

Our Reference : T2233/DW

Your Reference :

10th June 2016

**PWA Planning
Ribble Saw Mill,
Paley Road,
Preston
PR1 8LT**

Dear Sirs,

**Proposed residential Development
Spout Farm, Preston Road, Longridge
Transport Statement Addendum**

Further to your recent instructions, I confirm that I have undertaken an assessment of the proposed development comprising 34 residential dwellings at the above site with respect to potential highways/transport aspects and set out my findings as follows.

Background

On the 16th January 2014, planning consent was granted for a development on the above site comprising 32 dwellings and alterations to the existing site access following site clearance (App Ref: 3/2013/0782). As part of the previously approved planning application, a Transport Statement was produced (D1654 Rev A – dated August 2013) which is reproduced at **Annex**

A. This document concluded that:

'The traffic that is likely to be generated by the proposals has been established and will be below the threshold which would normally require operational assessments to be undertaken. The site is accessible by sustainable transport due to the high frequency bus service that operates along Preston Road, between Longridge-Grimsthorpe-Red Scar-Preston, and Longridge town centre is within a two kilometre walking or cycling distance of the site.' And,

'.. it is concluded that the proposed development should not have a material impact in terms of highway operation and safety.'

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Existing Conditions in the Vicinity of the Site

Since the production of the 2013 Transport Statement and the subsequent planning consent there have been no significant changes in the base conditions on the highway network which would have a material impact on the above conclusions

Proposed Development

As noted above, the proposed development comprises 34 residential dwelling (Site Layout Plan attached). Clearly the proposed development should not result in a significant increase in generated trips when compared to the consented scheme of 32 dwellings and therefore any additional highways/transport related impacts would be insignificant and not perceptible.

Conclusion

In light of the above, I conclude that for the amended scheme comprising 2 additional dwellings over that previously consented, any highways/transport impacts should not be significant and there is no evidence to suggest that the proposed development would have a detrimental impact on either highway operation or safety.

I trust that the information presented above and submitted with this letter will be sufficient for your current purposes but please let me know should you require anything further.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dave Wallbank', written in a cursive style.

Dave Wallbank
Director



- existing trees
- new tree planting
- tree grid
- wood land shrub planting
- grassed area
- patio and private footpath
- public footpath
- court yard access
- court yard car parking
- refuse bin

House Type 1 - 5 Bed with attached double Garage & car parking space total 8 Number

House Type 2 - 3 Bed with two parking spaces total 9 Number

House Type 2 gable condition - 3 Bed total 6 Number
3 with attached single Garage and 3 with 2 parking spaces

House Type 3 - 4 Bed with attached extra wide single garage total 6 Number

House Type 4 - 2 Bed with two parking spaces; total 5 Number

Residential Development
Spout Farm
Mr D Lambert
Spout Farm Preston Road Longridge

Site Layout
DATE 03/2016

JOB NO. 2856
DRAWING NO. 014
REVISION B
SCALE 1:250 @ A1



Spout Farm Nursery

PRESTON ROAD

trees to be pruned and hedged to be trimmed down to Preston Road

sight line to road for package

New Entrance to Spout Farm House

New Entrance to Spout Farm Nursery

Barn

Farmhouse

Play

traffic calming rumble strip

1.8m high wall

1.8m high wall

0.9m high wall

1.8m high fence

0.9m high wall

traffic calming rumble strip

traffic calming rumble strip

traffic calming rumble strip

bench

bench

Bus Stop
bus shelter

Package Treatment Plant

Annex A – 2013 Transport Statement



Mr D Lambert

Proposed Residential Development, Spout Farm, Preston Road, Longridge Transport Statement

Ref : D1654 - Revision A

Aug 2013

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Mr D Lambert
Proposed Residential Development, Spout Farm, Preston Road, Longridge
Transport Statement

Document Control Sheet

Proposed Residential Development, Spout Farm, Preston Road, Longridge

Transport Assessment

Job	Date	Issue	Copy
D1654	Aug 2013	Rev A	

Originator.....JC.....
Checker..... DW.....
Approver..... DW.....

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1.0 Introduction

- 1.0.1 PSA Design Ltd has been commissioned to prepare this Transport Statement (TS), to support a Planning Application for a proposed residential development at Spout Farm on the B6243 Preston Road near Longridge.
- 1.0.2 The proposed development is for the construction of 32 residential dwellings with associated access and parking arrangements. The purpose of this TS is to appraise Ribble Valley Borough Council, as the Local Planning Authority (LPA), of the transport implications of the proposed development.
- 1.0.3 In accordance with the 'Guidance on Transport Assessment' initial consultation has taken place with the Local Highway Authority, Lancashire County Council (LCC).
- 1.0.4 The structure of this TS report is as follows:
- A description of the site location and its current use;
 - A description of the local highway network in the vicinity of the site and its accessibility by non car modes;
 - A description of the development proposals, including parking and trip generation;
 - A review of the transport implications of the development proposals; and
 - Summary and conclusions.

2.0 Existing Conditions

Site Location

2.0.1 The location of the site is shown in **Figure 1**. It is situated on the south side of Longridge approximately 1.5 kilometres from the town centre. The site fronts onto the B6243 Preston Road that connects Longridge and Preston via Grimsargh.

2.0.2 The site is shown in more detail in **Figure 2**. It comprises the northern portion of the existing Spout Farm site. There is an existing vehicular access to the site from Preston Road.

Local Highway Network

2.0.3 Preston Road is classified as the B6243. The road carries, mainly, local traffic that is travelling between Longridge, Grimsargh and Preston. The road has a carriageway width of 8.5 metres along the site frontage and there is a footway on the west side. Preston Road has a good system of street lighting and a 40 mph speed limit at the site frontage which reduces to 30 mph 190 metres north of the access at the entry to the built up area of Longridge. There is a mini-roundabout at the junction of Preston Road and Chapel Hill with Chapel Hill becoming the B6243 and Preston Road becoming the B6244 leading to the town centre.

2.0.4 The local highway network appears to operate satisfactorily even during the peak periods on a weekday with no significant traffic capacity problems observed.

Accident Data

2.0.5 By reference to the Lancashire County Council (LCC), MARIO (Maps and Related Information Online), website it has been established that there has been just one slight personal injury accident on Preston Road in the 6 year period January 2007 – December 2012, within 100 metres of the existing access to Spout Farm. Further interrogation of the website shows that the accident involved a collision between three cars at 20.30 hrs. on the 16.1.2008 approximately 20 metres south of the access to Spout Farm. The collision resulted in slight injury to one casualty. The actual cause(s) of the collision are not given on the website for confidentiality reasons.

- 2.0.6 On the wider highway network, the road safety information shows that there have been 3 slight injury accidents at the mini-roundabout junction of Preston Road and Chapel Hill. This is a relatively low injury accident rate for a mini-roundabout junction corresponding to 0.5 slight injury accidents per year.
- 2.0.7 It is considered that the low number of personal injury accidents that have occurred in the last 6 years on Preston Road, in the vicinity of Spout Farm, indicates that the road network operates well and is not inherently unsafe.

Accessibility by Non-Car Modes

Public Transport – Bus

- 2.0.8 The site is served by a regular, high frequency, bus service that operates along Preston Road between Longridge – Grimsargh and Preston (in both directions). The frequency of this service is as shown in **Table 2**.

Bus Service	Route	Frequency		
		Mon - Fri	Saturday	Sunday
1	Longridge – Grimsargh – Red Scar – Ribbleton - Preston	10 mins	15 mins	30 mins.

Table 2 – Bus Service Serving the Site

- 2.0.9 It is evident from **Table 2** that there are a high frequency of buses operating along Preston Road with 6 buses an hour serving the site Monday to Friday and 4 buses an hour on Saturday. There are 2 buses an hour on a Sunday. Is it is considered therefore, that the site is well served by bus as an alternative to travel by private car.
- 2.0.10 For buses travelling into Longridge the nearest bus stops to the site is located at College Close, This bus stops is less than a 5 minute walk from the site entrance being about 200 metres north along Preston Road. It is understood that as part of the approved application at Grimbaldeston Farm opposite the site (Ref. 3/2011/0316), the developer is committed to providing a new bus stop adjacent to the site. This will bring the distance down to circa 100m. For buses travelling towards Grimsargh and Preston, the Spout Farm application drawing shows a new bus stop to the north west of the site giving immediate access from the development.

2.0.11 The Institution of Highways and Transportation Document “Guidelines for Planning for Public Transport in Developments” states that the acceptable walking distance for access to a bus facility from new development is 400m. It is evident therefore, that the site is within this acceptable walking distance and therefore has very good accessibility to bus services.

Cycle

2.0.12 In relation to cycling, the former PPG13 recognises that cycling can substitute for car trips, particularly for journeys under 5km. Such a catchment area for the Site takes is shown in **Figure 4**.

2.0.13 The cycling catchment area for the site includes Longridge town centre, Grimsargh and the large employment area at Red Scar where there is also access to the Guild Wheel cycle route. There is also a proposal for a cycleway along the former Longridge railway line as shown on the LCC MARIO website.

2.0.14 Therefore, it will be possible for cycling trips to replace some car trips from the site for employment, shopping and leisure.

Pedestrians

2.0.15 Preston Road has a continuous footway from the site into Longridge and towards Grimsargh. There is street lighting along Preston Road and the roads in Longridge to provide safe pedestrian walking routes to local amenities and bus stops etc..

2.0.16 With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their ‘Guidelines for Journeys on Foot’ in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile with the average length of a walk journey being just 1km (0.6 miles). The former Planning Policy Guidance Note 13 ‘Transport’ (PPG13) also recognises that walking is the most important mode of travel at the local level, and has the greatest potential to replace car trips for distances up to 2 kilometres. The potential 2km catchment area is indicated in **Figure 5** and clearly shows that a large number of facilities are within walking distance of the site including Longridge town centre and local schools.

3.0 Development Proposals

Proposed Development

- 3.0.1 The indicative site layout is shown In Figure 3 and as described in Section 1.0 comprises 32 residential dwellings. In terms of access, it is proposed that the vehicular and pedestrian access to the site will be via the existing, improved, priority junction onto Preston Road.
- 3.0.2 The proposed access road will include a separate access to the garden centre and will take the form of a loop road for the residential properties. The proposed access road will have a carriageway width of 5.5 metres with 2 metre footways on both sides. Visibility splays at the junction onto Preston Road will be improved to 2.4 x 120 metres in both directions in accordance with the Design Manual for Roads and Bridges (DMRB), for a 40 mph speed limit.

Parking

- 3.0.3 The Joint Lancashire Structure Plan 2001 - 2016 states that the maximum parking provision for residential development is 2 spaces per dwelling with 2 to 3 bedrooms and 3 spaces per dwelling for 4+ bedroomed units. It is confirmed that the parking provided for each residential dwelling will not exceed these maximum standards.

4.0 Transport Impact of the Proposed Development

- 4.0.1 In order to quantify the potential trip generation attributable to the residential development, the TRICS database has been interrogated for the category of ‘Residential – Houses Privately Owned’, which will provide a worst case assessment of the likely trip generation. Sites in England, excluding Greater London, and with between 10 and 75 dwellings have been chosen from the database. The resulting TRICS output is included at **Appendix A** and summarised below in **Table 3**. **Table 4** shows the resultant trip generation.

Time Period	In	Out	Total
AM Peak	0.140	0.377	0.517
PM Peak	0.383	0.215	0.598
Day (7am to 7pm)	2.462	2.512	4.974

Table 3 – Trip Generation Rates (per dwelling)

Time Period	In	Out	Total
AM Peak	5	12	17
PM Peak	13	7	20
Day (7am to 7pm)	79	81	160

Table 4 – Trip Generation (32 Dwellings)

4.0.2 It can be seen from the table above, that it is estimated that the development proposals will generate a maximum of 20 two-way vehicle movements in the peak hours with around 160 movements over the day. The DfT document 'Guidance on Transport Assessment' quotes a threshold of 30 two-way trips in the peak hour, below which formal assessment may not be required. Clearly the 20 two-way trips generated by the proposed development falls below this suggested threshold.

4.0.3 As stated above a threshold of 30 two way trips is given as the number of trips that would normally result in operational assessments being required. The increase in trips is below this threshold and it is therefore considered that no operational assessments are required of the highway network.

Construction Phase

4.0.4 Construction of the proposed development is likely to generate fewer trips to the site than when operational, albeit that there is likely to be a higher component of HGV traffic. Given that the site is served directly from a 'B' class road, the construction phase is unlikely to have a significant impact on the transport network.

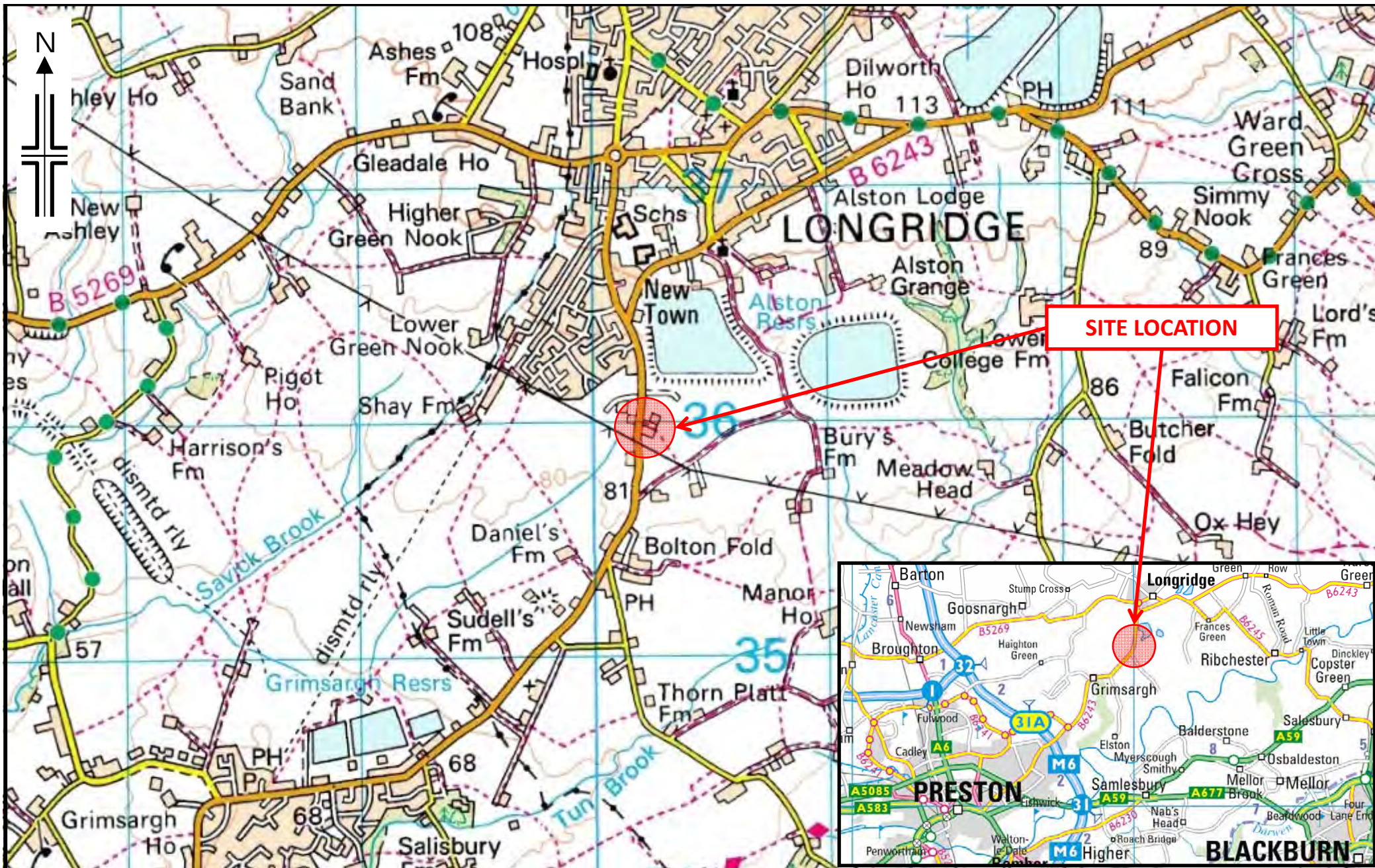
5.0 Summary and Conclusions


5.0.1 This Transport Statement has considered the transport implications of a proposed residential development at Spout Farm near Longridge. The information presented can be summarised as follows:

- **Site Description** – The site is located on the south side of Longridge approximately 1.5 kilometres from the town centre. The site is served from the B6243 Preston Road which has a relatively good road safety record in the vicinity of the proposed development site and no significant traffic capacity problems. The existing site includes a garden centre and this will continue to operate following construction of the proposed residential development on the northern part of the site.
- **Proposed Development** – The proposed development consists of 32 residential dwellings accessed by an improved priority junction onto Preston Road. The improved junction and access road have been designed in accordance with the guidance given in the Manual for Streets.
- **Transport Impact** – The traffic that is likely to be generated by the proposals has been established and will be below the threshold which would normally require operational assessments to be undertaken. The site is accessible by sustainable transport due to the high frequency bus service that operates along Preston Road, between Longridge-Grimsargh-Red Scar-Preston, and Longridge town centre is within a two kilometre walking or cycling distance of the site.

5.0.2 In light of the above, it is concluded that the proposed development should not have a material impact in terms of highway operation and safety.

FIGURES



 PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066 engineering your environment CIVIL, STRUCTURAL, GEOTECHNICAL, TRANSPORT	Client	Mr & Mrs Lambert	Drawn	PJB	Date	27.03.13	Drawing No.	Figure 1
	Job	Spout Farm, Longridge	Checked	DLW	Scale	NTS	Rev	
	Title	Regional Location Plan	Approved	DLW				



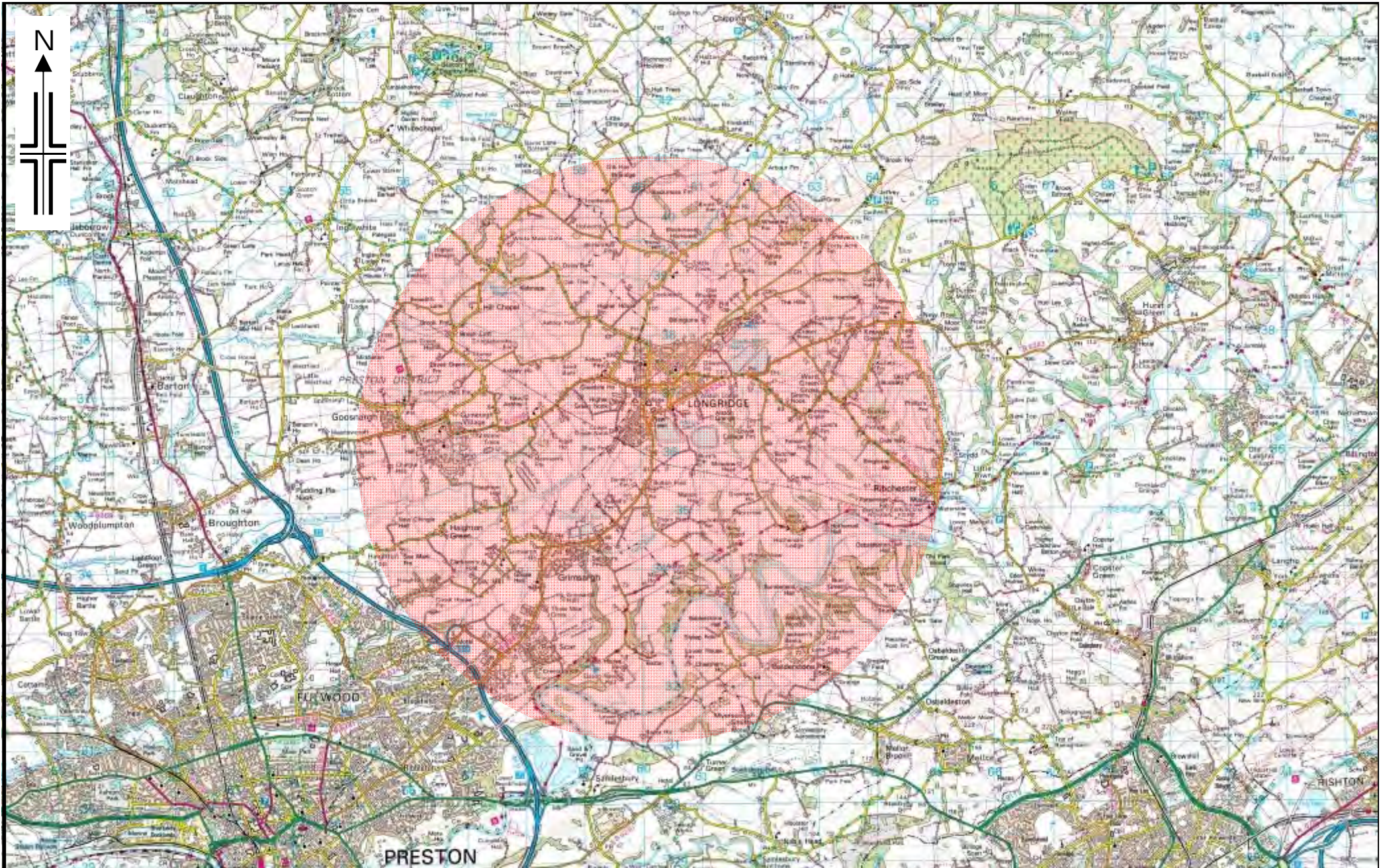
PSA Design
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 Preston, PR3 3JA
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Client	Mr & Mrs Lambert
Job	Spout Farm, Longridge
Title	Site Location Plan

Drawn	PJB
Checked	DLW
Approved	DLW

Date	27.03.13
Scale	NTS

Drawing No.	
Figure 2	
Rev	



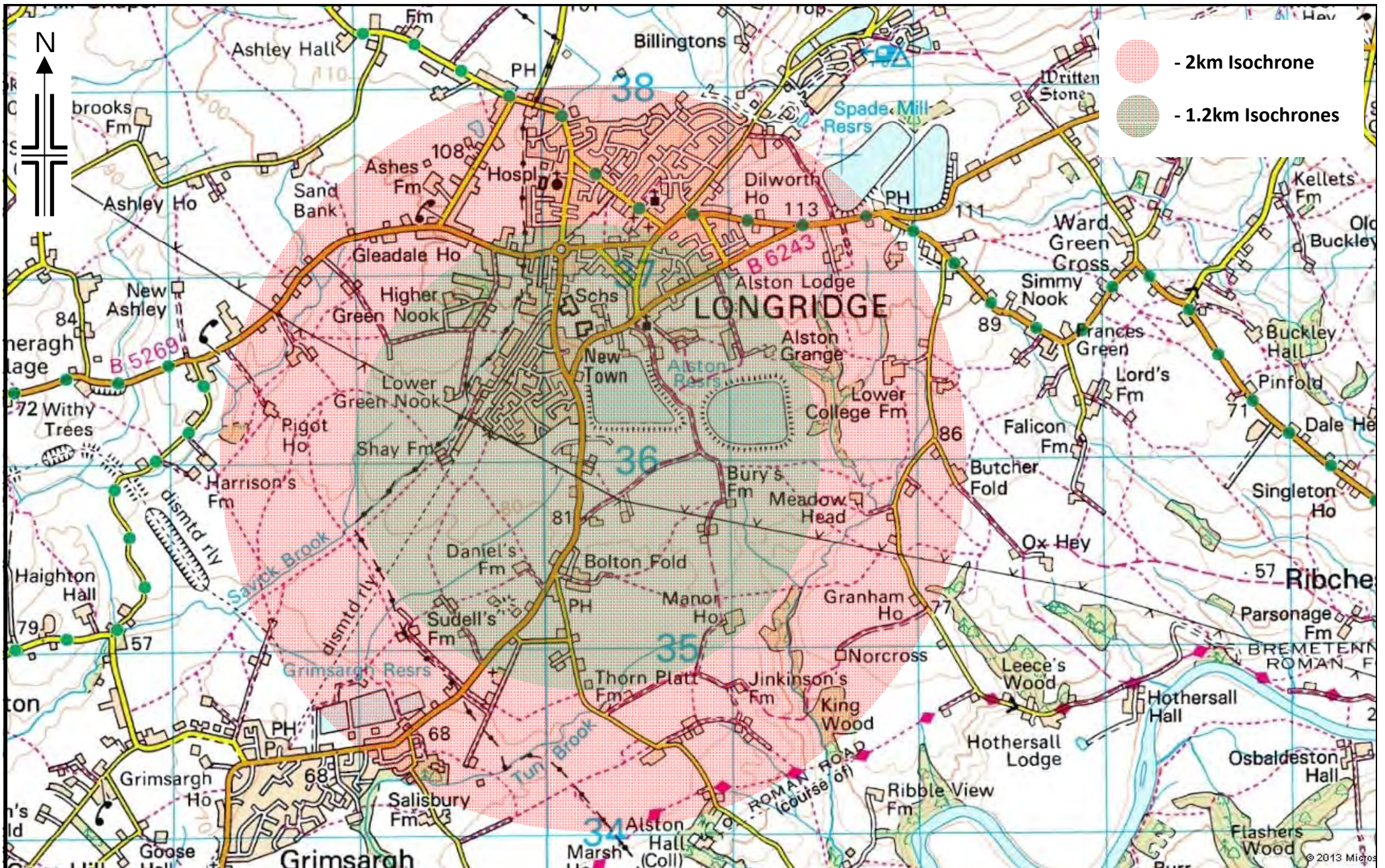
PSA Design
 The Old Bank House
 6 Berry Lane, Longridge
 Preston, PR3 3JA
 Tel. 01772 786066

Client	Mr & Mrs Lambert
Job	Spout Farm, Longridge
Title	5km Cycling Catchment Area

Drawn	PJB
Checked	DLW
Approved	DLW

Date	27.03.13
Scale	NTS

Drawing No.	Figure 4			
Rev				



PSA Design
 The Old Bank House
 6 Berry Lane, Longridge
 Preston, PR3 3JA
 Tel. 01772 786066

Client	Mr & Mrs Lambert
Job	Spout Farm, Longridge
Title	1.2km & 2km Pedestrian Catchment Area

Drawn	PJB
Checked	DLW
Approved	DLW

Date	27.03.13
Scale	NTS

Drawing No.	Figure 5			
Rev				

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Appendix A – TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 10 to 73 (units:)
 Range Selected by User: 10 to 75 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 16/10/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	9 days
Wednesday	4 days
Thursday	4 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	10
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	17
No Sub Category	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	21 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	7 days
15,001 to 20,000	5 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
250,001 to 500,000	4 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	13 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	20 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	29	0.063	21	29	0.271	21	29	0.334
08:00 - 09:00	21	29	0.140	21	29	0.377	21	29	0.517
09:00 - 10:00	21	29	0.165	21	29	0.208	21	29	0.373
10:00 - 11:00	21	29	0.145	21	29	0.179	21	29	0.324
11:00 - 12:00	21	29	0.177	21	29	0.172	21	29	0.349
12:00 - 13:00	21	29	0.183	21	29	0.152	21	29	0.335
13:00 - 14:00	21	29	0.164	21	29	0.159	21	29	0.323
14:00 - 15:00	21	29	0.197	21	29	0.195	21	29	0.392
15:00 - 16:00	21	29	0.258	21	29	0.192	21	29	0.450
16:00 - 17:00	21	29	0.336	21	29	0.228	21	29	0.564
17:00 - 18:00	21	29	0.383	21	29	0.215	21	29	0.598
18:00 - 19:00	21	29	0.251	21	29	0.164	21	29	0.415
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.462			2.512			4.974

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 10 - 73 (units:)
 Survey date date range: 01/01/05 - 16/10/12
 Number of weekdays (Monday-Friday): 21
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.