



**SUNDERLAND PEACOCK**

**ARCHITECTS**

**Planning Application for the Moorcock Inn, Slaidburn  
Road, Waddington, Clitheroe, Lancashire BB7 3AA**

**By Messrs S and A Thornber**

**To Ribble Valley Borough Council**

**For the proposed demolition of the Moorcock Inn and the  
erection of 4No. Dwelling houses, work from home studio /  
office space and associated drives, gardens and external  
landscaping works.**

**Traffic Movement Assessment**

320160587P

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## 1. INTRODUCTION

- 1.1 This statement has been prepared to accompany an application for planning permission for the demolition of the Moorcock Inn and erection of 4No. dwelling houses with work from home office/ studio space. The purpose of this report is to review the character and volume of vehicular movements that were associated with the existing use of this site being a small hotel, restaurant and function venue, in comparison with what vehicular movements for the previous scheme to create 7No. dwelling houses, and also against this application which seeks approval to erect 4No. dwelling houses and work from home office/ studio space. This results of this analysis will then be used to assess if there are any long term environmental benefits that this regeneration project will have in terms of sustainability under the NPPF.

## 2. REVIEW OF VEHICULAR MOVEMENTS IN CONNECTION WITH THE EXISTING USE

- 2.1 The Applicant's have provided a detailed breakdown of vehicular traffic movements based on an average trading week at the Moorcock Inn. The table below shows the character and volume of round trips i.e. to and from the site.

	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Total
Manager & residents cars	14	8	5	5	6	9	11	58
Functions - weddings, funeral teas cars	70				55			125
Restaurant diners' cars	40	18	3	2	5	9	18	95
Coach parties				1				1
Passing car	58	46	12	15	17	20	27	195

trade								
Staff cars	15	12	6	6	6	6	8	59
Food and drink delivery wagon/ vans	2	1	4	3	3	5	7	25
Maintenance vans			2		1	3	1	6
Entertainers i.e. DJs and musicians vans	2	1					1	4
Refuge collections								2

2.2 The table below show the estimated vehicular movement associated with the previous application for 7No. dwellings.

	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Total
Plot 1 (cars)	2	1	2	2	2	2	2	13
Plot 2 (cars)	2	1	2	2	2	2	2	13
Plot 3 (cars)	2	1	2	2	2	2	2	13
Plot 4 (cars)	2	1	2	2	2	2	2	13
Plot 5 (cars)	2	1	2	2	2	2	2	13
Plot 6 (cars)	1	1	1	1	1	1	2	8
Plot 7 (cars)	1	1	1	1	1	1	2	8
Deliveries vans	2		2	2	2	2	2	12
Maintenance vans	2		2	2	2	2	2	12
Refuge collections								1

2.3 The table below show the estimated vehicular movement associated with this application for 4No. dwelling houses and also for work from home office/ studio space. It has been assumed for the purpose of this exercise that the work from home office would provide an additional single employment opportunity for a person not living on site.

	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Total
Plot 1 (cars)	1	1	1	1	1	1	1	7
Plot 2 (cars)	2	1	2	2	2	2	2	13
Plot 3 (cars)	2	1	2	2	2	2	2	13
Plot 4 (cars)	2	1	2	2	2	2	2	13
Work from home office / studio (cars)			1	1	1	1	1	5
Delivery vans	1		1	1	1	1	1	6
Maintenance vans	1		1	1	1	1	1	6
Refuge collections								1

### 3. EVALUATION

3.1 There was, on average, approximately 532 No. car visits, 35 No. van visits, at least 1No. coach visit and at least 2 No. refuge collections per week associated with the existing use as a hotel, restaurant and function venue. The previous application to demolish the Moorcock Inn and erect 7No. dwelling houses would have resulted in an total estimated average of 81 No. car visits, 24 No. van visits and a single passing refuge wagon collection per week. The proposed application for 4 No. dwelling houses and work from home office/ studio space is likely to require 51 No. car visits, 12 No. van visits and the passing refuge collection wagon.

- 3.2 It is clear from the above figures show that there would be a significant decrease in vehicular movements if the Moorcock Inn was to be demolished and 4No. dwellings built with work from home office and studio space. Based on the above figures, this application would result in a 90% reduction in car visits, 65% reduction in van visits, 50% reduction in refuge wagon visits and 100% reduction in coach visits to this site, per week, in comparison with the existing use.
- 3.3 It is also worthy to note that the above figures indicate that there would have been 37% less car visits and 50% less vans visits each week, as a result of this application being implemented in comparison with the previous scheme for 7 No. dwelling houses.

#### **4. CONCLUSION**

- 4.1 The proposed demolition of the Moorcock Inn and erection of 4 No. dwellings and work from home office/ studio space will significantly reduce the number of vehicular movements to this site. This applies across the board from car movements and including larger vehicles such as vans, wagons and coaches.
- 4.2 Whilst it is accepted that this site is not located within a defined settlement it has an established commercial use which is no longer viable in this location. In this instance, the proposed scheme will result in a notable reduction in the number of vehicular movements, and the character of traffic will change in that there would be much less reliance on larger vehicle movements to allow significant long term environmental and economical improvements to be realised which is supported by the NPPF in terms of supporting sustainable developments.