

Proposed Residential Development
Cornhill Regeneration Area, Leek

CASEY GROUP

Transport Statement
December 2021





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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Croft have been instructed by the Casey Group to advise on the traffic and transport issues relating to a planning application for a residential development on land off Sunnyhills Road in Leek.
- 1.1.2 This Transport Note is prepared to support a reserved matters planning application.
- 1.1.3 The development site is located to the circa 1.5 kilometres south-west of Leek town centre. Its location is shown in **Plan 1**.
- 1.1.4 The site is bound to the north by Sunnyhills Road and industrial development, whilst to the south the site is bound by undeveloped land. Industrial development bounds the site to the west whilst a former railway line bounds the site to the east.

1.2 Planning History

- 1.2.1 The site benefits from outline planning consent for a mixed-use development which proposed the provision of 175 residential units, Live/Work Units (up to 2,000sqm), Employment Units (B1C/B2 up to 1,847sqm), Tourism and Leisure Uses including a Marina and Reserve Land for future Railway Station, Public House/Restaurant and Local Needs Retail Unit (A1 Land-use)
- 1.2.2 The application was granted consented in August 2015 (Ref: SMD/2014/0750). The following highways related conditions were attached to the Planning Decision;



Condition 11 - No development within any phase, except for works of site clearance and demolition shall take place until such time as a plan including full details of the following have been submitted to and approved in writing by the Local Planning Authority for that phase including:-

- Layout of site including disposition of buildings and provision of parking, turning and servicing within the site curtilage,*
- Means of surface water drainage from all areas intended to remain in private ownership, and,*
- Full road construction including street lighting longitudinal sections and a satisfactory means of draining roads to an acceptable drainage outfall on SUDS principles.*

The development shall be carried out in accordance with the approved details, fully implemented and subsequently maintained in accordance with the timing/ phasing arrangement embodied within the scheme.

Reason:- In the interests of highway safety.

Condition 12 - Where any phase of development includes highway access works requiring the provision of a visibility splay, no dwellings shall be occupied until details relating to the visibility splay for that phase have been approved in writing by the Local Planning Authority and implemented in accordance with the approved details.

Reason:- In the interests of highway safety.

Condition 13 - No development except for works of site clearance and demolition shall take place until such time as a plan including full details of the following have been submitted to and approved in writing by the Local Planning Authority:-



- *Location, geometry, construction details, visibility splays, detailed design at proposed junctions and private accesses off Barnfield Road, and,*
- *Geometry, construction details, detailed design and reconstruction at proposed access off Sunnyhills Road; which shall all incorporate further two-dimensional and three dimensional revisions as recommended by a Stage 2 Safety Audit and in accordance with engineering details.*

The development shall be carried out in accordance with the approved details, fully implemented and subsequently maintained in accordance with the timing/phasing arrangement embodied within the scheme.

Reason:- In the interests of highway safety.

Condition 14 - No development except for works of site clearance and demolition shall take place until such time as detailed plans are provided and approved in writing by the Local Planning Authority for the proposed right turn lane junction improvement on the A53 Newcastle Road. The drawings shall be subject to a Stage 2 Safety Audit in accordance with engineering details, together with construction, surface water drainage and street lighting details. The Safety Audit and detailed design shall confirm the requirements for:-

- *Relocation / redesign of bus stop on A53 opposite Sunnyhills Road which will be adversely affected by construction of the right turn lane,*
- *Upgrade of stop and shelter, and,*
- *Relocation / redesign of safety camera on the A53 opposite the Sunnyhills Road access, which would be adversely affected by the construction of a right turn lane.*



The works shall be carried out in accordance with the approved details, fully implemented and subsequently maintained in accordance with the timing / phasing arrangement embodied within the scheme.

Reason:- In the interests of highway safety.

Condition 15 - No development except for works of site clearance and demolition shall take place until such time as full details of an off-site traffic management scheme comprising of provision of a Traffic Regulation Order (TRO) to provide parking restrictions around the vicinity of the proposed access off Sunnyhills Road has been submitted to and approved in writing by the Local Planning Authority. If the Traffic Regulation Order is subsequently approved, the traffic management scheme shall be fully implemented and subsequently maintained in accordance with the timing/ phasing arrangement embodied within the scheme.

Reason:- In the interests of highway safety.

Condition 16 - No development except for works of site clearance and demolition shall take place until such time as a phasing plan for full details of the reconstruction of Barnfields Road within the limits of the site defined by the approved application site boundary red line have been submitted to and approved in writing by the Local Planning Authority. The approved highway works shall be fully implemented and subsequently maintained in accordance with the timing/phasing arrangement embodied within the scheme.

Reason:- In the interests of highway safety.

Condition 17 - No dwelling within any phase of development hereby permitted shall be occupied until a full Travel Plan for that phase, based on the submitted Travel Plan Framework by CBO Transport (January 2014) has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include objectives, targets,



mechanisms and measures to achieve the targets, implementation timescales, provisions for monitoring and arrangements for a travel plan coordinator, who shall be in place until 5 years after completion of the final phase of development. The measures set out in the approved plan and any approved modifications shall be implemented in full thereafter. The approved plan shall be audited and updated and submitted for the approval of the Local Planning Authority at intervals no longer than 18 months starting from the date of first approval.

Reason:- In the interests of promoting sustainable transport.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Introduction

- 2.1.1 The following section of this Note will provide further details on the development proposals.

2.2 Development Proposals

- 2.2.1 This Transport Statement has been produced in support of a Reserved Matters Application for the following;

"Reserved matters application for approval of appearance, landscaping, layout, and scale to provide: 157 residential dwellings (Class C3) providing a mix of two, three and four bedroom houses, and two bedroom apartments; 6 x live / work units (Sui Generis); 1 x public house / restaurant / café (Sui Generis / Class E(b)); a marina / basin and associated boating facilities with 13 berths; associated works including internal road network, associated highway works, drainage infrastructure, landscaping, open space, play area, pedestrian, and cyclist links; land reserved for future railway station with associated heritage / railway activities building/s and car parking; and land reserved for future link road including associated landscaping."

- 2.2.2 The proposed site layout plan is displayed in **Plan 2**.
- 2.2.3 Vehicular access into the western parcel of the site will be provided from the north off Sunnyhills Road and to the east off Barnfields Road. Whilst the eastern parcel of land will be accessed off Barnfields Road.

- 2.2.4 The proposed vehicular access arrangement off Sunnyhills Road will be standard priority controlled junction which will incorporate a 5.5 metre carriageway, 2 metre footways and 10 metre corner radii. Sunnyhills Road is subject to 30 mph speed limit and therefore, as with previously consented access arrangements, visibility splays of 2.4 metres by 90 metres can be achieved in each direction.
- 2.2.5 As part of the Reserved Matters proposals, the proposed site access junction off Sunnyhills Road has been located approximately 50 metres west when compared to the consented site access junction. However, as detailed above and shown on **Plan 3**, the proposed site access accords with the relevant highway design standards.
- 2.2.6 It is proposed that the vehicular access off Barnfield Road will be provided via a priority controlled junction located approximately 125 metres south of the existing Barnfield Road/Sunnyhills Road junction. The proposed access will have a carriageway width of 5.5 metres, with 2 metre footways located on either side. The junction will incorporate 6 metre corner radii.
- 2.2.7 Vehicular access into the eastern parcel of the site will be provided for via a new priority junction on the eastern side of the Barnfield's Road corridor. The proposed access will have a carriageway width of 4.8 metres, with 6 metre corner. Pedestrian footways with a width of 2 metres are proposed on either side of the carriageway. Visibility splays of 2.4 metres by 90 metres can be achieved in each direction.
- 2.2.8 The proposed vehicular access points off Barnfield's Road are shown on **Plan 3**.
- 2.2.9 Pedestrian and cycle access into the site will be provided via the proposed vehicular access points off Sunnyhills Road and Barnfield's Road. These link with the consented existing pedestrian footways located within the vicinity of the site.

2.3 Internal Layout Forward Visibility

- 2.3.1 In order to fully advise the local highway authority an illustration of the visibility at junctions and forward visibility at bends within the site has been undertaken. This is included at **Appendix 1** and demonstrate appropriate visibility is provided.

2.4 Service Access

- 2.4.1 In order to advise the local highway authority, a swept path analysis has been undertaken of a 9.86 metre refuse vehicle which is the standard vehicle used by Staffordshire Moorlands District Council.
- 2.4.2 The analysis, included at **Appendix 2**, demonstrates that a refuse vehicle can safely manoeuvre within the proposed site layout.

2.5 Fire Access

- 2.5.1 Requirement B5(2) of the England and Wales Building Regulations states that *'reasonable provision shall be made within the site of the building to enable fire appliances to gain access to the building.'*
- 2.5.2 NHBC advise that fire and rescue service vehicles should not have to reverse more than 20m from the end of an access road and that all parts of a dwelling are within the reach of a 45m hose from a point situated 20m from a turning facility.
- 2.5.3 The layout has therefore been considered in relation to the 20m reverse/45m hose length distances, which confirms the layout meets these requirements.
- 2.5.4 The analysis is provided at **Appendix 3**.



3 CONCLUSIONS

- 3.1.1 Croft have been instructed by the Casey Group to advise on the traffic and transport issues relating to a planning application for a residential development on land off Sunnyhills Road in Leek.
- 3.1.2 A number of conclusions can be drawn from the report, namely:
- the proposed development can be accessed in a safe and efficient manner of the local highway network.
 - the proposed site layout can accommodate the swept path requirements of a refuse vehicle;
 - the proposed site layout meets the requirement for fire and rescue service vehicles; and
- 3.1.3 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS