

## Transport Assessment Report for Office Development at the Spinney, Grindleton

National Planning Guidance (PPG13 "Transport") recommends a broad approach to assessing the transport implications of development proposals. This Transport Assessment form should be completed in conjunction with the planning application form for all developments above 500m<sup>2</sup> but below the relevant thresholds indicated in Table E of the JLSP "Parking Standards".

It would be helpful if applicants could support any quantitative figures stated, and to provide details of their source, such as employee numbers.

### Proposal and Baseline Data

#### Description of land-use proposals

The proposal comprises the construction of a purpose built office building located on land at The Spinney, Grindleton (see attached site plan). The site is within the settlement boundary of Grindleton village as identified in the Ribble Valley District Wide Local Plan.

The site already has the benefit of reserved matters consent for the erection of a purpose built office building extending to approximately 300m<sup>2</sup>, application reference number 3/2005/0168, granted in April 2005.

The proposed development would result in an increase in floor space of 375 m<sup>2</sup>.

The approved consent provided for a total of 9 parking spaces whereas the proposed scheme increases that to 15.

| Description of land-use proposals                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p data-bbox="177 1355 710 1467">Please list all existing ways of getting to the site, identifying any current problems/ barriers:</p> <ul data-bbox="177 1467 710 1888" style="list-style-type: none"><li data-bbox="177 1467 710 1888">• Roads</li></ul> | <p data-bbox="710 1355 1404 1713">The site is accessed from The Spinney which in turn is accessed off East View 120m south of its junction with Grindleton Road which links the villages of Grindleton, West Bradford and Sawley. The speed limit in East View and The Spinney is 30 mph.</p> <p data-bbox="710 1713 1404 1888">The Spinney is a cul-de-sac presently serving 9 residential properties. The first section of roadway at The Spinney comprises traditional 5.5m carriageway with footways either side 2m</p> |

wide.

The access to the development site is taken directly from the relatively short section of traditional roadway and one of the residential properties gains access from this section of roadway. Beyond the conventional hammer-head the road reduces to accessway standard for the remaining 8 residential properties.

LCC were contacted with regard to available traffic counts in the immediate vicinity but there was no relevant up to date information available.

On Tuesday 2 May 2006 manual traffic counts were undertaken during the am and pm periods i.e. 0800 – 1000 and 1600 – 1800. The busiest hour was 0800 – 0900 with a total of 199 movements along East View. The junction of East View with Grindleton Road was observed to operate satisfactorily with no queuing at any of the peak hours.

It should be noted that the approved building on the development site would if completed and in use it is estimated (from TRICS) have a total of 18 trips generated at the peak hour. A total number of peak movements on East View are therefore estimated at 217 per hour. PM peak movements are approximately 92% of the AM peak movements.

#### • Bus stops and bus routes

The site is located immediately adjacent to two bus stops on East View, one in each direction, which are just outside the entrance into The Spinney. A bus service runs from Clitheroe Interchange via Chatburn to the turnaround at Stone Hill, Grindleton and the bus times through the peak periods are as follows:

C2 buses run by Travel For All leaving Clitheroe Interchange at 07.45, 08.39 and 09.39 arrive at the site at 08.01, 08.55 and 10.05 respectively. Returning to Clitheroe Interchange from the site the bus service is at 16.55, 17.41 and 18.11 and

arriving at Clitheroe Interchange at 17.11, 17.57 and 18.29 respectively.

Lancashire County Council's travel line indicates comprehensive bus services within Clitheroe and these are as follows:

|        |                                               |                                                 |
|--------|-----------------------------------------------|-------------------------------------------------|
| 27     | Padiham/<br>Whalley/<br>Clitheroe/<br>Burnley | Every half<br>hour.                             |
| 5 & 5A | Clitheroe<br>Hospital/<br>Longridge           | Every 2 hours.<br>Not on Sunday                 |
| 225    | Clitheroe/<br>Whalley                         | Every half hour                                 |
| 231    | Accrington/<br>Clitheroe/<br>Via Whalley      | Every two hours                                 |
| 280    | Preston<br>Clitheroe/<br>Skipton              | Every two hours                                 |
| B10    | Clitheroe/<br>Settle<br>Via Slaidburn         | 9.30 am, 11.30<br>am then none<br>until 4.00 pm |

- Pedestrian access

Leading from the site East View has a footway along its western edge which terminates at Grindleton Road and at the southern edge of the application site.

- Cycle routes

There are no designated cycle routes in the vicinity of the site.

- Rail (where appropriate)

Rail Services are available from Clitheroe Interchange and the station gives access to trains to Blackburn and Preston generally running every

hour on weekdays and weekends.

### Transport Characteristics of Scheme

#### Proposed Uses – Office

Expected number of office movements per day:

TRICS data has been accessed to provide average vehicular trip rates for office developments. Adopting a trip rate of 18 movements per day per 100m<sup>2</sup>, which is the maximum as the range is 11 - 18 per 100m<sup>2</sup> for office development, would result in a total of 121 daily movements (two way) for the proposed development.

In the am peak hour 0800 – 0900 adopting a trip rate of 18 movements per 100<sup>2</sup> the proposed unit would generate 34% of total movements (TRICS), which equates to 41 trips. For the pm peak 1700 – 1800 adopting a trip rate of 18 movements per 100<sup>2</sup> the proposed unit would generate 25% of total movements (TRICS), the proposed unit would generate 30 movements.

TRICS data has also been accessed to provide average vehicular trip rates for the approved office development. Adopting a trip rate of 18 movements per day per 100<sup>2</sup> for office development would result in a total of 54 daily movements (two way) for the approved proposed unit.

In the am peak hour 0800 – 0900 adopting a trip rate of 18 movements per 100<sup>2</sup> the proposed unit would generate 34% of total movements (TRICS), which equates to 18 trips. For the pm peak 1700 – 1800 adopting a trip rate of 18 movements per 100<sup>2</sup> the proposed unit would generate 25% of total movements (TRICS), the proposed unit would generate 13 movements.

### Construction Traffic

Expected number of construction movements per day:

Clearly there will be traffic generated by the site during the construction phase of the development. However there are likely to be significantly less vehicular trips generated than those noted above.

### Transport Characteristics of Scheme Continued

#### All Uses

Expected times of day and week for peak departures and arrivals.

Peak arrivals/departures from the site are likely to occur during weekdays between 8 am and 9 am in the morning and 5 pm and 6 pm in the evening.

Special transport characteristics of the development

None.

Relationship (if any) of the development to Structure Plan, Local Transport Plan and Local Plan transport proposals affecting the site.

None.

Details of the number of parking spaces to be provided.

- Cars

The proposals include 15 parking spaces to the rear of the building as indicated on the architects layout.

- Disabled bays 1 No.
- Cycles (state if covered) 3 No.
- Motorbikes (state if covered) 2 No.

### 3. Outline of any planned measures to limit transport impacts

In allowing the approved scheme on appeal the planning inspector made the following comments:-

"it may be contrary to the principles of sustainability to require all new jobs to be located in the towns, as this would imply the need for the majority of rural dwellers, not employed in farming or other rural occupations, to travel to the urban areas to work. In my view, small employment developments such as this would increase the possibility of local residents finding work without the need to travel long distances. That is, although it may not eliminate the need to use a private car to travel to work, the journeys may be shorter. In this case, there is a bus route passing the site, and it may also be possible for some to walk or cycle to work."

The site is directly on a bus route.

|                                                                                                                   |                                                                                        |
|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| Improvements proposed to enhance walking, cycling and public transport within or outside of the development site. | None.                                                                                  |
| Highways improvements, parking controls and parking management.                                                   | The provision of 15 parking spaces will help to reduce on street parking on East View. |

#### 4. Other transport related impacts foreseen

|                                                                                                   |                                                                                                                                                                                                                                  |
|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Impacts on the safety of road users (including pedestrians) in the area/<br>Recorded accidents?   | The level of traffic estimated to be generated by the development is an additional 23 vehicles in the peak hour. The development should not have a detrimental effect on the safety of road users.                               |
| Impacts on the local environment caused by transport to and from, or within the site.             | This development is an alternative to an approved scheme which will only generate an additional 67 daily vehicle movements. The increased traffic will not have a significant effect on the local environment.                   |
| How are local communities likely to be affected by the transport implications of the development? | The bulk of traffic is likely to arrive from the south and therefore should not pass in front of residential properties on East View to the north of the site and no traffic will pass in front of the dwellings on the Spinney. |