

320110608P



**SALESBURY HALL FARM,
MANOR COURT, RIBCHESTER**

**FOR
Mr C MUSTOE**

**TRAFFIC SUPPORTING
STATEMENT – PHASE 2**

**MET Consulting Engineers
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**Ref: BJS / 3555 E
July 2011**

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1.0 Matter for Consideration

- 1.1 Met Consulting Engineers have been appointed by Mr C Mustoe to prepare a Traffic Supporting Statement in relation to the conversion of former agricultural buildings, contained within the Manor Court rural business centre, into office suites.
- 1.2 Application 3/2007/1048P granted permission for 1,300sm of lettable office space (contained within a GFA of 1,685sm of former agricultural buildings) together with 49 car parking spaces, courtyard, landscaping works and the creation of a new access onto Ribchester Road. This scheme (Phase 1) is now complete and fully occupied.
- 1.3 This Application (Phase 2) responds to the success of the Phase 1 scheme and consists of the further provision of 670sm of lettable office space into 17 units, together with 36 car parking spaces.

2.0 Information

- 2.1 Manor Court is located on an unclassified road, known as Salesbury Hall (Ribchester) Road, subject to the national speed limit with verges on both sides but no footways. Ribchester Road (C546) is around 4.8m in width which will enable a car to pass a Heavy Commercial Vehicle/bus with a tolerance of 0.5m. In some cases, Ribchester Road does reduce to around 4.5m. Some 800m to the west, Salesbury Hall Road forms a junction with the B 6245 which links Ribchester and Wilpshire. The site is close to Ribchester and Brockhall Village, where rural employment opportunities are limited. It is anticipated that Phase 2 will provide further job opportunities for local residents in the Ribble Valley who presently journey into the main Lancashire towns, Greater Manchester and beyond for specialist employment.
- 2.2 A site location plan is attached at Appendix I
- 2.3 Manor Court is located in an area, which would generate the use of the private car, and the success of Phase 1 has been the ease of access for staff and visitors.
- 2.4 The development has been designed to include a maximum provision of 85 car parking spaces for staff and visitors, plus cycle and motor cycle parking. Observations indicate that the 49 spaces, which serve the Phase 1 development, are more than adequate to serve the existing occupiers of the completed business units. Once the Phase 2 development is completed 85 car parking spaces will be available and are considered to be adequate to serve the entire development.
- 2.5 The conversion of the largest remaining former agricultural building provides around 670sm (net) developable area and 36 car parking spaces. A copy of the proposed site plan is attached at Appendix II to this statement.

- 2.6 From an analysis of the TRICS database, using a calculation factor of 36 parking spaces, it is anticipated that Phase 2 of the development could generate 16 trips in the AM Peak Hour (14 in 2 out) and 13 trips in the PM Peak Hour (1 in, 12 out).
- 2.7 Given the location of the development site, it is anticipated that the generated traffic would consist mainly of cars and light vans with some larger vehicles making occasional deliveries (e.g. office supplies, refuse collection).
- 2.8 An analysis of the tenants within Phase 1, indicate the following travel characteristics, namely :-

<u>Location of home / residences</u>	<u>%</u>
Surrounding rural area	20.5
Clitheroe	6.8
Longridge	4.5
Blackburn / Preston and wider area	52.3
Whalley and adjacent villages	15.9
Total	100%

- 2.9 Due to the rural location of Manor Court, most journeys would attract the use of the private car. As a result of the above information, it is considered that the distribution of the general traffic would be mainly distributed to the west along Ribchester Road, Barker Brow (B.6245) and to the A 59 (Longsight Road).
- 2.10 At present, many existing residents at Brockhall Village (a rural settlement in its own right) travel significant distances to nearby towns or even further afield to their main source of employment. An enhanced business development at Manor Court would provide a very convenient rural alternative, less than 3 miles away thereby helping to shorten journey to work distances and assisting to address the present sustainability imbalance, a planning benefit.

- 2.11 Ribchester Road is typical of the minor roads in the area with no footways, but it is considered satisfactory to accommodate the additional traffic likely to be generated by Phase 2 of this development.
- 2.12 The nearest bus services are located at Dinckley and Ribchester Bridge. Holmeswood Coaching Limited, on behalf of Lancashire County Council, operate the 3/3A bus service (Longridge – Ribchester – Blackburn) every 2 hours plus the C25 service (Clitheroe – Whalley – Brockhall – Blackburn), which is essentially an off-peak service. A sample of the bus timetables is attached at Appendix III to this statement.
- 2.13 As part of the previous application (Phase 1) discussions took place with Lancashire County Council to investigate the possibility of extending local bus services to connect with Manor Court. If the C25 service could have been expended (and possibly linked to Ribchester) it would have provided a convenient means of public transport for local residents to access Manor Court. However, Lancashire County Council concluded that it would not be possible to extend the service (especially for only occasional use).
- 2.14 Experience with the Phase 1 Manor Court scheme has demonstrated the development attracts only limited numbers of cars and does not have an adverse impact upon key sustainability issues. The Phase 2 extension, now proposed, would similarly not justify a radical change in the public transport service.
- 2.15 The Lancashire Cycle Network (Regional Route 90) passes the Salesbury Hall Road/B.6245 junction, which is a popular cycling route within the Ribble Valley primarily as a leisure facility.
- 2.16 Preston and Blackburn railway stations are the nearest to the development approximately 11 miles and 6 miles from the site respectively. Rail is therefore unlikely to be a significant mode of transport to the site.

- 2.17 As part of the Phase 1 application, my Client agreed to surrender a gravel extraction permission, adjacent to the River Ribble. This business involved the extraction of some 400 tonnes of gravel / day and originally generated significant traffic movements. The surrender of this permission would produce permanent environmental and traffic benefits and these benefits should be balanced against any perceived intensification of activities at Manor Court.
- 2.18 The detachment of the site from the main settlements is recognised, but this is not an uncommon situation in relation to rural employment opportunities and to the re-use of former agricultural buildings. In supporting these aims, PPS4 and PPS7 acknowledge that a balance has to be struck in providing the needs of an often dispersed rural community. The application is respectful of achieving this balance and equally respects the Council's transport policies.
- 2.19 Due to the rural location of Manor Court most journeys would attract the use of the private car. As such the development of feasible alternative methods of travelling to and from the site, for tenants and visitors, would not materialise.
- 2.20 The developer of Manor Court will however consider the objectives of reducing single person staff car journeys and promote car sharing.
- 2.21 The developer will also appoint a Staff Travel Representative to enable tenants the opportunity to make comments on their travel experiences / problems.
- 2.22 An analysis of the MARIO Home Page of the Lancashire County Council website indicates no collisions have been recorded at the site access / Ribchester Road; Ribchester Road / Barker Brow (B.6245); Ribchester Bridge and Chapel Lane / Ribchester Road junctions.

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- 2.23 The previous report in 2007 did, however, indicate that 1 N^o slight accident had been recorded on Ribchester Road, at the private drive to Higher Cock Hill House on Saturday, 2nd April 2005 at 15:55 hours, in which a car reversing from the driveway collided with a motor cyclist travelling along Ribchester Road.
- 2.24 Clearly there is potential for accidents to happen within any part of the road system at any time. There is no indication that Ribchester Road, or its junctions at each end, are in anyway a cause for concern in respect of highway safety.
- 2.25 Ribble Valley Borough Council have obtained a verbal response from the Highway Authority, who raises no objection to the proposal on highway grounds.
- 2.26 A copy of the letter from Ribble Valley Borough Council, dated 6th June 2011, is attached at Appendix IV to this statement.

3.0 Summary / Conclusion

- 3.1 Low accessibility to bus and rail services will result in the development generating car borne trips.
- 3.2 The site layout will ensure freight and delivery traffic can enter and leave the site in forward gear from the improved access constructed as part of the Phase 1 development and will provide 36 car parking spaces.
- 3.3 There will be no significant impact on the local environment caused by transport to/from site.
- 3.4 There is no indication that Ribchester Road or its terminal junctions (i.e B6245 at Ribchester Bridge and Chapel Lane) is a cause for concern in respect of highway safety
- 3.5 The revocation of the gravel extraction permission has potentially benefitted the local road network and the environment and these benefits should be balanced against any perceived intensification of activities at Manor Court.
- 3.6 The capacity of the existing highway network can accommodate the traffic generated by the Phase 2 development at Manor Court.
- 3.7 Employment opportunities will be provided in the Ribble Valley and re-assign trips from local residents who presently journey into areas of Greater Manchester, Blackburn and other Lancashire towns.
- 3.8 The Highways Authority have informally raised no objections to this proposal on highway grounds.

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- 3.9 The Phase 2 development, at Manor Court, is supported from a traffic / highway point of view.

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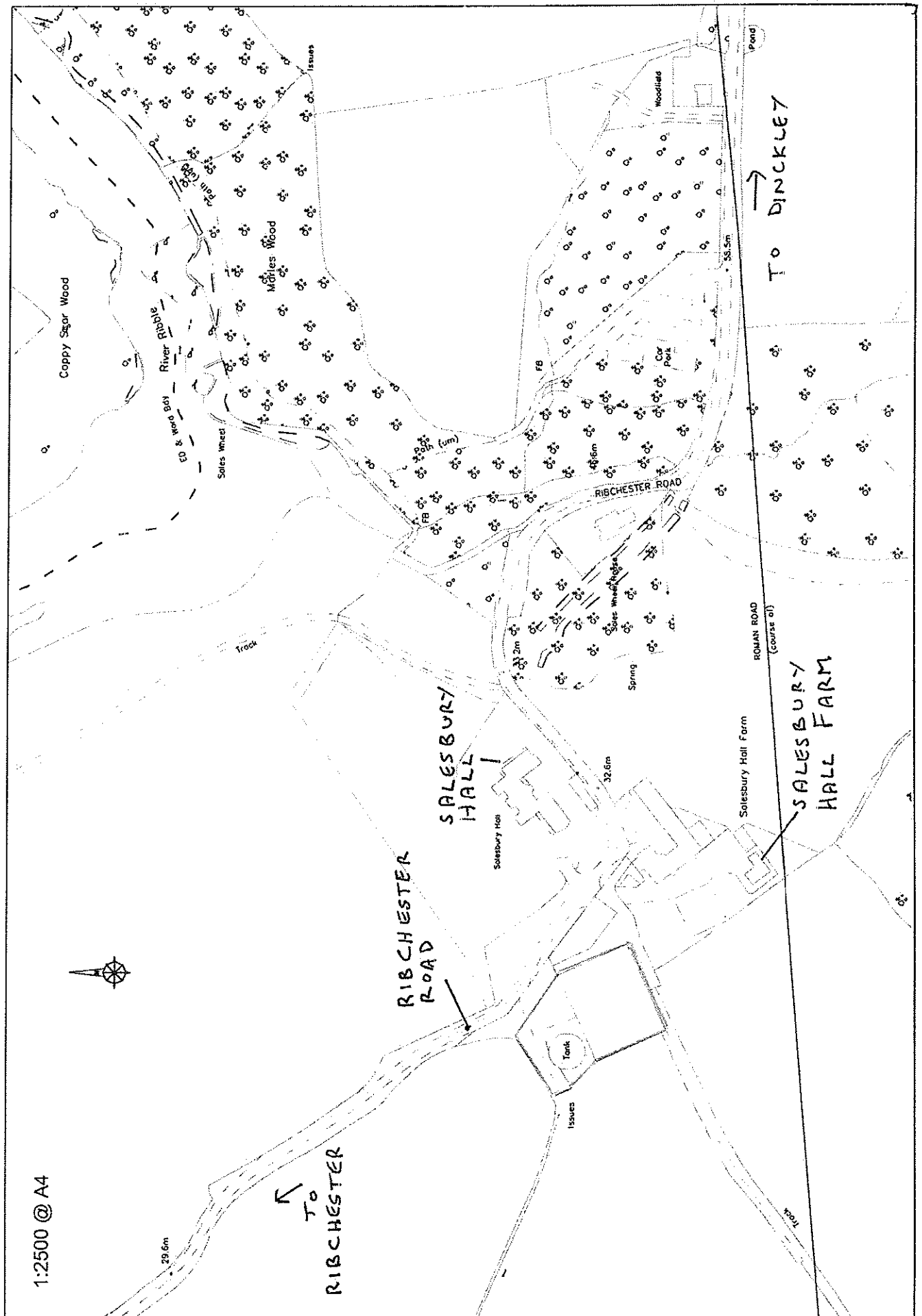
Salesbury Manor Court, Ribchester – Traffic Supporting Statement



APPENDIX I

Site Location Plan

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Salesbury Manor Court, Ribchester – Traffic Supporting Statement



APPENDIX II

Proposed Site Plan

TO
RIBCHESTER

TO
DINCKLEY

RIBCHESTER ROAD (C.546)

PHASE 2

36 NO car
parking
spaces

2 NO motor
cycle stands

2 NO
motor cycle
stands

49 NO car
parking
spaces
(PHASE 1)

CYCLE STAND
FOR 6 NO
CYCLES

Salesbury Hall Farm

Salesbury Hall

REV G - Motorcycles and Bicycle parking added.
17/08/11 LFG
REV F - Office layout amended as requested by client.
13/08/11 LFG
REV E - Boundary between field and new car parking
area to North of the site amended. 11/05/11 LFG
REV D - Office plan and car parking layout added.
05/05/11 LFG
REV C - Plan altered. 17/03/11 LFG
REV B - Office layout amended to Barn No.5. 16/03/11 LFG
REV A - Barn 3 and Salesbury Hall Farm added.
10/03/11 LFG

Client
Mr C Mustoe

Site No
Proposed Development of Barn at
Salesbury Hall Farm
Salesbury Hall Road
Ridchester
PR3 3XU

Drawing No
Proposed Site Plan

Scale
1:500 @ A2
Date
Feb 2011
LFG

SP
SUNDERLAND PEACOCK ARCHITECTS
Sunderland Peacock Architects Ltd
Ridchester, North Yorkshire YO26 6JH
Tel: 01904 833 833
Fax: 01904 833 834
Email: info@sparchitects.co.uk
www.sparchitects.co.uk

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APPENDIX III

Bus Timetables



traveline

public transport info

0871 200 22 33*

Journey leg details

Click 'next' or 'previous' to see the other legs in the journey.

Leg 1 of 6

From	Dinckley, Lancashire
To	Blackburn (Blackburn), Blackburn With Darwen
Departs	06:35 Arrives 07:07
Duration	32 mins
Modes	Walk



traveline

public transport info

0871 200 22 33*

View your Timetable on the map

This map initially shows the entire route, but you can use the zoom bar and buttons to move around the map.

Timetable details for service 3A,3 - BLACKBURN - RIBCHESTER - LONGRIDGE
Travelling at 00:00 on 11/08/2011
Valid Monday to Friday
Transport Mode: Bus



traveline

public transport info

0871 200 22 33*

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Timetable found

Use the various buttons on this page to change the information which is displayed. Alternatively, you may wish to view your route on a map.

Timetable details for service 3A,3 - LONGRIDGE - RIBCHESTER - BLACKBURN

Travelling at 00:00 on 11/08/2011

Valid Monday to Friday

Transport Mode: Bus

	3 1051 \$	3A 1051 \$	3A 1051 \$	3A 1051 \$	3A 1051 \$
Longridge, Civic Hall, by TP PO	07:43	09:43	11:43	13:43	15:48
Longridge, Caravan Park, by TP	07:45	09:45	11:45	13:45	15:50
Longridge, Stone Bridge, by TP	07:48	09:48	11:48	13:48	15:53
Longridge, Post Office, o/s TP	07:50	09:50	11:50	13:50	15:55
Ribchester, Black Bull, opp TP	07:58	09:58	11:58	13:58	16:03
Ribchester, Ribchester Arms, o/s TP	08:01	10:01	12:01	14:01	16:06
Salesbury, Bonny Inn, o/s TP	08:10	10:10	12:10	14:10	16:15
Wilpshire, Durham Road, by TP		10:15	12:15	14:15	16:20
Wilpshire, Bulls Head TP	08:14	10:19	12:19	14:19	16:24
Pleckgate, Knowles Arms TP	08:19	10:24	12:24	14:24	16:29
Blackburn, St Marys College TP	08:22	10:27	12:27	14:27	16:32
Town Centre, Bus Station O TP AO	08:30	10:35	12:35	14:35	16:40

Key	Note
TP	Timing Point (any other stop times are estimated)
PO	Vehicle is picking passengers up only
AO	Vehicle is alighting only
1051	Holmeswood Coaches Ltd
\$	Operated on behalf of Lancashire County Council



traveline

public transport info

0871 200 22 33*

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Timetable found

Use the various buttons on this page to change the information which is displayed. Alternatively, you may wish to view your route on a map.

Timetable details for service 3A,3 - LONGRIDGE - RIBCHESTER - BLACKBURN

Travelling at 15:48 on 11/08/2011

Valid Monday to Friday

Transport Mode: Bus

	3 1051 \$	3 1051 \$	3 1051 \$	3 1051 \$
Longridge, Civic Hall, by TP PO	17:53			
Longridge, Caravan Park, by TP	17:55			
Longridge, Stone Bridge, by TP	17:58	19:32	21:32	23:32
Longridge, Post Office, o/s TP	18:05	19:35	21:35	23:35
Ribchester, Black Bull, opp TP	18:13	19:43	21:43	23:43
Ribchester, Ribchester Arms, o/s TP	18:16	19:45	21:45	23:45
Salesbury, Bonny Inn, o/s TP	18:25	19:52	21:52	23:52
Wilpshire, Durham Road, by TP				
Wilpshire, Bulls Head TP	18:28	19:54	21:54	23:54
Pleckgate, Knowles Arms TP	18:32	19:59	21:59	23:59
Blackburn, St Marys College TP	18:37	20:02	22:02	00:02
Town Centre, Bus Station O TP AO	18:45	20:10	22:10	00:10

Key	Note
TP	Timing Point (any other stop times are estimated)
PO	Vehicle is picking passengers up only
AO	Vehicle is alighting only
1051	Holmeswood Coaches Ltd
\$	Operated on behalf of Lancashire County Council



traveline

public transport info

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Timetable found

Use the various buttons on this page to change the information which is displayed. Alternatively, you may wish to view your route on a map.

Timetable details for service 3A,3 - BLACKBURN - RIBCHESTER - LONGRIDGE

Travelling at 00:00 on 11/08/2011

Valid Monday to Friday

Transport Mode: Bus

	3 1051 \$	3A 1051 \$	3A 1051 \$	3A 1051 \$	3A 1051 \$
Town Centre, Bus Station E <i>TP PO</i>	07:05	09:00	11:00	13:00	15:05
Blackburn, St Marys College <i>TP</i>	07:13	09:08	11:08	13:08	15:13
Pleckgate, Knowles Arms <i>TP</i>	07:16	09:11	11:11	13:11	15:16
Wilpshire, Bulls Head <i>TP</i>	07:21	09:16	11:16	13:16	15:21
Wilpshire, Durham Road, by <i>TP</i>		09:19	11:19	13:19	15:24
Salesbury, Bonny Inn, opp <i>TP</i>	07:24	09:24	11:24	13:24	15:29
Ribchester, Ribchester Arms, opp <i>TP</i>	07:32	09:32	11:32	13:32	15:37
Ribchester, Black Bull, by <i>TP</i>	07:34	09:34	11:34	13:34	15:39
Longridge, Post Office, opp <i>TP</i>	07:42	09:42	11:42	13:42	15:47
Longridge, Civic Hall, by <i>TP</i>	07:43	09:43	11:43	13:43	15:48
Longridge, Caravan Park, by <i>TP</i>	07:45	09:45	11:45	13:45	15:50
Longridge, Stone Bridge, by <i>TP</i>	07:48	09:48	11:48	13:48	15:53
Longridge, Post Office, o/s <i>TP AO</i>	07:50	09:50	11:50	13:50	15:55

Key	Note
<i>TP</i>	Timing Point (any other stop times are estimated).
<i>PO</i>	Vehicle is picking passengers up only
<i>AO</i>	Vehicle is alighting only
1051	Holmeswood Coaches Ltd
\$	Operated on behalf of Lancashire County Council

**traveline**

public transport info

0871 200 22 33*

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Journey details

Please use the buttons to find further information about your journey.

From Dinckley, Kenyon Lane, o/s
To Blackburn (Blackburn), Blackburn With Darwen
Departs 19/07/2011 10:16 **Arrives** 10:43
Duration 27 mins
Modes Walk Bus

Modes	Times	Locations
	Leave 10:16	Dinckley, Kenyon Lane, o/s

Bus (26m)	Arrive 10:42	Town Centre, Bus Station E
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Walk (1m)	Leave 10:42	Town Centre, Bus Station E
	Arrive 10:43	Blackburn (Blackburn), Blackburn With Darwen

Detail

Service Number C25**Provider** Holmeswood Coaches Ltd**Route** CLITHEROE - WHALLEY - BROCKHALL - BLACKBURN[view leg map...](#)[timetable...](#)[view leg map...](#)[walk details...](#)

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public transport info

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Journeys found

Choose the journeys you would like to view using the 'journey details' link, or you can change the search criteria using the buttons.

From Dinckley, Lancashire
To Blackburn (Blackburn), Blackburn With Darwen
Leave after 19/07/2011 11:12
Modes considered Bus Coach Rail Ferry Metro

Modes	Changes	Depart	Arrive	Duration
Walk Bus	0	16:31	16:58	27 mins
Walk Bus	1	17:33	18:13	40 mins
Walk Bus	0	18:36	19:03	27 mins

**traveline**

public transport info

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Journeys found

Choose the journeys you would like to view using the 'journey details...' link, or you can change the search criteria using the buttons.

From Dinckley, Lancashire
To Blackburn (Blackburn), Blackburn With Darwen
Leave after 19/07/2011 11:12
Modes considered Bus Coach Rail Ferry Metro

Modes	Changes	Depart	Arrive	Duration
Walk Bus Rail	2	06:35	08:10	1 hours 35 mins
Walk Bus	1	06:35	08:26	1 hours 51 mins
Walk Bus	1	07:19	08:30	1 hours 11 mins
Walk Bus Rail	1	07:38	08:48	1 hours 10 mins
Walk Bus Rail	1	09:18	10:01	43 mins
Walk Bus	0	10:16	10:43	27 mins

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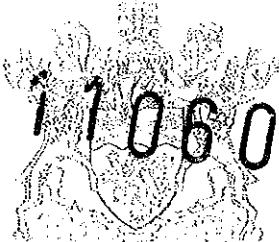
APPENDIX IV

**Letter from Ribble Valley
Borough Council – 06/06/11**

DECEMBER

08 JUN 2011

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RIBBLE VALLEY BOROUGH COUNCIL

please ask for: JOHN MACHOLC

direct line: 01200 414502

e-mail: john.macholc@ribblevalley.gov.uk

my ref: JM/CMS/3/2010/ENQ/00134

your ref:

date: 6 June 2011

Council Offices

Church Walk

CLITHEROE

Lancashire BB7 2RA

Switchboard: 01200 425111

Fax: 01200 414487

DX: Clitheroe 15157

www.ribblevalley.gov.uk

Dear Mr Wilcock

RE: PROPOSED CONVERSION AND ALTERATIONS TO AGRICULTURAL
BUILDING AT SALESBURY HALL, SALESBURY HALL ROAD, RIBCHESTER

With reference to your pre-application enquiry regarding the above, I now have the following comments to make.

First of all, I thank you for arranging to be shown the recently converted buildings for office uses and I am very pleased to note the quality of the development and also that the units are predominantly occupied. As discussed, it may be at a later date that I ask for you to arrange for Councillors to visit the site and have a brief inspection of the complex.

In relation to your current proposal I have now obtained a verbal response from the Highways Authority, who raises no objection to the proposal on highway grounds. As you will be aware I am satisfied from a land use point of view that the scheme is also compliant with both national and local policies which seek to permit conversion of agricultural buildings to employment uses in such occasions.

In relation to the design, I am satisfied that the treatment shown on plan drawing 3955-12C which incorporates a mixture of stone and timber cladding to be acceptable.

On the basis of the need to submit a package of additional information which was discussed at our meeting, and would include amongst other things, a bat survey, a traffic assessment and a general planning support statement I must advise you that I have no objections to the development proposed and as such would be in a position to recommend approval for such a scheme.

I trust that this information is of use to you and is given without prejudice to the eventual determination of any subsequent planning application.

Yours sincerely

JOHN MACHOLC - HEAD OF PLANNING SERVICES

John Wilcock
JWPC Ltd
1B Water View
White Cross
LANCASTER
LA1 4XF