

**TRANSPORT, TRAVEL AND PARKING ASSESSMENT  
IN CONNECTION WITH  
BARN AT HIGHER BOYCE FARM,  
RIBCHESTER**

ON BEHALF OF

MR M. SELLS AND MISS M. HOWORTH,  
HIGHER BOYCE FARM,  
STONEYGATE LANE, RIBCHESTER, PR3 3YN



**JOB REF: 4874, DATED: 24/09/2015, VERSION: 1.00.**

SUNDERLAND PEACOCK & ASSOCIATES LTD.  
HAZELMERE, PIMLICO ROAD, CLITHEROE,  
LANCASHIRE BB7 2AG  
T 01200 423178 F 01200 427328  
E info@sunderlandpeacock.com  
www.sunderlandpeacock.co.uk

DIRECTORS: STUART G. HEDDERLEY | DUNCAN N. SHERWOOD BSC | WILL ANDREW BOWMAN BSC COMPANY REGISTRATION No. 4731973

ASSOCIATES: PHILIP COTTIER RICS | DAVID LORTHOUSE

## INTRODUCTION

### Development Proposal:

The proposed development consists of the conversion of an existing barn building to create 2no. Residential dwellings at Higher Boyce Farm, Stoneygate Lane, Ribchester, Lancashire, PR3 3YN.

## TRANSPORT ASSESSMENT

### Peak Demand:

The site given its proposed residential use class will not provide designated peak travelling times when compared to such a use classes as business / commercial offices. Mornings and evenings as people leave and return from work would be expected to be higher traffic times, however, these will be staggered due to the differing job roles and job locations of future occupants.

Given the very low number of residential units proposed on this development along with site movements being designed to current standards in addition to ample parking being available the development will have limited impact on that of the surround existing infrastructure.

### Transport Assessment Form:

#### **Description of Land Use Proposals**

All existing ways of getting to the site listed.

All current problems / barriers identified.

#### • **Roads / Access**

Site accessible via an existing access road directly off Stoneygate Lane which itself is served directly by the main distributor road, the B6245 Blackburn Road. This access road and junction offer good access and visibility as illustrated on drawing ref: 4874-01A. The proposal site itself widens on approach with no further problems / barriers of note with regards to any worsening of highway safety.



**PL01: (left) showing access looking towards Stoneygate Lane. PL02: (right) showing site access looking away from the development site.**



**PL03: (left) looking towards the development site towards the widening site access. PL04: (right) looking towards the wider site access point from within the development site.**

- **Bus Stops and Bus Routes**

There is 1 no. bus stop located on Stoneygate Lane which is only a short walk from the proposal site. This bus stop serves as a direct public transport route to neighbouring villages and the larger towns of Longridge and Clitheroe. From these towns further transport provisions are available in order to facilitate further regional and national travel.

- **Pedestrian Access**

At present, pedestrians can easily access the site via the access road leading to the proposal site from Stoneygate Lane. No designated footpaths / pavements are present to the site and pedestrians will currently have to walk on the access road, however this should be deemed sufficient due to the very low traffic movements on this particular access road.

- **Cycle Routes**

As per vehicular access.

- **Rail**

Clitheroe bus and rail interchange and Blackburn railway station are both located approximately 12km from the proposal site. The majority of local rural villages and neighbouring towns and larger north west cities can be reached via the public transport services provided. Direct trains to and from these stations include Manchester, Blackburn, Preston and Bolton

## **ANTICIPATED TRAFFIC GENERATION**

This particular development is not the type of development that will attract large numbers of visitors / deliveries. There is space to the front of the property that will allow for the turning of larger vehicles which visit the development site as well as turning area to the rear of the site to accommodate smaller vehicles. It is likely that only small vehicles i.e. cars, belonging to the occupants of the proposed dwellings, will be accessing and leaving the site. There is expected to be no large vehicles using the site on a regular basis and refuse collection is to be carried out in the same way as per the existing Higher Boyce Farmhouse with no further implications of note.

## TRAVEL PLAN

(A) The development will be used principally by the occupants of the dwellings however visitors are expected to visit but this will be minimal due to their only being 2 dwellings proposed with a lot of excessive yard area available for the provision of overflow parking.

(B) There will be only one entry and egress point from which to enter and leave site and will remain as existing.

(C) 2no car parking spaces will be provided to service the occupants of the west dwelling and will be located to the rear of the property along with a turning area. 3no. parking spaces will be provided to service the larger east dwelling and will be located to the front of the dwellings.

## INJURY AND ACCIDENT ANALYSIS

A total of three accidents have occurred within the village of Ribchester between the years of 2010 and 2014 all of which are located away from the application site with one being slight (yellow) and the other 2 being serious (red). No fatal accidents have been recorded.

