



Report No. J1228/TS
July 2021

**PROPOSED CHANGE OF USE TO
MIXED USE LEISURE DEVELOPMENT
COARS FARM, WIGGLEWORTH**

TRANSPORT STATEMENT

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CONTROLLED DOCUMENT

<i>DTPC No:</i>		J1228/TS	
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	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	July 2021

Revision Record

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

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COARS FARM, WIGGLEWORTH**

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1. INTRODUCTION

DTPC has been appointed by Avalon Planning on behalf of Roseland Links Ltd in support of a planning application for the change of use for mixed use leisure development at the Coars Farm 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.

A previous application on the site for a larger scale development was refused on non highway grounds, the highway response was no objection details below.

In respect to the proposed redevelopment of site for 30 no. holiday chalets, conversion of existing holiday house and adjacent barn to a 20 person holiday let, extension of existing cafe, construction of reception building with managers flat, alteration to existing garden centre to form farm shop and plant display area, creation of car parking, landscaping and associated works, my initial comments would allow the applicant the opportunity to address the raised issues and whilst I would raise no objection to the principle of the development proposal, I must ensure that the proposal would not be detrimental to highway users.

The supporting report has been updated to clarify where possible the issues raised.

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

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

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. **Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.**

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development.**

104. 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.

105. 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);

107. 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.

108. 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

110. 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.

111. 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.

113. 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

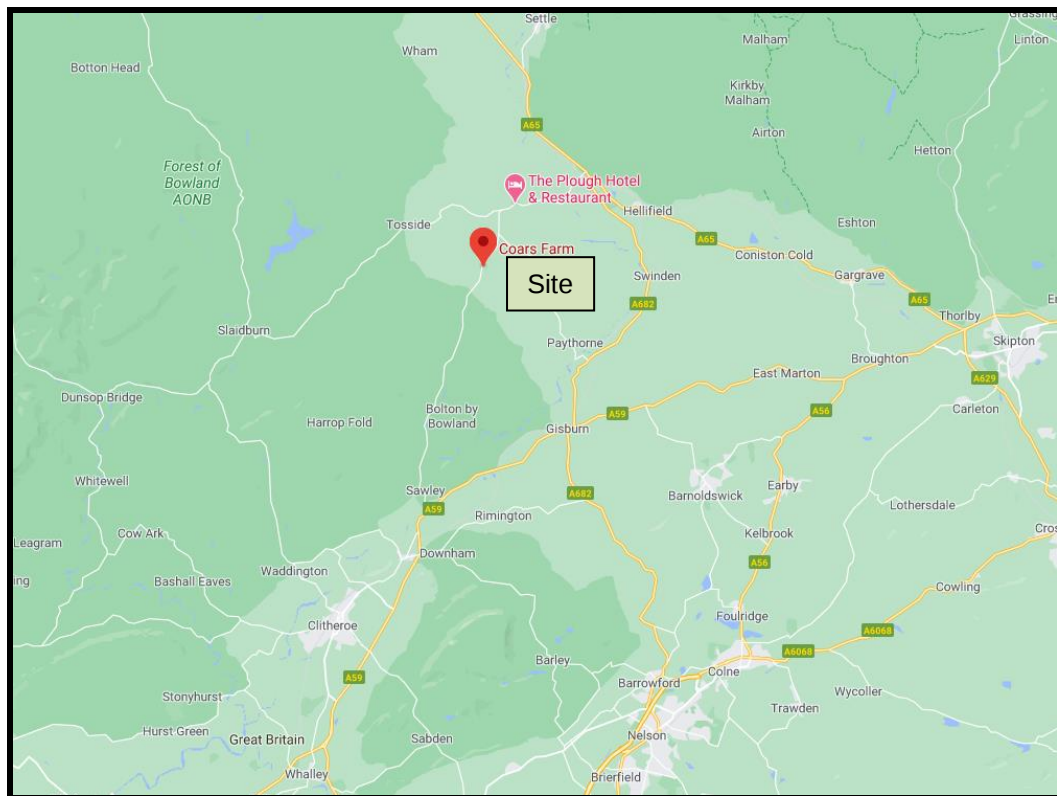
The overriding theme of national policy is that developments should be accessible by sustainable means of transport and accessible to all members of the local community relative to the location of the residential areas.

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.

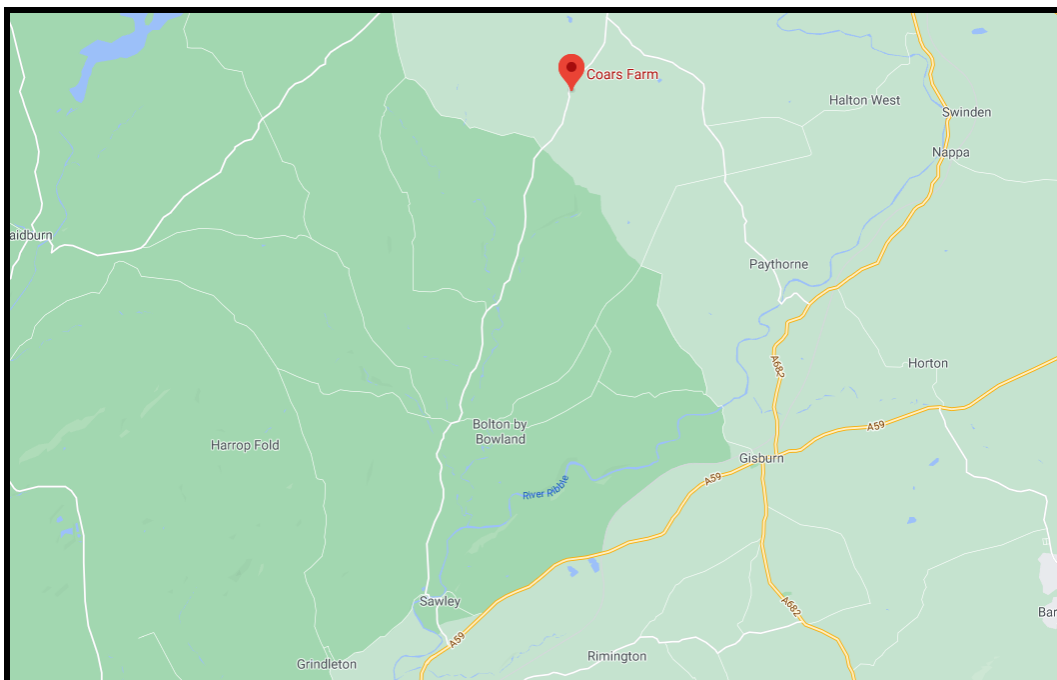
3. SITE DESCRIPTION

Site location context

The proposed development site is located to the north of Gisburn. The site is located on Forest Becks Brow which runs roughly north south linking Sawley and the A59 to Wigglesworth in the north.



Wider and local area context





Local Highway Provision

Forest Becks Brow is derestricted, unlit and has no footways.

On site observations of the visibility from the site entrance at a 2.4m set back, could be improved by tidying up the site boundary and signage, however visibility to the left will still be restricted by the horizontal and vertical alignment of Forest Becks Brow.

Whilst visibility does not meet the standard for a derestricted carriageway, most vehicle speeds are likely to be well below 60mph.

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



Approach to and away from junction



View right from access and zoomed in to show vertical alignment change.



View left restricted by shrubs and signage.



View left and right from channel line as vehicles turn from site.



View to access from south and north sides



View to and away from site on south side of site access



View to and away from site around 100m south side of site access



View to and away from site on north side of site access

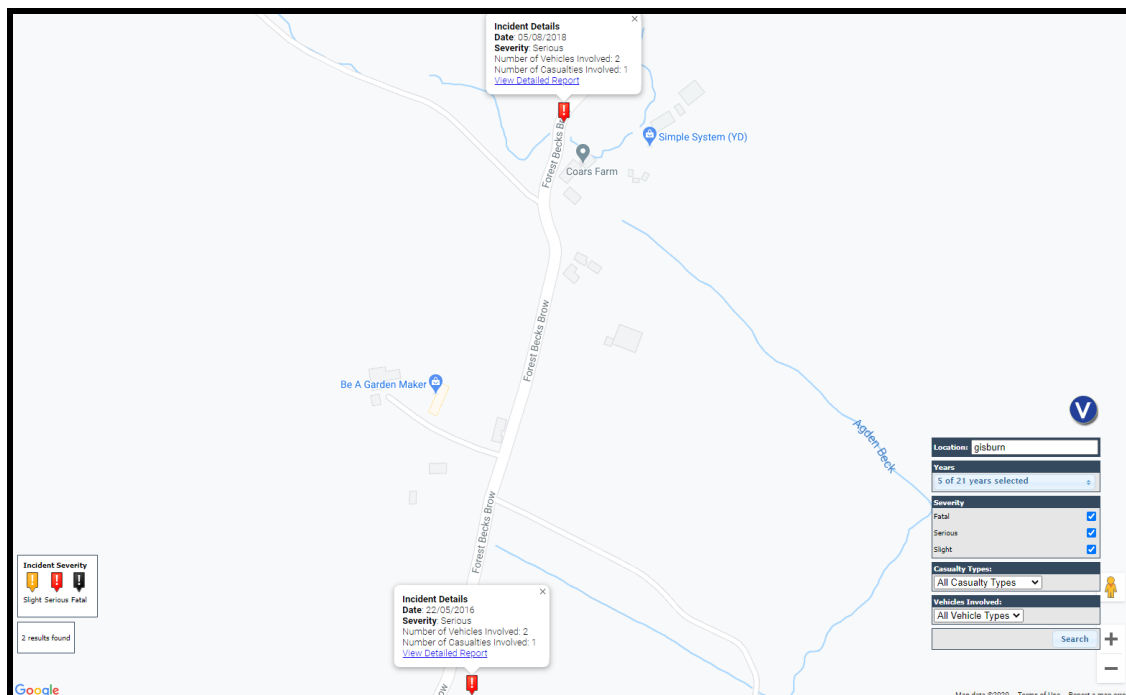


View to and away from site around 100m north side of site access

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 two records , split north and south serious in nature 2016 some 225m south and 2018 some 335m north.

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 require mitigation actions to be undertaken.

Traffic flows

A 24/7 ATC was placed on either side of the site access to provide feedback on background flows. Full details appendix B.

The two way average flows for the weekday and weekend have been derived. These show the route has relatively low flows across the day and peaks.

Direction : Southbound			Northbound		TWO WAY	
TIME PERIOD	VEHICLE VOLUMES		VEHICLE VOLUMES		Weekday Average	Weekend Average
	Weekday Average	Weekend Average	Weekday Average	Weekend Average		
0:00 - 1:00	0	1	0	1	1	2
1:00 - 2:00	0	1	0	1	0	2
2:00 - 3:00	0	0	0	0	0	0
3:00 - 4:00	0	0	0	1	0	1
4:00 - 5:00	1	0	0	1	1	1
5:00 - 6:00	4	2	2	1	6	3
6:00 - 7:00	9	2	5	6	15	8
7:00 - 8:00	19	5	21	8	40	12
8:00 - 9:00	27	13	20	22	47	34
9:00 - 10:00	22	19	26	39	48	58
10:00 - 11:00	23	28	35	59	58	87
11:00 - 12:00	29	50	33	71	62	121
12:00 - 13:00	22	39	26	48	48	86
13:00 - 14:00	35	51	28	42	63	92
14:00 - 15:00	37	71	25	48	62	119
15:00 - 16:00	42	62	25	40	67	102
16:00 - 17:00	38	63	30	21	68	84
17:00 - 18:00	35	56	33	13	67	69
18:00 - 19:00	28	29	22	13	50	42
19:00 - 20:00	12	17	10	9	22	25
20:00 - 21:00	6	9	6	4	11	12
21:00 - 22:00	5	7	5	5	10	12
22:00 - 23:00	2	3	2	5	4	8
23:00 - 0:00	1	2	1	1	2	3
					0	0
7-19	356	483	324	421	680	904
6-22	388	517	350	443	738	960
6-24	391	521	354	449	744	970
0-24	396	524	356	453	752	977

Speed survey

The speeds to either side of the site as shown have been surveyed to assist with the sight line review. Full details appendix C



Site 1 southbound approach speeds to reflect the left sight line requirements.

LOCATION: 1: Forest Becks Brow (North)							
Direction : Southbound							
TIME PERIOD	85TH PERCENTILE						
	Thursday 17/09/2020	Friday 18/09/2020	Saturday 19/09/2020	Sunday 20/09/2020	Monday 21/09/2020	Tuesday 22/09/2020	Wednesday 23/09/2020
6:00 - 7:00	-	-	-	-	44.7	-	-
7:00 - 8:00	41.4	40.5	-	-	41.8	41.2	41.4
8:00 - 9:00	42.5	40.0	39.4	-	41.6	40.9	38.3
9:00 - 10:00	38.3	34.0	37.1	38.3	41.8	36.0	37.6
10:00 - 11:00	38.3	40.9	34.9	39.1	35.1	36.7	35.8
11:00 - 12:00	41.2	40.5	42.3	39.4	37.8	36.2	37.6
12:00 - 13:00	38.0	38.0	39.6	37.6	41.4	37.4	36.2
13:00 - 14:00	40.9	38.7	38.0	38.0	39.4	38.0	34.4
14:00 - 15:00	38.9	36.0	39.6	40.7	39.4	42.5	38.0
15:00 - 16:00	39.8	38.0	47.2	46.1	40.7	39.4	39.4
16:00 - 17:00	39.4	39.6	47.0	51.9	38.3	37.4	36.7
17:00 - 18:00	37.4	39.4	40.5	48.5	41.8	42.3	41.4
18:00 - 19:00	45.9	41.2	40.0	37.6	39.4	42.9	43.6
19:00 - 20:00	48.8	36.2	-	45.2	41.6	-	-
20:00 - 21:00	-	-	-	-	36.7	-	-
07-19	40.0	39.6	41.4	43.4	40.7	40.0	39.6
06-22	40.3	39.6	41.6	43.4	41.2	40.5	39.8
06-24	40.3	39.6	41.6	43.4	41.2	40.7	39.8
0-24	40.5	39.8	41.6	43.4	41.2	40.7	39.8
7 DAY AVERAGE SPEED			33.6				
7 DAY AVERAGE 85th PERCENTILE			41.0				

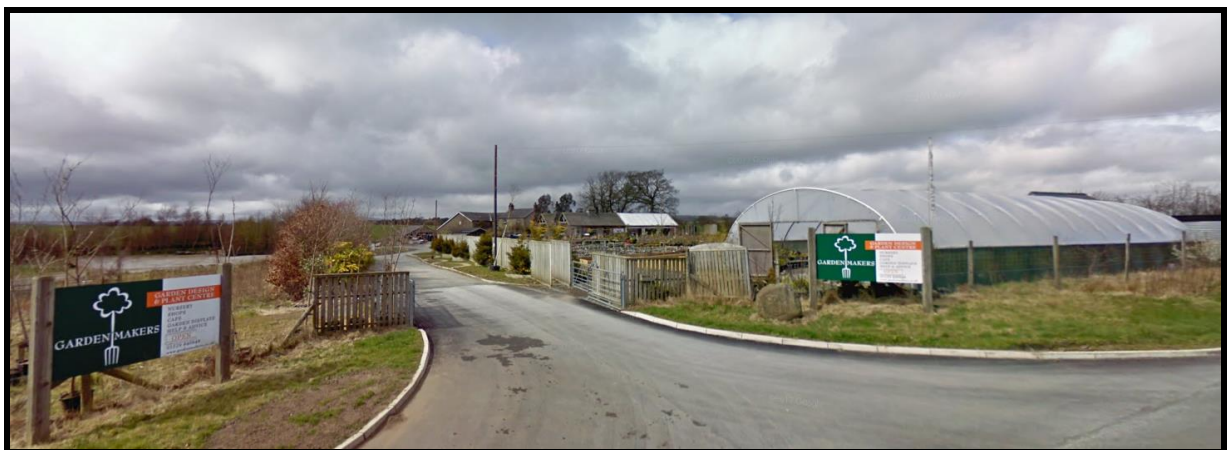
Site 2 northbound approach speeds to reflect the right sight line requirements.

Direction : Northbound							
TIME PERIOD	85TH PERCENTILE						
	Thursday 17/09/2020	Friday 18/09/2020	Saturday 19/09/2020	Sunday 20/09/2020	Monday 21/09/2020	Tuesday 22/09/2020	Wednesday 23/09/2020
6:00 - 7:00	-	-	-	-	50.1	-	47.2
7:00 - 8:00	48.1	48.8	-	-	52.3	50.1	49.4
8:00 - 9:00	47.6	48.8	48.8	-	48.1	47.9	47.9
9:00 - 10:00	44.3	45.4	42.9	42.5	46.8	46.1	43.6
10:00 - 11:00	50.3	47.2	42.5	46.5	42.5	43.6	43.4
11:00 - 12:00	45.2	48.5	52.8	46.1	41.8	45.0	43.8
12:00 - 13:00	43.8	46.8	43.8	47.4	44.7	46.1	42.7
13:00 - 14:00	47.9	45.0	46.8	51.0	47.4	44.7	42.9
14:00 - 15:00	45.6	44.3	45.6	62.4	46.1	62.4	42.1
15:00 - 16:00	46.1	42.7	52.1	52.3	48.3	48.3	46.8
16:00 - 17:00	44.7	46.5	50.3	62.9	46.5	45.9	43.8
17:00 - 18:00	44.3	50.1	48.8	54.1	53.5	49.7	49.4
18:00 - 19:00	51.9	46.8	51.7	44.3	45.6	47.9	49.0
19:00 - 20:00	57.0	43.4	-	52.3	-	-	43.8
07-19	46.8	47.6	49.0	52.3	47.9	47.6	47.9
06-22	47.2	47.2	49.2	52.3	48.3	47.9	47.9
06-24	47.2	47.2	49.2	52.3	48.5	47.9	48.1
0-24	47.4	47.6	49.2	52.3	48.5	47.9	48.1
7 DAY AVERAGE SPEED			39.7				
7 DAY AVERAGE 85th PERCENTILE			48.7				

The results show the site operates below the posted speed limit reflecting the local alignment constraints.

Current usage/fallback

The site is currently a garden/plant centre with stand alone café and gift shop.



View into access

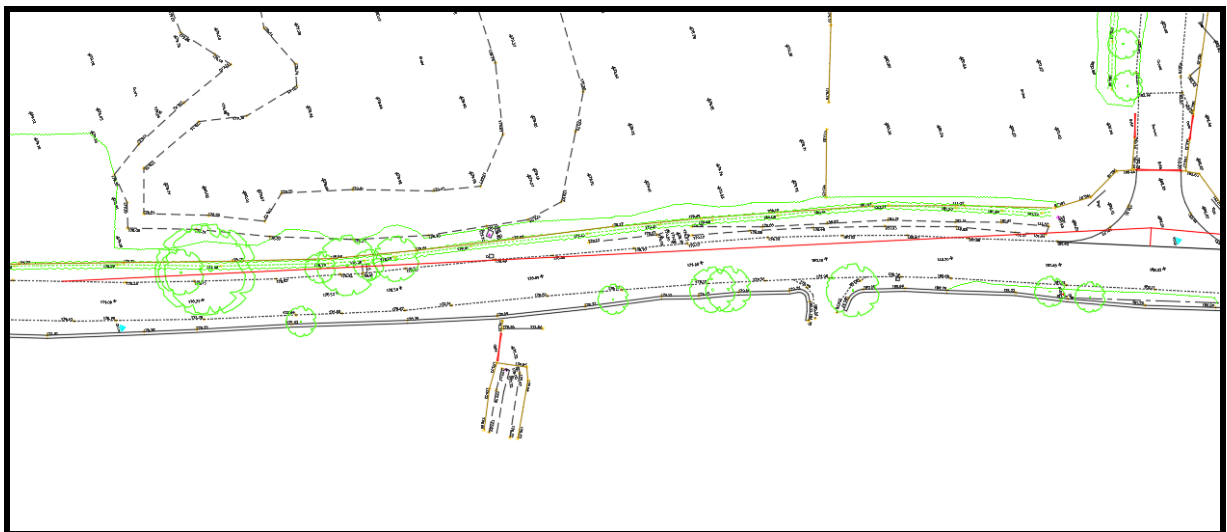
The covid situation has prevented a count to been undertaken to give a true fallback however the GFA of the buildings is measured at 990 sqm.

Reference to tric's provided for weekday and weekend in appendix A provides a trip rate for the approved use.

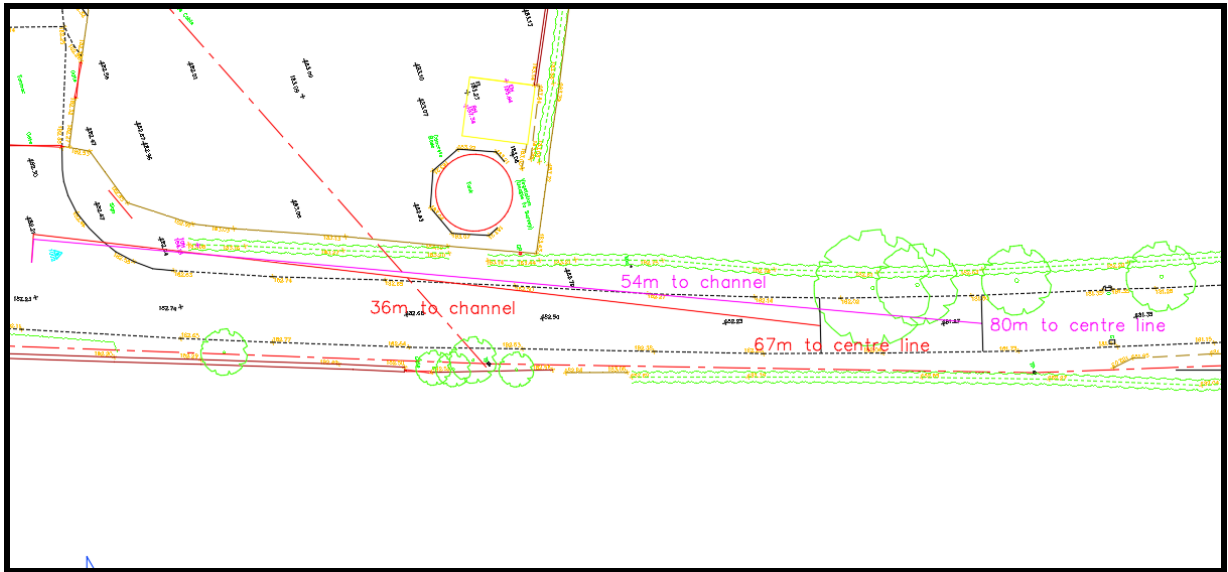
WEEKDAY					
Time Range	IN	OUT	TWO WAY		TWO WAY
	Trip Rate	Trip Rate	Trip Rate	GFA	TRIPS
				990	
08:00 - 09:00	0.334	0.051	0.385	990	4
09:00 - 10:00	0.282	0.282	0.564	990	6
10:00 - 11:00	0.718	0.718	1.436	990	14
11:00 - 12:00	1.437	1.514	2.951	990	29
12:00 - 13:00	0.872	0.872	1.744	990	17
13:00 - 14:00	1.103	0.975	2.078	990	21
14:00 - 15:00	1.539	1.103	2.642	990	26
15:00 - 16:00	0.975	1.334	2.309	990	23
16:00 - 17:00	0.436	0.718	1.154	990	11
17:00 - 18:00	0.154	0.308	0.462	990	5
Total Rates:	7.85	7.875	15.725	990	156

WEEKEND					
Time Range	IN	OUT	TWO WAY		TWO WAY
	Trip Rate	Trip Rate	Trip Rate	GFA	TRIPS
				990	
07:00 - 08:00	0.029	0.006	0.035	990	0
08:00 - 09:00	0.15	0.04	0.19	990	2
09:00 - 10:00	0.306	0.137	0.443	990	4
10:00 - 11:00	0.813	0.449	1.262	990	12
11:00 - 12:00	1.01	0.825	1.835	990	18
12:00 - 13:00	1.048	1.056	2.104	990	21
13:00 - 14:00	1.062	0.976	2.038	990	20
14:00 - 15:00	1.058	1.132	2.19	990	22
15:00 - 16:00	0.802	1.087	1.889	990	19
16:00 - 17:00	0.323	0.715	1.038	990	10
17:00 - 18:00	0.107	0.263	0.37	990	4
18:00 - 19:00	0	0.047	0.047	990	0
Total Rates:	6.708	6.733	13.441	990	133

Existing sight line to the right on exit 142m



To the left 36m to channel/67m to centre line increasing to 54m and 80m respectively using the 2m x distance as a vehicle edges out.



Summary

The local network is rural in nature, has few recorded accidents but none in the area of the site access. Speeds are lower than the posted speed limit and flows are relatively low.

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:

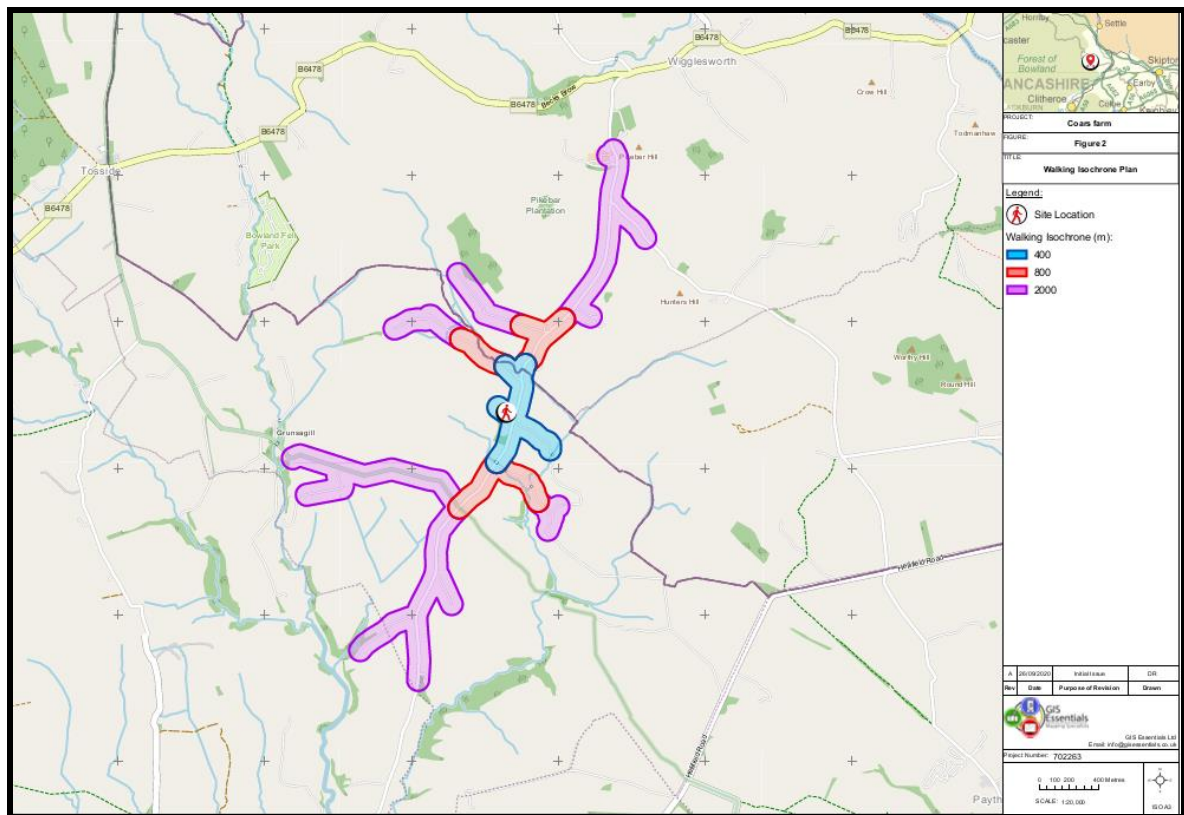
1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

Walking and cycling

The proposed development site is located in the rural area with a limited 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.

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.

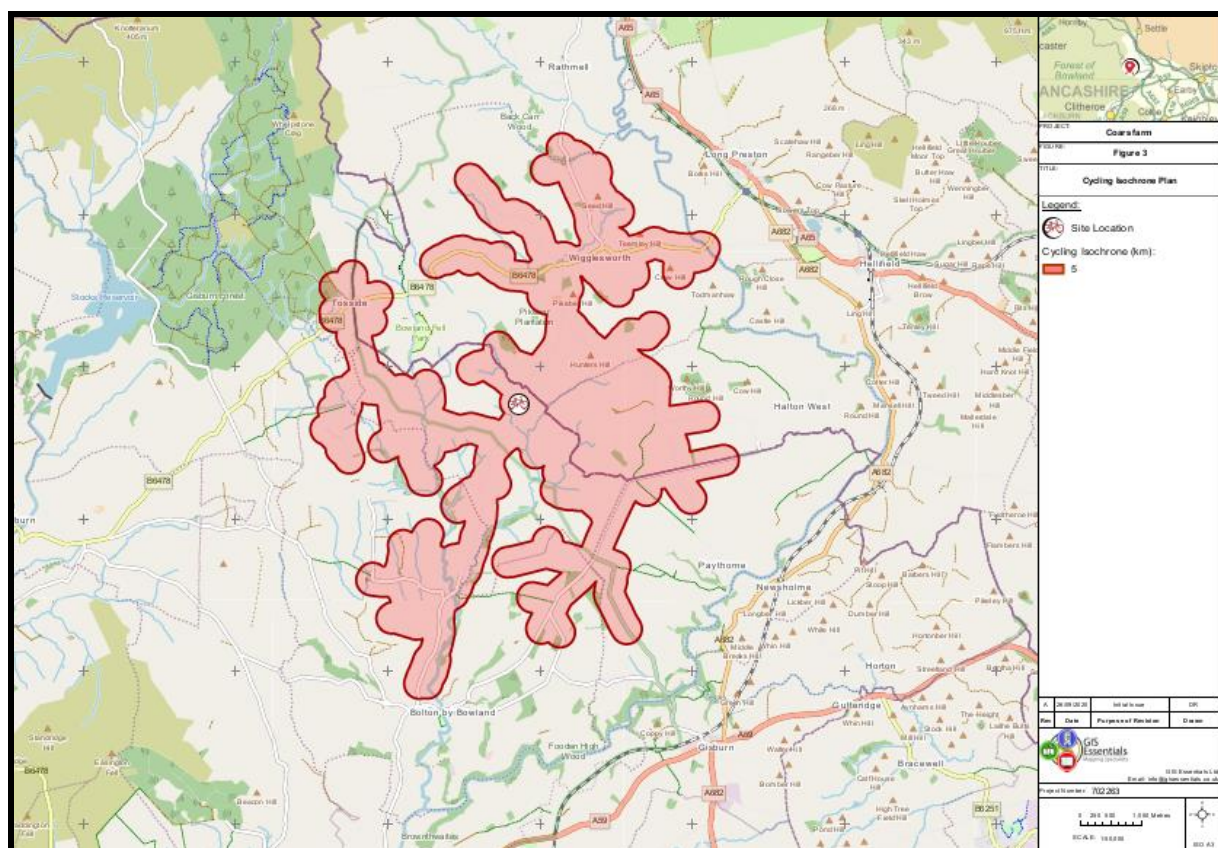
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB). Importantly, the site can be considered as being accessible on foot but limited in nature.

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. It connects to a limited number of local villages and hamlets.

There are no local cycle routes thus travel would be on road. There are limited 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.

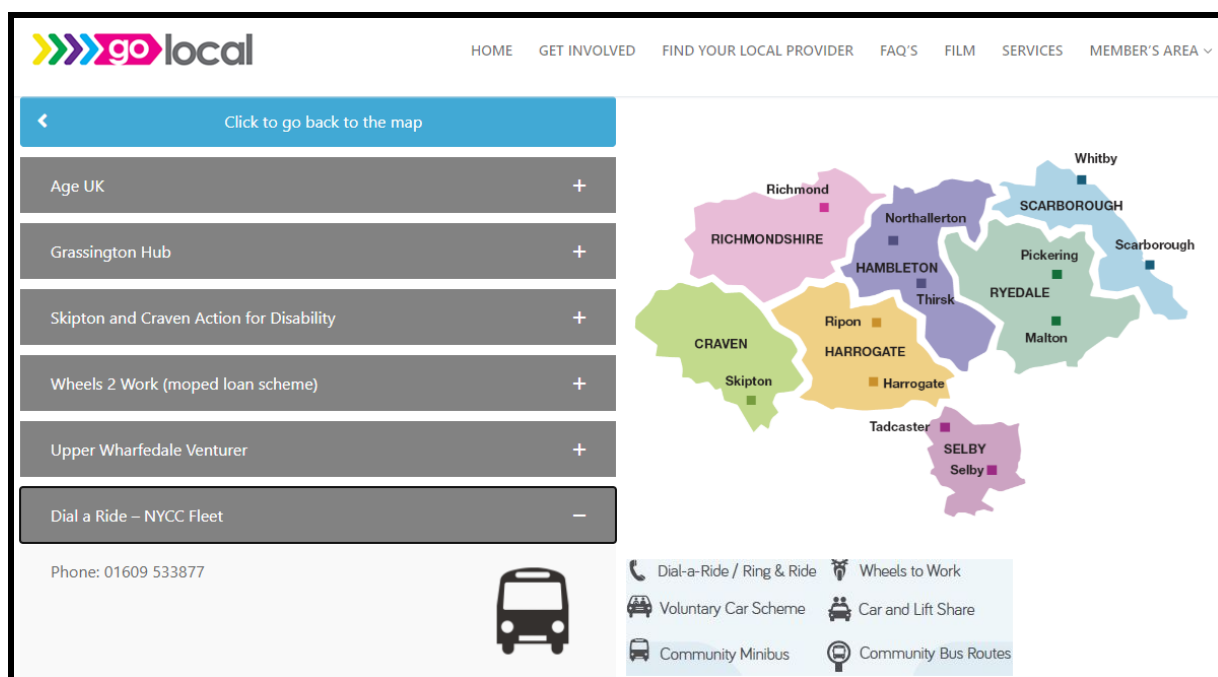
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"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 area is rural in nature and no routes or stops are local to the site however NYCC do provide and support a range of support for areas away from the main network.



Summary

The site has limited opportunities to provide alternative modes of travel than the car for both local trip needs and wide trips.

5. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

The scheme comprises a mix off:

Reception/workshop = 239 sq.m. + 2 bed managers flat; Conversion of the existing building to a 11 beds Holiday cottage and 9 parking spaces, reception with 6 spaces and New holiday cottages/lodges x 15 @ 2 beds.

Café/restaurant = 334 sq.m; Shop = 50 sq.m and plant sales; with Car parking – 43 spaces.

Layout

The site layout is illustrated on below (see architect drawing for full details).



The mixed use area is shown below.



Access

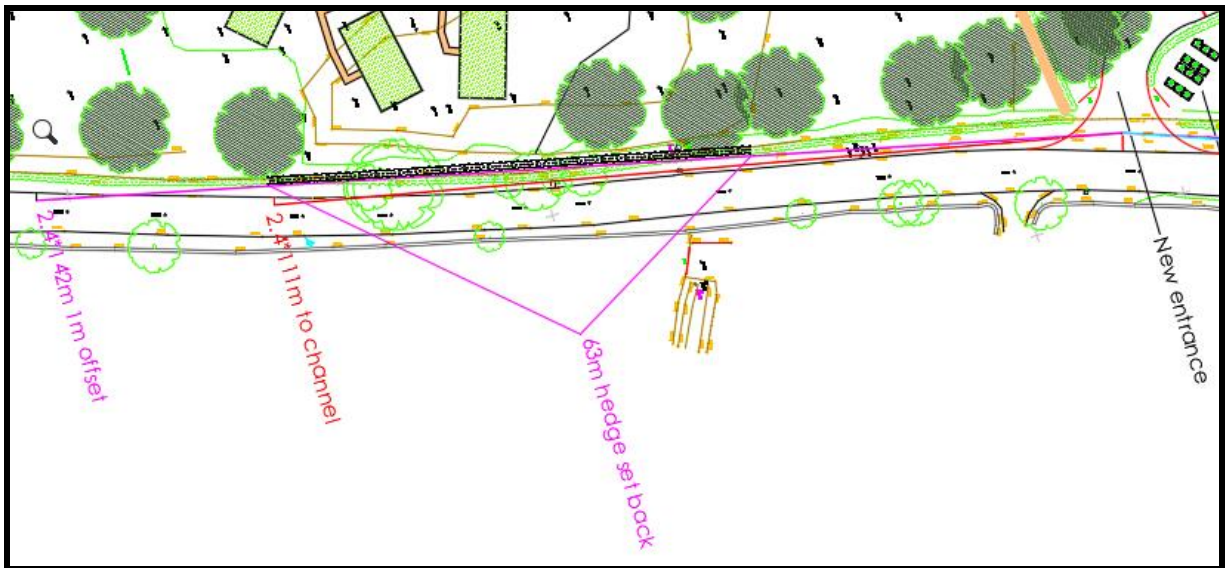
The existing site access will be moved approx 30m to the south. Two internal paths shown in purple will be delivered to connect back to the road to reduce the length of walking with traffic in each direction.

The speed surveys show 41mph for the left sight line and 48.7mph for the right sight line. Using the DMRB formulae the following distances are derived.

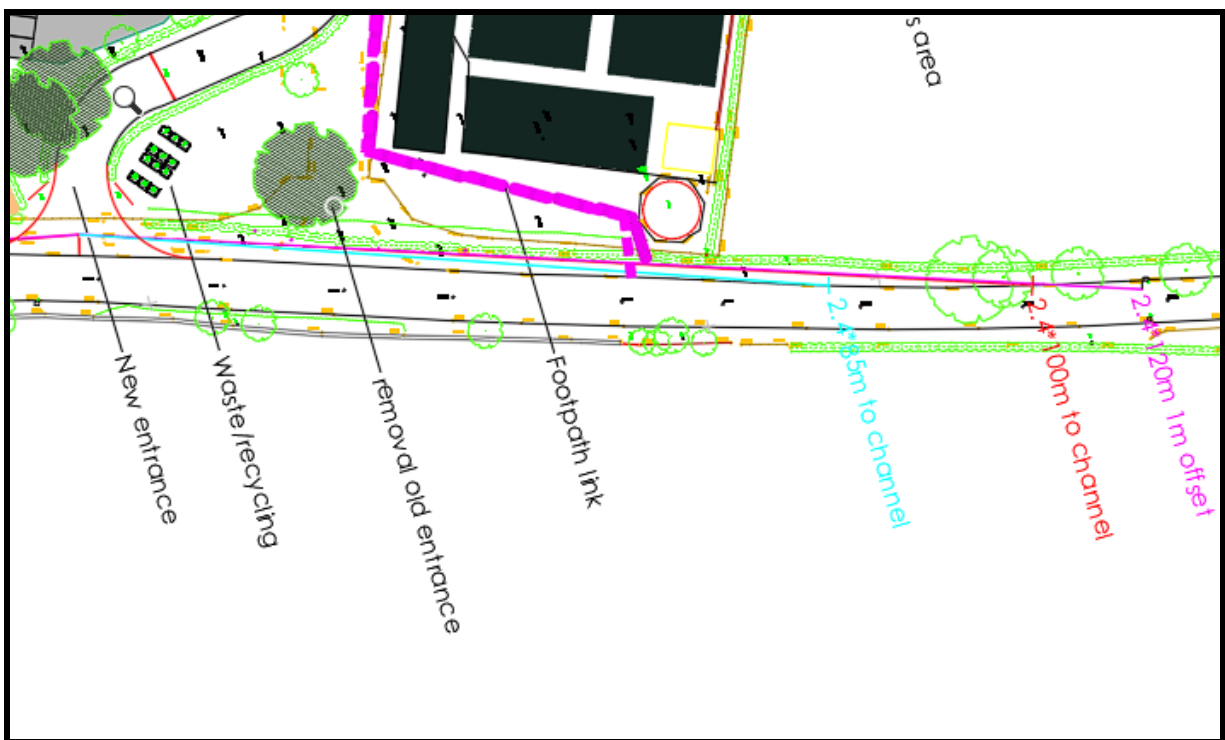
Speed			SSD (m)	SSD (m)		
kp/h	mp/h	m/s		Bonnet length		
65	40.4	18.06	103	105	80	83
65.1	40.5	18.08	103	105	81	83
66	41.0	18.33	105	108	82	85
67	41.6	18.61	108	110	84	87
77	47.8	21.39	136	138	105	107
78	48.5	21.67	139	141	107	110
79	49.1	21.94	142	144	109	112

These show the full sight line to the left as 108m and an absolute minimum of 85m. The full sight line to the right is 142m and absolute min of 111m.

These are shown below.



The full sight line requires approximate 63m of hedge as shown, however the minimum distance of 111m is fully delivered with no impact on the hedge using the MFS guidance to say a shortfall in distance does not automatically give rise to a safety issue arising.



The 85m minimum is delivered no issues and extended to the full 100m to the channel as per guidance in reality a 120m with 1m offset some 3 times the existing is deliverable.

Servicing

A large refuse and deliveries are accommodated in the internal servicing bay for a 12m max rigid.



Car parking

The car parking for the non lodge/bed requirements relates to the other uses. The lodges etc have their own spaces.

Cycle and operational parking for non-residential uses			
Land Use	Use Class	Cycle Parking (Minimum)	Operational Parking (Minimum)
Hotel and Catering			
Hotels /Motels Defined as more than 20 beds	C1	1 space / 10 bedrooms	1 space / resident member of staff Coach pick up/ set down Taxi pick up / set down
Guest Houses Defined as under 20 beds	C1	1 space / 10 bedrooms	1 space / resident member of staff
Restaurants	A3	1 space / 50m ² PFA (Public Floor Area) (minimum 4 spaces)	Taxi / car pick up / set down Space for deliveries Note: These standards may be varied for town centre sites depending on the availability of public car parking.
Public houses / Licensed Clubs		1 space / 10m ² PFA (Public Floor Area)	Space for deliveries Note: These standards may be varied for town centre sites depending on the availability of public car parking.

The 11 bedroom barn suggest 11 spaces, 9 are provided including disabled spaces.

2 for the reception staff plus drop off/pick up spaces totalling 46 thus 6 overall for the building.

The above are fully delivered and set out in two separate unshared areas.

The following share a car park for each use.

The café/pub floor space equates to 334 sqm and assumed 60% open to public of 200 sqm thus 20 spaces

The Farm shop are assumed to be 50 sqm, no policy thus 10 suggested 1:5 sqm.

Shared parking thus set out as 30 spaces needed, the site provides 43 spaces, the extra 13 spaces would accommodate any peaks and the use of the nursery garden area plus visitors to the lodge/static vans on site.

Trip generation and impacts

The mix of uses have been reviewed and trip rates/levels derived.

A typical holiday accommodation trip rate is set out below from TRICS.

TRIP RATE for Land Use 03 - RESIDENTIAL/3 - HOLIDAY ACCOMMODATION									
VEHICLES									
Calculation factor: 1 UNITS									
BOLD print indicates peak (busiest) period									
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	7	88	0.013	7	88	0.018	7	88	0.031
08:00 - 09:00	7	88	0.026	7	88	0.033	7	88	0.059
09:00 - 10:00	7	88	0.034	7	88	0.077	7	88	0.111
10:00 - 11:00	7	88	0.065	7	88	0.114	7	88	0.179
11:00 - 12:00	7	88	0.072	7	88	0.106	7	88	0.178
12:00 - 13:00	7	88	0.085	7	88	0.062	7	88	0.147
13:00 - 14:00	7	88	0.072	7	88	0.062	7	88	0.134
14:00 - 15:00	7	88	0.075	7	88	0.052	7	88	0.127
15:00 - 16:00	7	88	0.091	7	88	0.077	7	88	0.168
16:00 - 17:00	7	88	0.106	7	88	0.072	7	88	0.178
17:00 - 18:00	7	88	0.131	7	88	0.046	7	88	0.177
18:00 - 19:00	7	88	0.080	7	88	0.065	7	88	0.145
19:00 - 20:00	6	83	0.060	6	83	0.066	6	83	0.126
20:00 - 21:00	6	83	0.050	6	83	0.022	6	83	0.072
21:00 - 22:00	5	82	0.010	5	82	0.019	5	82	0.029
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.970			0.891			1.861

This shows peak trips outside the main peaks. For 30 units the AM 2 two way and PM 8-9.00 AM peak derives 2 two way and PM 17-18.00 PM derives 5 two way

The remaining use of 11 beds, café/food etc equates to a hotel with food use. As trics required GFA the barn etc has been measured as 990 sqm.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT									
VEHICLES									
Calculation factor: 100 sqm									
BOLD print indicates peak (busiest) period									
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	1550	0.065	1	1550	0.129	1	1550	0.194
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	28	733	0.453	28	733	0.326	28	733	0.779
11:00 - 12:00	29	727	1.106	29	727	0.522	29	727	1.628
12:00 - 13:00	31	722	2.775	31	722	1.283	31	722	4.058
13:00 - 14:00	31	722	2.145	31	722	2.078	31	722	4.223
14:00 - 15:00	31	722	1.198	31	722	2.060	31	722	3.258
15:00 - 16:00	31	722	1.207	31	722	1.207	31	722	2.414
16:00 - 17:00	31	722	1.738	31	722	1.166	31	722	2.904
17:00 - 18:00	31	722	2.503	31	722	1.689	31	722	4.192
18:00 - 19:00	31	722	2.891	31	722	2.454	31	722	5.345
19:00 - 20:00	31	722	2.579	31	722	2.717	31	722	5.296
20:00 - 21:00	31	722	1.868	31	722	2.427	31	722	4.295
21:00 - 22:00	31	722	1.283	31	722	1.998	31	722	3.281
22:00 - 23:00	30	735	0.698	30	735	1.804	30	735	2.502
23:00 - 24:00	25	732	0.328	25	732	1.186	25	732	1.514
Total Rates:			22.837			23.046			45.883

This shows peak trips outside the main peaks. For the 8-9.00 AM peak derives 0 two way and PM 17-18.00 PM derives 42 two way.

The combined use would be AM 2 two way and PM 47 two way. The traffic survey shows the flows to be 50/50 split thus the PM worst case ignoring the fallback would indicate 28 two way in the peaks.

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. Mixed use with no standard offer are subject to individual assessments. 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 split north south 28 two way trips in the peak i.e. just below 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.

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 routing 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.

6. RESPONSE TO HIGHWAY FEEDBACK

Introduction

As said the previously supported scheme had a number of areas for clarification but not at a level where an objection was made.

The following provides a response to these for completeness. LCC in *italics* and reply in **bold**.

Feedback and reply

The initial comments would allow the applicant the opportunity to address the below raised issues and whilst I would raise no objection to the principle of the development proposal, I must ensure that the proposal would not be detrimental to highway users.

No in principle objection is appreciated.

The proposal will involve the repositioning of the existing access point and an increase to the number of existing parking spaces from 30 to 121 parking spaces. There has been no justification for such an increase which would appear to be excessive.

The total number has now been reduced as set out below:

The 11 bedroom barn suggest 11 spaces, 9 are provided including disabled spaces.

2 for the reception staff plus drop off/pick up spaces totalling 46 thus 6 overall for the building.

The above are fully delivered and set out in two separate unshared areas.

The following share a car park for each use.

The café/pub floor space equates to 334 sqm and assumed 60% open to public of 200 sqm thus 20 spaces

The Farm shop are assumed to be 50 sqm, no policy thus 10 suggested 1:5 sqm.

Shared parking thus set out as 30 spaces needed, the site provides 43 spaces, the extra 13 spaces would accommodate any peaks and the use of the nursery garden area plus visitors to the lodge/static vans on site.

The parking spaces should allow for a minimum distance of 6m to the rear of each parking space for safe manoeuvrability.

The gated access point should be set back a minimum of 7m from the carriageway and the access road would need to provide a minimum width of 5.5m to support two-way traffic flows.

All spaces have a 6m aisle for the parking layout.

Visibility splays must be maximised and remain unobstructed in perpetuity of the development, the proposed repositioning of the existing access point will increase the existing visibility lines which would bring betterment to that of the existing arrangement. However the submitted transport statement states

there is "no need to remove hedge as it is not required" although any obstruction of the visibility splays will need to be removed for the lifetime of the development and maximisation of the visibility splays by setting back some of the hedge fronting the development site must be explored to see if Visibility splays at the development sight have reached their full potential.

The above sight line review indicates removal/set back of 63m of hedge to ensure the full provision is delivered on site.

At present with traffic counts remaining lower than historic levels, for the foreseeable future we will not be requesting that new volumetric traffic counts are undertaken and as it currently stands they wouldn't be accepted by LCC as the local highway authority. There is however a few sites within Lancashire where traffic data is being continuously monitored, which will then be used to determine when new traffic data will be acceptable in Lancashire.

However, with that being said with current traffic speeds in some areas being considered as slightly higher than the pre-Covid era due to less trafficked roads, officer discretion could be applied to a speed survey being carried out with total disregard to any volumetric data, purely looking at the speed data to determine visibility splays and therefore using traffic counts for speed to determine visibility splays would be considered acceptable. The ATC carried out on site has provided 85%ile speeds of 41mph and 48.7mph, this data has been provided by the appointed transport consultant and from this data visibility splays for an absolute minimum of 85m to the left and 111m to the right have been suggested, as previously stated these figures would bring betterment to that of the existing arrangement however maximisation should be explored here.

It is noted regarding covid however for the speed surveys a higher 85%ile is derived as there are more free flow conditions. The local area does not have a capacity issue as such variations in total flows would not make a material difference.

Swept path analysis for service vehicles including them of the emergency services would need to be carried out across the site

A 12m rigid is show to enter and leave in forward gear with no reversing, refuse and fire services are smaller vehicles and can easily be catered for internally.

Better access to the local public rights of way should be incorporated into the plans rather than have pedestrians / cyclists leaving at the main access point on to a road with no footway provision, I would suggest internal link paths for walking and cycling with exit points at the furthest ends of the site.

Two new internal footpath links are provided as suggested.

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 suitable location for development on previously used land.

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 and no unacceptable impacts on safety would arise.

Figures

(Note for full site plan refer to Architects layout)