TRANSPORT STATEMENT

For the
proposed conversion for residential use
of Primrose Mill,
Primrose Road,
Clitheroe
Lancashire

Date: October 2019
Job ref: 5857

SUNDERLAND PEACOCK ARCHITECTS SURVEYORS

1.0 INTRODUCTION

This Transport Statement has been prepared by Sunderland Peacock and Associates Ltd on the behalf of our Client Mr Rob Evans, to accompany the planning application for the proposed conversion of a vacant mill building for residential use at Primrose Mill, Primrose Road, Clitheroe. The statement has been prepared in accordance with the 'Guidelines on Transport Assessment' and takes into consideration the local transport and highways issues.

The Transport Statement is to be read in conjunction with the transport statement prepared for the previously approved scheme, application No. 3/2016/0764 (See Appendix A).

The existing industrial use of the site will be replaced with residential usage, the proposed residential development will provide new dwelling in a sustainable location. The site is located within close proximity to Clitheroe Town centre and the A59. The proposed residential development will negate the need for large commercial vehicles to visit the site that are associated with the existing industrial use, this will provide a significant benefit to the local highway.

2.0 SITE LOCATION AND EXISTING USE

The development site was previously occupied by Lodematic Ltd (manufacturer of hydraulic components). Due to the age and associated constraints of the building the previous occupiers (Lodematic Ltd) have relocated to more modern premises within the Borough.

The site has an approximate area of 0.26 hectares and is located to the South of Woone Lane and to the North West of Primrose road Clitheroe.

The site consists of the vacant Lodematic premises and associated areas of hardstanding. The site has a sloping topography.

The site is accessed via Primrose road accessed from the A671, Whalley road, Clitheroe.

The site is located within an established sustainable residential settlement area. With existing and newly constructed residential developments (Montgomerie Gardens) within in close proximity to the development site.

3.0 EXISTING HIGHWAY NETWORK

An unadopted road that connect onto Woone Lane provides the main access to the site. The Access road to the site is 4.8 metres wide, narrowing to 4 metres wide beyond the access into the site.

The access road is used for occasional access to Primrose House, with access to an agricultural field at the end of the road. Network Rail infrequently require access for maintenance of the Clitheroe – Blackburn railway line. A public footpath is also present.

An additional vehicular access to the site is present via a lower private / unadopted access road that connects onto Primrose road. The access road is shared with other occupiers of Primrose Business Park.

The visibility splay to the private access road from Woone Lane is good with clear visibility providing safe entry onto Woone Lane. The measured visibility onto Woone Lane is:

- 2.4 metres by 40 metres to the right
- 2.4 metres by 100+ metres to the left

Theses measured visibility distances are in excess of the recommended visibility standards as set out in the Manual for Streets (25 metres for a 20mph speed limit road). As the visibility distances are in excess of the recommended standards the existing access onto Woone Lane is satisfactory.

An examination of the road safety records held on the LCC website MARIO (Maps and Related Information Online) indicate there have been no recorded injury accidents at the existing access to the development site from Woone Lane during the most recent data period that is displayed on the 17.10.2019. Holistically viewed the data held indicates the highway network in the vicinity of the proposed development site has a good safety record.

4.0 PROPOSED RESIDENTIAL DEVELOPMENT

The proposed conversion of the mill and development of the site will provide 25 residential dwellings. The proposed development of the site and location of the dwellings are illustrated on the proposed site plan.

The LCC parking standards relevant to the development of the site are as follows:

- 1 bed dwelling : 1 parking space
- 2 bed dwelling : 2 parking spaces

In accordance with the standards as indicated above 39 vehicular parking spaces are provided in the vicinity of the site, as shown on the proposed site plan (ref: drawing 5857-15B). The car parking areas will be accessed from the existing access point from Woone Lane where visibility has been identified as being adequate and in accordance with the required visibility splay standards.

The surface of the access road will be improved to appropriately serve the development. The width of the road (4.8 metres) will allow two cars to pass freely in accordance with the 'Manual for Streets'.

The proposed development will facilitate the safe storage of cycles, with cycle storage areas provided with the capacity for 18 cycles (refer to drawing refs: 5857 - 08B and 15B locations).

The development site will incorporate areas of planting as indicated on the proposed site plan and planting schedule information on the drawing (see ref: 5857 – 15B).

Refuge and recycling bin stores are provided on the site as follows:

- 8No. local refuse and recycling bins at lower ground floor store (to serve 4no units)
- 14No. local refuse and recycling bins at ground floor level (Block B) vehicular parking area (to serve 7no. units)
- 4no. Biffa (Large scale wheelie bins) located in the two bin storage areas in the central courtyard (to serve the remaining 14 no. units).

The collection point for the refuge vehicle will be located to the west end of the courtyard in close proximity to the access into the car park as illustrated on drawing ref: 5857 – 16A).

5.0 TRAFFIC IMPACT OF THE PROPOSED RESIDENTIAL DEVELOPMENT

The transport statement submitted with the previous approved scheme estimated the traffic generated per dwelling as shown in the table below (estimated using the Trip Rate Information Computer System).

	Vehicle Arrivals (per dwelling)	Vehicle Departures (per dwelling)	Total Traffic Generation Rate (per dwelling)
Weekday A.M. Peak Period (0800 – 0900 hrs.)	0.161	0.416	0.577
Weekday P.M. Peak Period (1700 – 1800 hrs.)	0.389	0.223	0.612

The findings indicate the proposed development will generate a low number of vehicles onto the local highway network.

The Department for Transport 'Guidance on Transport Assessment states that detailed traffic analysis should not be required for developments that generate less than 30 two-way trips during the peak hours. The proposed development will not exceed this figure during peak weekday periods and therefore detailed traffic analysis should not be required.

6.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE TRANSPORT

The proposed residential development is located in a sustainable transport area (walking, cycling and public transport). The site is located within close proximity to Clitheroe Town Centre where there are a wide range of shops and services. In addition, the location has direct access to public transport services and schools.

The table below included in the previous approved scheme transport statement provides travel distance and journey times from the site to existing shops and services illustrating the sustainability of the location of the site in relation to the accessibility of the transport links, shops and services in close proximity.

Destination	Travel Distance from Site (km)	Journey Time
Bus stop on Whalley Road	0.45	6 minute walk
Bus stop on Victoria Street	0.47	6 minute walk
Primrose Mill Business Park (employment and gym)	0.15	2 minute walk
Hairdressers on Victoria Street	0.39	5 minute walk
'Londis' convenience store and 'Subway' on Whalley Road	0.50	7 minute walk
Newsagents / convenience store on Greenacre Street	0.68	9 minute walk 3 minute cycle
St. James' Church of England Primary School on Greenacre Street	0.76	10 minute walk 3.5 minute cycle
Sainsbury's Store and Shops on Moor Lane	0.9	12 minute walk 4 minute cycle
Clitheroe town centre (Castle Street)	1.2	16 minute walk 6 minute cycle
Clitheroe railway station	1.5	20 minute walk 7 minute cycle

7.0 CONCLUSION

This Transport statement has been prepared to accompany the planning application for the proposed conversion and redevelopment of the site for residential use and should be read in conjunction with the transport statement prepared for the current approved scheme, application No. 3/2016/0764.

The transport statement indicates the existing highway network in close proximity to the development site has a good road safety record and no significant traffic capacity issues.

A low number of vehicle movements onto the local highway will be generated from the proposed scheme and this will not impact the operation or safety of the highway network.

The existing access will be utilised by the development, the viability of the existing access and visibility has been deemed satisfactory and adequate for use from the finding of this report.

The proposed development will allow adequate parking in accordance with the parking standards set out by Lancashire county council. In addition, cycle storage facilities are provided to encourage residents to cycle in the area.

The location of the development site is accessible by sustainable transport (walking, cycling and public transport) as the site is located in close proximity to Clitheroe Town centre and the existing public transport services and schools.

Suitable recycling and bin storage areas are provided on the site to adequately cater for the residents with appropriate means of access to and from the site for safe refuge collection.

In summary the findings of this transport statement indicate the proposed residential development will not have any significate adverse impact on the local highway system or impact on the operation or safety of the existing highway network. The location of the site has been identified as being sustainable in transport terms, being in close proximity to the town centre with direct access to transport services and shops. It is therefore recommended that there should be no highway or transport objections raised towards the planning application.

APPENDIX A – Original transport statement prepared by VTC (Highway and Transportation) Consultancy for reference purposes only.

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

RIBBLE VALLEY BOROUGH COUNCIL

PROPOSED CONVERSION AND NEW BUILD SCHEME FOR RESIDENTIAL USE AT PRIMROSE MILL, PRIMROSE ROAD IN CLITHEROE. BB7 1BT

TRANSPORT STATEMENT

Prepared by :

VTC (Highway & Transportation) Consultancy
Vision House
29 Howick Park Drive
Preston
PR1 0LU

Tel : 01772 740604
Fax : 01772 741670
Email : vtc.consultants@btinternet.com
Web : www.vtc-consultancy.co.uk

2nd February 2015

CONTENTS

1. Introduction

1.1 This Transport Statement (TS), has been prepared to accompany the planning application for a proposed conversion and new build scheme for residential use at Primrose Mill on Primrose Road in Clitheroe.

1.2 The proposed residential development will replace the existing industrial use of the site and provide new dwellings in a sustainable transport location that is close to Clitheroe town centre and the A59 Preston – Skipton road (formerly a Trunk Road). The proposed re-development will overcome the need for large commercial vehicles to visit the site that are associated with the industrial use and this will provide significant highway benefits.

1.3 The TS has been prepared in accordance with the 'Guidelines on Transport Assessment' (Ref. 1), and considers the highway and transport issues that have been raised by Ribble Valley Borough Council (RVBC), and Lancashire County Council (LCC), during the pre-application consultation.

1.4 During the preparation of the TS, the following investigations have been carried out :

- an examination of the existing site and the local highway network,
- a review of the recent road safety statistics for the local highway network,
- an examination of the proposed development plans,
- an assessment of the traffic generation of the existing and proposed development and the net traffic impact on the highway network, and
- consideration of the accessibility of the proposed development by sustainable transport including the availability of walking and cycling routes and public transport services. The LCC Accessibility Assessment has also been completed.

1.5 The following sections describe these investigations.

2. Site Location and Existing Use

2.1 The proposed development site is located off Primrose Road and Woone Lane in Clitheroe, approximately 1 kilometre south west of the town centre, as shown in Figure 1. The site lies close to existing, and recently built, residential properties at Montgomerie Gardens off Woone Lane and the existing commercial and industrial sites along Primrose Road.

2.2 The site area is approximately 0.66 acres comprising previously developed land with the majority of the site being covered by buildings and areas of hard surfacing. There are 3 workshops on the site and a derelict cottage and a derelict building, as shown in Figure 2. The buildings on the site that are owned by Lodematic Limited. The company designs and manufactures hydraulic cylinders and has operated from the site since 1964 (50 years). The existing buildings are of a considerable age and create constraints for manufacturing at the site. The company employs 35 people and the majority of these employees live outside Ribble Valley and travel to, and from, work by car.

2.3 The existing business generates a wide range of vehicles including employee and visitor cars, delivery vans and large HGVs that deliver steel and other materials to the site and transport the large cylinders from the site. There are, typically, 5 large articulated vehicles (40 tonne, 15.5 metres long), that visit the site each week. It is normal practice for these articulated vehicles to reverse down the narrow, unadopted, road from Woone Lane to the site and park on this road during loading and unloading, as shown in Photographs 1 and 2. In addition to the regular articulated vehicles, there are approximately 4 other commercial vehicles that visit the site each weekday and other vehicles such as courier vans which have to reverse out onto Woone Lane. Employees park on the main access to the site and also on the lower access road and car park.

3. Existing Highway Network

3.1 The main access to the site is via an unadopted road that connects onto Woone Lane, as shown in Photograph 3. This access is, relatively, narrow for large vehicles at approximately 4.8 metres wide between the junction with Woone Lane and the access into the site. Beyond the access to the site the access road reduces to approximately 4 metres wide. There is insufficient space for large vehicles to turn on the access road, or within the site, and this results in these vehicles reversing into, or out of, the road, as described in Section 2, above.

3.2 A public footpath follows the line of the existing track. The access road is also used for occasional access to Primrose House and the agricultural field at the limit of the track. Network Rail also require occasional access for maintenance to the Clitheroe – Blackburn railway line.

3.3 There is a secondary vehicular access to the site via a lower access road that connects onto Primrose Road near the bend, as shown in Photograph 4. This access road is shared with other users at Primrose Business Park. Because of the steep level difference between the main workshops and this access road it cannot be used for deliveries etc.. It is easier to load and transport heavy and bulky materials and goods used in fabrication down through the site from the higher entrance than up through the site from the lower access.

3.4 The visibility splay to the right at the existing access onto Woone Lane has recently been improved by lowering the wall and land on the corner. This provides good visibility at the access for drivers emerging onto Woone Lane, as shown in Photograph 5. The visibility to the left is also good as shown in Photograph 6. The measured visibility at the existing access onto Woone Lane is :

- 2.4 metres by 40 metres to the right,
- 2.4 metres by 100 metres+ to the left.

The existing lateral visibility distances of 40 metres and 100 metres (above), are in excess of the recommended standard for a 20 mph speed limit which is 25 metres in the Manual for Streets (Ref. 2), and as recommended by LCC in the pre-application response from Ribble Valley Borough Council dated 8.7.2014. Therefore, the visibility at the existing access onto Woone Lane is satisfactory.

3.5 The existing unadopted access road connects onto Woone Lane approximately 300 metres from the junction of Primrose Road and the A671 Whalley Road. Woone Lane and Primrose Road are unclassified roads that carry, predominantly, local traffic that is travelling to, and from, the residential areas on the south and west sides of Clitheroe or the commercial and industrial sites along Primrose Road. Woone Lane and Primrose Road have a 20 mph speed limit and a footway along the south side of Primrose Road and along the west side of Woone Lane. There is a system of street lighting along Woone Lane and Primrose Road.

3.6 Primrose Road connects onto the A671 Whalley Road at a priority (Give Way), junction. There is a proposal to improve this junction as part of a committed development proposal on Primrose Road. This will involve the widening of Primrose Road at the junction to improve the operation and safety of the junction.

3.7 The A671 Whalley Road connects onto the A59 former trunk road at a roundabout junction to the south of Clitheroe.

3.8 An examination of the road safety records that are held on the LCC website MARIO (Maps and Related Information Online), shows that there have been no recorded injury accidents on Primrose Road during the most recent 5 year data period that is displayed on the 21.1.2015. There have also been no recorded injury accidents at the junction of Primrose Road and the A671 Whalley Road during this period. The website also shows that there have been no recorded injury accidents at the existing access onto Woone Lane or on the section of Woone Lane between Primrose Road and Fort Street during the 5 year period (a distance of approximately 300 metres from the existing access.

3.9 The road safety data shows that, overall, the highway network in the vicinity of the proposed development has a good road safety record.

4. Proposed Residential Development

4.1 The proposed development will provide 18 residential dwellings including 5 no. affordable dwellings. Fourteen of the proposed units will be provided in the refurbished mill building and 4 dwellings in a new building. The proposed development is shown on the Proposed Site Plan by MCK Architects in Appendix 1.

4.2 The proposed development will include 33 car parking spaces, as shown on the Proposed Site Plan. The car park will be accessed from the existing main access onto Woone Lane where visibility has recently been improved to assist drivers emerging from the access into Woone Lane.

4.3 The LCC parking standards require the following car parking provision for residential use :

- 1 bed dwelling : 1 parking space
- 2/3 bed dwelling : 2 parking spaces
- 4+ bed dwelling : 3 spaces

The proposed development will provide 3 No. 1 bedroom dwellings and 15 No. 2/3 bedroom dwellings. This corresponds to a parking requirement of 33 spaces which is the number that will be provided.

4.4 The proposed access road will operate as a shared surface road for pedestrians and vehicles and this will be a suitable form of access based on the recommendations of the Manual for Streets (Ref. 2), that recommends this type of access road where traffic speeds and volumes are low. The LCC policy is to allow a shared surface access road for residential developments of up to 25 units and the proposed development is within this number.

4.5 The existing width of the access road, at 4.8 metres, will allow two cars to pass freely and will also allow a car to pass an occasional service vehicle, as shown in Figure 7.2 of the Manual for Streets. The surface of the access road will be improved, as shown on the Proposed Site Plan.

4.6 The proposed development will include a cycle storage building with parking for 18 cycles, as shown on the drawing in Appendix 1.

4.7 There will planting within the re-developed site as shown on the Proposed Site Plan. There will also be a store for refuse and recycling bins near the access into the car park.

5. Traffic Impact of the Proposed Residential Development

5.1 The proposed residential development will generate a low number of vehicles onto the local highway network and will remove the existing traffic generation that is associated with the industrial use of the site, including large HGVs and other commercial vehicles.

5.2 In order to estimate the traffic generation for the proposed development the Trip Rate Information Computer System (TRICS), has been used. The TRICS analysis is included in Appendix 2 and shows the following traffic generation rates during the weekday peak periods for the proposed residential development :

	Vehicle Arrivals (per dwelling)	Vehicle Departures (per dwelling)	Total Traffic Generation Rate (per dwelling)
Weekday A.M. Peak Period (0800 – 0900 hrs.)	0.161	0.416	0.577
Weekday P.M. Peak Period (1700 – 1800 hrs.)	0.389	0.223	0.612

Table 1 : Traffic Generation Rates for the Proposed Residential Development During the Weekday Peak Periods

	Vehicle Arrivals	Vehicle Departures	Total Traffic Generation (vehicles)
Weekday A.M. Peak Period (0800 – 0900 hrs.)	3	8	11
Weekday P.M. Peak Period (1700 – 1800 hrs.)	7	4	11

Table 2 : Traffic Generation for the Proposed Residential Development (18 Dwellings)

5.2 Table 2 shows that the total traffic generation for the proposed development will be just 11 vehicles during the weekday a.m. and p.m. peak periods. This is a low level of traffic generation and is less than the traffic generating potential of the existing site with 35 employees, the greatest majority of whom travel. There are also delivery vehicle movements during the weekday peak periods.

5.3 The Department for Transport 'Guidance on Transport Assessment' (Ref. 1), states that detailed traffic analysis should not be required for developments that generate less than 30 two-way trips during the peak hours. The proposed development will only generate 11 two-way vehicle trips during the weekday peak periods and, therefore, no detailed traffic assessment should be required.

5.4 The fact that the existing traffic generation of the site will be removed will further reduce the traffic impact of the proposed development and should result in a net reduction in traffic flows on the local highway network and certainly a reduction in the number of vans and large commercial vehicles (including reversing onto Woone Lane). These will be significant highway benefits as a result of the proposal and no highway mitigation measures should be required.

5.5 The proposed residential development will generate, mainly, light vehicles (cars), and the existing access junction alignment and geometry onto Woone Lane are considered to be suitable for these types of vehicles (based on the regular daily use of the existing access by employee cars without any recorded injury accidents during the last 5 years). The existing footways and street lighting along Woone Lane and Primrose Road are considered to be safe for the existing and future pedestrian use.

5.6 The removal of the existing industrial use of the site will also remove the regular blockages of the access road due to HGVs and other vehicles parking on the access road whilst loading / unloading. The parking by employees along this road will also be removed by the proposed residential development.

5.7 Overall, the proposed residential development will result in a number of significant highway benefits on the local highway network compared with the existing industrial use of the site.

6. Accessibility of the Site by Sustainable Transport

6.1 The proposed residential development will be well located for access by sustainable transport – walking, cycling and public transport. The site is located approximately 1 kilometre from Clitheroe town centre where there are a wide range of shops and services available. The proposed development will also be well located for access to public transport services and schools in the area.

6.2 In order to assess the accessibility of the proposed development, the LCC Accessibility Assessment has been completed and this is included in Appendix 3. The accessibility assessment shows that the proposed development will have a score of 18 out of 48 and is in the Low Accessibility Level. Despite this low score using the LCC criteria, the table below shows that the proposed development site will be conveniently located for a wide range of shops and services :

Destination	Travel Distance from Site (km)	Journey Time
Bus stop on Whalley Road	0.45	6 minute walk
Bus stop on Victoria Street	0.47	6 minute walk
Primrose Mill Business Park (employment and gym)	0.15	2 minute walk
Hairdressers on Victoria Street	0.39	5 minute walk
'Londis' convenience store and 'Subway' on Whalley Road	0.50	7 minute walk
Newsagents / convenience store on Greenacre Street	0.68	9 minute walk 3 minute cycle
St. James' Church of England Primary School on Greenacre Street	0.76	10 minute walk 3.5 minute cycle
Sainsbury's Store and Shops on Moor Lane	0.9	12 minute walk 4 minute cycle
Clitheroe town centre (Castle Street)	1.2	16 minute walk 6 minute cycle
Clitheroe railway station	1.5	20 minute walk 7 minute cycle

Note : Assumed typical walking speed = 3 mph.
Assumed typical cycling speed = 8 mph

Table 3 : Travel Distance and Journey Times from Site to Existing Shops and Services

7. Conclusions and Recommendations

7.1 This Transport Statement (TS), has been prepared to accompany the planning application for a proposed conversion and new build scheme for residential use at Primrose Mill off Primrose Road in Clitheroe. The proposed residential development will be provide 18 residential dwellings and replace the industrial use of the site.

7.2 The TS shows that the existing highway network in the vicinity of the proposed development has a relatively good road safety record and no significant traffic capacity problems.

7.3 The proposed residential development will generate a low number of vehicle movements onto the local highway network and this will not have a material impact on the operation, or safety, of the highway network. The removal of the existing traffic that is associated with the industrial use of the site should result in a net reduction in traffic flows on the local highway network and certainly the number of vans and large commercial vehicles (HGVs). The proposed development will also remove the existing obstruction of the access road by delivery vehicles.

7.4 The proposed development will be served from the existing access road off Woone Lane which is suitable for light vehicles instead of large commercial vehicles that have to reverse into, or out of, the site. The visibility splay to the right at the existing junction onto Woone Lane has recently been improved to assist drivers emerging from the access.

7.5 The proposed residential development will include adequate parking for residents and visitors in accordance with the Parking Standards of Lancashire County Council (the Highway Authority). Cycle storage facilities will be provided to encourage residents to cycle in the area.

7.6 The proposed residential development will be accessible by sustainable transport – walking, cycling and public transport, because the site is located close to Clitheroe town centre and the existing public transport services and schools etc..

7.7 Overall, the proposed residential development will not have any significant adverse impacts on the operation or safety of the existing highway network and will result in a number of significant highway benefits. These highway benefits include removing the problem of large HGVs reversing into, and out of, the access road onto Woone Lane and the blocking of the access road whilst vehicles load / unload. The proposed residential development will be sustainable in transport terms being close to Clitheroe town centre and local bus services and shops etc.. It is, therefore, recommended that there should be no highway or transport objections raised towards the planning application.

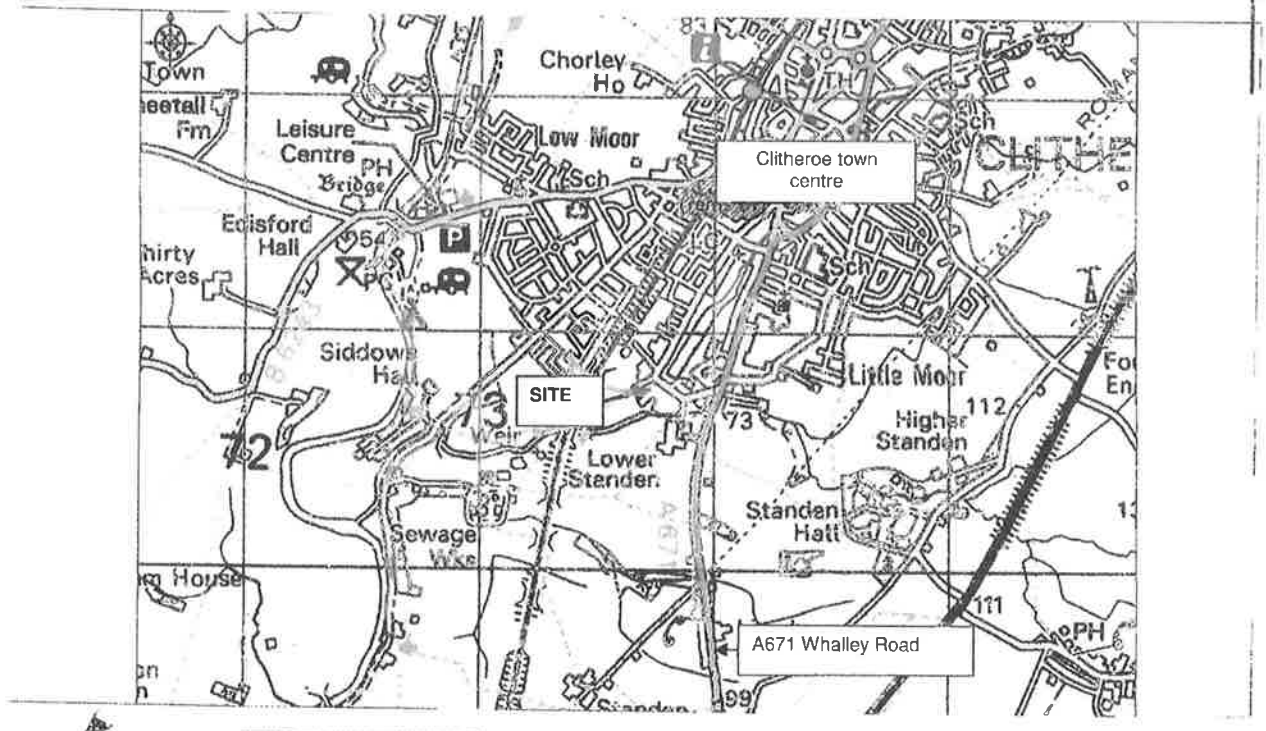
REFERENCES :

1. Guidance on Transport Assessment
The Department for Transport, 2007
ISBN : 978-0-11-552856-9

2. The Manual for Streets (1)
Department for Transport, 2007
ISBN : 978-0-7277-3501-0

Figure 1 - Site Location

Primrose Works Clitheroe



ACLAND BRACEWELL

The Barons
Church Road, Tarleton
Preston PR4 6UP

FIGURE 1

Site Location

Figure 2 - Existing Site Layout Plan

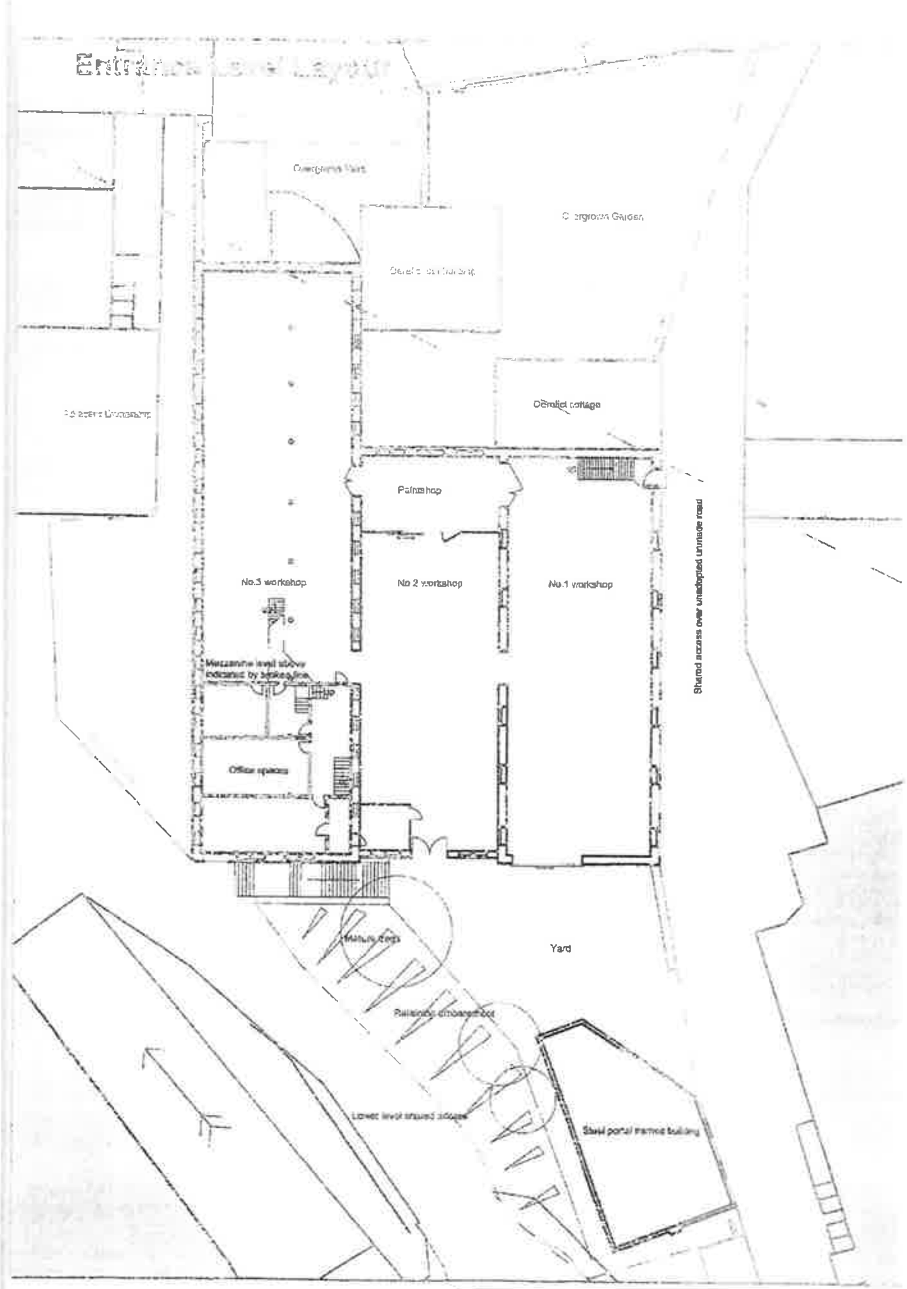
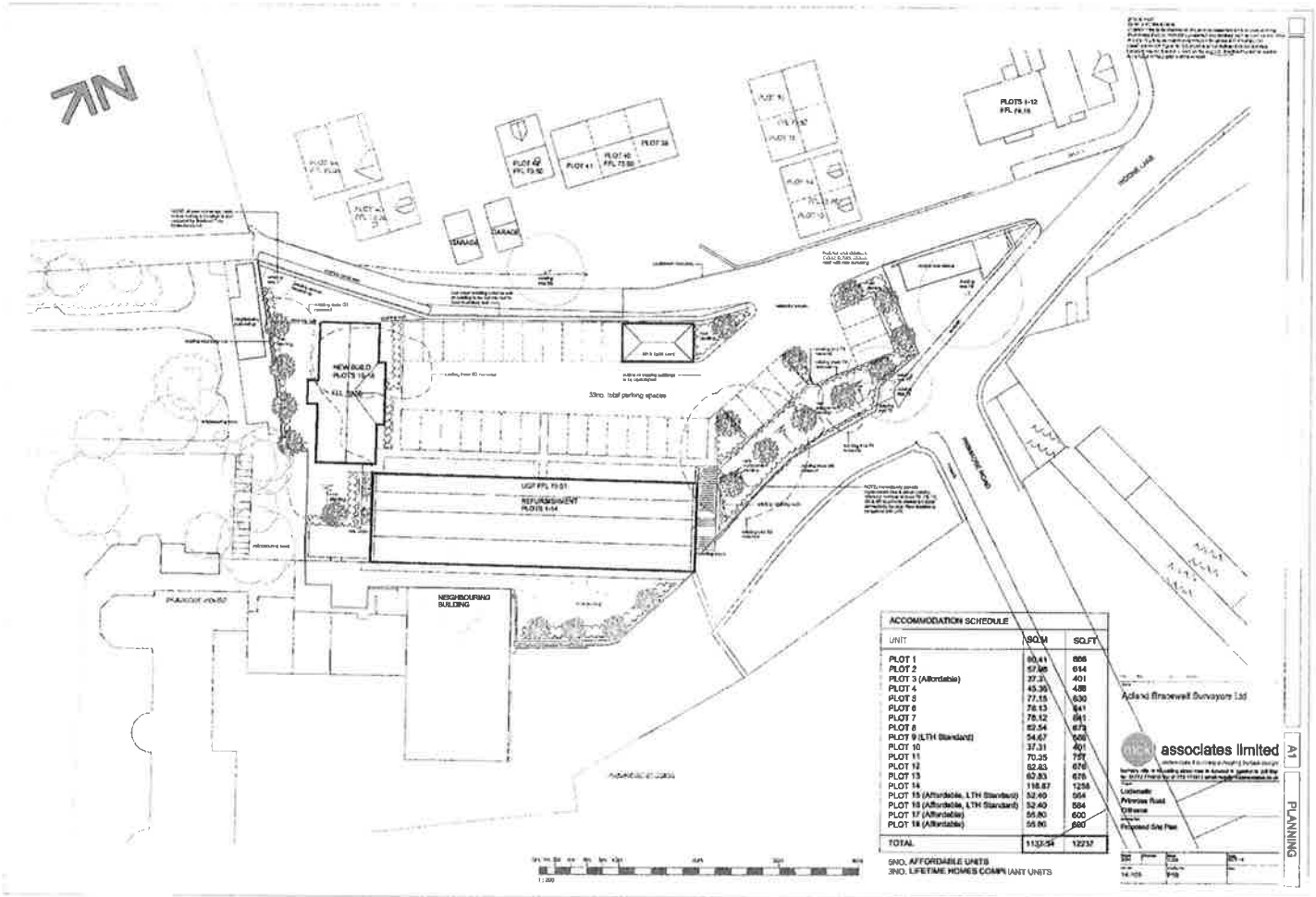


FIGURE 2
Existing Site Layout (Entrance Level)

Appendix 1

Proposed Residential Development



ACCOMMODATION SCHEDULE		
UNIT	SQ.M	SQ.FT
PLOT 1	80.41	866
PLOT 2	57.05	614
PLOT 3 (Affordable)	37.31	401
PLOT 4	45.36	488
PLOT 5	77.15	830
PLOT 6	78.13	841
PLOT 7	78.12	841
PLOT 8	62.54	673
PLOT 9 (LTH Standard)	54.67	588
PLOT 10	37.31	401
PLOT 11	70.35	757
PLOT 12	62.83	676
PLOT 13	62.83	676
PLOT 14	116.67	1256
PLOT 15 (Affordable, LTH Standard)	52.40	564
PLOT 16 (Affordable, LTH Standard)	52.40	564
PLOT 17 (Affordable)	55.80	600
PLOT 18 (Affordable)	55.80	600
TOTAL	1137.54	12237

5NO. AFFORDABLE UNITS
3NO. LIFETIME HOMES COMPLIANT UNITS

Adlard Bracewell Surveyors Ltd

associates limited

A1

PLANNING

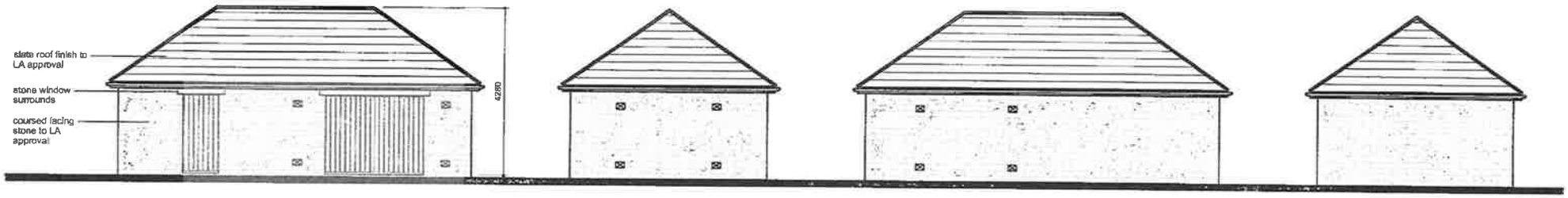
Location
Primrose Road
Clitheroe

Proposed Site Plan

0m 1m 2m 3m 4m 5m 10m 15m 20m

1 : 100

general notes:
do not scale the drawing.
all dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing. this drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on the drawing. Copyright reserved to mck associates ltd. and this drawing may not be used or reproduced without prior written consent.

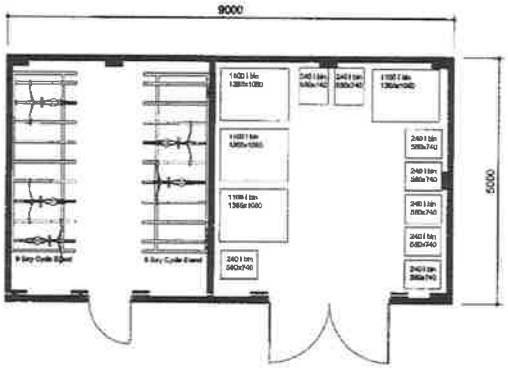


FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION

SIDE ELEVATION



FLOOR PLAN

PLANNING

Client: Acland Bracewell Surveyors Ltd	Project: Lodematic, Primrose Road, Clitheroe	Drawing Title: Proposed Cycle & Refuse Store	Job No: 14/105	Drawing No: P06	Rev:	
			Drawn: SDH	Checked:	Scale: 1:100	Date: JAN 15

mck associates limited
architecture | building surveying | urban design
burnaby villa ■ 48 watling street road ■ fulwood ■ preston ■ pr2 8bp
tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk

Appendix 2

Traffic Generation Information (TRICS)

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
	EX	ESSEX	1 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
	DC	DORSET	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	2 days
	SF	SUFFOLK	3 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	3 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	3 days
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	3 days
	WO	WORCESTERSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	7 days
	SY	SOUTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	4 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	CB	CUMBRIA	2 days
	TW	TYNE & WEAR	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 237 (units:)
Range Selected by User:	10 to 300 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 23/01/14

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	9 days
Tuesday	12 days
Wednesday	8 days
Thursday	7 days
Friday	8 days

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

Selected survey types:

Manual count	44 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	20
Edge of Town	21
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	36
Out of Town	1
No Sub Category	7

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	44 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	6 days
5,001 to 10,000	14 days
10,001 to 15,000	5 days
15,001 to 20,000	11 days
20,001 to 25,000	4 days
25,001 to 50,000	4 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	2 days
75,001 to 100,000	8 days
100,001 to 125,000	9 days
125,001 to 250,000	6 days
250,001 to 500,000	10 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:

0.5 or Less	1 days
0.6 to 1.0	12 days
1.1 to 1.5	30 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	43 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.

LIST OF SITES relevant to selection parameters

1 **CB-03-A-03** **SEMI DETACHED** **CUMBRIA**
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40

2 **CB-03-A-04** **SEMI DETACHED** **CUMBRIA**
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82

3 **CH-03-A-02** **HOUSES/FLATS** **CHESHIRE**
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174

4 **CH-03-A-05** **DETACHED** **CHESHIRE**
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17

5 **CH-03-A-06** **SEMI-DET./BUNGALOWS** **CHESHIRE**
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129

6 **CH-03-A-08** **DETACHED** **CHESHIRE**
WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11

7 **CW-03-A-02** **SEMI D./DETATCHED** **CORNWALL**
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73

8 **DC-03-A-01** **DETACHED** **DORSET**
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51

9 **DS-03-A-01** **SEMI D./TERRACED** **DERBYSHIRE**
THE AVENUE
HOLMESDALE
DRONFIELD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 20

LIST OF SITES relevant to selection parameters (Cont.)

10	**ES-03-A-02**	**PRIVATE HOUSING**		**EAST SUSSEX**
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		37	
11	**EX-03-A-01**	**SEMI-DET.**		**ESSEX**
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		237	
12	**GM-03-A-10**	**DETACHED/SEMI**		**GREATER MANCHESTER**
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		29	
13	**LC-03-A-30**	**SEMI-DETACHED**		**LANCASHIRE**
	WATSON ROAD			
	BLACKPOOL			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		24	
14	**LN-03-A-01**	**MIXED HOUSES**		**LINCOLNSHIRE**
	BRANT ROAD			
	BRACEBRIDGE			
	LINCOLN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		150	
15	**LN-03-A-02**	**MIXED HOUSES**		**LINCOLNSHIRE**
	HYKEHAM ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		186	
16	**LN-03-A-03**	**SEMI DETACHED**		**LINCOLNSHIRE**
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		22	
17	**MS-03-A-03**	**DETACHED**		**MERSEYSIDE**
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		15	
18	**NF-03-A-01**	**SEMI DET. & BUNGALOWS**		**NORFOLK**
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		27	

LIST OF SITES relevant to selection parameters (Cont.)

19 **NF-03-A-02** **HOUSES & FLATS** **NORFOLK**
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98

20 **NT-03-A-03** **SEMI DETACHED** **NOTTINGHAMSHIRE**
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 166

21 **NY-03-A-03** **PRIVATE HOUSING** **NORTH YORKSHIRE**
NEW ROW

BOROUGHBRIDGE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 14

22 **NY-03-A-06** **BUNGALOWS & SEMI DET.** **NORTH YORKSHIRE**
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115

23 **NY-03-A-07** **DETACHED & SEMI DET.** **NORTH YORKSHIRE**
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23

24 **NY-03-A-08** **TERRACED HOUSES** **NORTH YORKSHIRE**
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21

25 **NY-03-A-09** **MIXED HOUSING** **NORTH YORKSHIRE**
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52

26 **NY-03-A-10** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71

27 **NY-03-A-11** **PRIVATE HOUSING** **NORTH YORKSHIRE**
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23

LIST OF SITES relevant to selection parameters (Cont.)

28	**SC-03-A-04**	**DETACHED & TERRACED**	**SURREY**
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
29	**SF-03-A-01**	**SEMI DETACHED**	**SUFFOLK**
	A1156 FELIXSTOWE ROAD		
	RACECOURSE		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	77	
30	**SF-03-A-02**	**SEMI DET./TERRACED**	**SUFFOLK**
	STOKE PARK DRIVE		
	MAIDENHALL		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	230	
31	**SF-03-A-03**	**MIXED HOUSES**	**SUFFOLK**
	BARTON HILL		
	FORNHAM ST MARTIN		
	BURY ST EDMUNDS		
	Edge of Town		
	Out of Town		
	Total Number of dwellings:	101	
32	**SH-03-A-03**	**DETATCHED**	**SHROPSHIRE**
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
33	**SH-03-A-04**	**TERRACED**	**SHROPSHIRE**
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
34	**SH-03-A-05**	**SEMI-DETACHED/TERRACED**	**SHROPSHIRE**
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
35	**ST-03-A-05**	**TERRACED & DETACHED**	**STAFFORDSHIRE**
	WATERMEET GROVE		
	ETRURIA		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
36	**SY-03-A-01**	**SEMI DETACHED HOUSES**	**SOUTH YORKSHIRE**
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	

LIST OF SITES relevant to selection parameters (Cont.)

37 **TW-03-A-02** **SEMI-DETACHED** **TYNE & WEAR**
WEST PARK ROAD

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16

38 **WK-03-A-02** **BUNGALOWS** **WARWICKSHIRE**
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 17

39 **WL-03-A-01** **SEMI D./TERRACED W. BASSETT** **WILTSHIRE**
MAPLE DRIVE

WOOTTON BASSETT
Edge of Town
Residential Zone
Total Number of dwellings: 99

40 **WM-03-A-01** **TERRACED** **WEST MIDLANDS**
FOLESHILL ROAD
FOLESHILL
COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 79

41 **WM-03-A-02** **DETACHED & SEMI DET.** **WEST MIDLANDS**
HEATH STREET

STOURBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 12

42 **WM-03-A-03** **MIXED HOUSING** **WEST MIDLANDS**
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84

43 **WO-03-A-02** **SEMI DETACHED** **WORCESTERSHIRE**
MEADOWHILL ROAD

REDDITCH
Edge of Town
No Sub Category
Total Number of dwellings: 48

44 **WO-03-A-03** **DETACHED** **WORCESTERSHIRE**
BLAKEBROOK
BLAKEBROOK
KIDDERMINSTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 138

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	44	71	0.083	44	71	0.295	44	71	0.378
08:00 - 09:00	44	71	0.161	**44**	**71**	**0.416**	44	71	0.577
09:00 - 10:00	**44**	71	0.169	44	71	0.219	44	71	0.388
10:00 - 11:00	44	71	0.150	44	71	0.186	**44**	71	0.336
11:00 - 12:00	44	71	0.187	**44**	71	0.176	44	71	0.363
12:00 - 13:00	44	71	0.199	44	71	0.180	44	71	0.379
13:00 - 14:00	44	71	0.184	44	71	0.167	**44**	71	0.351
14:00 - 15:00	**44**	71	0.186	44	71	0.195	**44**	71	0.381
15:00 - 16:00	44	71	0.297	44	71	0.211	44	71	0.508
16:00 - 17:00	44	71	0.314	44	71	0.190	44	71	0.504
17:00 - 18:00	**44**	**71**	**0.389**	44	71	0.223	**44**	**71**	**0.612**
18:00 - 19:00	**44**	71	0.266	44	71	0.202	**44**	71	0.468
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.585			2.660			5.245

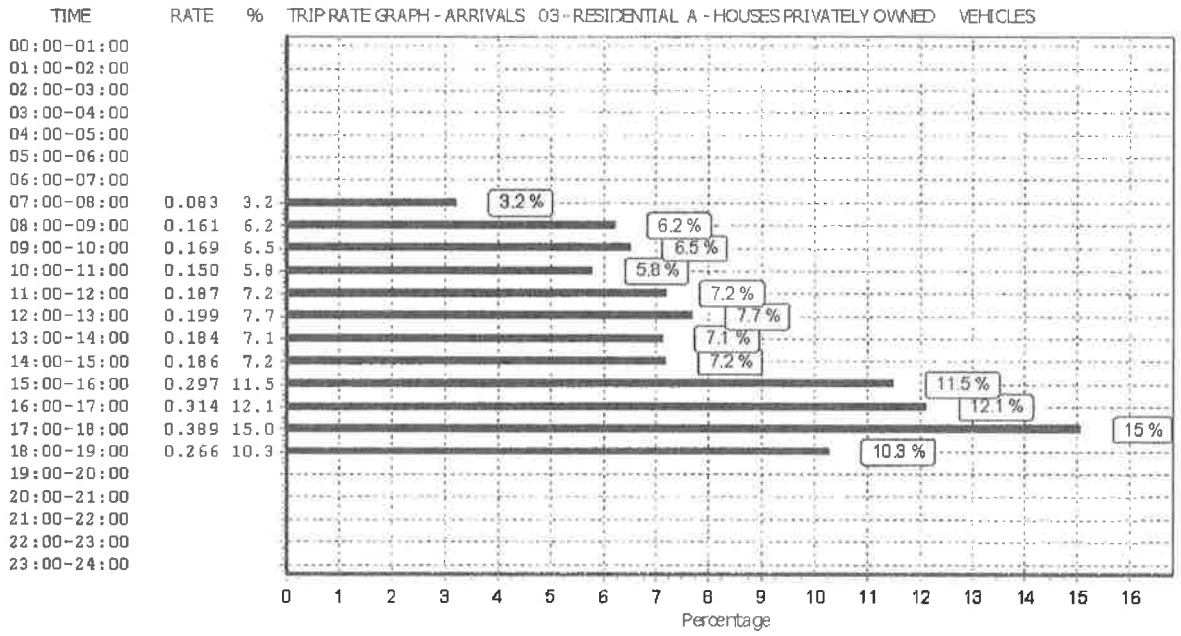
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

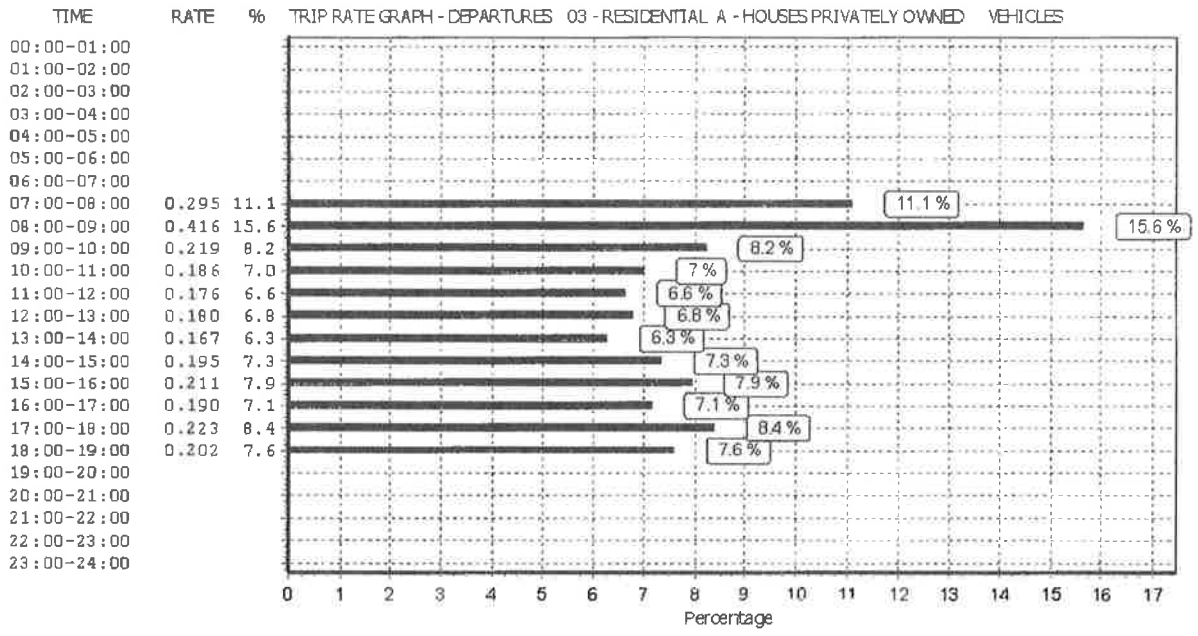
Parameter summary

Trip rate parameter range selected:	10 - 237 (units:)
Survey date date range:	01/01/06 - 23/01/14
Number of weekdays (Monday-Friday):	44
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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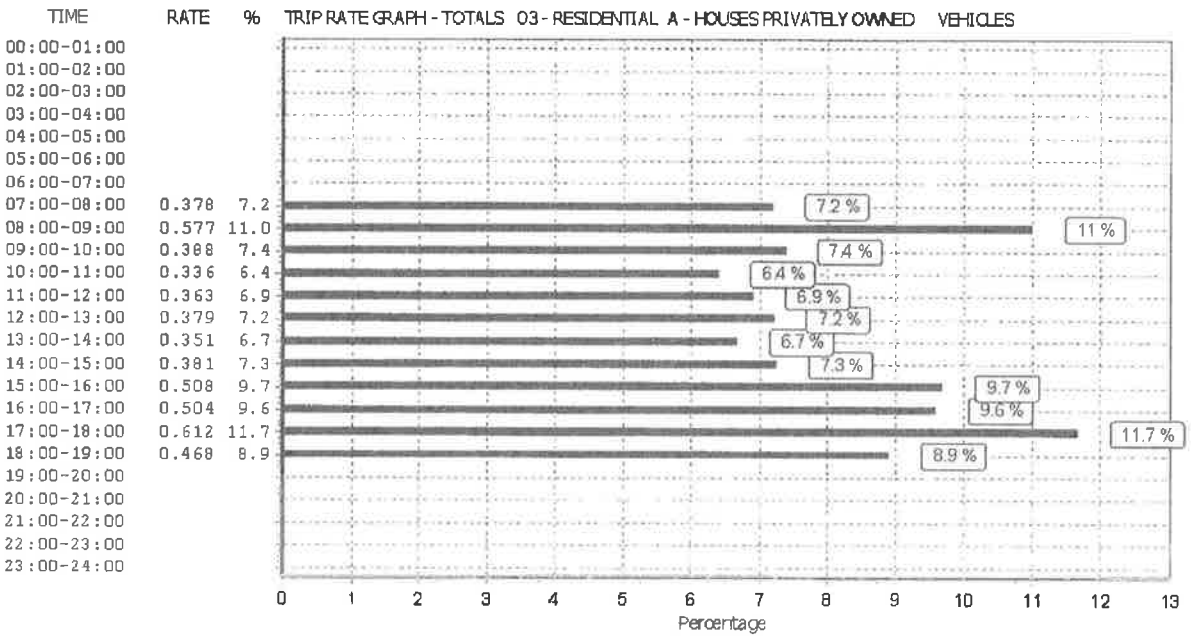

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Appendix 3

LCC Accessibility Assessment

Accessibility questionnaire – residential development				
Application reference: ***Site description:***	Proposed residential development at Primrose Mill, Clitheroe			
Access type	**Criteria**	**Criteria scores**		**Sub-score**
Walking distance from the centre of the site to facilities using a safe, direct route	Distance to nearest bus stop	<200m <400m <500m >500m	5 3 1 0	1
	Distance to nearest railway station	<400m <800m >800m	3 2 1	1
	Distance to nearest primary school	<200m <400m <600m >600m	5 3 1 0	0
	Distance to nearest food shop	<200m <400m <600m >600m	5 3 1 0	1
Cycling distance from the centre of the site	Distance to defined on- or off-road cycle route	<100m <500m <1km	3 2 1	0
	Distance to the nearest secondary school	<400m <600m <1km >1km	3 2 1 0	1
	Distance to the nearest town centre	<1km <3km <4km	3 2 1	3
	Distance to the nearest business park or employment concentration	<1km <3km <4km	3 2 1	3
Public transport	Bus frequency from the nearest bus stop (Monday to Saturday daytime)	**Urban/Suburban** 15 minutes or less 30 minutes or less >30 minutes ***Rural Areas including Villages*** Hourly or less 2-hourly or less 1 or more a day	 5 3 1 5 3 1	5
	Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less 30 to 59 minutes Hourly	3 2 1	1
Other	Access to other basic services (GP, post office, library, bank and pub)	At least 3 within 400m At least 3 within 800m At least 3 within 1.5km	5 3 1	1
	Access to a play area or park	<200m <400m <600m	5 3 1	1
Total				18

Accessibility level

High: 35-48 **Medium:** 20-35 **Low:** less than 20

Photographs

Photograph 1

HGV reversing from Woone Lane into existing access road

Photograph 2

HGV blocking existing access road

Photograph 3

Existing unadopted access road to the site from Woone Lane

Photograph 4

Existing lower access road from Primrose Road

Photograph 5

Visibility to the right at existing access onto Woone Lane

Photograph 6

Visibility to the left at existing access onto Woone Lane