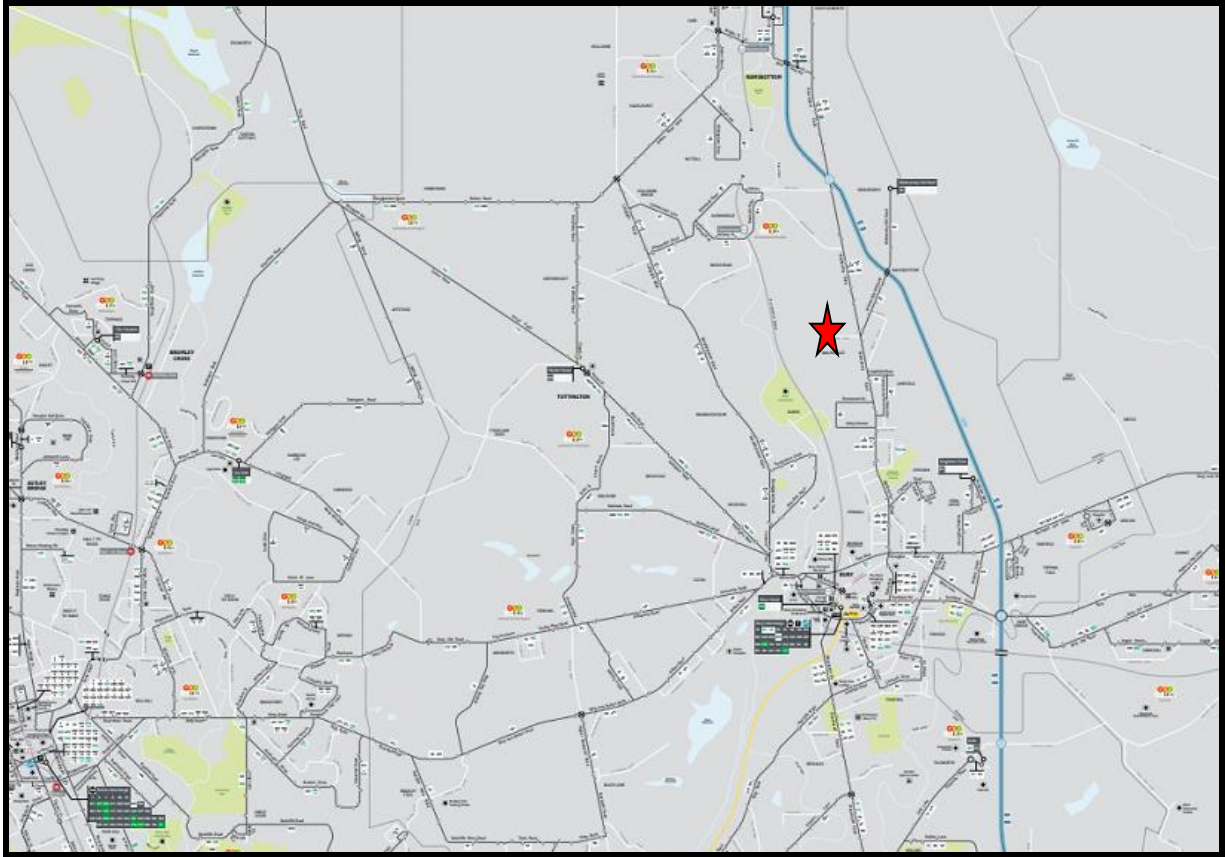
from Walmersley Rd/Walmersley P.O.
from Monday, 28 January 2019
474 481 483 487 to Limefield, Bury

Mondays to Fridays

6am	0607 474	0615 483	0637 474	0645 483	0657 474	
7am	0702 483	0711 487	0717 474	0717 483	0732 483	0733 474
	0744 483	0748 474	0758 483			
8am	0806 474	0813 483	0824 474	0828 481	0839 474	0844 483
	0854 474	0859 483				
9am	0906 474	0914 483	0921 474	0929 483	0936 474	0944 483
	0946 487	0951 474	0959 481			
10am	1006 474	1014 483	1021 474	1029 483	1036 474	1044 483
	1046 487	1051 474	1059 481			
11am	1106 474	1114 483	1121 474	1129 483	1136 474	1144 483
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12pm	1206 474	1214 483	1221 474	1229 483	1236 474	1244 483
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1pm	1306 474	1314 483	1321 474	1329 483	1336 474	1344 483
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2pm	1406 474	1414 483	1421 474	1422 487	1429 483	1436 474
	1444 483	1451 474	1459 481			
3pm	1509 474	1514 483	1524 474	1529 483	1541 474	1544 483
	1556 474	1559 483				
4pm	1611 474	1614 481	1623 474	1629 483	1638 474	1644 483
	1647 487	1653 474	1659 483			
5pm	1708 474	1714 481	1723 474	1729 483	1738 474	1744 483
	1747 487	1753 474	1759 483			
6pm	1808 474	1818 474	1819 481	1833 474	1839 483	1841 487
	1848 474	1857 483				
7pm	1903 474	1919 474	1927 483	1939 474		
8pm	2000 483	2009 474	2039 474			
9pm	2100 483	2129 474				
10pm	2229 474					
11pm	2329 474					

Bus timetable to show frequency





Bus routes

GMAL

Each POI index score is allocated to an accessibility level where Level 1 represents the lowest level of accessibility and 8 the highest level of accessibility. The table below shows the relationship between GMAL scores and the final GMAL.

Accessibility Level	Range of Index Scores	Description	Map Colour
1	0 , <=0.5	Very Low	Dark Blue
2	>0.5 , <=2.5		Blue
3	>2.5 , <=5.0		Light Blue
4	>5.0 , <=7.5		Green
5	>7.5 , <=12.5		Yellow
6	>12.5 , <=17.5		Orange
7	>17.5 , <=25.0		Red
8	>25	Very High	Dark Red

PostCode	BusScore	GMALScor	GMALLeve	PTALThen	Bolton	Bury	Manchest	Manchest	Rochdale
BL9 5JQ	7.72	7.72	5	5	60	25	55	55	60

The site is accessible by bus.

The proposed development site is therefore located with access to bus stops that regularly serve a number of communities in the vicinity of the site.

These services provide the opportunity for residents of the proposed development site to travel via public transport.

Summary

In summary, therefore, the application site can be considered as being accessible by public transport in particular bus, walking and cycling in accordance with planning policy guidance for an edge of urban area.

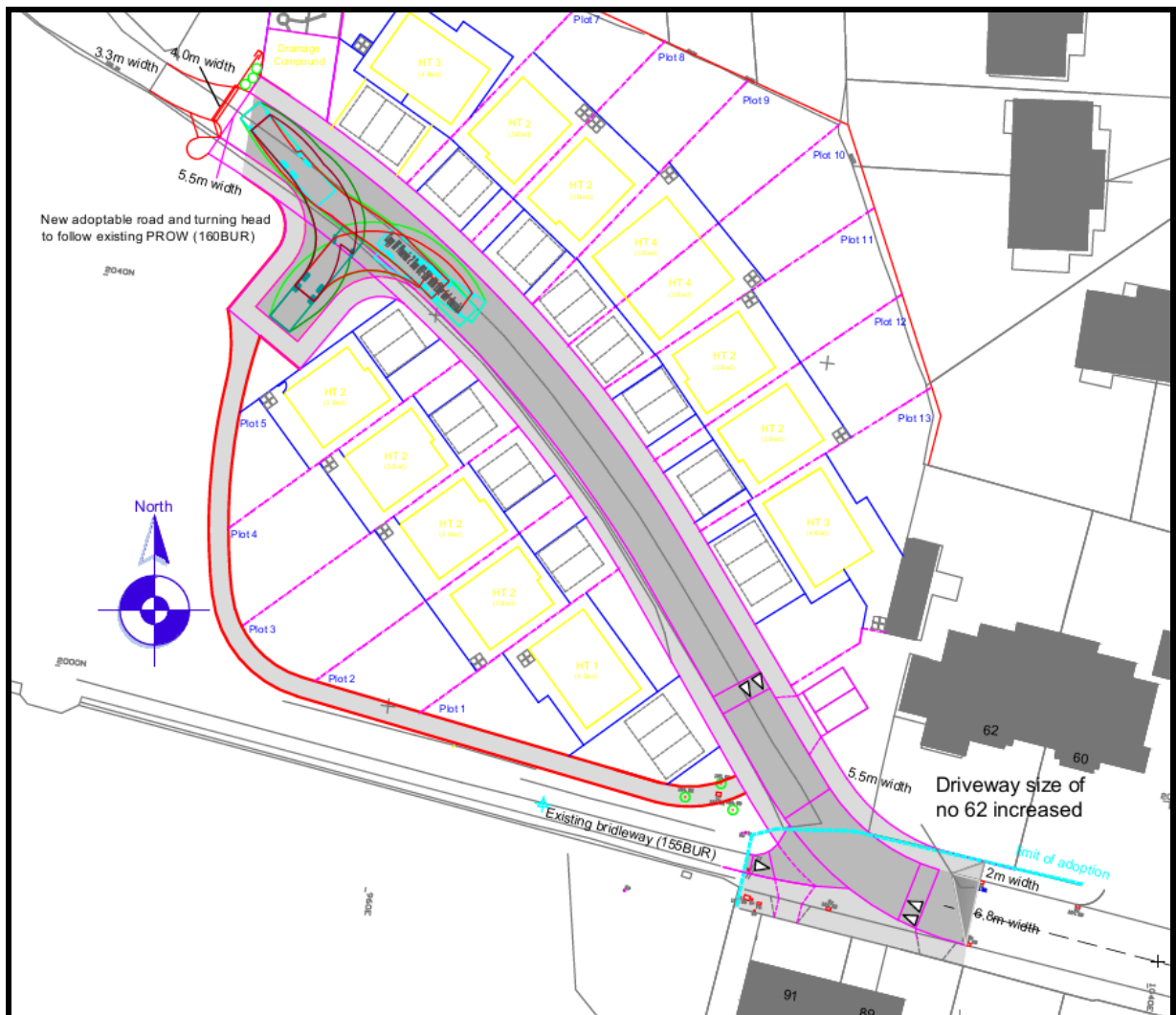
5. THE DEVELOPMENT PROPOSALS, LAYOUT AND ASSESSMENT

Development Proposals

The scheme is for a 13 unit development split either side of the access. the site as parking to policy and landscaping etc and access is in the form of an extension to Springside Road.

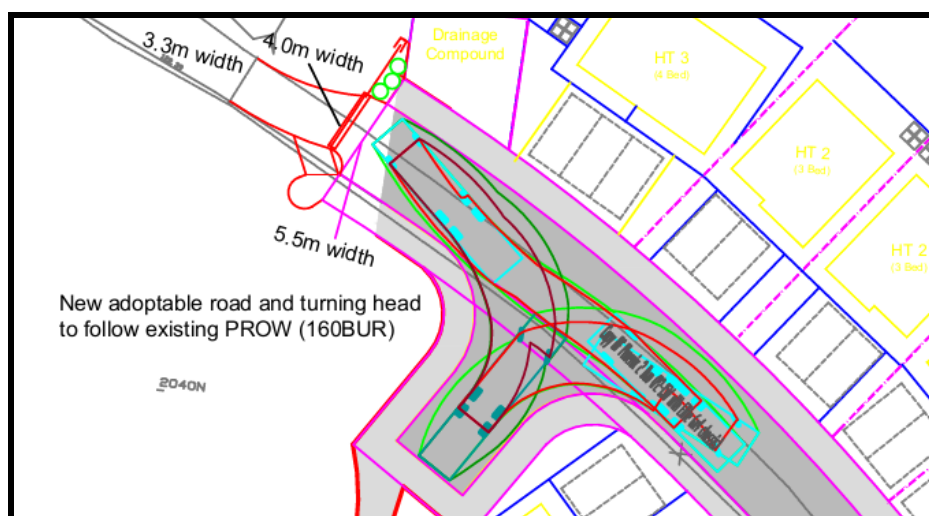
Full details in architects details and on J1069 access fig 1.





The end of the internal road has a cul de sac and turning space for deliveries etc and tankers to the pumping station area.

The existing electric gated arrangement for the farm access beyond the site will be relocation as shown and a kissing gate provided for the PROW connection, westwards the walkers share the track as they do now but for a reduced distance,



Parking

Current policy sets out:

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)		c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
10a. Dwelling Houses (C3)	High Access Area (No. per unit)	Low Access Area (No. per unit)	Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.	Flats and apartments – 1 space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker.	Individual consideration	Car Parking for all types of dwellings: Visitor parking spaces should be shared. Lower parking thresholds will be applied to areas of high accessibility (see Appendix 3). These residential standards exclude garages.
1 bed	1.0	2.0				
2 bed	1.5	2.5				
3 bed	2.0	3.0				
4 bed and above	3.0	3.0				

The site has 3 number 4 bed units and 10 number 3 beds units in an accessible area thus 3 space and 2 spaces for each type are provided.

Trip levels

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments under 50 residential units do not need to be assessed.

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network.

It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The above, assuming a simple very high 0.7 two way trip rate 9 two way trips are derived for the site on the wider network.

The proposal would therefore have little material impact on the local network with 1 vehicle per 10 minutes.

Impact During Construction

The development of the site will provide an element of HGV traffic during construction. Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area.

6. RESPONSES TO FEEDBACK

Introduction

As part of the pre application review the form of access/adoptability and function have been raised, the following set out the assessment undertaken.

Cul de sac length review

Springside Road is a cul de sac leading to Guiseley Close with a total distance from the A56 of 580m.



This exceeds the GM fire guidance of 250m, however it was approved and deemed acceptable with no emergency access route required.

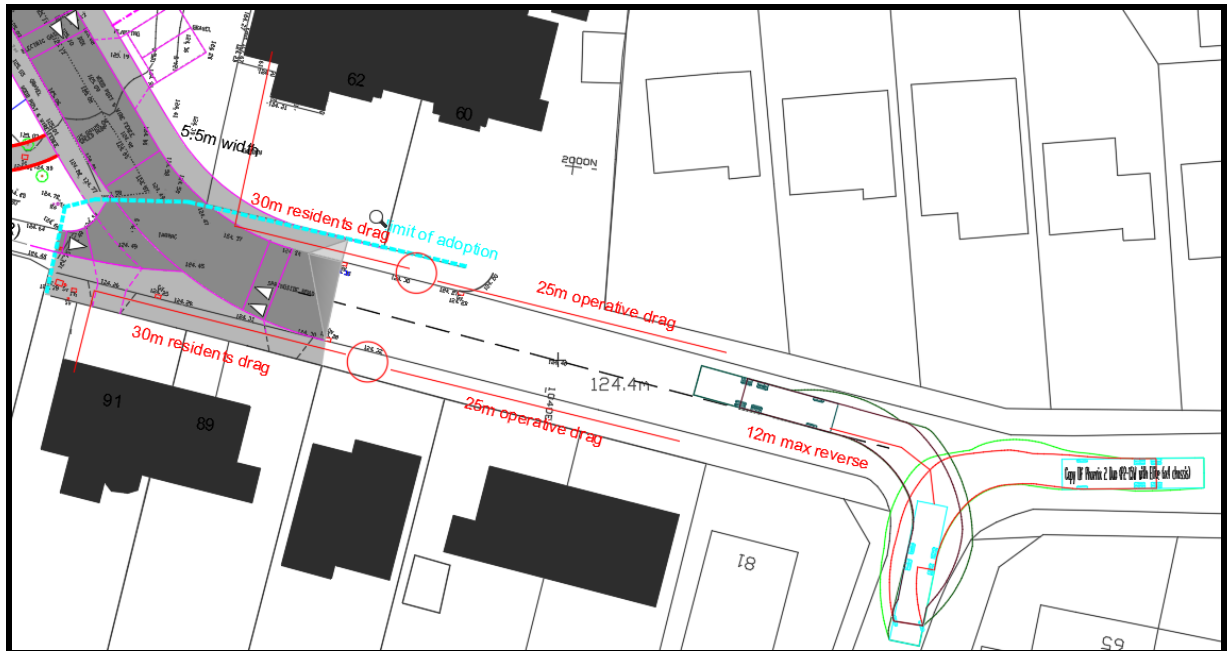
As a comparison the full site can be accessed by fire engines etc at a distance of 480m, substantially less than the existing agreed situation.



Refuse and larger deliveries

The current cul de sac has no turning head and operates as a stub end, the images below show the use of NFS/BS guidance for refuse pick up to show it complies for the two end residential units.

The farm/other units beyond this point are commercial in nature and private with a different bin pick up requirements,



The refuse vehicle can as normal service reverse longer to reduce drag lengths.

By providing a turning head the new route will resolve the long drag situation.

Design

The design is based on good practice, BMBC do not have a highway design guide to refer to, 5.5m road with 2m paths is considered a standard design for an estate road, the turning head is tacked for a refuse design vehicle to ensure entry and exit in forward gear from the cul de sac end.

The road will be constructed to adoptable standards and offer for adoption under the normal s278/38 process as per other typical developments.

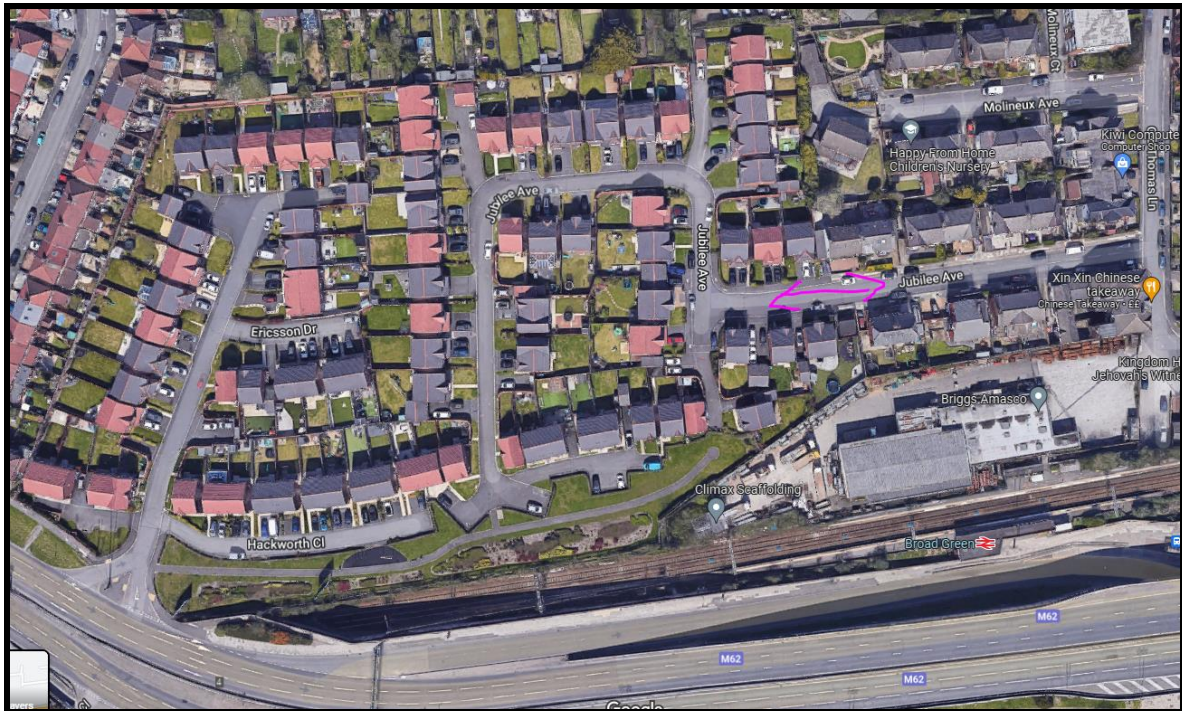
Several examples of the extension and method of applying a condition have been put forward for review:

Example 1 Liverpool

Location:	The Rocket Trade Centre Site, Bowring Park Road/Jubilee Avenue, Liverpool, L14 3NA
Proposal:	To erect 85 two storey dwellinghouses following demolition of existing buildings, layout associated roads, landscaping and public open space (vehicular access taken from Bowring Park Road and Jubilee Avenue).
Applicant:	Bellway Homes (North West) Ltd

Mr John Barnes
2 Alderman Road
Hunts Cross
Liverpool
L24 9LR

Date Valid: 01/05/2012
Application No: 12F/1216
Date Issued: 23 April 2013



Condition applied in red/bold

10	Prior to commencement of development, a scheme which details the following off-site highway works required to accommodate the development, together with a programme for completion of the works shall be submitted to and approved in writing by the local planning authority. The off-site highway works shall be implemented in accordance with the approved details and completed to the satisfaction of the local planning authority before the development is occupied/brought into use. (i) The installation of a pedestrian friendly traffic island at the existing site access junction on Bowring Park Road and the provision of associated dropped kerbs and tactile paving. (ii) The forming of a new access with the creation of a carriageway and suitable footway to adoption standards at the cul-de-sac of Jubilee Avenue. (iii) An assessment of the existing street lighting and drainage requirements and any necessary upgrades and improvements to service. (iv) A review of the existing traffic regulation orders serving the development and surrounding roads and the necessary revocations or required amendments to enable the development to operate safely and within the existing PPA. REASON: In the interests of highway and pedestrian safety and in accordance with Policies GEN6 and T8 of the Liverpool Unitary Development Plan.
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Example 2

Lund farm Ulverston at appeal condition 4 applies again built

- 4)
- a) No occupation of dwellings hereby consented shall begin, until a scheme for the design, construction (including longitudinal and cross sections), drainage, illumination, signage and implementation phasing of the carriageways, footways, footpaths and all off site highway works, including the works to the entrances to the site shall be submitted to and approved in writing by the Local Planning Authority.
 - b) The scheme shall be designed to a standard suitable for adoption and shall be implemented and completed in accordance with the approved scheme and agreed phasing timetable.



Example 3 Wesley Avenue

Appeal Ref: APP/Z4718/W/21/3276678

Land west of Wesley Avenue (Allocated site HS184), Netherthong, Holmfirth, West Yorkshire.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
- The appeal is made by Fairbank Investments Ltd against the decision of Kirklees Metropolitan Council.
- The application Ref 2020/60/91146/W, dated 25 May 2020, was refused by notice dated 23 March 2021.
- The development proposed is residential development.

7. SUMMARY

The scheme accords with local and national policy to site development adjacent to good transport linkages and other attractions to minimise trips and share trip movements for such a location.

The site has a sustainable location and the layout accords with good practice.

Traffic flows have been assessed for up to date levels, the location has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise with the adjacent junctions to the site.

The access accords with good practice

As such the scheme would have little material impact on the local network.

As such it is considered that there are no reasons why the scheme should not be approved from a transportation point of view.

