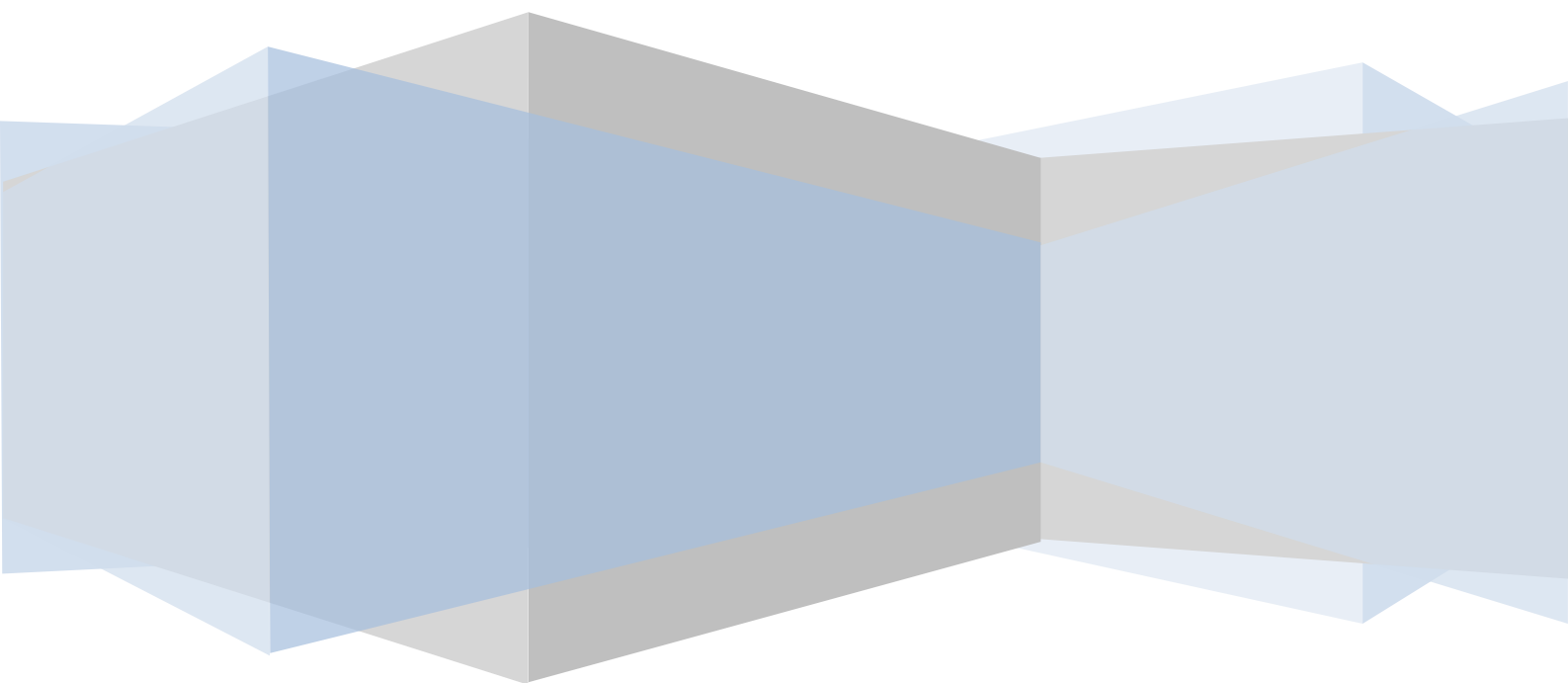


Enhanced Developments Ltd

Former Anzio Army Camp, near Leek Staffordshire

Technical Review of Transport Statement and Travel Plan

October 2014



1 Introduction

Savoy Consulting, a specialist transportation consultancy, has been instructed by Tyler Parkes Planning Consultants on behalf of their Client Enhanced Developments Ltd, to review a Transport Statement (TS) and Travel Plan (TP) prepared by WSP in 2012 to support the original planning application.

The review is being undertaken because our Client has decided they wish to re-submit a planning application for the redevelopment of the former Anzio Army Camp. Although an Appeal was dismissed on the site there was no objection in terms of the quantum or mix of uses proposed. There was no highway or transportation objection to the application.

The proposed development will now consists of:

- ❖ Circa 42 extra care cottages;
- ❖ 2 residential/nursing homes with circa 80 extra care en-suite bedroom suites in total;
- ❖ 4 live/work units;
- ❖ Circa 47 holiday lodges;
- ❖ facilities building (for maintenance of the extra care development), no overnight stay; and
- ❖ social centre/club house building, shop, café, holiday park reception for community use.

The original TS assessed the transport implications of a continuing care retirement community to cater for a spectrum of older people who require varying levels of support and care comprising:

- ❖ 3 separate extra care buildings each providing self contained services suites and communal rooms for 25 residents
- ❖ 50 extra care cottages;
- ❖ a social centre building for a social centre/club house, shop, café and the holiday park reception for community use;
- ❖ site facilities building with workshops and stores plus overnight/short stay;
- ❖ 44 holiday lodges; and 5/6 live/work units

On this basis, therefore, Savoy Consulting has produced this Technical Note to review the original TS and TP to make sure that all the original information is up-to-date and suitable to support a fresh planning application to be made in 2014.

2 WSP Transport Statement

In the original TS produced by WSP in 2012, Chapter 1 dealt with the development proposals and provided a summary of planning history for the site.

Chapter 2 covered the policy context of the site and comprehensively dealt with the National Planning Policy Framework, the Staffordshire Local Transport Plan 3 and Staffordshire Moorlands Local Development Framework December 2011. None of the relevant transport policies in relation to the afore-mentioned documents have changed since the TS was produced in 2012.

In Chapter 3, WSP dealt with "Existing Situation". In the TS they examined the existing situation in terms of the surrounding highway network as well as walking, cycling and public transport links.

They noted that the development site was in Blackshaw Moor, approximately three kilometres north east of the town of Leek and was until 2004 used as a residential army training base.

In terms of the surrounding highway network, WSP noted that the site currently had a priority junction access onto the A52 Buxton Road which provided links to Leek in the south and Buxton to the north.

The road was not subject to a system of street lighting and was currently subject to a 50 mph speed limit.

In terms of walking it was noted that the section of the A52 adjacent to the Anzio Camp had footways on the east side of the carriageway heading north and the west side of the carriageway heading south.

Footways on the A53 Buxton Road provide access to the local village of Blackshaw Moor where there is a hotel with a pub, campsite with small seasonal shop and a primary school. The Caravan Club site opposite the proposed development also has a small seasonal shop.

WSP established that the local amenities and bus stops in Blackshaw Moor can be reached within a ten minute walk. Recreational walks from the site can be made into the Peak District and to the Tittesworth reservoir and nature reserve.

In terms of cycling WSP concluded that most of Leek is accessible by bicycle, which provides convenience stores, post office, pharmacy and health centre.

In relation to bus services, the nearest bus stop is located on the A53 Buxton Road in the vicinity of the Three Horseshoes Inn public house. The bus stops are approximately 700 metres from the site access.

The number 118 service operated by Wardle Transport provides services from these bus stops connecting with Buxton and Hanley. In terms of frequency there are four services a day operating at approximately a three hour frequency Monday to Saturday, with three services on Sundays and Bank Holidays.

WSP noted that the closest railway station to the application site is at Buxton, approximately 16 kilometres north of the proposed development. Buxton station provides a link to Manchester and regional stations with services continuing through to Blackpool.

In terms of the sustainability of the proposed development, the level of accessibility will vary depending on the on-site users. As an example, WSP noted that the numerous leisure and walking and cycling opportunities are more likely to be used by holiday makers than the residents of the extra care housing. WSP also noted that the buses do not operate at an ideal frequency for those people who work on the site to commute but do provide a viable option for residents of the extra care accommodation to access local amenities in Leek.

The overall conclusion of their work was that WSP considered the existing sustainable transport options at the site do provide opportunities for the various users of the site to travel by sustainable modes.

In terms of local amenities, apart from the seasonal stores at the camping and Caravan Club sites, WSP identified a local store 2.5 kilometres from the application site and other convenience stores in Leek, together with a post office, dentist, pharmacy and doctor. Again Savoy Consulting has checked on these local amenities and can confirm nothing has changed since the report was produced in 2012. The social building will also be available to the local community.

As part of the Appeal process the following conditions were agreed that would be imposed on any planning permission granted:

“Before the proposed development is brought in to use details shall be submitted for the written approval of the local planning authority indicating two bus stops, one in each direction, in close proximity to the entrance of the development which shall thereafter be provided and constructed to quality bus stop partnership standards in accordance with the approved drawings.”

This undertaking clearly assists with the sustainability of the site.

WSP then went on to examine the personal injury accident (PIA) statistics within an identified area as agreed with Staffordshire County Council.

The area studied covered the A53 Buxton Road between Solomon's Wood and Blackshaw Moor, including the existing site access. In 2012 a total of eight PIAs were recorded within the study area during what was the latest five year period. All eight PIAs were classified as slight injury accidents and none involved pedestrians or cyclists.

As part of the work we have conducted, Savoy Consulting has liaised with the local highway authority, and as of July 2014 (the most up-to-date information available) Staffordshire County Council confirmed there has been no further recorded PIAs in the study area in the last two years.

In terms of the site access, WSP stated that it would take the form of a new ghost island staggered "T"-junction on the A53 Buxton Road. A suitable drawing was prepared by WSP that was subsequently approved by the local highway authority. Savoy Consulting has examined this drawing and can confirm that it still accords with current highway design standards, including the Design Manual for Roads and Bridges.

A condition was agreed at the Appeal which stated:

"Before any part of the proposed development is brought into use the proposed right turn lanes and associated works to serve the development as detailed on WSP drawing no. GA001 A, together with a puffin pedestrian crossing and associated signing, shall be constructed in accordance with engineering details which shall first be submitted to, and approved in writing by the Local Planning Authority, and which shall include construction, surface water drainage and street lighting details and shall thereafter be constructed in accordance with the approved drawings."

Chapter 5 of the TS dealt with sustainable travel and noted that a Travel Plan has been prepared to minimise the impact of development generated traffic on the environment and local community.

As part of the development proposals WSP stated that it was intended to provide a range of dedicated transport services for the residents of the care home and the employees working at the care home. It was also proposed to provide dedicated taxi services for residents of the care home to cater for one-off trips such as doctor's appointments or visiting the dentist.

The development will also benefit from a dedicated minibus services as an outreach system facilitating access to the site and for organising outings from the proposed development. It was noted that all these sustainable travel measures were intended to maximise opportunities for the use of sustainable modes of travel, particularly for the residents of the care home.

The minibus will also be used to pick up and drop off employees of the care home that do not have ready access to a private car or who cannot car share.

Chapter 6 of the TS dealt with traffic flows in the area both in terms of establishing a 2012 baseline and a future forecast year of 2017. WSP used the NTM adjusted TEMPRO growth factors for rural Staffordshire moorlands to predict traffic growth between 2008 and 2017. TEMPRO showed that in the AM peak traffic growth would be less than 6% and in the PM peak period it would be less than 7%.

WSP then went on to predict the likely traffic generation from the proposed development using the TRICS data base. The full TRICS outputs were included in the original TS but in summary WSP predicted that in the AM peak the total number of 2-way trips would be 46 vehicles and in the PM peak would be 57 vehicles.

Savoy Consulting has examined the TRICS outputs again and can confirm that the figures used by WSP are both robust and fit for purpose. Savoy Consulting can also confirm that we are satisfied with the way the trip distribution and trip assignment were made for the development traffic.

WSP then went on to carry out a junction capacity analysis for the priority junction site access. Even in the future assessment year of 2017 the RFC (ratio of flow to capacity) was only a maximum of 0.032 in the AM peak and 0.037 in the PM peak. The maximum RFC that is acceptable is 0.85.

This work clearly demonstrates that the junction operates well within capacity thresholds and bearing in mind the very low increase in traffic growth that will have occurred in the last two years, Savoy Consulting is entirely satisfied that this junction will continue to operate entirely satisfactorily in the foreseeable future

At the end of their technical work, WSP concluded that, based on the detailed analysis carried out in the preparation of the TS, the proposed development will not have a detrimental impact on the surrounding highway network nor were there any sustainable reasons why planning permission for the proposed development should not be granted.

Savoy Consulting Overview

It is clear from the work originally undertaken by WSP was robust and acceptable to the local highway authority.

Having carried out a thorough review of the technical work carried out by WSP, Savoy Consulting concurs with this overall conclusion and believes the findings are still valid for the fresh planning application submitted in 2014.

Conditions have not changed materially since the original work was undertaken and having reviewed the original work and examined existing conditions at the site, Savoy Consulting is satisfied that the original transport statement's findings are still relevant and can be relied to support the fresh planning application.

3 WSP Travel Plan

As part of the original technical work, WSP also produced a travel plan to support the planning application. The travel plan was prepared in accordance with national and local guidelines.

WSP identified a Travel Plan (TP) as being a package of measures that can be tailored to the needs of the development with the main focus being on reducing dependence on the private car and in particular reducing the number of sole occupancy car trips to and from a development.

In essence, WSP said a TP should be a living document that is continually reviewed and revised as the development is implemented. They went on to identify the benefits of a TP and highlighted the fact that TPs can influence the way people normally choose to travel and can result in a better local environment for pedestrians and cyclists and result in cleaner air and less congested local roads.

The TP identified various policy guidance documents that have been published, including:

- ❖ Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen;
- ❖ NPPF;
- ❖ Making "smarter" Choice Work; and
- ❖ good practice guidelines.

In terms of local policies, they identified Staffordshire Local Transport Plan 3 and Staffordshire Moorlands Local Development Framework and in that document identified Policy T1 which relates to development and sustainable transport and noted that the policy requires, where appropriate, the developer to provide proactive facilities and measures to support sustainable transport modes and provide and actively promote TPs.

Chapter 3 of the TP dealt with the existing situation and provided a site description and details of the surrounding highway network and identified opportunities for walking and cycling and detailed local bus services in the area. They concluded that the existing sustainable transport options at the site do provide opportunities for the various users on the site to travel by sustainable modes.

WSP also identified a number of local amenities within the surrounding area which can be reached on foot, cycle or bus, thus providing a range of services to users of the proposed development. Savoy Consulting has checked the local amenities identified and can confirm they are all still available.

Chapter 4 of the TP dealt with aims and objectives with the overarching aim of the TP being to minimise the impact of the development-generated traffic on the environment and the local community. In terms of objectives, the key objectives were to minimise the need to travel and to make opportunities available for the use of sustainable modes of travel wherever possible.

WSP also highlighted measures that would minimise the development-generated traffic and for the care home residents they noted that it is proposed to provide taxis on site and to operate a specially adapted minibus for use by the care home residents. The minibus would also be used for day trips organised for the residents with all the measures aimed to maximise opportunities for the use of sustainable modes of travel, thereby minimising the impact of development-generated traffic on the local environment.

For the care home employees it was intended the minibus would also be used as an alternative to single occupancy car trips commuting to the site.

The proposed development also includes a site facility building which will have showers, changing facilities, lockers and secure storage facilities for staff who choose to walk or cycle to work.

WSP also noted that employees at the care home would receive an "employee local sustainable travel pack" which would highlight sustainable travel facilities that are available and include information on car sharing possibilities and information on opportunities for walking and cycling to work.

The TP also set out targets and a management strategy for the site identifying mode share changes for the various travel modes; setting an ambitious target of an eight percent reduction in sole vehicle occupancy.

In terms of the management of the TP, WSP stated that a Travel Plan Co-ordinator (TPC) would be appointed to work with the relevant stakeholders to ensure the successful delivery of the TP.

The TP also identified the responsibilities of the TPC, including regular liaison with stakeholders, the organisation and distribution of travel packs, the organisation of travel surveys and the reporting to relevant stakeholders of any monitoring reviews that were carried out.

The TP concluded by looking at the monitoring process and stated a base line travel survey would be conducted prior to occupation of any development with annual travel surveys being organised by the TPC and ensuring that the TPC will produce the annual travel plan monitoring report which provides information of the monitoring process.

Savoy Consulting Overview

As none of the existing bus and train services have changed in the last two years and neither have the walking or cycling opportunities in the area, Savoy Consulting therefore concurs with the WSP summary of the sustainable transport options.

Having thoroughly reviewed the Travel Plan produced by WSP, Savoy Consulting is satisfied that it is a robust document that meets all the relevant tests for travel planning and accords with both national and local policies which in turn will ensure a sustainable development can be delivered. Therefore the submitted Travel Plan is considered fit for purpose.