Report No. J1194/TS
February 2021

PROPOSED CONVERSION OF EXISTING BARN EIGHT DWELLINGS, BROCKHALL FARM GLENEAGLES DRIVE, BROCKHALL VILLAGE

TRANSPORT STATEMENT

PROPOSED CONVERSION OF EXISTING BARN EIGHT DWELLINGS, BROCKHALL FARM, GLENEAGLES DRIVE, BROCKHALL VILLAGE

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

DTPC No:		**J194/TS**	
Status:	Final	*Copy No:*	
	Name	*Signature*	*Date*
Approved:	Alan Davies	***AD***	Feb 2021

Revision Record		
Rev.	*Date*	*Summary of Changes*
A	22/4/209	***Revised masterplan***

DTPC (Northwest) (DTPC) The Studio 3 Philips Road, Weir, Bacup, Lancashire, OL13 8RH
T: 01706872323 M:07521560109 E – info@dtpc.uk.com www.dtpc.uk.com

PROPOSED CONVERSION OF EXISTING BARN EIGHT DWELLINGS, BROCKHALL FARM, GLENEAGLES DRIVE, BROCKHALL VILLAGE

TRANSPORT STATEMENT

C O N T E N T S

Page

1. INTRODUCTION

DTPC has been appointed by Brockhall Farm to prepare a Transport Statement to assess the highway access implications associated with the proposed planning submission for a residential conversion at the farm Brockhall Village.

The proposals includes for the creation of 8 residential units including revised access and associated hard and soft landscaping with off-street parking provision.

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
- History
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

The scheme has been previously the subject of planning applications and LCC feedback set out no objection on the principle but detailed information was required on the form of access.

This report has been prepared solely in connection with the site 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 Planning Policy Framework

The NPPF 2019 has replaced the previous 2012/2018 version and sets out the policy framework for sustainable development and supersedes the previous advice, para's below from NPPF.

9 Promoting sustainable transport

Cross referencing the new paragraph to 2012 version below for ease of appreciation.

4. Promoting sustainable transport Paragraph 29 – 41	9. Promoting sustainable transport Paragraph 102 - 111
Paragraph 32	Paragraph 108
Paragraph 35	Paragraph 110
Paragraph 39	Paragraph 105
Paragraph 40	Paragraph 106

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.

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);
e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

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.

Manual for Streets

Manual for Streets published in 2007 and the subsequent publication of Manual for Streets 2 -Wider Application of the Principles in September 2010 provide design guidance around the philosophy of assigning higher priority to pedestrians and cyclists.

Manual for Streets sets out the following key objectives of the design of new residential neighbourhoods:

- Encouragement of low vehicle speeds;
- Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;
- Make it easier for people to move around; and

- Promote social interaction

Manual for Streets 2 builds on the philosophies set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations, filling the perceived gap in design advice between Manual for Streets and Design Manual for Roads and Bridges (DMRB).

Summary

The overriding theme of national policy is that developments must have a safe access for all users.

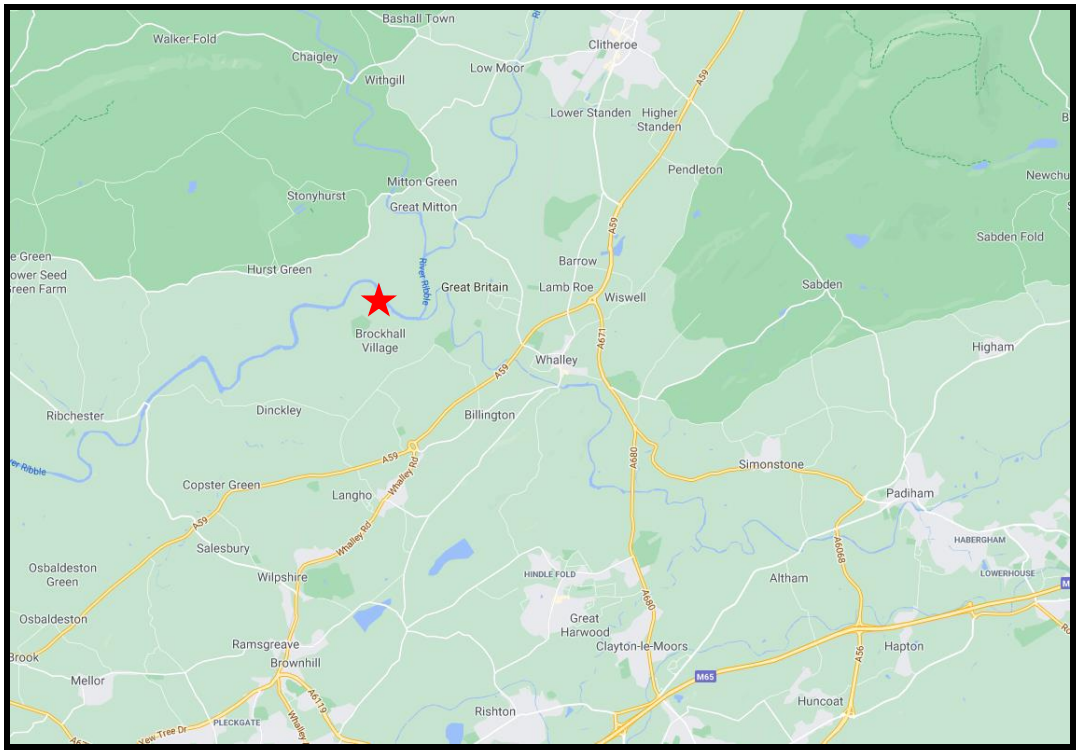
Local policy echoes the sustainability sentiment of national policy for rural locations.

The following chapters of this report will show that the proposed land is compliant with local and national policy

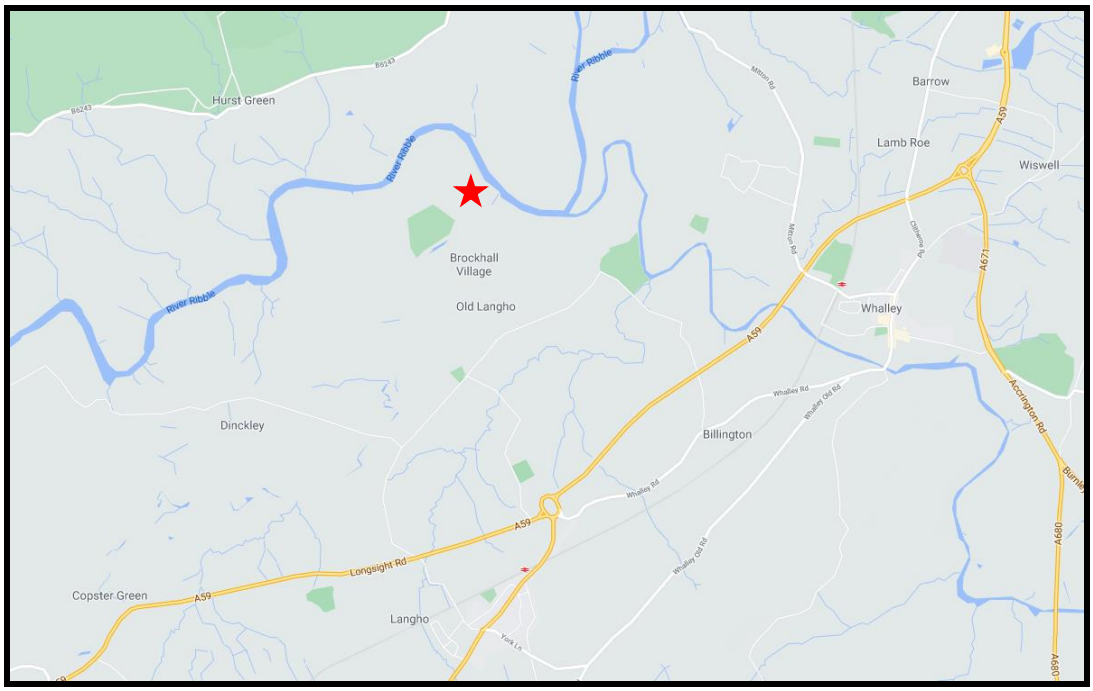
3. SITE CONTEXT

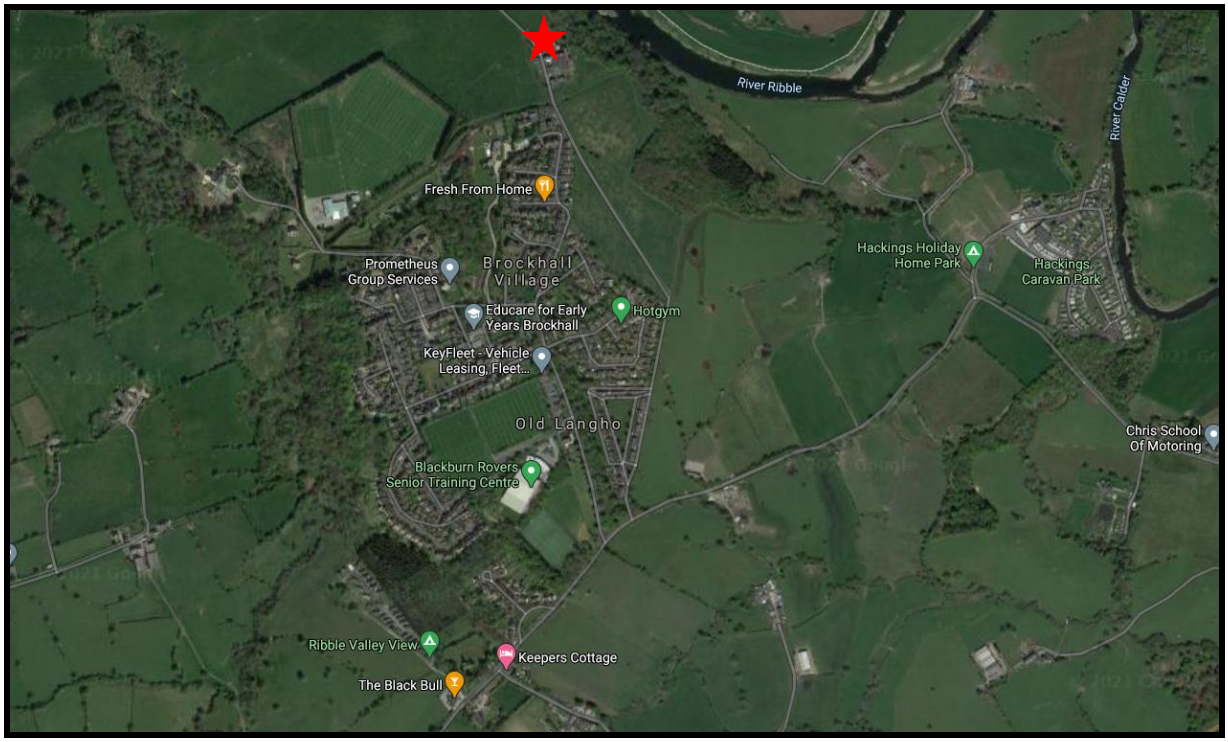
Local Highway network

The development site is to the north of the Old Lango Lane corridor which runs roughly east west and to the east of Brockhall Village. The site is bound by farmland on all sides with the River Ribble to the north.



The wider setting is shown above and in the more local area below.

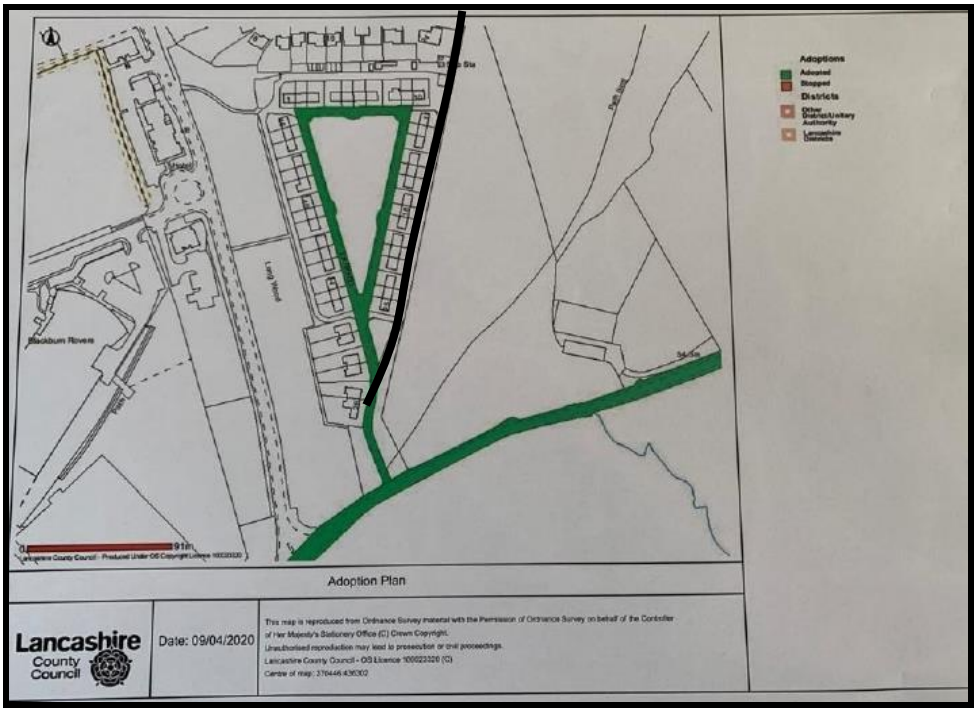




The local setting and detail view are shown above

Highway review

The internal highway network at the village and farm access are private in nature with the exception of the adopted road shown in green below, all are subject to a 20mph speed limit.



In black the site access/right of way which runs to the east edge of the village.

View to the east side access track from the adopted highway and in reverse to the south.

View of site access route showing on street parking road width for vehicles to pass from both directions

View to north and south passed the garage court and rear access to the residential units and the unmade track leading from it

Garage area increased road with

View north along unmade section towards cattle grid and south from grid

View of cattle grid north and southbound

View passed grid across field and back towards grid

View to north on top and to south below at hill crest

View towards and away from farm complex

View showing use of route for walking etc

View to and away from walled section of farm access

View north between walled area and south

View into internal yard

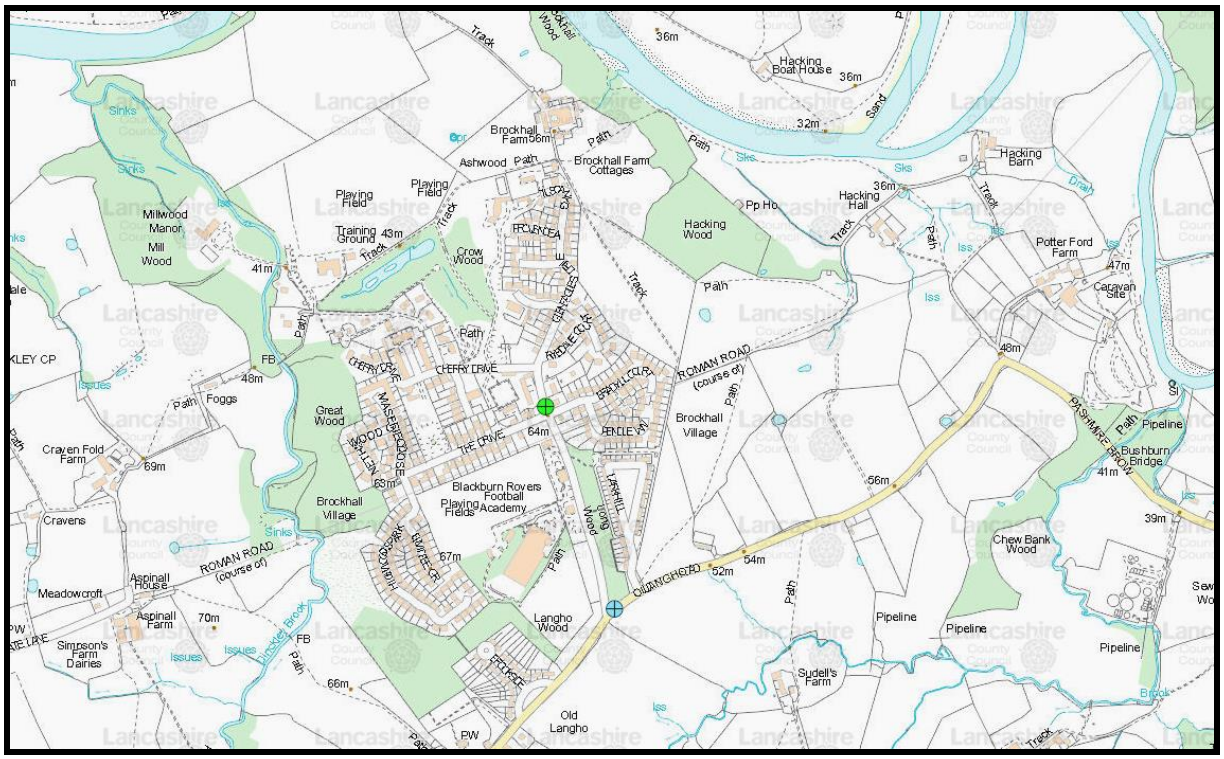
Safety review

Access to the accident national data base has been undertaken and the resultant mapping provided for reference.

The results show that over the past 5 years the frontage has no recorded accidents or safety issues.

The nearby network has had 2 recorded at the nearby junctions as would be expected.

This equates to much less than 1 per 5 years at this level the area would not be deemed to have a local safety issue.



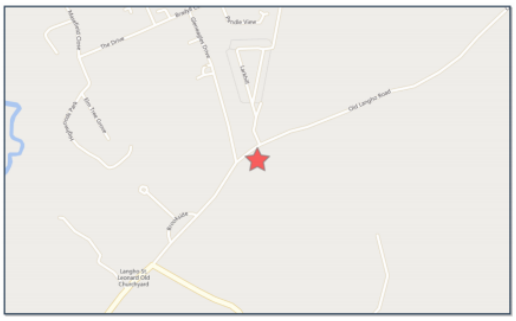
Details of the Old Langho Road record is shown below.

crashmap.co.uk

No

Crash Date:	Wednesday, October 17, 2018	**Time of Crash:**	1:05:00 PM	**Crash Reference:**	**201804EG18235**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Lancashire			**Number of Vehicles:**	2
Local Authority:	Ribble Valley Borough			**OS Grid Reference:**	370450 436130
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Unknown				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

Page 1 of 2 1/7/2021 1:41:47 PM

powered by agilysis

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	66 - 75	Vehicle is waiting to proceed normally but is held up	Front	Journey as part of work	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle is in the act of turning left	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

Slight in nature and outside the peak periods.

Whilst any accident is regrettable incidents of this nature the analysis of accident records has not identified any patterns would not indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration as part of this TS .

Farm activity

The farm in recent years has not been for milk and the dairy herd has been sold, some beef cattle are retained purely for sale. Movements related to this involved a large milk tanker weekly to collect the milk and contractors for silage making which involved large tractors and trailers and a large self propelled forage harvester on a seasonal basis.

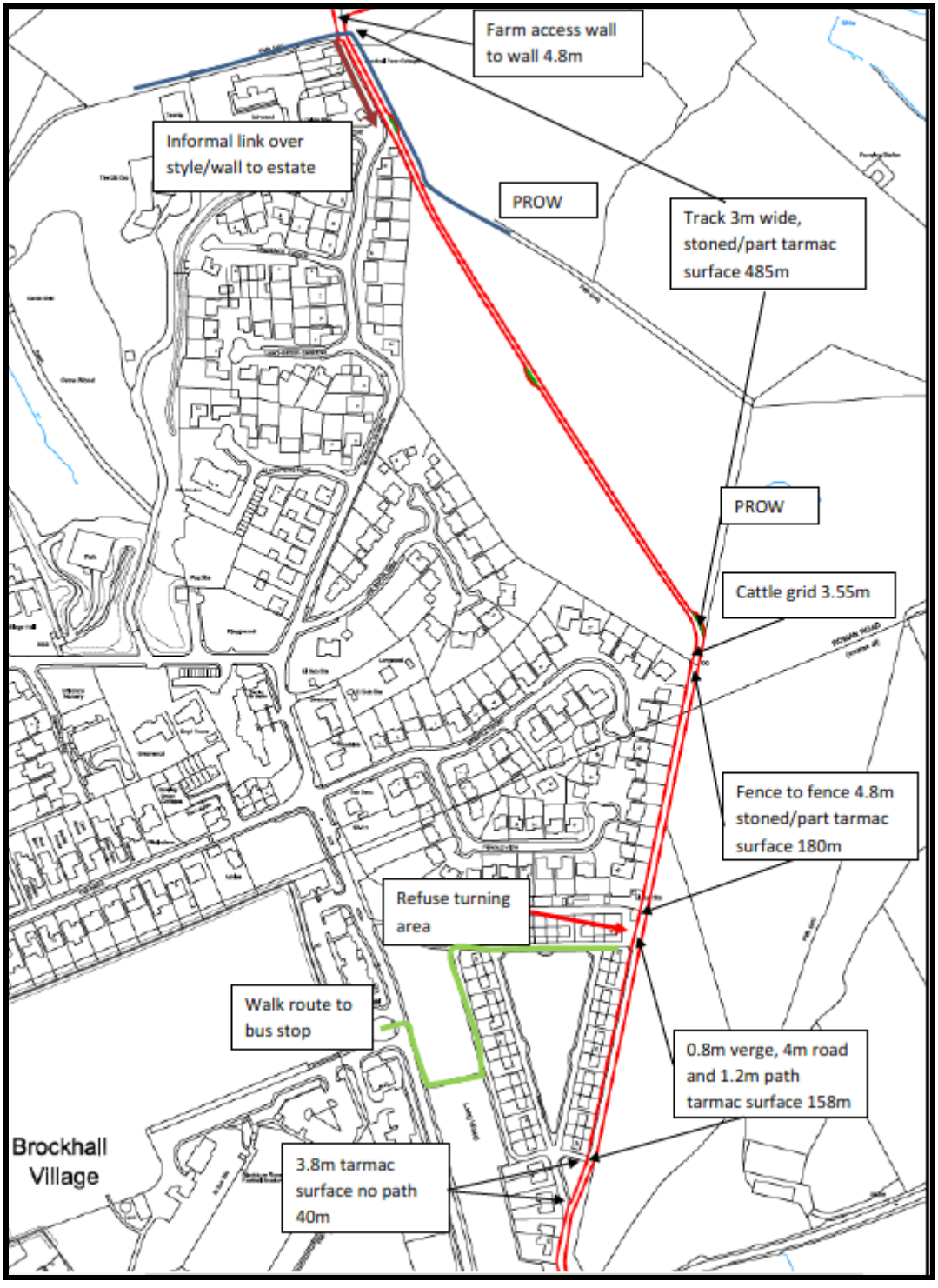
Silage is cut etc seasonally. Overall the flows are low with an average of 1 to 2 per day for the farm and the two dwellings 6-8 per day.

Existing refuse

Currently refuse is taken in bags to the road end for the village and pick up as part of the village service.

Existing access route

The map below shows the track in detail with length of each section and widths at key points.



Summary

The site is located on the edge of the settlement area alongside a road with no capacity or related safety issues.

There are no local concerns that would prevent a scheme from coming forward based on the local network arrangements.

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; cycle and public transport;

Walking and cycling

The proposed development site is located on the edge of Brockhall Village.

The residential design guide "Manual for Streets" (MfS) advises that "*walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas…"* (ref para 4.4.1).

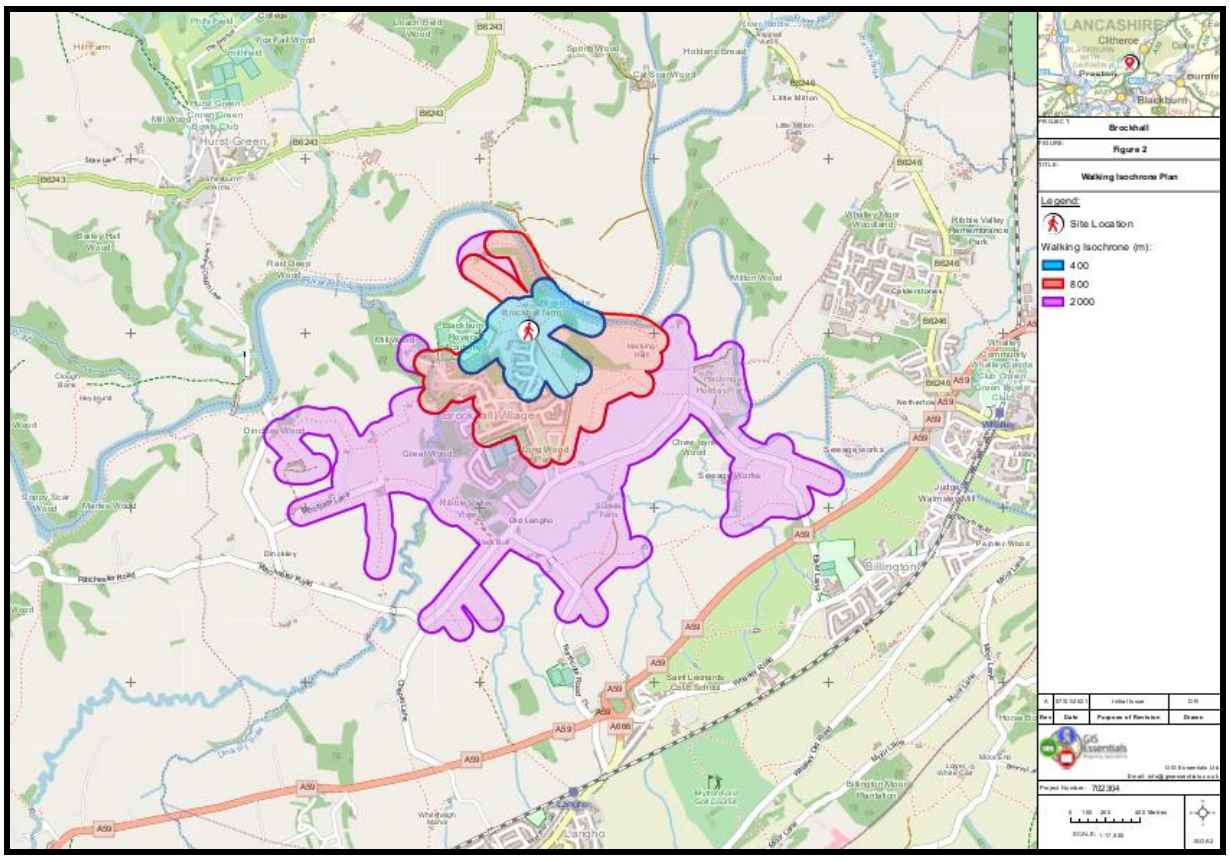
However, this is not regarded as an upper limit in MfS and reference is also made to walking offering "*the greatest potential to replace short car trips, particularly those under 2km*". The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document "Providing for Journeys on Foot"

The CIHT provides about guidance 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, it also recognises a walking distance of up to two miles (3,200m) is practicable for walking.

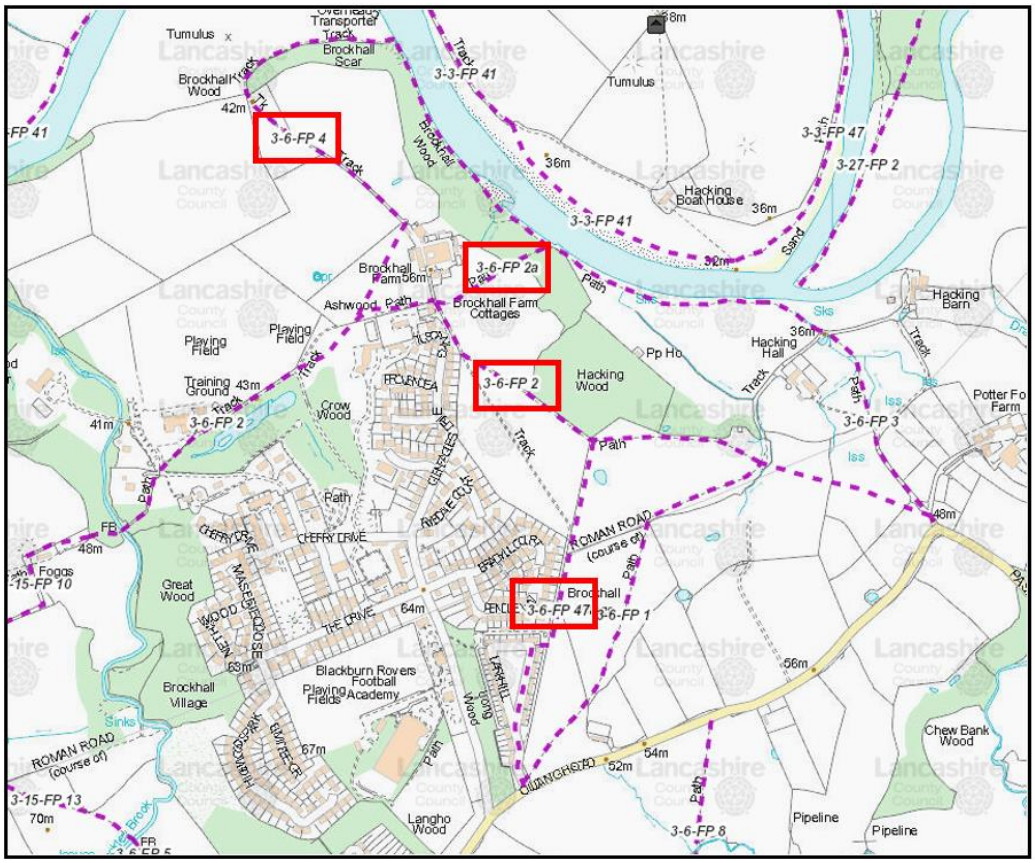
Based on the above it is considered reasonable to assume that walking is a feasible mode of travel for commuting journeys up to 3,200m. Accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	**Local Facilities ***	**District Facilities****	**Other**
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

800m and 2000m walk isochrones reflecting 10 and 25 minutes walk journeys are shown below



Walk Catchments



The topography is relatively flat in nature. The walk catchment extends to cover the local residential area but limited facilities.

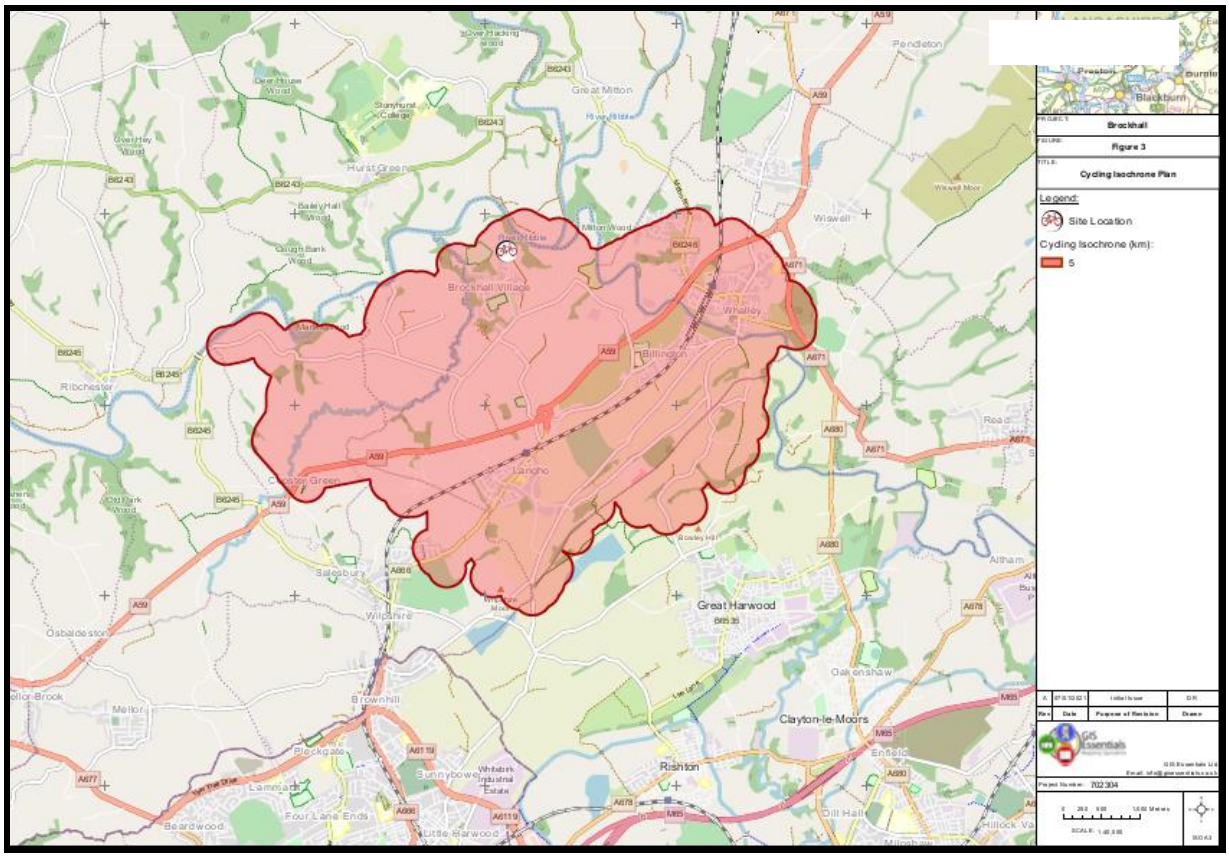
Paragraph 75 of PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car. Clearly, there is also some potential for walking to form part of a longer journey via the bus services.

There are limited dedicated existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

In conclusion, the proposed application site can be considered as being accessible on foot for a rural area.

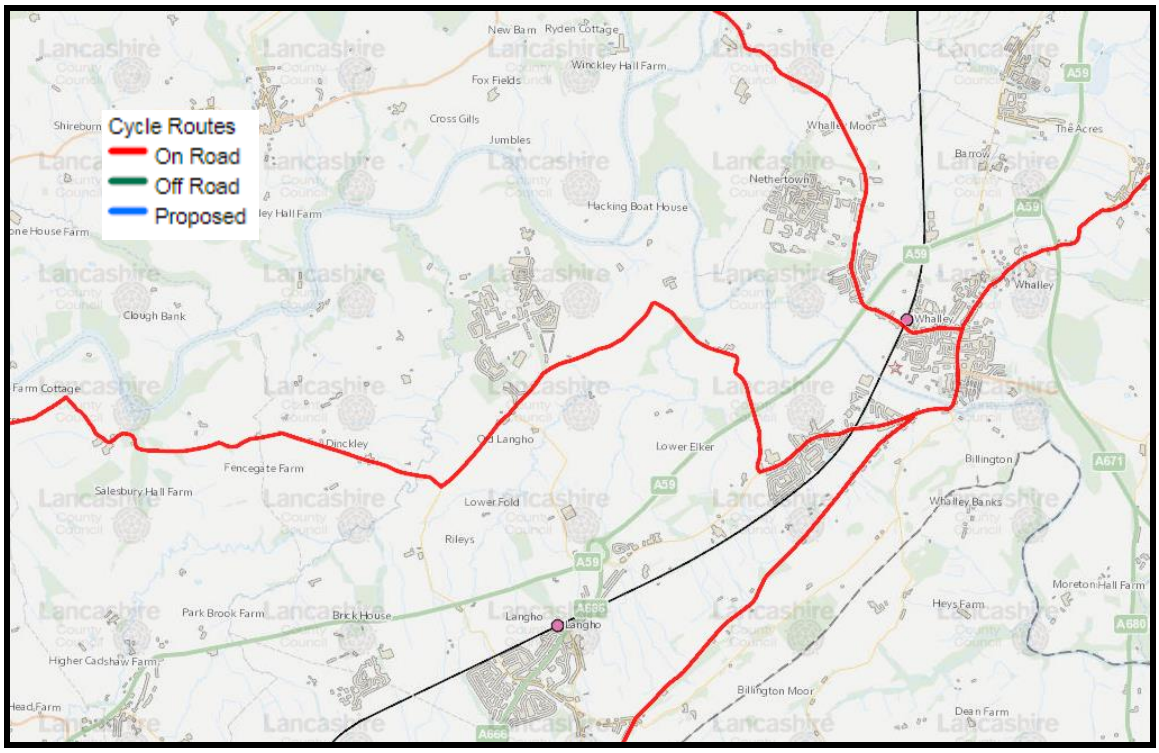
Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"
The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. 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 annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.



Cycle Catchments

The plan shows that the village, Langho, Whalley and Billington with other smaller areas of residential and employment use is within the 5 kilometres cycling distance a journey of around 25 minutes using the Institute of Highways Guidance leisurely cycle speed of 12 kilometres per hour of the site.



The local area is served by cycle lanes adjacent to the site.

Therefore, there is a wide range of cycling opportunities for residents to use this mode.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible 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, education, shopping, leisure and healthcare in the town and beyond.

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?

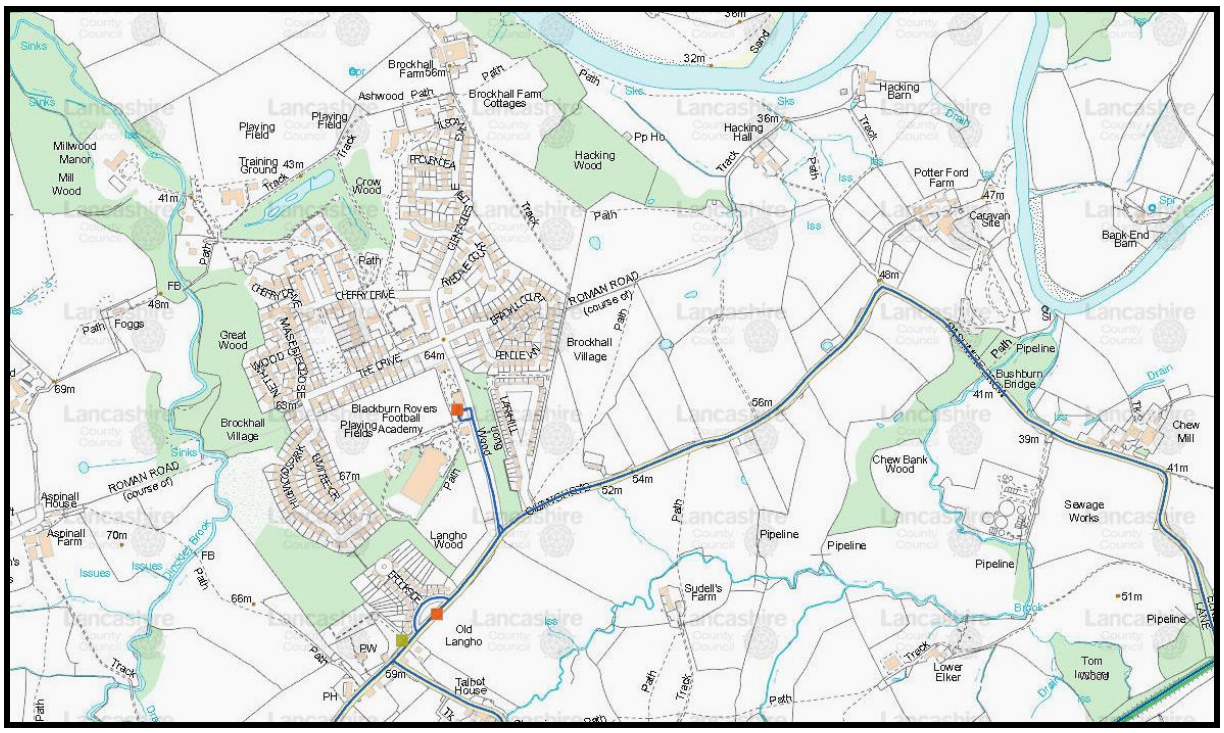
Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

It also says in para 5.18 that a walking distance of 400m as being the desirable maximum distance to the closest bus stop from a new development, however, it also advises this distance should not be **slavishly adhered** to and that access to simple understandable services is more important.

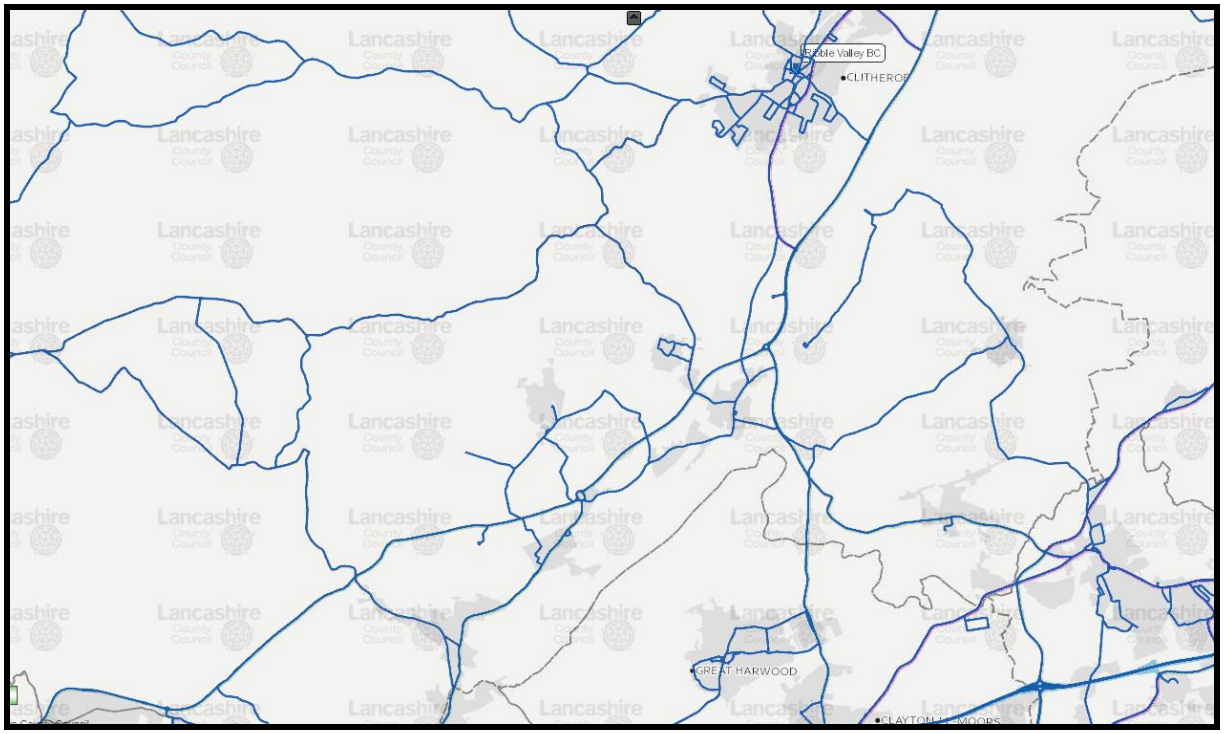
Old Langho Road is indicated as having the closest bus stops to the site (flags and markings are present on site) outside the normal guidance and not unusual for rural of settlement areas.

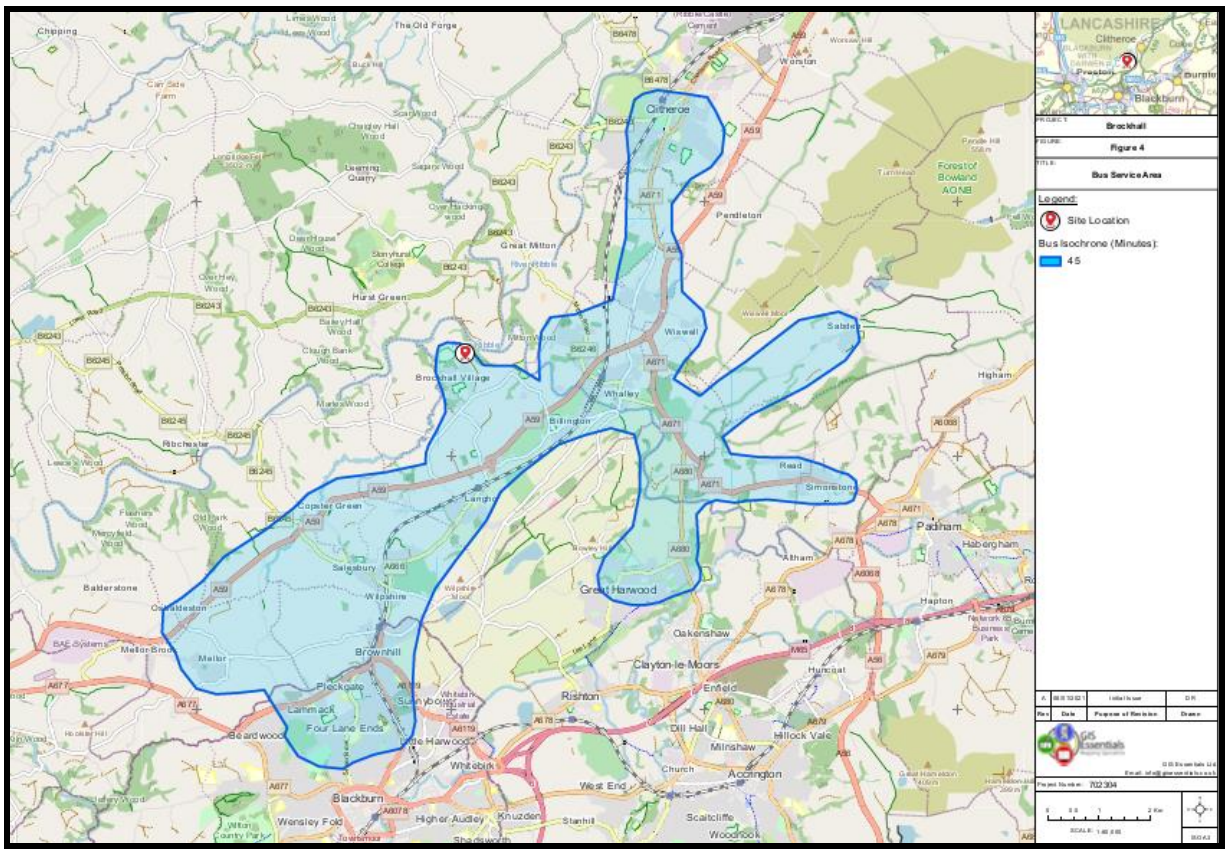
The proposed development site has some limited access for bus services.

Bus stop to routes



Local route above and wider below





Bus catchment taking into walk time

The walk section of the journey is longer than would be expected but in overall journey times this is considered less of an issue the proposed application site is therefore reasonably accessible by bus for a rural area.

Summary

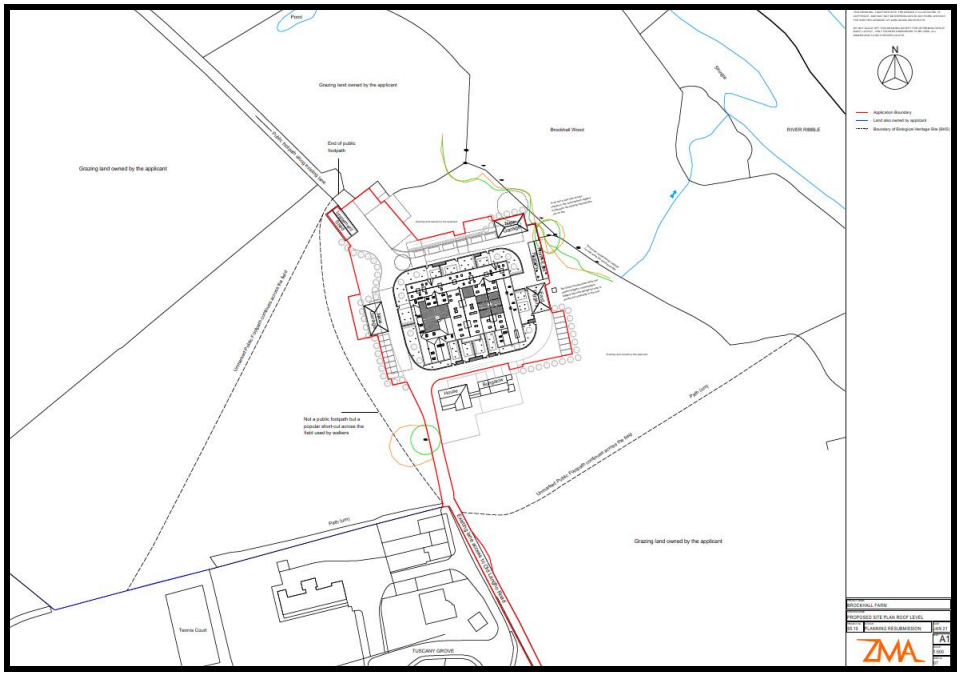
There are therefore opportunities for residents to use non car modes to access using cycling and bus accessibility from a wide area is possible.

In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance and thus reduce single and multi occupancy car trips and thus reduce trips on the network for an edge of settlement / rural area.

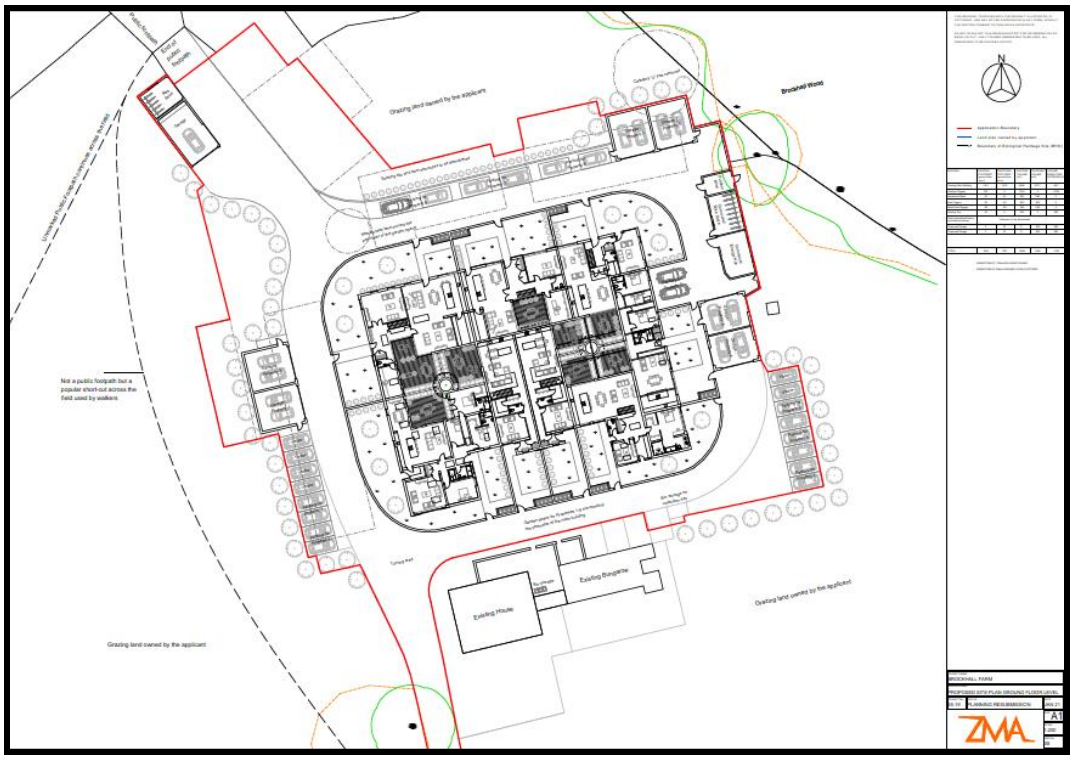
5. THE DEVELOPMENT PROPOSALS AND ACCESS

Development Proposals

It is proposed to provide 8 units are set out using the existing access. The site layout is illustrated on below (see architect drawing for full details).

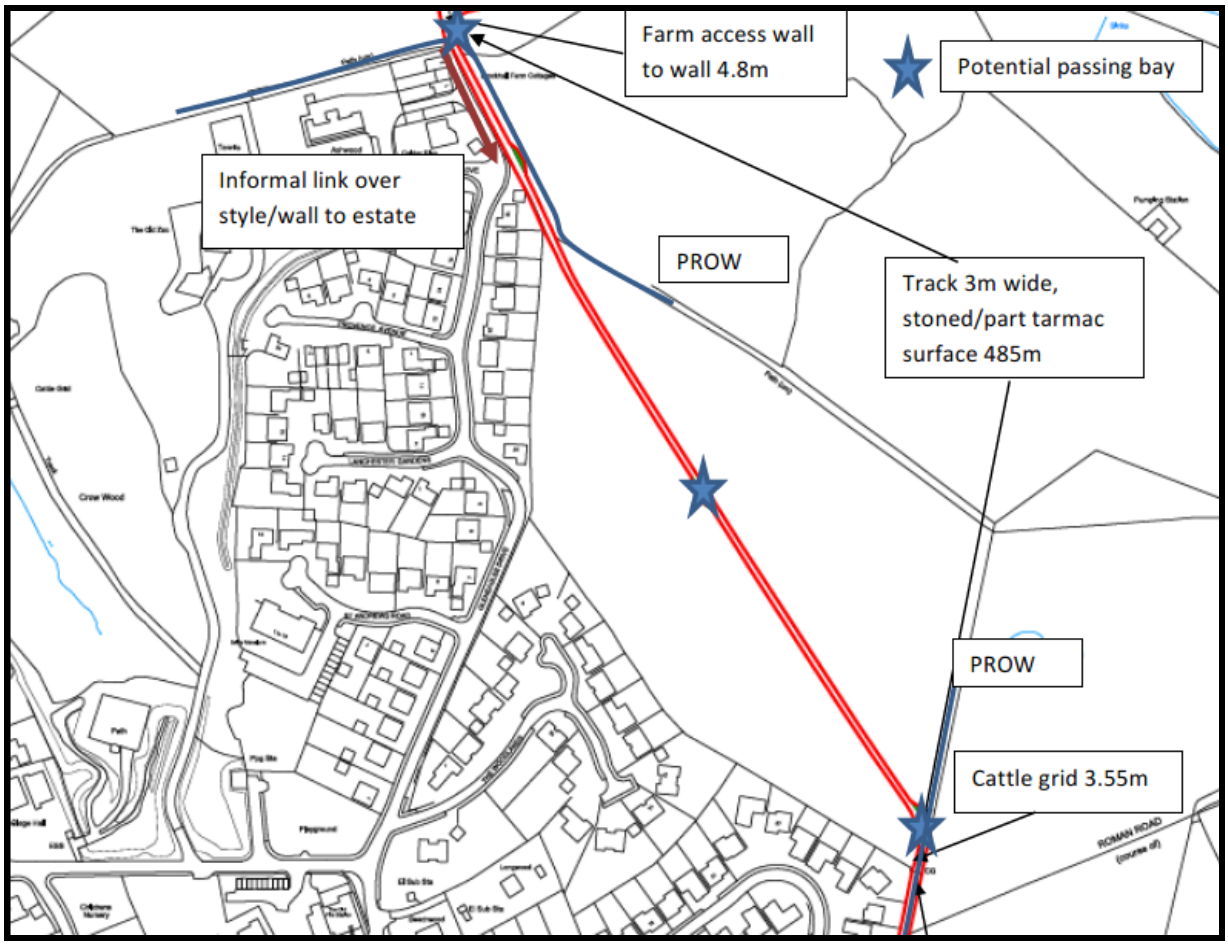


Site setting above and layout below



Main access

The access will be from the existing private track from the cattle grid to the farm with additional changes to create passing areas as shown indicatively below.



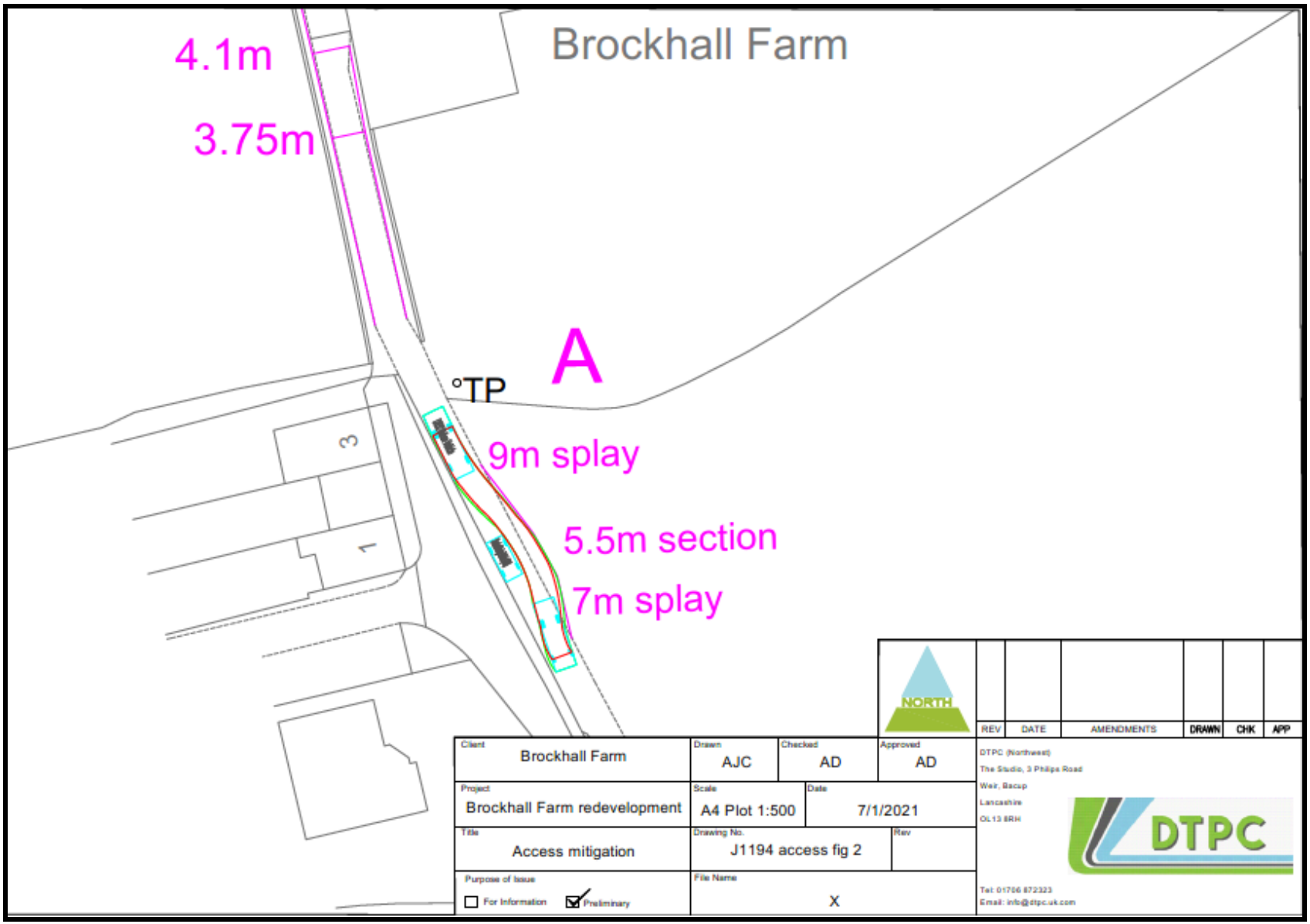
The following shows the passing bay in detail and in full in the figures section.

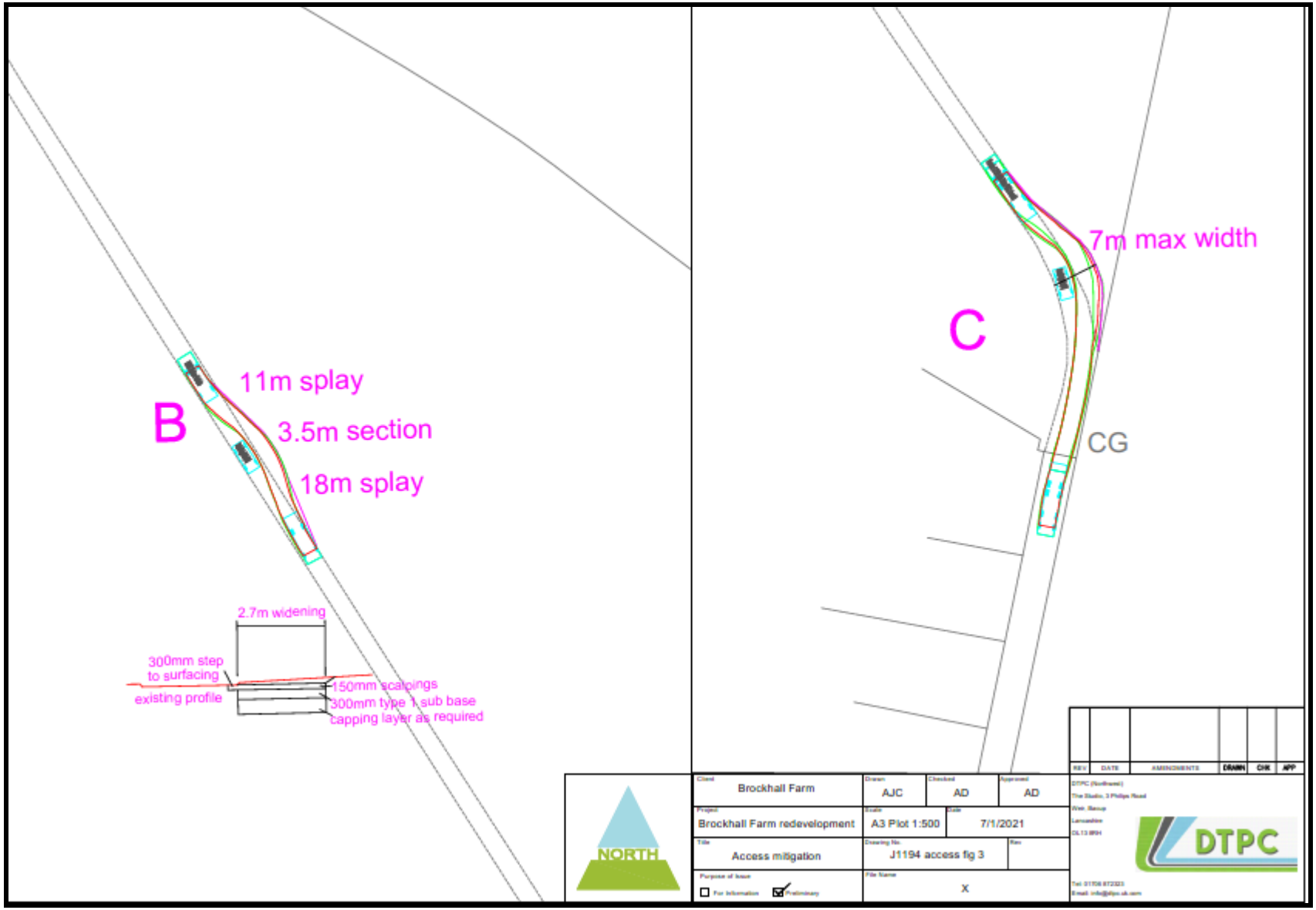
Location A allows vehciles to enter/exit the siteif needed, the internal area is two way cars.

Location B is a standard passing by mid track at crest for intervisibility. It also shows a typical cross section and construction to minimise the impact on field to either side.

Location C is to allow passing to occur at the cattle grid.

All passing areas are for a car and hgv as the worst case use of the track.


4.1m
3.75m
Brockhall Farm
A
°TP
9m splay
5.5m section
7m splay
3
1
NORTH
REV
DATE
AMENDMENTS
DRAWN
CHK
APP
Client
Brockhall Farm
Drawn
AJC
Checked
AD
Approved
AD
Project
Brockhall Farm redevelopment
Scale
A4 Plot 1:500
Date
7/1/2021
Title
Access mitigation
Drawing No.
J1194 access fig 2
Rev
Purpose of Issue
For Information
Preliminary
File Name
X
DTPC (Northwest)
The Studio, 3 Philips Road
Weir, Bacup
Lancashire
OL13 8RH
DTPC
Tel: 01706 872323
Email: info@dtpc.uk.com

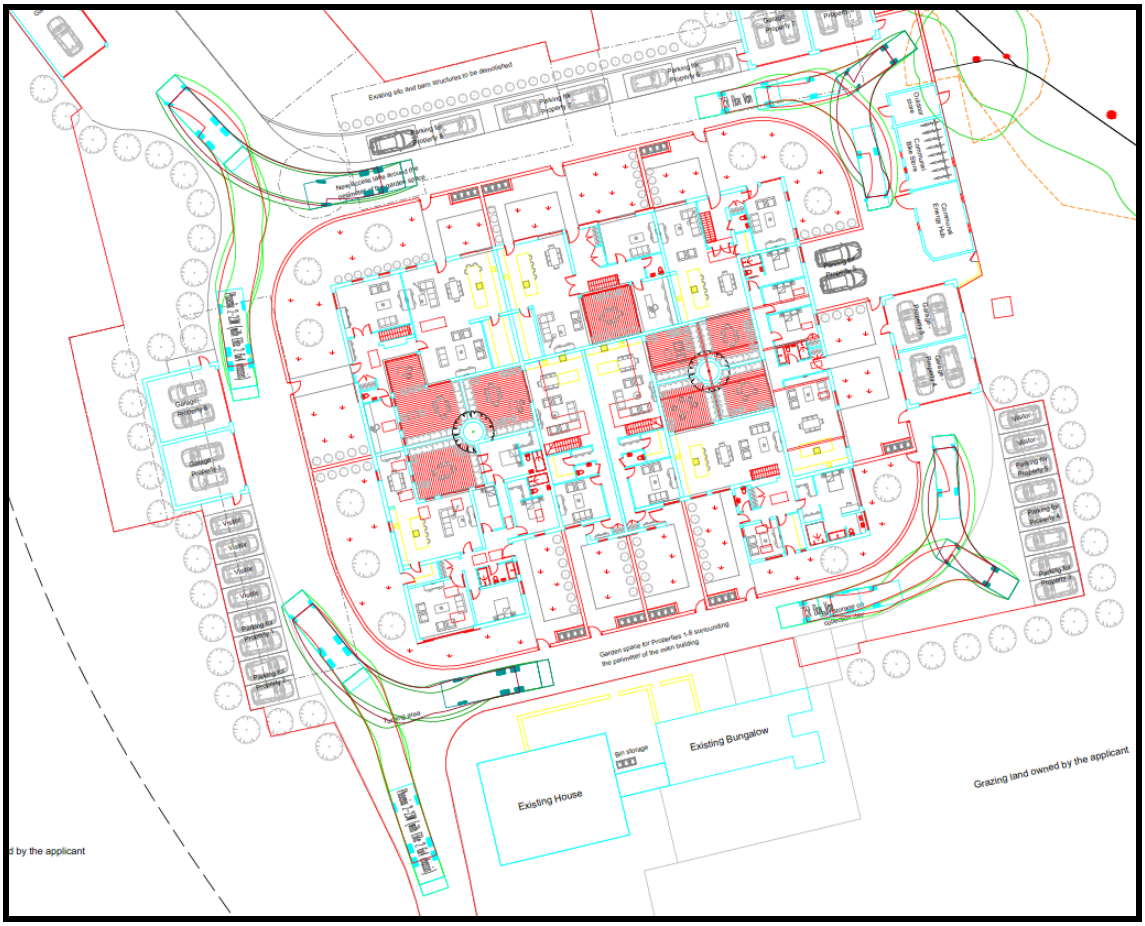

B
11m splay
3.5m section
18m splay
2.7m widening
300mm step
to surfacing
existing profile
150mm scalpings
300mm type 1 sub base
capping layer as required
C
7m max width
CG
NORTH
Brockhall Farm
AJC
AD
AD
Brockhall Farm redevelopment
A3 Plot 1:500
7/1/2021
Access mitigation
J1194 access fig 3
X
DTPC

Servicing and parking

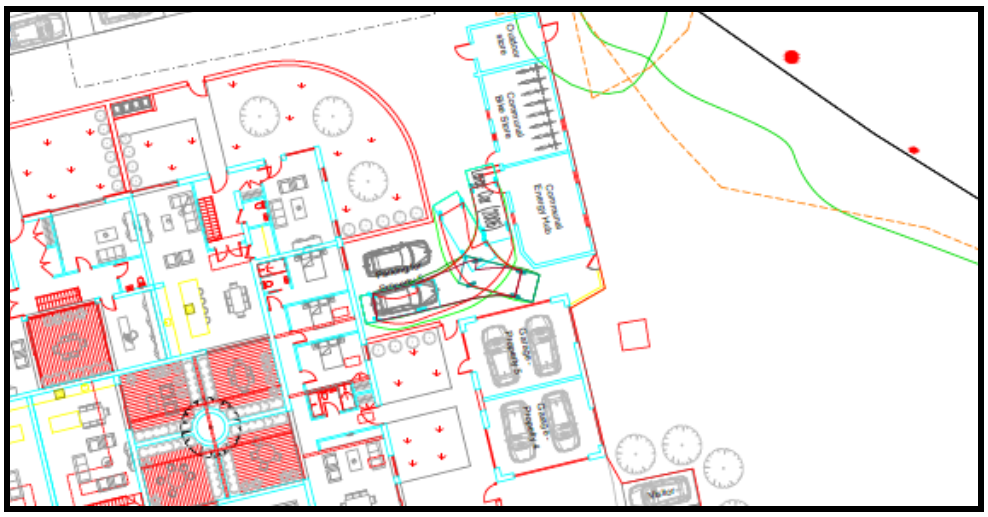
The servicing and refuse needs of the site have been considered. It is unlikely that the refuse will be actioned by LCC and most likely by contract with a local supplier using smaller scale trucks.

However, the site has been tracked for a full size HGV and smaller rigid truck as shown below.

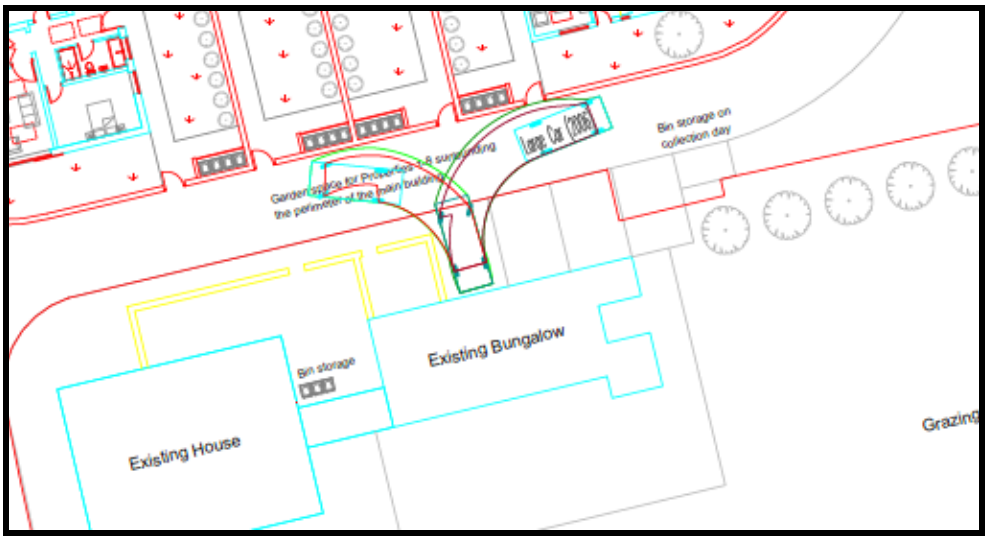
The site can be accessed for refuse and delivers as shown.



Similarly parking areas have been tracked.



The two existing units are shown below with extra wide parking bays due to the narrower aisle width.



Units 2 and 3 have no garages, each unit has 2 spaces externally. 6 visitors spaces are also provided to ensure no ad hoc parking in the aisles/courtyard areas occurs. 35 spaces are provided in total.

The site provides 33 beds in total between 3 and 6 beds per unit.

Cycles

The site provides two buildings to give covered space for 13 cycles on floor and if extra needed stacking units can double the number.

6. TRIP GENERATION, TRAFFIC FLOWS AND ASSESSMENTS

Introduction

An assessment has been undertaken of the proposed 8 new residential units.

Development Trips

Given the location a robust 0.7 two way trip rate is suggested.

For the 8 dwellings the above derives the likely number of vehicle trips associated with the development as 6 two way in the peak.

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments under 50 residential units do not need to be assessed. At paragraph 4.92 GTA states that

"For the avoidance of doubt, 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....".

However, GTA does suggest that a 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 needed. 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. It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The 6 two way trips from the proposed use are much less than the 30 two way threshold even without a nett change if the fallback was used.

The proposal would therefore have little or no discernible impact on the local network.

Impact During Construction

The development of the site will provide an element of HGV traffic during construction**.** Whilst this is unavoidable, movements will be restricted where appropriate to hours that would not cause undue disturbance to the local area.

7. SUMMARY

The scheme accords with local and national policy to site development with linkages to other attractions to reduce trips and share trip movements.

The site has a sustainable location for an edge of settlement /rural area and the layout accords with good practice.

It is agreed the location has no capacity issues or safety issues are expected to arise with the adjacent route to the site.

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

As such it is considered that there are no substantive reasons why the scheme should not be approved from a transportation point of view.