



# DTPC

Report No. J1168/TS  
September 2020

**GARDEN CENTRE EXTENSION AT  
SHACKLETONS GARDEN CENTRE,  
CHATBURN, CLITHEROE**

**TRANSPORT STATEMENT**



**GARDEN CENTRE EXTENSION AT  
SHACKLETONS GARDEN CENTRE,  
CHATBURN, CLITHEROE**

**CONTROLLED DOCUMENT**

<i>DTPC No:</i>		<b>J1168/TS</b>	
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<i>Approved:</i>	Alan Davies	<b>AD</b>	September 2020

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<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A		

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SHACKLETONS GARDEN CENTRE,  
CHATBURN, CLITHEROE**

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## 1. INTRODUCTION

DTPC has been appointed on behalf of Shackletons Home & Garden Centre in support of a planning application for the extension to their Chatburn Road site, an existing garden centre.

In order to advise the application, this report provides information on the scope of traffic and transport planning aspects of the development proposals, to assist in the determination of the planning application.

It deals solely with the proposals as provided.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- History
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

## 2. NATIONAL AND LOCAL POLICY GUIDANCE

### National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO<sub>2</sub> emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

### Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

### National Planning Policy Framework

#### 9 Promoting sustainable transport

The NPPF 2019 has replaced the previous 2012/18 version and sets out the policy framework for sustainable development and supersedes the previous advice.

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

104. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

105. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport; and
- d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

### **Considering development proposals**

108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

110. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

### **Summary**

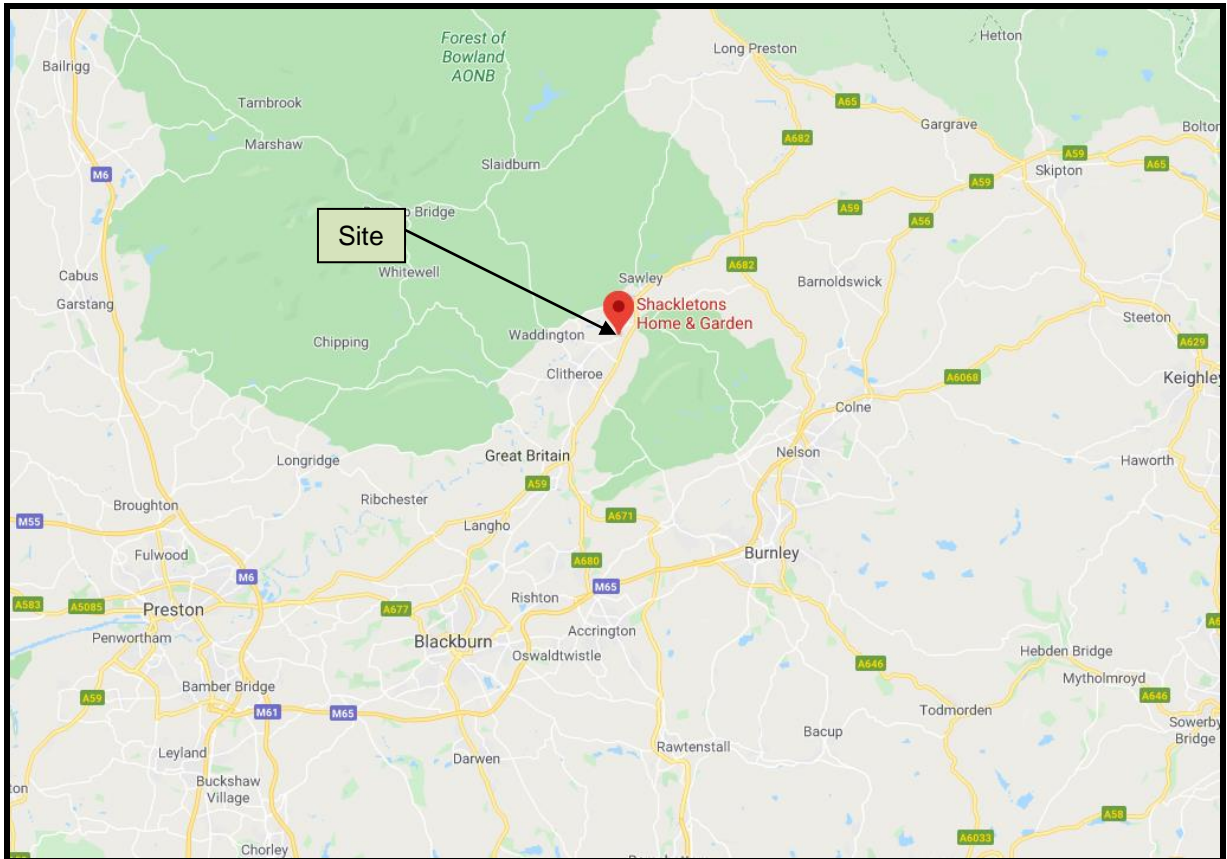
The overriding theme of national policy is that developments should be accessible by sustainable means of transport and accessible to all members of the local community relative to the location of the residential areas.

The proposed development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

### 3. SITE DESCRIPTION

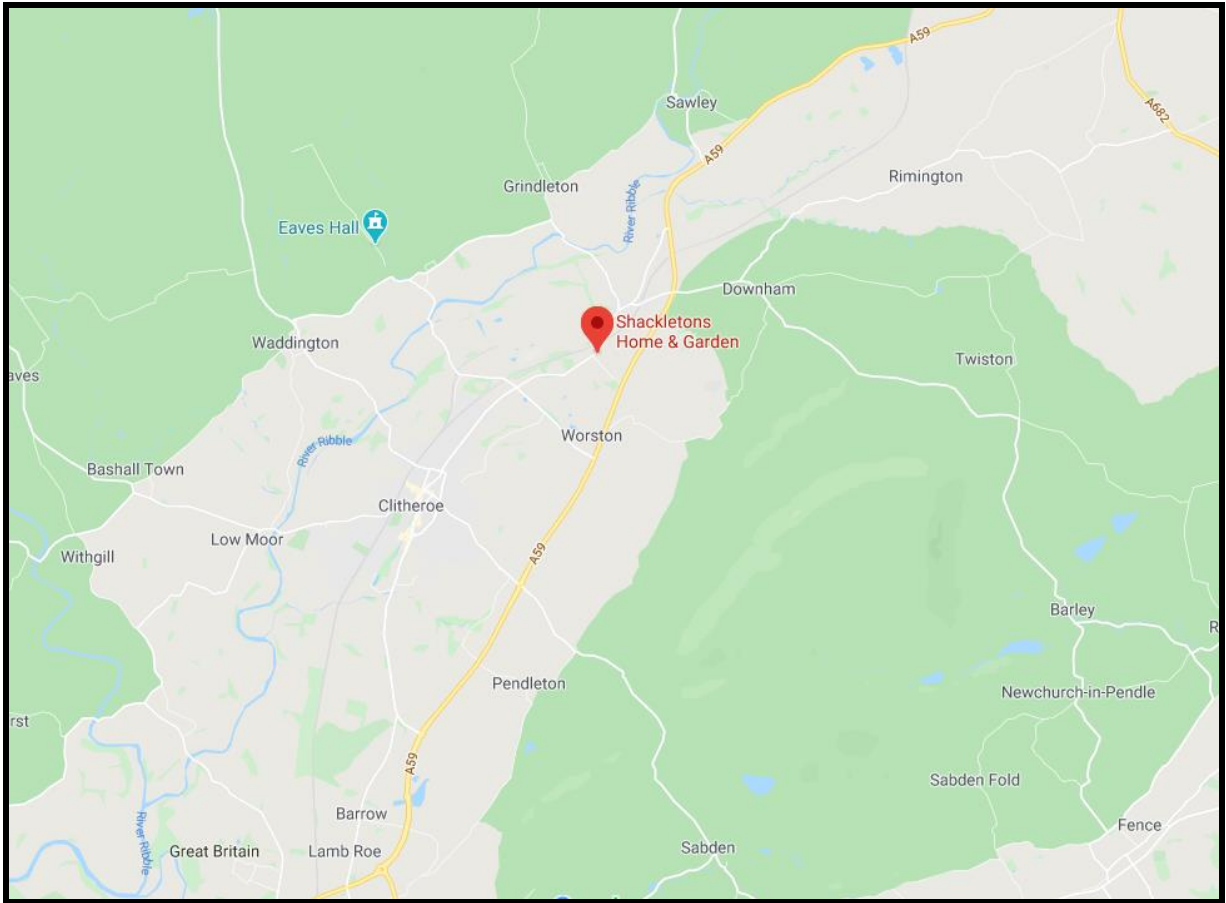
#### Site location context

The proposed development site is located to the north east of Clitheroe (approximately 1km from the town centre). The site is located on Chatburn Road which is NE of the town centre which connects to the A59 to the east and Pimilico Road to the west at a roundabout junction.



**Wider and local area context**





## Local Highway Provision

Clitheroe Road – Crow Trees Brow – Bridge Road is subject to a 30mph speed limit and is street lit.

There are footways on both sides to the north east of Worston Road, while to the south west of Worston Road there is only a footway on the north side. The speed limit changes to 40mph on Clitheroe Road at the boundary of the built up area.

You will see from the photographs that on-street parking was present on the north side of Clitheroe Road opposite the Worston Road junction.

This is on the frontage of the builders merchants, the other industrial premises and the PFS, although none of these businesses seemed particularly active at the time of the site visit.

Worston Road is derestricted and is unlit. There is only a footway on the frontage of the Shackletons site on the north east side of the carriageway.

The A59 is derestricted but is lit. It only has a footway/cycleway on its east side to the south of the Worston Road junction. The A59/Worston Road junction has acceleration and deceleration splays and a hatched central area on the A59 incorporating a right turn ghost island. There are signed cycle routes at the junction.

At 12.15 there were about 71 cars in the Shackletons car park and 9 cars in the separate staff parking area. At 13.25 the corresponding numbers were 78 and 10. The Pavillion coffee shop and brassiere attached to the home and garden centre is a large restaurant and was very busy at 13.30.

The area has a typical traffic flow characteristic associated with an uncongested urban area i.e. distinct peak flow periods.

A photographic record of the local area showing the road/path etc.



**Approach to and away from Bridge Road on Downham Road**





**View left and right from Downham Road junction.**



**View to Downham junction from east and west sides.**



**Crow Trees Brow west and east of No 24**





**Crow Trees Brow west and east of BT exchange**



**View to and away from site on east side of site access**



**View left and right from existing access**





**View out and in from site access**



**View west and east along site frontage**



**View left and right from Worston Road junction with Clitheroe Road**





**View left and right from site loading bay Worston Road**



**View left and right at Worston Rod junction with A59**



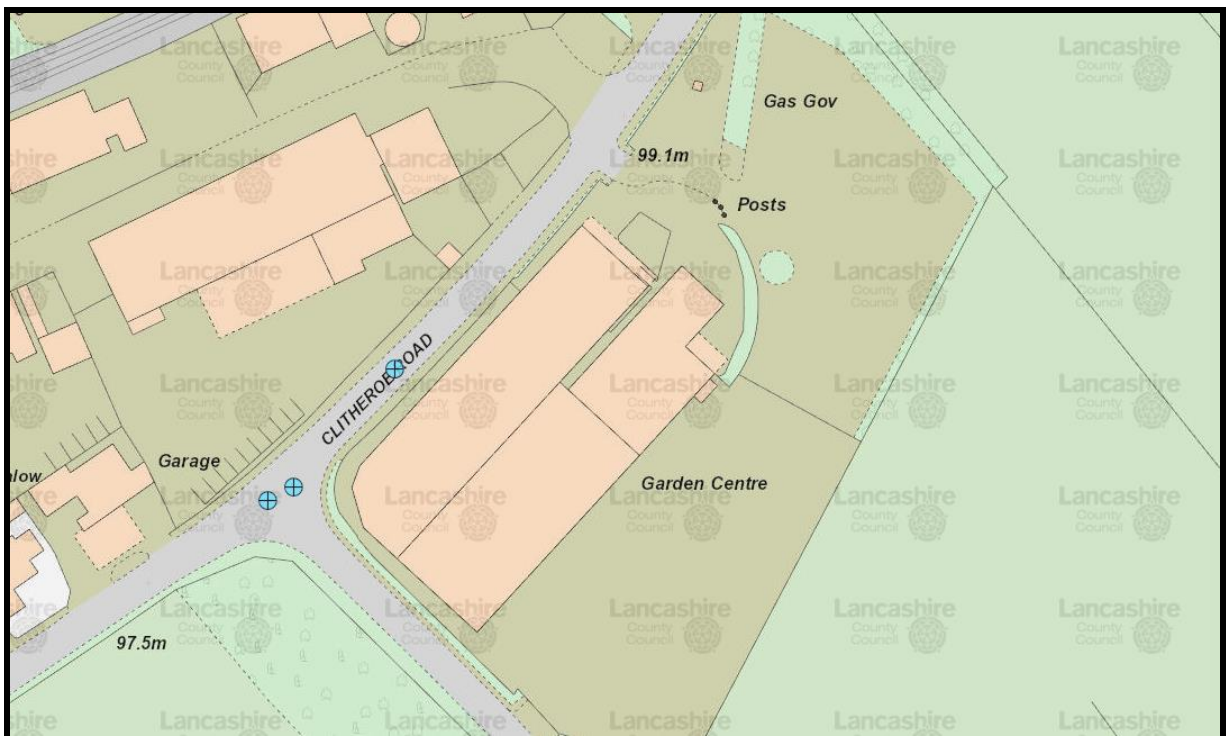
**Approach to Pimlico Link Road roundabout from east and west sides**



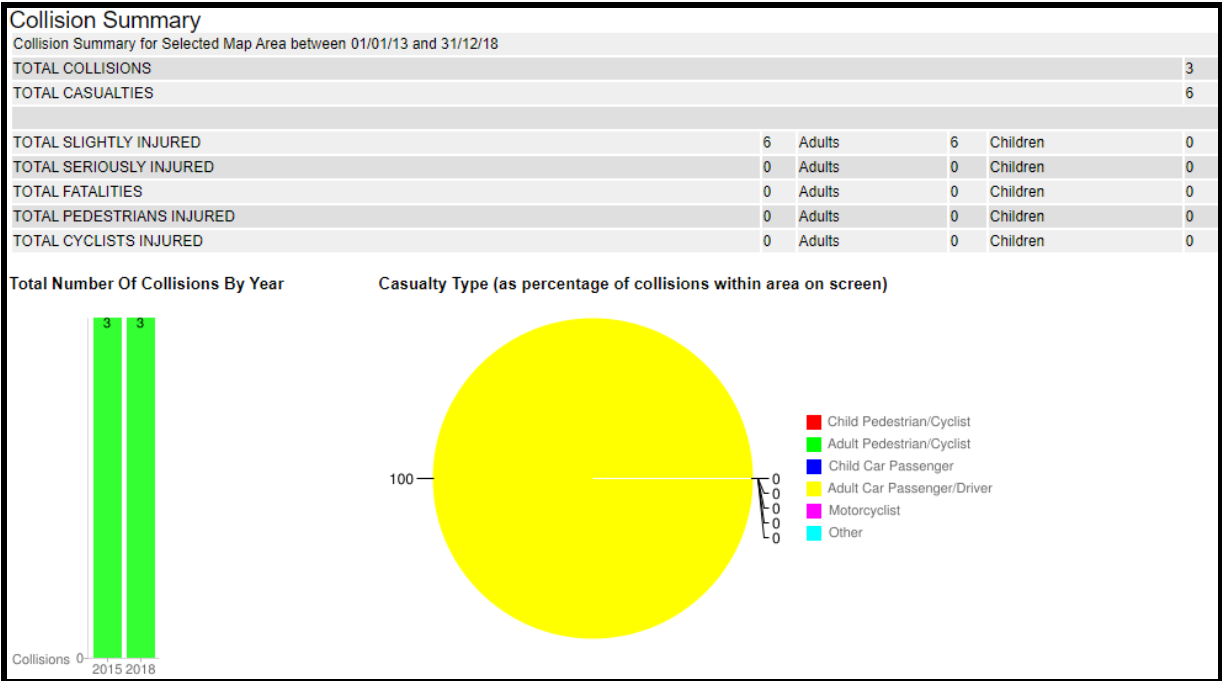
### Safety review along frontage

Access to the national data base has been undertaken for verified records and the resultant mapping shown below.

The results show that over the past 5 years the area along the site access has had no accidents recorded.



There are three records to the west, details below three in total. 2 slight in 2015 and 1 in 2018.



Whilst any accident is regrettable incidents of this nature would not indicate a safety issue arising from the operation of the network along the site frontage.

Overall the accidents would not be seen as a trend that would enable actions to be undertaken.

**Summary**

The local network is urban in nature, has few recorded accidents but none in the area of the site access.



#### 4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

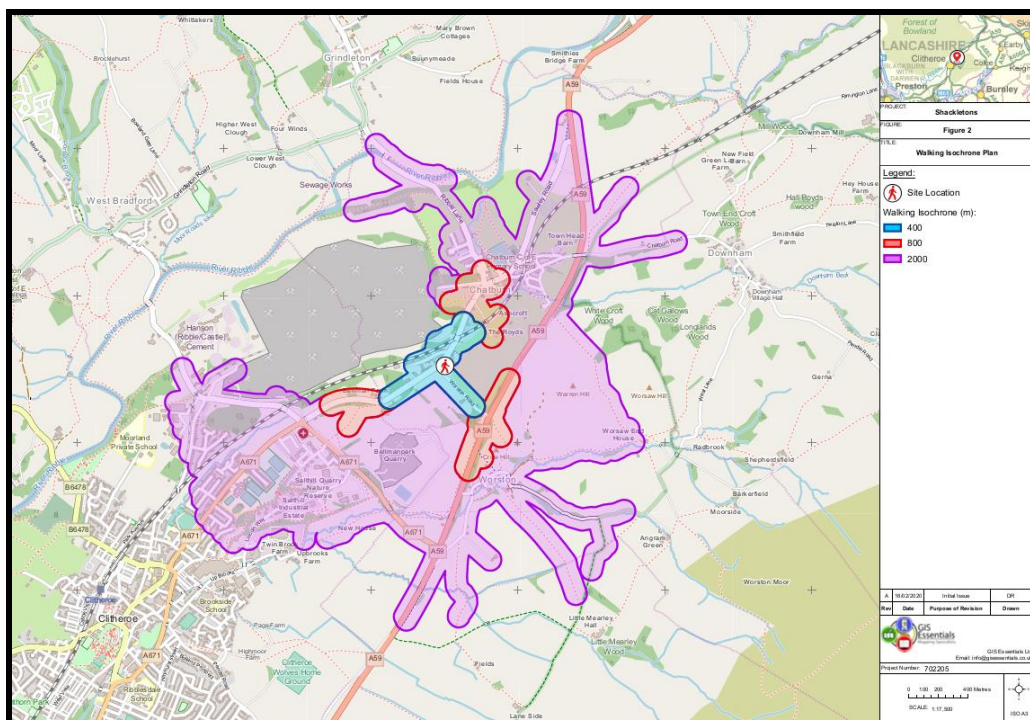
##### Walking and cycling

The proposed development site is located on the edge of the existing urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

The pedestrian catchment area for the proposed development site extends to cover the local bus routes and services indicated for the site is inside the 200m desirable distance.

Importantly, the 2km distance covers other education and shopping facilities and Clitheroe town centre. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot. This is shown below.



2km walk distance

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

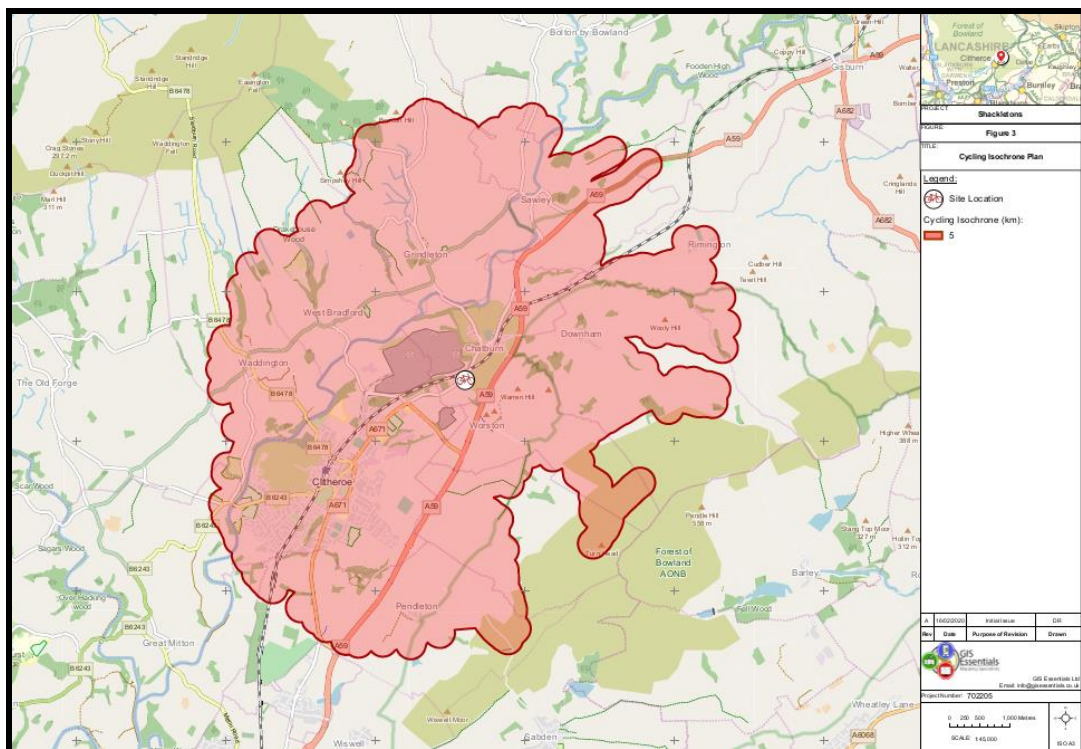
The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB). Importantly, the 2km walk catchment also extends to cover the full town centre. There are, therefore, opportunities for travel on foot.

In conclusion, the proposed application site can be considered as being accessible on foot based on its urban setting.

Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport” The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

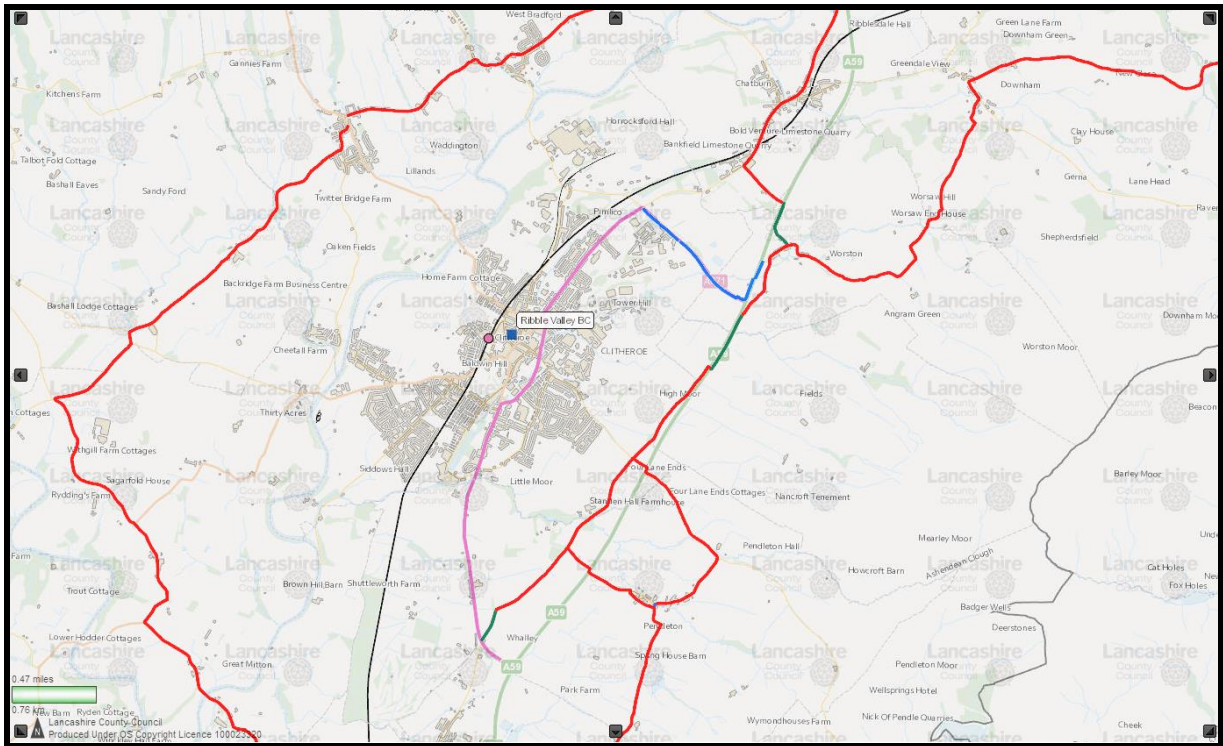
The National Travel Survey NTS (undertaken by the DfT) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography. For the purposes of this report the national guidance of 5km will be used.

The 5 km distance is indicated by the salmon area on the figure below.



**Cycle Catchment**

The plan shows the catchment area within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.



### Local cycle routes

The site is next to a cycle route that links into the wider regional network. There are opportunities to travel by cycle.

### Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work and leisure.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

“What is the existing situation with respect to public transport provision in and around the development?”

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?” (para 4.18).

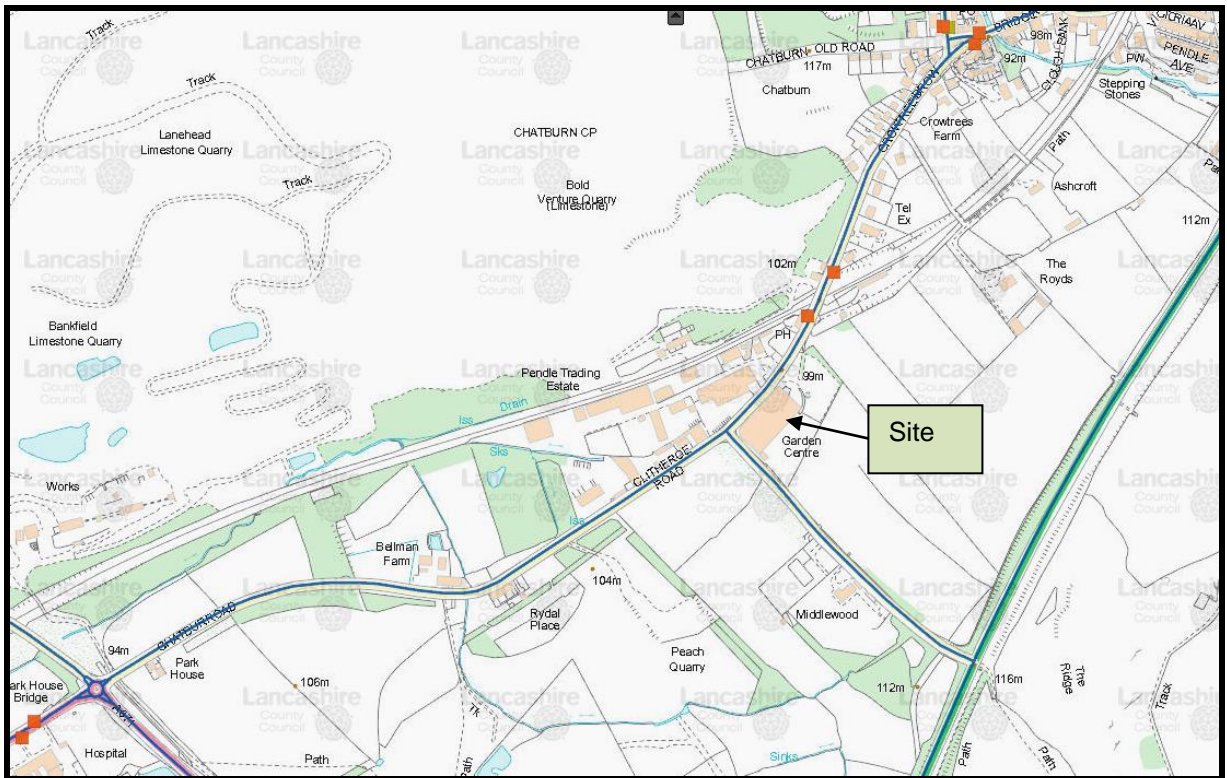
The bus stops north of the site are approx 200m away thus at the 200m desirable distance from guidance.





**Bus stops towards and away from town**

Locally the site is connected to the town centre and thus the wider area, to the east the site connects to Skipton and Burnley areas.



The following services are pre covid, these services are still been offered locally.

Departures from:  
**CHATBURN, opp Pendle House**

**3 CLITHEROE - SAWLEY CIRCULAR - CLITHEROE**  
 via Pimlico - Chatburn - Pimlico

**Mondays to Fridays**  
 0904\$ 1104\$ 1304\$ 1504\$

**Saturdays**  
 0904\$ 1104\$ 1304\$ 1504\$ 1704\$

**No Sunday Service**

**Notes:**  
 \$-Operated on behalf of Lancashire County Council.

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**67 NELSON - BARROWFORD - BARLEY - CHATBURN - CLITHEROE**  
 via Blacko - Downham - Grindleton - West Bradford - Waddington

**Mondays to Fridays**  
 0815\$

**No Saturday or Sunday Service**

**Notes:**  
 \$-Operated on behalf of Lancashire County Council.

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**280 SKIPTON - BARNOLDSWICK - CLITHEROE - PRESTON**  
 via Earby - Gisburn - Chatburn - Whalley - Mellor Brook

**Mondays to Fridays**  
 0632\$\$ 0714\$\$ 0837\$\$ 0956\$\$ 1156\$\$ 1356\$\$ 1553\$\$ 1806\$\$ 1921\$\$

**Saturdays**  
 0856\$\$ 0956\$\$ 1156\$\$ 1356\$\$ 1556\$\$ 1801\$\$ 1916\$\$

**No Sunday Service**

**Notes:**  
 \$\$-Operated in partnership with Lancashire County Council.

Departures from:  
**CHATBURN, Pendle House**

**3 CLITHEROE - SAWLEY CIRCULAR - CLITHEROE**  
 via Pimlico - Chatburn - Pimlico

**Mondays to Fridays**  
 0849\$ 1049\$ 1249\$ 1449\$

**Saturdays**  
 0849\$ 1049\$ 1249\$ 1449\$ 1649\$

**No Sunday Service**

**Notes:**  
 \$-Operated on behalf of Lancashire County Council.

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**280 PRESTON - CLITHEROE - BARNOLDSWICK - SKIPTON**  
 via Mellor Brook - Whalley - Chatburn - Gisburn - Earby

**Mondays to Fridays**  
 0748\$\$ 1014\$\$ 1214\$\$ 1414\$\$ 1620\$\$ 1820\$\$ (1)

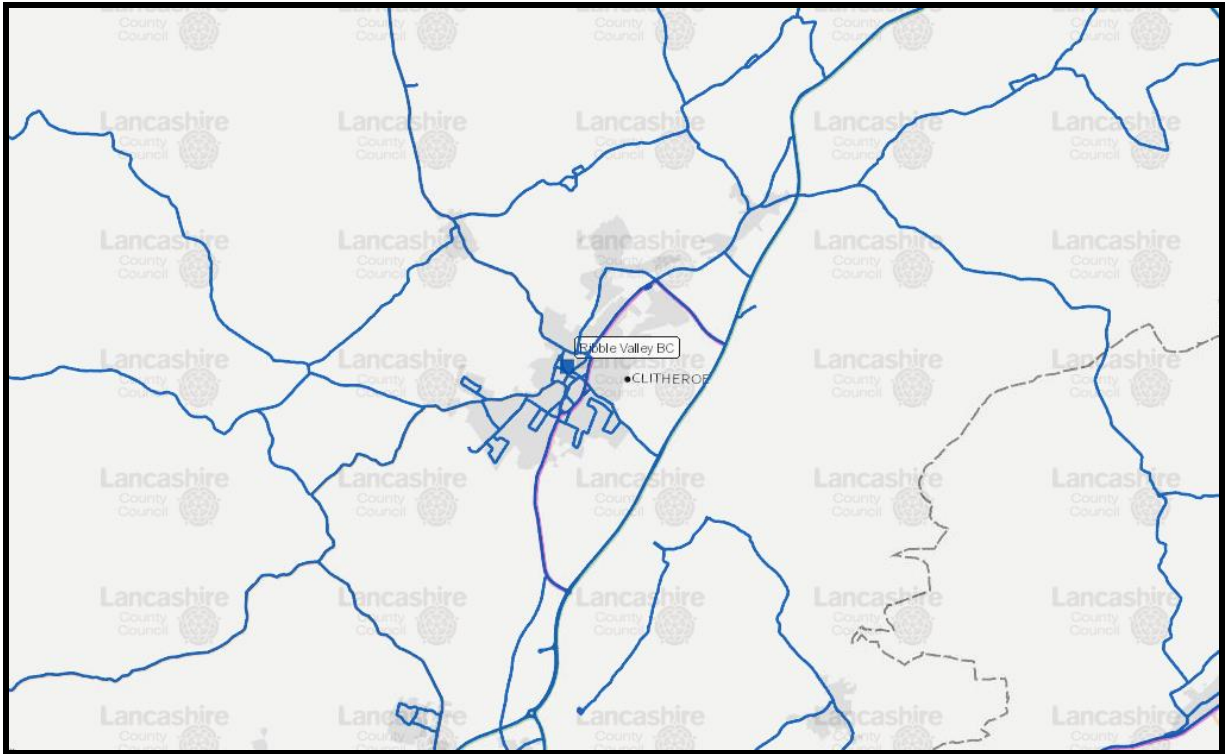
**Saturdays**  
 0754\$\$ 1009\$\$ 1214\$\$ 1414\$\$ 1614\$\$ 1814\$\$ (1)

**No Sunday Service**

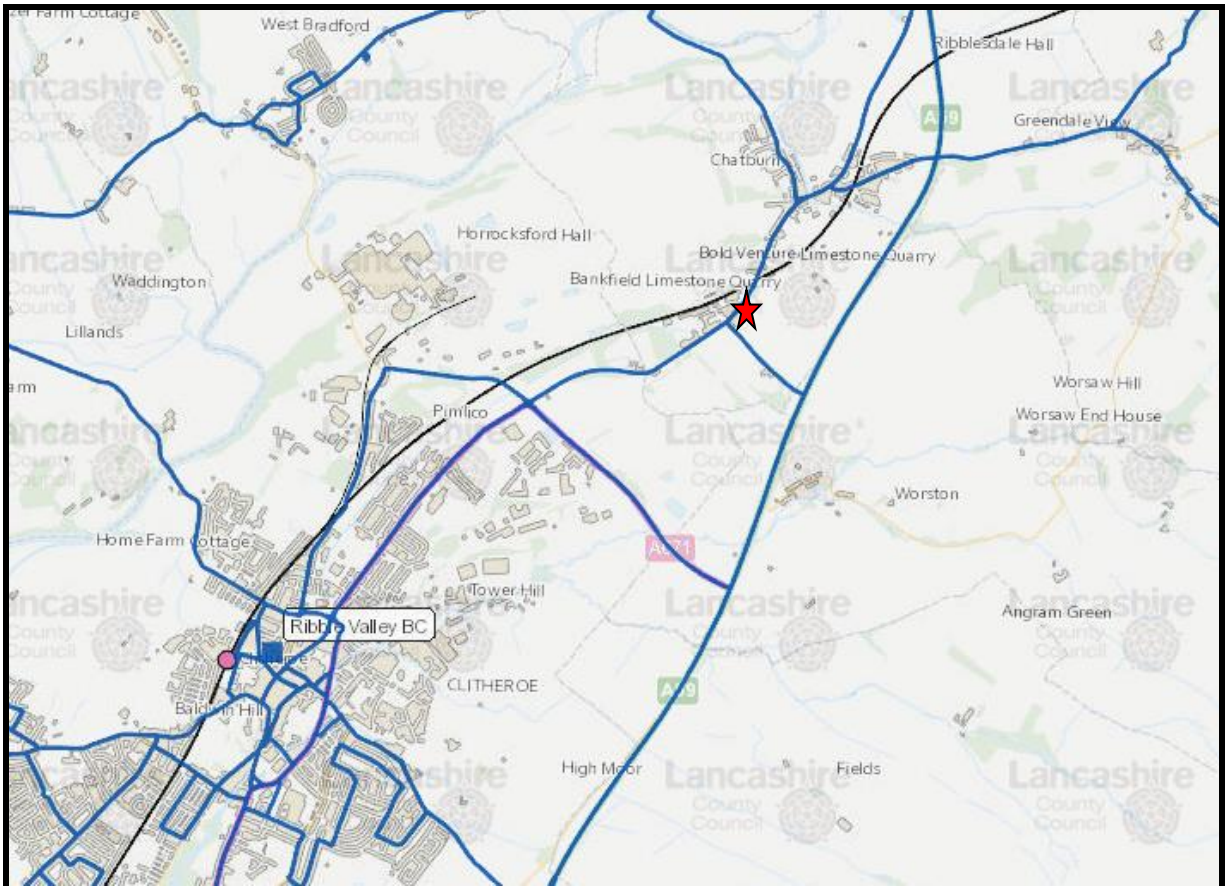
**Notes:**  
 \$\$-Operated in partnership with Lancashire County Council. (1)-Terminates at EARBY, Bus Station.

There are 3 routes that are available to the customers and staff, thus the local and wider area needs is met.





**Bus routes and Local services**



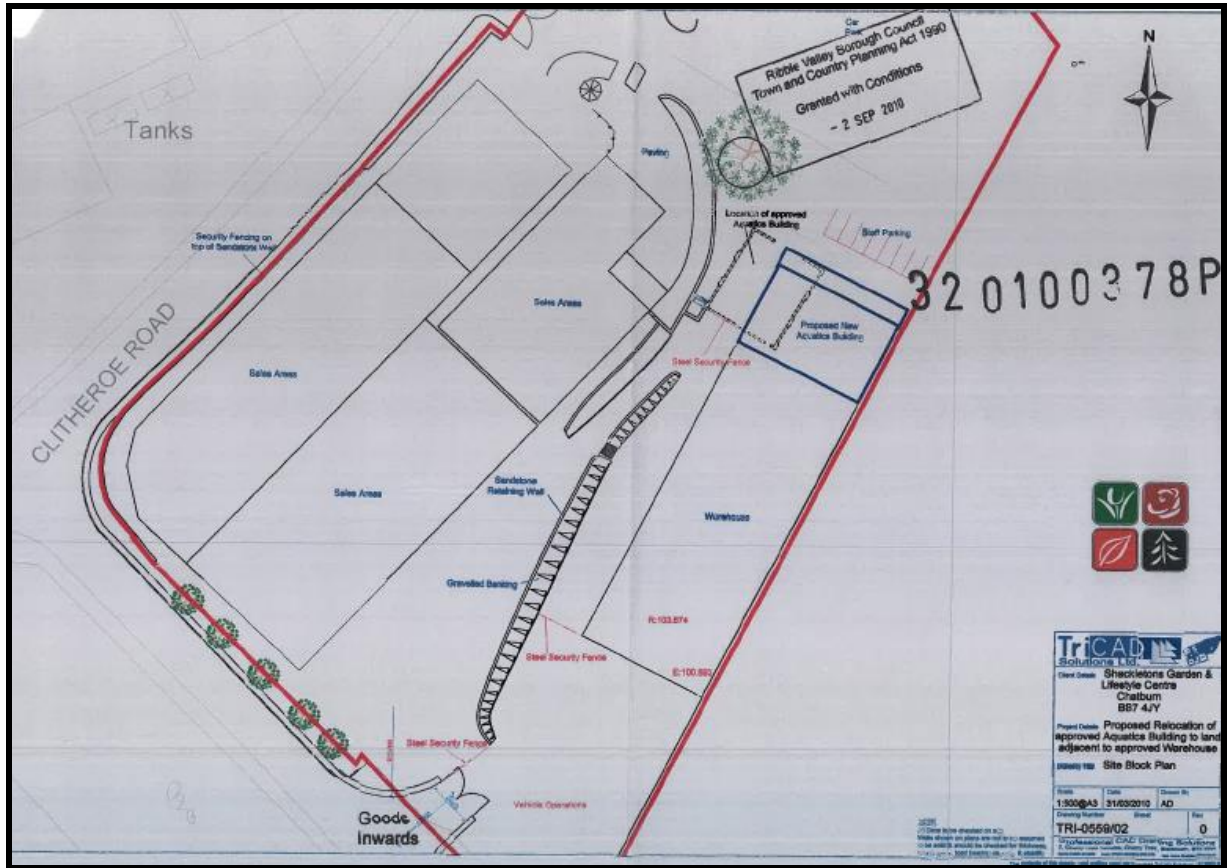
## Summary

The site is thus well place to provide alternative modes of travel than the car for both local trip needs and wide trips via bus.

## 5. APPROVED DEVELOPMENT PROPOSALS

### Approval 1

The 2010 320100378P extant permission for an aquatic centre is shown below.



This had no associated car parking changes and seen as ancillary to the main offer.

The aquatic centre and warehouse equates to some 1040 sqm of development.

### Approval 2

The 3/2018/0025 approved scheme comprises an expansion of the car parking offer from 155 spaces to 267 to accommodate the sites needs with no associated floor area increase.

No assessment was required by LCC of the potential 112 extra spaces trips a 41% increase in potential use.

This approval has not been enacted but is committed.


### Layout

The site layout is illustrated on below





**Notes:**  
All work is to be carried out to the latest current British standards Codes of Practice and recognised working practices.  
All work and materials should comply with Health and Safety legislation.  
All dimensions are in millimetres unless explicitly shown otherwise.  
The contractor should check and verify all dimensions as work proceeds and notify the architect of any discrepancies.  
Do not scale off the drawings, if in doubt ask.

 <b>G H A</b> GHA Group Suite 9 - Grindleton Business Centre The Spinney Grindleton Clitheroe Lancashire BB7 4DH T: 01200 448700 Email: info@ghaonline.co.uk							
<b>Project:</b> (No: Sha.746.2427.GH)							
Planning - Proposed Extension to Car Park at Shackletons Garden Centre, Clitheroe Road, Chatham, BB7 4JY							
<b>Title:</b> Proposed Site Plan with Topographical Overlay							
<b>Drawing No:</b> Sha.746.2427.03	<b>Drawn:</b> PF						
<b>Client:</b> Shackletons Garden Centre							
<b>Date:</b> 10.01.2018	<b>Scale:</b> 1:1000 @A3						
<b>Amendments:</b> <table border="1" style="width: 100%; height: 20px;"> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>							

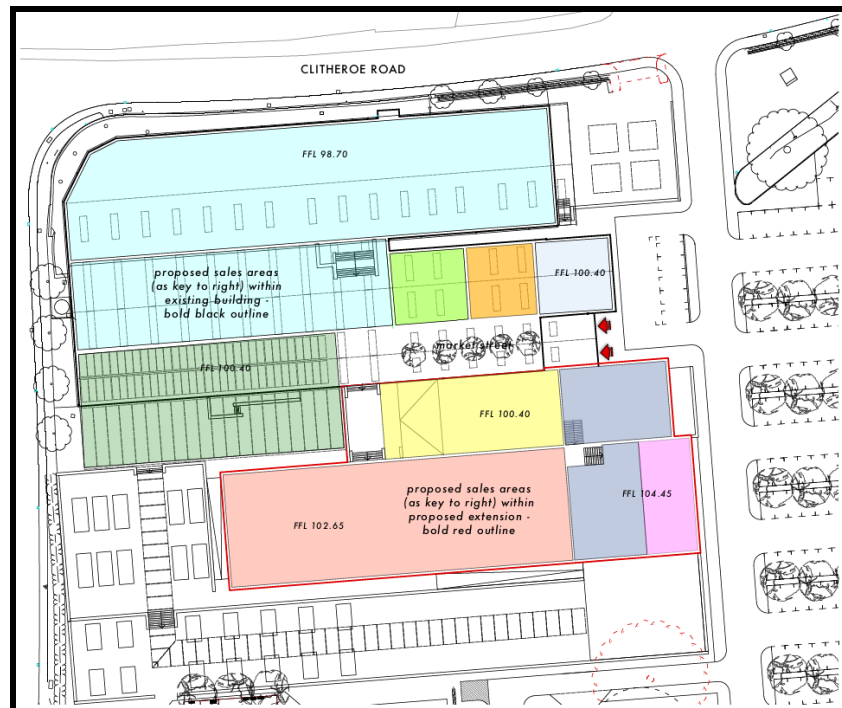
## 6. THE DEVELOPMENT PROPOSALS AND LAYOUT

### Development Proposals

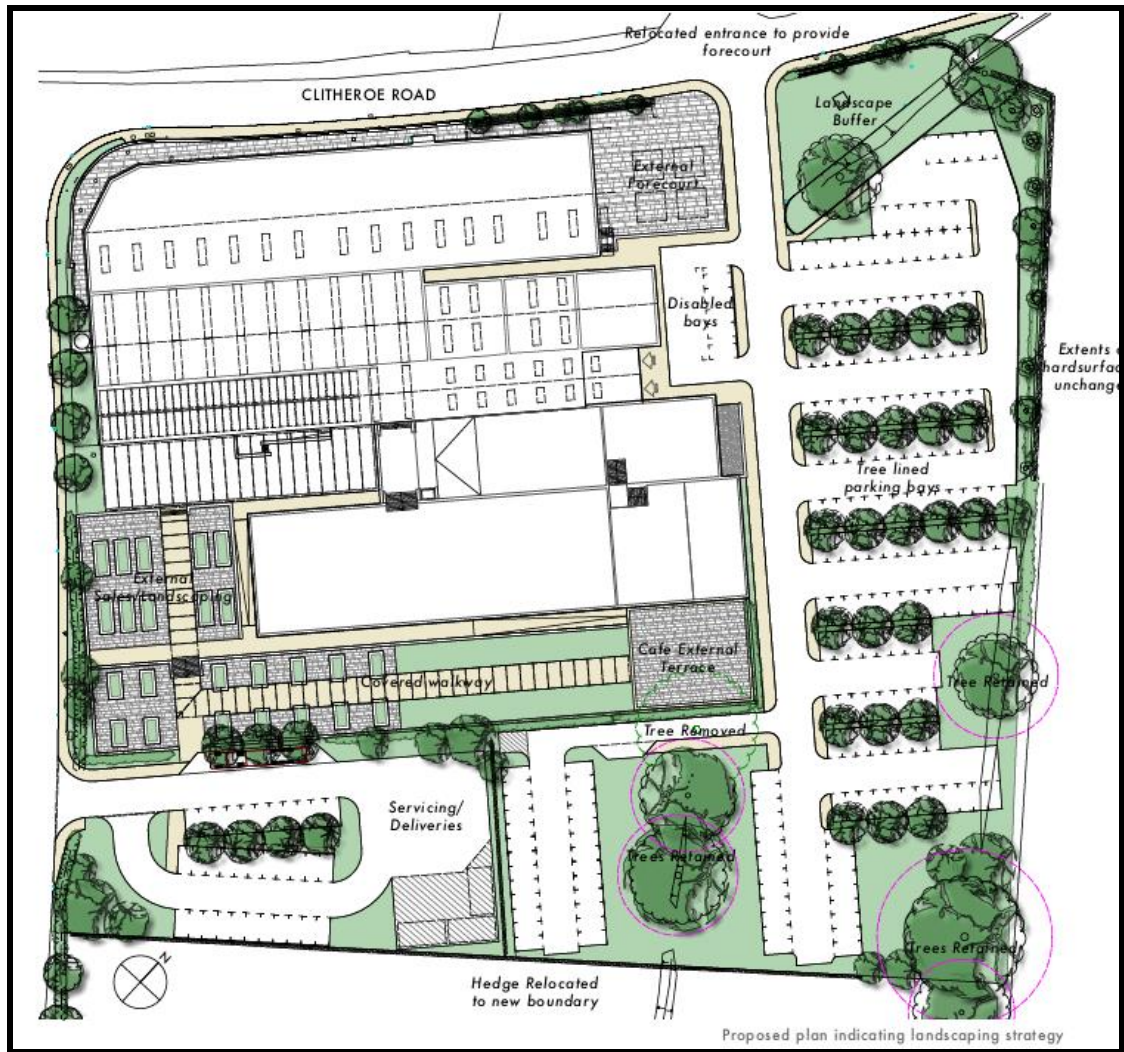
The scheme comprises an expansion of the Home and Garden centre from 4523 sqm to 6959 sqm an increase of 2436 sqm.

### Layout

The site layout is illustrated on below (see architect drawing for full details) and included in the figures section.

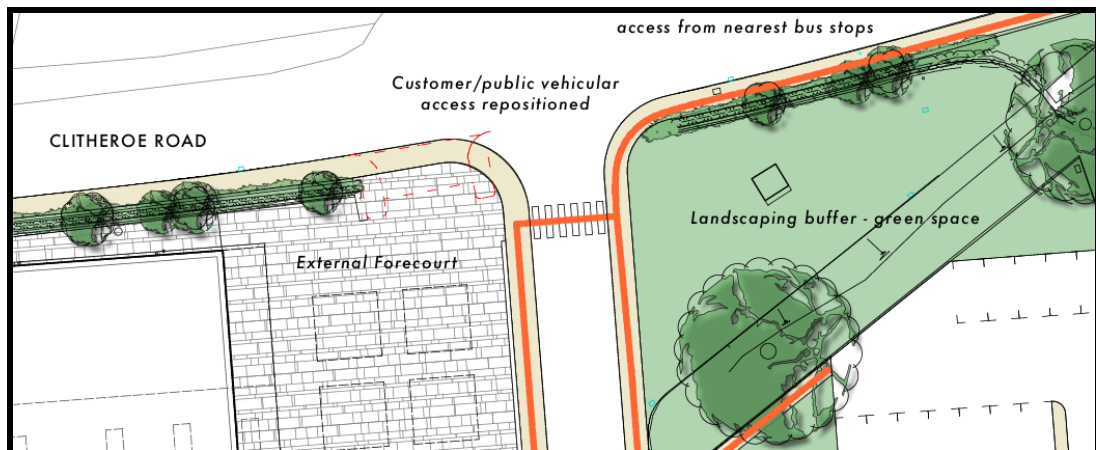


The external car spaces are shown below with around 208 marked parking spaces for customers and 33 staff spaces as such 241 in total.



### Access

The site will be moved approx 6m to the east as shown below and straightened internally from the previous curved approach.





The changes make little or no difference to the sight line provision from existing and is shown below for clarity.



**View left and right from existing access**

### **Servicing**

A large refuse and deliveries are accommodated in the internal servicing bay as occurs now off road.



### **Car parking**

The extant approved scheme for car parking expansion was 155 spaces to 267 to accommodate the sites needs with no associated floor area increase.

No detailed assessment was required by LCC of the potential 112 extra spaces even with a 41% increase in associated trips.

The current application parking for the new extension is to accord with the council's current guidance.

The site is medium accessibility in a third-tier location.

This gives a range of 1:21 to 1:24 ratio. The existing 4523 sqm with 175 spaces equates to 1:26 slightly under the maximum of 1:21 or 215 spaces, there are however hard standing areas un marked to cover the potential maximum if required.

Land Use	Level of Centre	Baseline Standard (per m <sup>2</sup> gross floor area)		
		Gross floor area <500m <sup>2</sup> or Low Accessibility	Gross floor area >500m <sup>2</sup>	
			Medium accessibility Reduce baseline by 5-15%	High accessibility Reduce baseline by 15-35%
<b>A1 Shops</b>				
Food	1&2	1:16	1:17-1:19	1:19-1:24
	3&4	1:14	1:15-1:16	1:16-1:22
Non-Food	1&2	1:22	1:23-1:26	1:26-1:33
	3&4	1:20	1:21-1:24	1:24-1:31

The extension is not standalone and would not form a full demand, 2436 sqm at 1:24 = 102 additional spaces plus 175 = 276 slightly higher than the previous approved 267. The site is less than this at 241 ie 87% of the policy.

It is reasonable to say the extra floor space would not generate the full parking demand as set out above and the extended dwell/trip time is the key factor for the new offer i.e. a third internalisation figure can be used to represent the dwell time increase.  $102 \times 0.67 = 68$  spaces thus  $175 + 68 = 243$ , the site provides 241 and thus is considered meets policy as required.

This is still below the approved 267 spaces.

### Trip generation and impacts

For leisure and garden centre type demands the weekend is the highest peak demand.

Survey's as set out in the traffic flows overleaf indicate that the current offer has 152 two way trips for 4523 sqm this equates to 3.36 per 100 sqm.

For the increase of 2436 sqm this equates to an additional 82 two way trips if considered as standalone. Similar to the parking review applying the internalisation of 33% reduction this gives 55 additional two way trips.

From TRICS the site has a weekend two trip rate.

Peak Period	Arr	Dep	Tot
mid	1.437	1.514	2.951

These equate to trips for 2436 sqm of:

Peak Period	Arr	Dep	Tot
mid	35	36	71

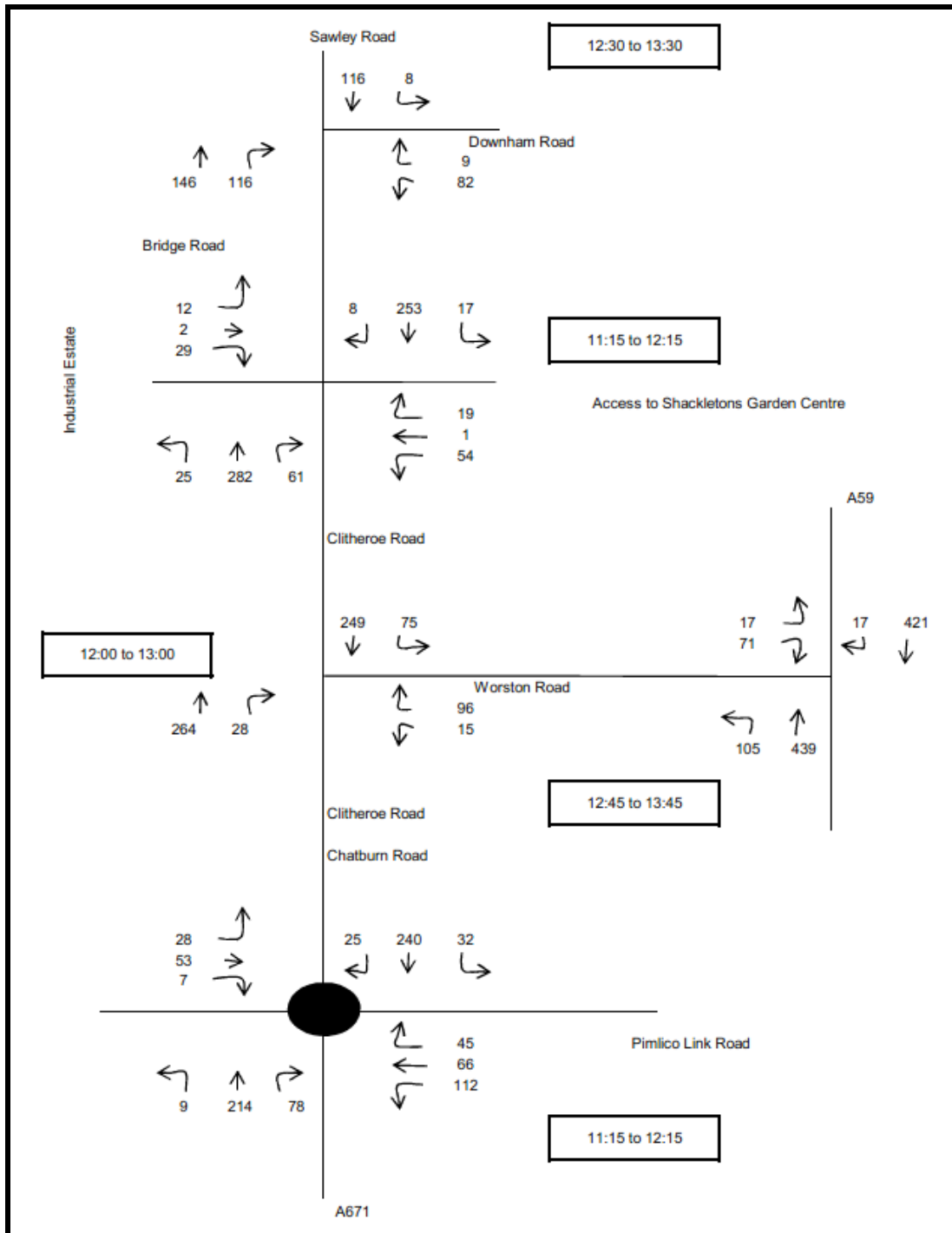
Applying the internalisation of 33% reduction this gives 48 two way trips.

This equates well with the bespoke trip rate.

From the surveys 76% of the trips are to and from the west side. For the 55 two way trips this derives 41 two way trips.

The next junction westwards has 684 trips and 171 of which are along Worston Road or 25% of the trips.

$41 \times 0.25 = 10$  two way trips and the residual 31 trips are to and from the Pimlico roundabout.



Notwithstanding the above the Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. Garden centres are subject to individual discussions i.e. no sqm thresholds. At paragraph 4.92 GTA states that

*"...the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism...."*

The above notwithstanding GTA does suggest that threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be required. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network.

The likely number of trips that will be generated by the leisure uses based on the above 31 two way trips in the peak i.e. at the 30 two way vehicle trips threshold, as defined in the GTA, in peak hour.

Given this it is concluded that the need for the development to be assessed in terms of its impact on the capacity and delay of the network is not required.

Additionally the car parking spaces are less than the previously approved 267 with an accepted set of trips and it could be argued the impact has already been accepted and considered de minimus in nature.

### **Impact during Construction**

The delivery of materials to and from the site will form a large component of the traffic generated by the construction process. A routeing strategy will be developed closer to the time of construction, based upon the principle of using appropriate major roads.

Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area. This daily programme will seek to ensure that the timing of the arrival and departure of construction vehicles is managed so as to try and minimise the number of vehicles on the immediate local highway

The exact routes used by construction traffic will depend upon the sourcing of materials and the destination of any spoil removed from the site. These details will be agreed between the contractor and the Council prior to commencement of the works and signed where appropriate.

These can be detailed and agreed as part of the Construction Management plan.

During construction, the site will be secured so that it will only be accessible to construction workers and vehicles. This will be the case both when there is activity on-site, and also when the site is unmanned. Access to the site will be gated and controlled to ensure the potential for vandalism is minimised. All vehicles waiting to enter the site will be provided with sufficient stacking space to wait off the highway to minimise disruption to traffic.

## 7. SUMMARY

The scheme accords with local and national policy to work towards reducing trips whilst acknowledging the sites urban location.

The layout accords with good practice.

The site is a sustainable location for development.

Traffic flows have previously been assessed for up to date levels, the location has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise.

As such the scheme would have little or no impact on the local network

As such it is considered that there are no reasons why the scheme should not be approved from a transportation point of view, the residual impacts are not considered severe as per policy but low level/minor in nature.



**Figures**  
**(Note for full site plan refer to Architects layout)**