

Proposed Residential Development on Neighbourhood Plan Allocated Land

Keyfold Farm

Broughton

SC/200590/TN01 – 24 February 2023

1.0 INTRODUCTION

This Technical Note has been prepared by SCP to advise on the highways and transportation aspects of proposals by Wainhomes for land to be allocated for residential development at Keyfold Farm.

The land adjacent and also owned by Wainhomes has been the subject of a detailed Transport Assessment and planning application which received planning consent for 130 dwellings to be accessed off Garstang Road.

Wainhomes plan to develop the land under their control across a number of phases with the neighbourhood plan land promoted for approximately 200 dwellings excluding the approved Phase One scheme for 130 dwellings. Therefore, the maximum yield for the land accounts for up to 330 dwellings.

Planning permission has been granted (Planning reference: 06/2022/0018) for 44 no. dwellings on part of the site. Attached are the approved site layout and site access in **Appendix 1**.

This assessment has been prepared to appraise the site in terms of the likely transport implications of the development on the local highway network should the neighbourhood plan allocated land under the control of Wainhomes be primarily built out as residential development.

The assessment seeks to identify the level of development which may be built out and accommodated on the existing highway network without the need for significant improvement to the critical junctions located therein.

In doing this, the report estimates the traffic likely to be generated using trip rates adopted by Lancashire County Council (LCC) in the production of their Central Lancashire Highways and Transport Masterplan, the traffic distribution across the local highway network and assesses its

impact on its operation at the same time considering the impact that future committed development as it is delivered into the future.

Development traffic has been assessed based on a number of potential distribution patterns to form a robust and holistic view of the potential impact of development in this location.

2.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK

The location of the land under Wainhomes control is shown on the Indicative Masterplan below in Figure 2.1.

Figure 2.1 – Indicative Masterplan



The site is located approximately 300m to the east of the village and civil parish of Broughton to the north of Preston which is located approximately 5km to the south. The site is currently open farmland which is accessed via two informal access. One of these is provided from Whittingham Lane, on its northern boundary and the other is provided from the southwestern side of the James Towers Way / B5269 roundabout.

The site is bounded to the north by Whittingham Lane which forms the eastern extent of the Broughton urban area. The western boundary of the site is formed by Broughton and District Club, playing fields associated with Broughton Pre-School and the Preston Marriott hotel. The eastern and southern boundary of the site is formed by the Broughton Bypass and by open land.

The site is proposed to be accessed via the existing signal controlled junction from Scrooby Road which currently provides access to the Asda supermarket.

The Phase One Scheme totalling 130 dwellings to be accessed from Garstang Road is shown in Figure 2.2 below.

Figure 2.2 – Keyfold Farm Phase One Site Location



Local Highway Network

Whittingham Lane (B5269)

Whittingham Lane, from which access into and out of the land is proposed, is a single carriageway, two-way road, with a footway of approximately 2m in width on both sides of the carriageway. Whittingham Lane is subject to a 30mph speed restriction, is lit and has a carriageway width of approximately 7m. Whittingham Lane provides direct frontage access to the residential properties fronting it and access onto other residential streets.

Approximately 300m to the west of the development site, Whittingham Lane forms a signalised crossroad with Garstang Road which runs northbound towards Newsham, Barton and Bilsborrow and southbound towards the M55 (Junction 1) and Preston city centre.

Garstang Road

As part of the planning consent for Broughton Bypass improvements through Broughton Village to reflect the reduction in traffic levels and encourage through-traffic to the use the bypass a number of improvement works have been implemented. This has included the removal of the traffic signals at Broughton crossroads, the creation of narrower roads with wider footways, courtesy crossings, dedicated cycle lanes and tree planting. A new 20mph speed limit and weight limit along Garstang Road has also be introduced along with gateway features to warn drivers that the characteristics of the highway environment are significantly changed from those of the bypass.

Garstang Road running north-south through Broughton has been downgraded with James Towers Way now forming part of the A6 and is signed as such. In the vicinity of the site the A6 Garstang Road is aligned on a north to south orientation.

Garstang Road is a single carriageway road of approximately 5.5m in width and does not include centreline markings for the majority of its length. It is lit and is currently subject to a 20mph speed limit within Broughton, enforced by speed cushions. There are footways of approximately 2m in width along both sides of the carriageway and a segregated cycleway on the western side of the carriageway varying between 2.4m and 2.9m segregated from the traffic lanes by a verge varying in width of between 0.9m and 2.0m. There is direct frontage access to the driveways of many of the residential properties which front onto the Garstang Road.

The Phase One scheme will take access from Garstang Road via a new priority T-junction.

Broughton Bypass

As described above, the local highway network in Broughton has been subject to significant changes as a result of the completion of the Broughton Bypass, which opened in October 2017.

The bypass provides a link to the M55 roundabout south of Broughton and also Whittingham Lane and the A6 north of Broughton crossroads, whilst avoiding the main part of the village of Broughton.

The bypass is 2km in length with the northern section from the A6 Garstang Road to the B5269 Whittingham Lane providing one lane in each direction. The southern section, from the B5269 Whittingham Lane to Broughton roundabout (M55 Junction 1), is formed by a dual carriageway.

The bypass has been built to solve considerable capacity constraints through the centre of Broughton and is expected to reduce traffic travelling on Garstang Road by up to 90% and improve journey times for motorists. Creating better connectivity to the wider strategic road network, contributing to the development and economic growth in the wider area.

3.0 THE CONSENTED SCHEME TRANSPORT ASSESSMENT (PHASE ONE)

The consented Phase One scheme, as described in the introduction of this report was assessed as part of a Transport Assessment in 2017 and was subsequently granted outline planning permission in April 2018. As part of this assessment the consented scheme has been assessed alongside the land under the control of Wainhomes to understand the capacity of traffic that can be accommodated and split across an access off Garstang Road and Whittingham Lane respectively. The Phase One scheme is set out below.

Phase One

- 130 dwellings to be accessed from land east of Garstang Road via a new priority T-junction arrangement;
- The development generated trips have been distributed on the local highway network based on NOMIS: Location of usual residence and place of work (OA level) for Preston 002 in which the site lies.

No mitigation measures were required at any of the off-site junctions within the study area as a result of the Broughton Bypass proposals which are expected to reduce traffic travelling on Garstang Road by up to 90%.

4.0 TRAFFIC GENERATION, DISTRIBUTION AND EXPECTED DEVELOPMENT IMPACT

General

Traffic surveys on the Broughton Bypass were undertaken in 2018 for the weekday peak hours of 07:00-09:30 and 16:00-18:30.

A future base year of 2031(10 years post) has been adopted for the base and predicted capacity assessment.

Distribution and Assignment

Traffic distribution has been undertaken based upon existing travel to work data for the Preston 002 Middle Super Output Area (MSOA) in which the site is situated. This method uses census data from 2011 from the NOMIS website and can be considered a robust approach.

The data shows that some 23% of all vehicle journeys will arrive and depart the site to the north and 77% of all vehicle journeys will arrive and depart to the south towards the M55, M6 and Preston. These percentages have been applied to both the Garstang Road and Whittingham Lane accesses to demonstrate the distribution of both the Phase One and Neighbourhood Plan Allocated Land.

The likelihood of vehicles turning left out of an access on Whittingham Lane to head south along Garstang Road towards the M55 or Preston is minimal due to the bus gate at the James Towers Way / Garstang Road junction which directs traffic to the James Towers Way / D'Urton Lane roundabout to U-turn and head back to the signalised junction.

In order to provide a robust assessment two potential assignments have been considered which are set out below and demonstrated on flow diagrams in **Appendix 1**:

- No link between the Phase One and neighbourhood plan allocated land. Therefore, all Phase One (130 dwellings) exit via Garstang Road. All dwellings on neighbourhood plan allocated land exit via Whittingham Lane.
- An exact 50/50 split of development trips using each access based on a link between the Phase One and neighbourhood plan schemes;

Committed Development

A number of committed developments and potential future developments have been considered as part of the assessment of the critical junctions on the local highway network. Due to the number

of potential future developments asked to be considered by LCC on previous schemes, no additional traffic growth factors need to be applied to the background traffic flows to lift the surveyed traffic flows to a 2031 level. It has been accepted that the committed development and potential future development included within the assessment accounts for all likely levels of traffic growth in the area.

The following committed developments have been considered in the modelling as they have the potential to influence the A6 corridor and Broughton Bypass.:

Ribble Valley:

- 3/2014/0764 – East of Chipping Lane, Longridge – 363 dwellings

Preston:

- 06/2013/0785 – Former Ridings Depot – north / south of Whittingham Road, Longridge – 220 dwellings and 929sqm of offices (Class B1) and residential apartments with care (Class C2);
- 06/2017/0356 – Inglewhite Road, Longridge – 186 dwellings;
- 06/2016/1101 – Former Ridings Depot – Foodstore replacing offices permitted under 06/2013/00785;
- 06/2016/1039 – Goosnargh Lane, Goosnargh – 98 dwellings;
- 06/2015/0306 – Wainhomes, Barton – 72 dwellings;
- 06/2016/0736 – Bank Hall Farm, Broughton – 92 dwellings;
- 06/2015/0816 – Whittingham Lane, Broughton – 61 dwellings;
- 06/2017/0097 – Keyfold Farm (Phase One), Broughton – 130 dwellings;
- 06/2017/0941 – 126A Whittingham Lane, Broughton – 101 dwellings
- 06/2020/0614 – Land at Cardwell Farm, Barton – 151 dwellings;
- 06/2020/0167 – Garstang Road, Broughton – 68 dwellings; and
- 06/2019/0365 – Former Whittingham Hospital Site – 750 dwellings.

Wyre District:

- 15/00248 – Joe Lane – 200 dwellings;
- 15/00420 – Garstang Road, Bowgreave – 46 dwellings;
- 15/00891 – Garstang County Club – 995 dwellings;
- 15/00928 – Calder House Lane 49 dwellings;
- 16/00144 – Daniel Fold Farm 2 – 66 dwellings;
- 16/00241 – Nateby Crossing Lane – 269 dwellings;

- 14/00266 – Kepple Lane – 130 dwellings;
- 14/00681 – Daniel Fold Farm – 122 dwellings;
- 16/00625 – Garstang Road, Barton – 72 dwellings;
- 14/00053 – Utopia – 75 dwellings;
- 16/00955 – Tan Yard Road – 6000sqm industrial;
- 16/00807 – Shepherds Farm, Barton – 29 dwellings;
- 15/00040 – Bowgreave House Farm – 30 dwellings; and
- 17/00579 – Dunollie, Kepple Lane – 50 dwellings.

The 2031 future baseline traffic flows are the sum of the surveyed traffic flows plus the committed development flows and are shown in **Appendix 2**.

The vehicle flows defined within the TAs associated with the above applications have been assigned to the network based on their associated distributions. Where the extent of the network is not covered within the previous distributions the vehicles have been assigned to the network using the updated distribution for this assessment, adjusted for vehicles arriving from the sites to the north, east and west of the bypass.

[Trip Generation](#)

The vehicular trip rates used in the assessment are those provided by LCC in the production of their Central Lancashire Highways and Transport Masterplan, as agreed with LCC during pre-application discussions for numerous residential development along the A6 corridor. The agreed vehicular trip rates are shown in the Table 4.1 below:

Table 4.1 – LCC Trips Rates

	ARR	DEP
AM	0.140	0.445
PM	0.437	0.226

To establish when any junctions on the Broughton Bypass would be considered to be capacity constrained to a significant level, SCP have undertaken a series of phased assessments to determine the quantum of development that could potentially be delivered before the Whittingham Lane site access would fail or junctions on the Broughton Bypass would need any form of mitigation.

Set out below are the traffic generation figures associated with the build out of the development up to 330 units. This takes account of the 130 dwellings associated with the Phase One scheme

up to the maximum 200 dwellings on the neighbourhood plan allocated land totalling 330 units.
The 50-unit reduction would be on neighbourhood plan allocated land.

Table 4.2 – Site Traffic Generation

	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.140	0.445	0.585	0.437	0.226	0.663
280 units	39	125	164	122	63	186
330 units	46	147	193	144	75	219

The findings from modelling of the above build-out scenarios are set out in Section 5.

5.0 JUNCTION CAPACITY ASSESSMENT

This section details the modelling results of the approved access off Whittingham Lane and how the provision of up to 330 units effects the existing roundabout junctions on the Broughton Bypass. The model outputs of these assessments are contained within **Appendix 3**.

Capacity models of three roundabouts on the Broughton and the Whittingham Lane access have been created in industry standard assessment software package Junctions9 to understand the current network capacities of the existing roundabouts and proposed priority T-junction.

Junctions9 results refer to the Ratio of Flow to Capacity (RFC) and queue length predicted on each arm of the junction. An RFC of 1.00 indicates that the arm in question is operating at its theoretical capacity, whilst an RFC of 0.85 or less indicates that the arm is operating within its practical capacity.

Whittingham Lane Access

The gated field access into the allocated land is currently approximately 50m to the west of the John Towers Way roundabout and adjacent to a new T-junction providing access / egress to approx. 7 dwellings on the northern side of Whittingham Lane and any access in this location would form an informal urban crossroad type arrangement.

Table 5.1 provides a summary of the impact that the development traffic flows will have on an access taken from Whittingham Lane.

Table 5.1 – Whittingham Lane Crossroad Access

Arm	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Base 2031 + Committed + Development (No link – 330 dwellings)				
Site Access	0.21	0.3	0.11	0.1
Whittingham Lane (B5269) East	0.00	0	0.01	0
Existing Residential Access	0.01	0	0.00	0
Whittingham Lane (B5269) West	0.01	0	0.03	0

Whilst the junction model demonstrates that an access off Whittingham Lane will work appropriately for 200 dwellings and no link between the two parcels of land, the model operates in isolation of any other junctions and does not take into account any potential queuing as a result

of the roundabout approximately 50m to the east. However, as shown in Table 5.2, queueing on Whittingham Lane west is predicted to be minimal.

The approved site access off Whittingham Lane for 06/2022/0018 is sufficient to accommodate the quantum of development shown on the Masterplan.

[James Towers Way / Whittingham Lane Roundabout](#)

The James Towers Way / Whittingham Lane roundabout to the west of the site has been assessed using the ARCADY module within Junctions 9, the industry-standard software used for capacity assessment of roundabout junctions.

Table 5.2 – James Towers Way / Whittingham Lane Roundabout

Arm	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Base 2031 + Committed				
Whittingham Lane East	0.90	8.3	0.80	4.2
James Towers Way (A6) South	0.53	1.2	0.82	4.7
Whittingham Lane West	0.26	0.5	0.50	1.0
James Towers Way (A6) North	0.73	2.9	0.85	5.4
Base 2029 + Committed + 330 Units (No Connection)				
Whittingham Lane East	0.94	11.7	0.82	4.6
James Towers Way (A6) South	0.54	1.2	0.86	5.8
Whittingham Lane West	0.35	0.6	0.58	1.4
James Towers Way (A6) North	0.75	3.0	0.87	6.2
Base 2029 + Committed + 330 Units (50% Garstang Road / 50% Whittingham Lane)				
Whittingham Lane East	0.93	11.0	0.81	4.5
James Towers Way (A6) South	0.54	1.2	0.85	5.6
Whittingham Lane West	0.34	0.5	0.56	1.3
James Towers Way (A6) North	0.75	2.9	0.87	6.0
Base 2029 + Committed + 280 Units (No Connection)				
Whittingham Lane East	0.93	10.6	0.81	4.5
James Towers Way (A6) South	0.53	1.2	0.85	5.5
Whittingham Lane West	0.33	0.5	0.56	1.3
James Towers Way (A6) North	0.74	2.9	0.86	5.9
Base 2029 + Committed + 280 Units (50% Garstang Road / 50% Whittingham Lane)				

Whittingham Lane East	0.93	10.5	0.81	4.4
James Towers Way (A6) South	0.53	1.2	0.85	5.4
Whittingham Lane West	0.32	0.5	0.55	1.3
James Towers Way (A6) North	0.74	2.9	0.86	5.9

The model shows that committed development coming forward has a profound effect on the operation of the roundabout with Whittingham Lane East operating above practical capacity during the AM peak period and James Towers Way North operating at practical capacity during the PM peak period under the 2031 plus committed scenario.

As the results suggest that the junction may operate above practical capacity on the Whittingham Lane East approach to the roundabout during the AM peak period with a queue of approximately 12 PCUs with the development in place and no internal connection linking to Garstang Road. With the connection the queue reduces to 11 PCUs. However, the results demonstrate that the roundabout is forecast to operate below the theoretical capacity threshold in both peak hours. The committed development flows are shown to have a greater impact on the junction than the proposed development which results in minimal increases in RFC's and forecast queue lengths. Once a manoeuvre is operating at an RFC above 0.85 it becomes very sensitive to any increase in traffic, often providing excessive queuing results which do not correspond with the 'actual' additional traffic forecast through the junction itself.

The results shown above demonstrate that the James Towers Way / Whittingham Lane roundabout is capable of accommodating vehicle trips of up to 330 dwellings enabling a further 200 dwellings to be built-out on the neighbourhood plan allocated land. The PM peak period is the busiest period in terms of vehicle movements and this is reflected in the results. In the 330 unit scenario the James Towers Way North and James Towers Way South approaches have an RFC of 0.86 and 0.87 respectively in the PM peak period which is just above the standard threshold used for junction assessment and a queue of 6 vehicles is beginning to build on each arm. The queue is short lived and delay of around 10-21 seconds is experienced per vehicle for a 30 minute period within the peak hour.

[A6 / James Towers Way Roundabout](#)

The A6 / James Towers Way roundabout to the north of the site on the new Broughton Bypass has been assessed using the ARCADY module within Junctions 9, the industry-standard software used for capacity assessment of priority junctions.

Table 5.3 – A6 / James Towers Way Roundabout

Arm	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Base 2031 + Committed				
Garstang Road North	0.87	6.6	0.88	6.8
James Towers Way	0.58	1.5	0.82	4.5
Garstang Road South	0.22	0.3	0.35	0.5
Base 2029 + Committed + 330 Units (No Connection)				
Garstang Road North	0.87	6.7	0.89	7.1
James Towers Way	0.59	1.5	0.83	4.6
Garstang Road South	0.22	0.3	0.35	0.5
Base 2029 + Committed + 330 Units (50% Garstang Road / 50% Whittingham Lane)				
Garstang Road North	0.87	6.4	0.89	7.5
James Towers Way	0.59	1.4	0.83	5.0
Garstang Road South	0.22	0.3	0.35	0.5
Base 2029 + Committed + 280 Units (No Connection)				
Garstang Road North	0.87	6.4	0.89	7.4
James Towers Way	0.59	1.4	0.83	5.0
Garstang Road South	0.22	0.3	0.35	0.5
Base 2029 + Committed + 280 Units (50% Garstang Road / 50% Whittingham Lane)				
Garstang Road North	0.87	6.4	0.89	7.5
James Towers Way	0.59	1.4	0.83	5.0
Garstang Road South	0.22	0.3	0.35	0.5

The model outputs illustrate that the junction is forecast to operate within theoretical capacity on all approaches in the future year scenario with the addition of committed sites and the proposed development with minimal queuing and delay. The Garstang Road North approach may operate above practical capacity during both the AM and PM peak for a 30 minute period within the modelled period, however queues are small and can be accommodated on the highway link.

The effects of proposed development traffic at this junction even based on the 330 unit schemes with no internal connection will be modest with vehicular flows forecast within the daily variation of traffic and the effect of this level of proposed development activity is considered immaterial. Once a manoeuvre is operating at an RFC above 0.85 it becomes very sensitive to any increase in traffic, often providing excessive queuing results which do not correspond with the ‘actual’ additional traffic forecast through the junction itself.

James Towers Way / D’Urton Lane Roundabout

The James Towers Way / D’Urton Lane roundabout to the south of the site on the new Broughton Bypass has been assessed using the ARCADY module within Junctions 9, the industry-standard software used for capacity assessment of priority junctions.

Table 5.4 – James Towers Way / D’Urton Lane Roundabout

Arm	AM		PM	
	RFC	Queue (PCU)	RFC	Queue (PCU)
Base 2031 + Committed				
James Towers Way North	0.89	7.6	0.81	4.2
D’Urton Lane	0.12	0.2	0.08	0.1
James Towers Way South	0.59	1.5	0.88	7.4
Base 2029 + Committed + 330 Units (No Connection)				
James Towers Way North	0.92	10.4	0.82	4.6
D’Urton Lane	0.14	0.2	0.08	0.1
James Towers Way South	0.60	1.6	0.91	10.0
Base 2029 + Committed + 330 Units (50% Garstang Road / 50% Whittingham Lane)				
James Towers Way North	0.91	9.8	0.82	4.5
D’Urton Lane	0.13	0.2	0.08	0.1
James Towers Way South	0.59	1.6	0.91	9.5
Base 2029 + Committed + 280 Units (No Connection)				
James Towers Way North	0.91	9.5	0.82	4.5
D’Urton Lane	0.13	0.2	0.08	0.1
James Towers Way South	0.59	1.6	0.91	9.2
Base 2029 + Committed + 280 Units (50% Garstang Road / 50% Whittingham Lane)				
James Towers Way North	0.91	9.4	0.82	4.5
D’Urton Lane	0.13	0.2	0.08	0.1
James Towers Way South	0.59	1.6	0.90	9.1

The outputs illustrate that the junction is expected to operate within theoretical capacity under forecast development flows. With the addition of committed development trips, the James Towers Way North approach operates with an RFC above 0.89 in the AM peak period and the James Towers Way South approach operates with an RFC above 0.88 in the PM peak period with queues of 8 and 7 on the James Towers Way North and James Towers Way South approaches

during each peak respectively. This can be attributed to the tidal nature of the highway network with a large percentage of committed development forecast to use this junction to access both Preston and the M55.

Once a manoeuvre is operating at an RFC above 0.85 it becomes very sensitive to any increase in traffic, often providing excessive queuing results which do not correspond with the 'actual' additional traffic forecast through the junction itself. However, queuing can be accommodated on each approach and the effects of proposed development traffic at this junction will be modest which is demonstrated in the results with queuing and delay showing a maximum of three vehicles added to the queue in both the AM and PM peak period under the 330 unit scheme with no internal connection to the Phase One works.

Summary

This section has quantified the traffic impact of the proposed scheme on key junctions on the local highway network.

Junction capacity assessments have been undertaken on junctions within the study network. The analysis has shown that at the exiting local junctions can accommodate the development of up to 330 units along with traffic from other consented and potential developments with each junction continuing to operate within theoretical capacity for the Future Year development scenarios with minimal queuing and delay and have demonstrated that the impact of the proposed development is not considered 'severe' in line with paragraph 109 of the NPPF.

A number of approaches to the junctions are forecast to operate above practical capacity when all of the committed and potential future development is added to the network. Above an RFC of 0.85 a junction is considered to be operating beyond its practical capacity and mitigation / improvement would be required however, it must be noted that within the assessment a number of potential future developments were included that may not come forward. Therefore, this assessment is highly robust and demonstrates a worst-case scenario.

Based on the modelling results, it is considered that the volume of traffic generated by a scheme totalling 330 units and its distribution is unlikely to result in a significant impact on the operation of the adjacent highway network which has been implemented to accommodate future traffic growth in the local area.

Whilst minimal, the option to connect the Phase One works with any future development has been shown to have a beneficial effect with regards to the impacts of the development as trips are split across two accesses rather than one.

6.0 CONCLUSION

This technical note has been prepared by SCP to advise on the highways and transportation aspects of proposals by Wainhomes (North West) Limited for residential development on land at Keyfold Farm, Broughton.

The note has created an evidence base for the consideration of potential traffic flow effects resulting from potential development for a number of development quanta.

The impact of the traffic arising from the scheme has been tested in detail at the Broughton Bypass roundabouts and Whittingham Lane from which the site will take access from. The detailed capacity assessments have shown that whilst the junctions are forecast to be approaching theoretical capacity on some approaches, overall the junctions operate well with the addition of up to 330 residential dwellings at the development site. The approved site access off Whittingham Lane is sufficient to accommodate the quantum of development shown on the Masterplan.

The potential to connect the two sites between Garstang Road and Whittingham Lane has been shown to have a minimal positive impact on queuing and delay at the modelled junctions and therefore if considered to be necessary can be proposed to further mitigate potential development of the land under Wainhomes control.

It must be noted that within the assessment a number of potential future developments were included which may or may not gain planning permission or progress to completion. Therefore, this assessment is highly robust, and we can be confident that a development comprising up to 330 dwellings split across phases could be accommodated on the surrounding highway network, with access from the neighbourhood plan allocated land totalling 200 units taken from Whittingham Lane and the majority of trips to / from the James Towers Way / Whittingham Lane roundabout.

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APPENDIX 1

WHITTINGHAM LANE, BROUGHTON

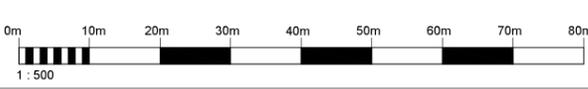
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KEY

- Land Ownership
- Existing trees to be retained
- Indicative planting
- Existing trees to be removed
- Denotes shared drives
- Denotes raised tables
- Denotes hardstanding for bin collection
- ✱ Denotes affordable units
- C Denotes cycle store

Schedule of Accommodation				
Code	House Type	Size	Qty	Sq.Ft.
Affordable				
CAN	Candlewood	643	10	6430
AXE	Axelwood	820	1	820
LAU	Laurel	843	4	3372
Sub-Total			15	10622
Full Market				
TUR	Turner	632	2	1264
LAU	Laurel	843	4	3372
ACA	Acacia	990	4	3960
ELD	Elderberry	992	2	1984
CYP	Cypress	1108	4	4432
JUN	Juniper	1150	4	4600
ALM	Almond	1173	3	3519
SIL	Silverbeech	1173	1	1173
FXG	Foxglove	1288	5	6440
Sub-Total			29	30744
TOTAL			44	41366
Gross Area (Area)				3.9
Net Area (Acres)				3.09
Coverage (Sq.Ft./Acre)				13387



C	01/01/2022	ELC	Road in SouthWest corner amended following tracing from SCP.
B	10/02/2022	ELC	Access amended following comments from LCC.
A	26/04/2022	ELC	All V&A's updated with Jumpers.
Rev.	Date	By	Description

Client:

Wain HOMES

mck associates limited
 architecture | building surveying | urban design

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Project:
 WHITTINGHAM LANE
 BROUGHTON

Drawing Title:
PROPOSED SITE LAYOUT

Drawn: ELC	Checked: PGM	Scale: 1:500	Date: 31/03/2022
Job No: 19-053	Drawing No: 0002	Rev: C	