



PROPOSED RESIDENTIAL
DEVELOPMENT
BROOMFIELD FARM, WHITBY
ZONE 2

TRANSPORT STATEMENT

SEPTEMBER 2021

PROPOSED RESIDENTIAL
DEVELOPMENT
BROOMFIELD FARM, WHITBY – ZONE 2
TRANSPORT ASSESSMENT
Keyland Developments Limited

Planning Issue

Project no: 21105-001

Date: September 2021

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Q U A L I T Y M A N A G E M E N T

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P R O D U C T I O N T E A M

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APPENDICES

Appendix A Indicative Site Layout

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Keyland Developments Limited, herein referred to as Keyland, to prepare a Transport Statement (TS) in support of a full planning application seeking permission for a new access from the A171 Stainsacre Lane to serve Zone 2 of the Broomfield Farm development which already has planning consent.
- 1.1.2 The recently approved hybrid planning application for Broomfield Farm was submitted to Scarborough Council sought outline planning permission for up to 290 dwellings with all matters reserved for future approval apart from access and full permission for vehicle access, the main spine road through the site, drainage infrastructure and public open space. The planning application reference number is 20/00249/FUL.
- 1.1.3 The approved Broomfield Farm development is to access via a new roundabout on the A171 Stainsacre Lane to the north-west of Fairfield Way. Zone 2 of the approved Broomfield Farm development comprised up to 60 dwellings and was originally to be access internally off the main spine road.
- 1.1.4 It is now proposed that Zone 2 of Broomfield Farm is accessed directly from the A171 Stainsacre Lane via a ghost island right-turn priority T-junction located to the south-east of Fairfield Way.
- 1.1.5 The Local Planning Authority (LPA) is Scarborough County Council (SCC) and Local Highway Authority (LHA) is North Yorkshire County Council (NYCC). A copy of the Broomfield Farm Zone 2 site layout is contained in **Appendix A**.
- 1.1.6 It is important to note that the development proposals will not result any additional trip generation beyond that consented as part of the original hybrid planning approval for the 290 dwelling Broomfield Farm scheme.

1.2 REPORT STRUCTURE

- 1.2.1 The structure of the report is set out as follows;
- ▶ Section 2 provides a description of the highway network surrounding the site, details of the existing traffic flows, a review of the personal injury accident records and the results of the baseline junction assessments;
 - ▶ Section 3 examines the accessibility of the site by sustainable modes of travel and also considers the accessibility of a range of key services and facilities;
 - ▶ Section 4 describes the development proposals;
 - ▶ Section 5 summarises the assessment parameters and trips rates that have been adopted within this TA;
 - ▶ Section 6 examines the impact of development traffic on the local highway network (none anticipated other than the new site access);
 - ▶ Section 7 provides a summary of the TA.

2 EXISTING CONDITIONS

2.1 SITE LOCATION

- 2.1.1 The site is currently arable land and is situated approximately 2.5km south east of Whitby town centre. The site is bound to the north-east by the A171 Stainsacre Lane; to the south-east by arable land; to the south-west by Whitby Wildlife Sanctuary; and to the north-west by the access road for Broomfield Farm, Whitby Wildlife Sanctuary and Whitby water treatment facility. The location of the site is illustrated in **Figure 1**.

2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 The A171 Stainsacre Lane, from which the site would be accessed to the north-east, is a single carriageway two-way road which is subject to a 30mph speed restriction passing the proposed site frontage. The A171 currently forms a right-turn ghost island which provides access to Whitby's water treatment facility. Fronting the site, the A171 has footways to both sides of the carriageway and is street lit.
- 2.2.2 On this site frontage, the A171 Stainsacre Lane forms a ghost island right-turn priority T-junction with Fairfield Way which provides access to an industrial estate / retail development. Fairfield Way is subject to a 30mph speed restriction, is street lit and has footways present along both sides of the road.
- 2.2.3 To the east of the proposed site the A171 continues for approximately 2.3km before providing access to Hawsker village centre. The A171 then forms a priority T-junction with the B1447 which provides access to Robin Hood's Bay to the south east, and the A171 continues southbound providing the main route to Scarborough.
- 2.2.4 Approximately 220m to the west of the site access road, the A171 forms a signalised T-junction with the Sainsbury's Supermarket access. Pedestrian crossing facilities are provided on the northern and eastern arms of the junction, with dropped kerbs and tactile paving. To the north of the signalised T-junction, footways are present along both sides of the A171 carriageway.
- 2.2.5 To the north west of the proposed site, the A171 provides access to Whitby's town centre.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

- 3.1.1 The accessibility of the site has already been described within the Transport Assessment (TA) that supported the approved 290 dwelling Broomfield Farm development.
- 3.1.2 The approved TA established that the wider site was accessible by sustainable transport modes.

4 DEVELOPMENT PROPOSALS

4.1 THE PROPOSED SITE ACCESS

- 4.1.1 The proposals comprise a new access on the A171 Stainsacre lane to serve Zone 2 of the Broomfield Farm development. It is proposed that Zone 2 will be Broomfield Farm Carbon Neutral Village.
- 4.1.2 The access will be positioned within the north-western extend of the neighbouring National Park before turning through 45 degrees into Broomfield Farm Zone 2.
- 4.1.3 A copy of the proposed illustrative masterplan is attached in **Appendix A**.
- 4.1.4 The proposed ghost island right-turn priority T-junction with the A171 Stainsacre Lane has been designed in accordance with DMRB. The access will have a 5.5m carriageway width and 2m footways to both sides.
- 4.1.5 The site access will achieve visibility splays of 2.4m x 70m. The proposed site access is shown on Drawing No. AMA/21105/SK003 at **Appendix B**.
- 4.1.6 In order to provide the ghost island right-turn facility, the existing uncontrolled pedestrian crossing point with refuge island on Stainsacre Lane will be relocated further to the north-west.
- 4.1.7 The reasons for the alternative access strategy are set out within the Spawforth document that accompanied the pre-application submission.

5 FUTURE DEVELOPMENT IMPACTS

- 5.1.1 Given that the 60 dwellings within Zone 2 are already approved as part of the original hybrid planning permission, no capacity analysis has been carried out within this TS.
- 5.1.2 A ghost island right-turn priority T-junction will provide more than enough capacity for up to 60 dwellings without the need to undertake detailed junction analysis.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 Andrew Moseley Associates (AMA) has been commissioned by Keyland Developments Limited, herein referred to as Keyland, to prepare a Transport Statement (TS) in support of a full planning application seeking permission for a new access from the A171 Stainsacre Lane to serve Zone 2 of the Broomfield Farm development which already has planning consent.
- 6.1.2 The recently approved hybrid planning application for Broomfield Farm was submitted to Scarborough Council sought outline planning permission for up to 290 dwellings with all matters reserved for future approval apart from access and full permission for vehicle access, the main spine road through the site, drainage infrastructure and public open space. The planning application reference number is 20/00249/FUL.
- 6.1.3 The approved Broomfield Farm development is to access via a new roundabout on the A171 Stainsacre Lane to the north-west of Fairfield Way. Zone 2 of the approved Broomfield Farm development comprised up to 60 dwellings and was originally to be access internally off the main spine road.
- 6.1.4 It is now proposed that Zone 2 of Broomfield Farm is accessed directly from the A171 Stainsacre Lane via a ghost island right-turn priority T-junction located to the south-east of Fairfield Way.
- 6.1.5 The Local Planning Authority (LPA) is Scarborough Borough Council (SBC) and Local Highway Authority (LHA) is North Yorkshire County Council (NYCC).
- 6.1.6 The proposed ghost island right-turn priority T-junction with the A171 Stainsacre Lane has been designed in accordance with DMRB. The access will have a 5.5m carriageway width and 2m footways to both sides. The site access will achieve visibility splays of 2.4m x 70m.
- 6.1.7 In order to provide the ghost island right-turn facility, the existing uncontrolled pedestrian crossing point with refuge island on Stainsacre Lane will be relocated further to the north-west.
- 6.1.8 It is considered that proposed access arrangements have been designed in accordance with DMRB and are appropriate to serve Broomfield Farm Zone 2.

FIGURES

Figure 1 – Site Location Plan



Title:
Site Location Plan
Broomfield Farm, Whitby

Figure No:
Figure 1

APPENDICES

[Appendix A Indicative Site Layout](#)

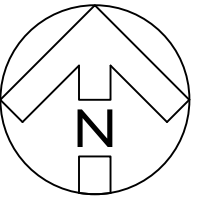
[Appendix B Proposed Site Access Design](#)

Appendix A

INDICATIVE SITE LAYOUT



Revisions



This drawing has been prepared with information provided by others. This information has been scaled from pdf documents and as such Spawforths carry no responsibility for the accuracy of the information shown here.

Revision | E Drawn | SZJ Reviewed | SC Date | July 21
The client has been made aware we cannot carry any responsibility for inaccuracies on this drawing as they have been prepared to the best of our ability using third party information.

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Issued

Client Name
Keyland Developments Ltd

Project No P4176	Project Title Broomfields Farm
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Drawn By EH	Reviewed By SC	Scale 1:1000@A1	Discipline MP	Date FEB 2021
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Drawing No. 00-019	Drawing Title Zone 2 Access Red Line Plan	Revision E
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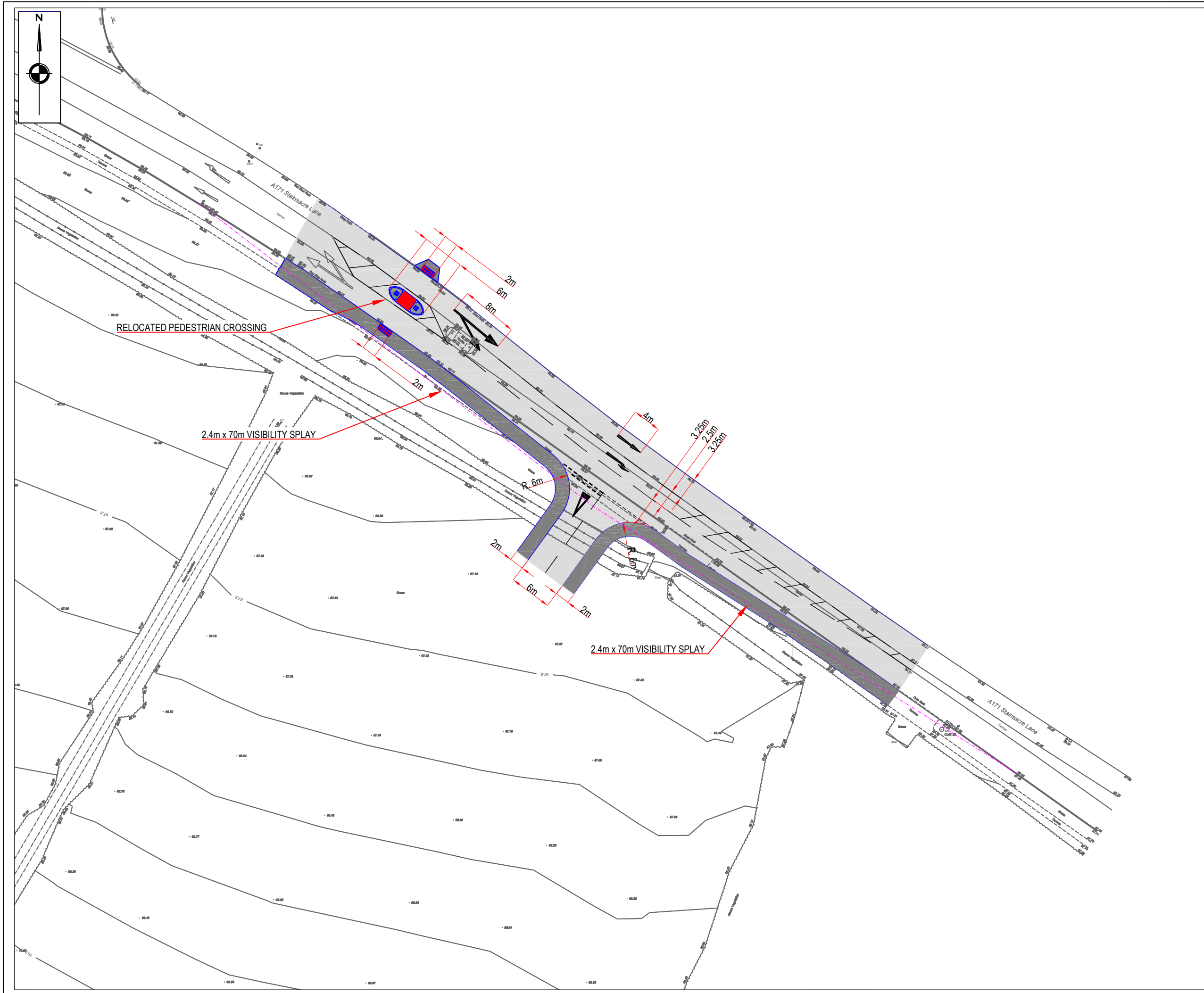
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Appendix B

PROPOSED SITE ACCESS DESIGN



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Project:
BROOM FIELD FARM,
WHITBY

Client:
KEYLAND

Drawing:
RIGHT TURN GHOST ISLAND

Drawn By:	GDM	Date:	23/03/19
Checked:	ATM	Scale:	1:500 @ A3

Drawing No. AMA/21105/SK003 Rev. -



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