



Report No. J1307/TS
July 2021

**PROPOSED CAMPING POD LEISURE DEVELOPMENT
ON LAND TO THE WEST OF PARSONAGE FARM,
CHIPPING LANE, CHIPPING**

TRANSPORT STATEMENT

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CONTROLLED DOCUMENT

<i>DTPC No:</i>		J1307/TS	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<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>
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1. INTRODUCTION

DTPC has been appointed by Gary Hoerty Associates in support of a planning application for the Camping pods on land to the west of Parsonage Farm, Chipping Lane.

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
- 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

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.**

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.

113. 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.

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 in rural areas.

The proposed development will provide a safe access/connection to the wider area.

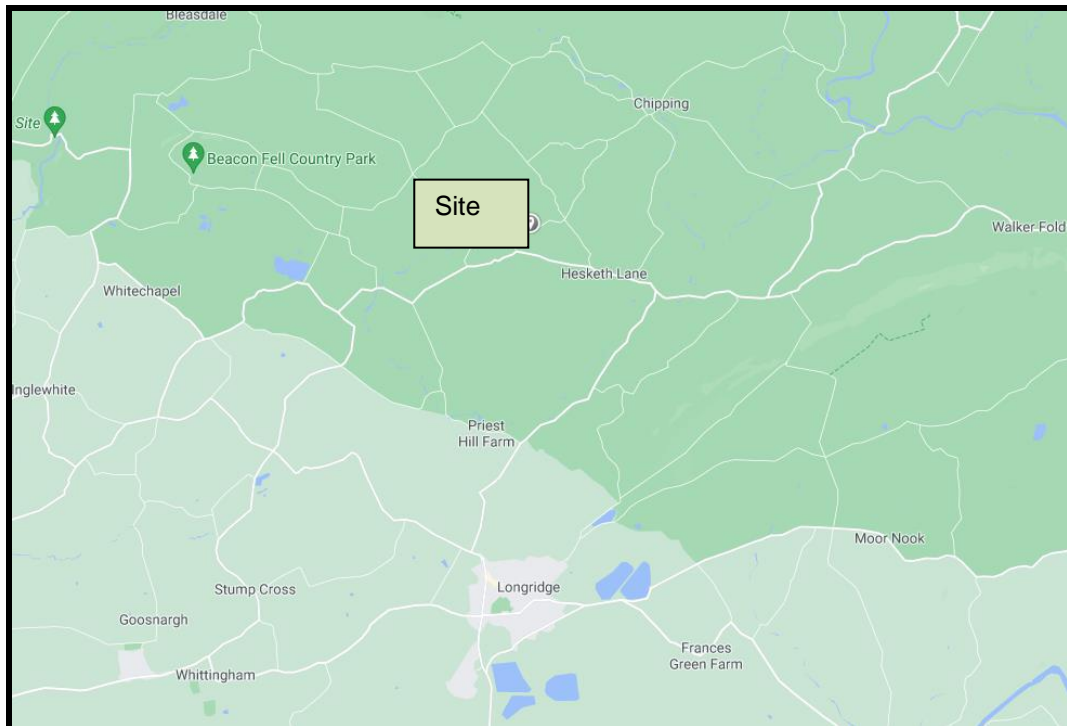
3. SITE DESCRIPTION

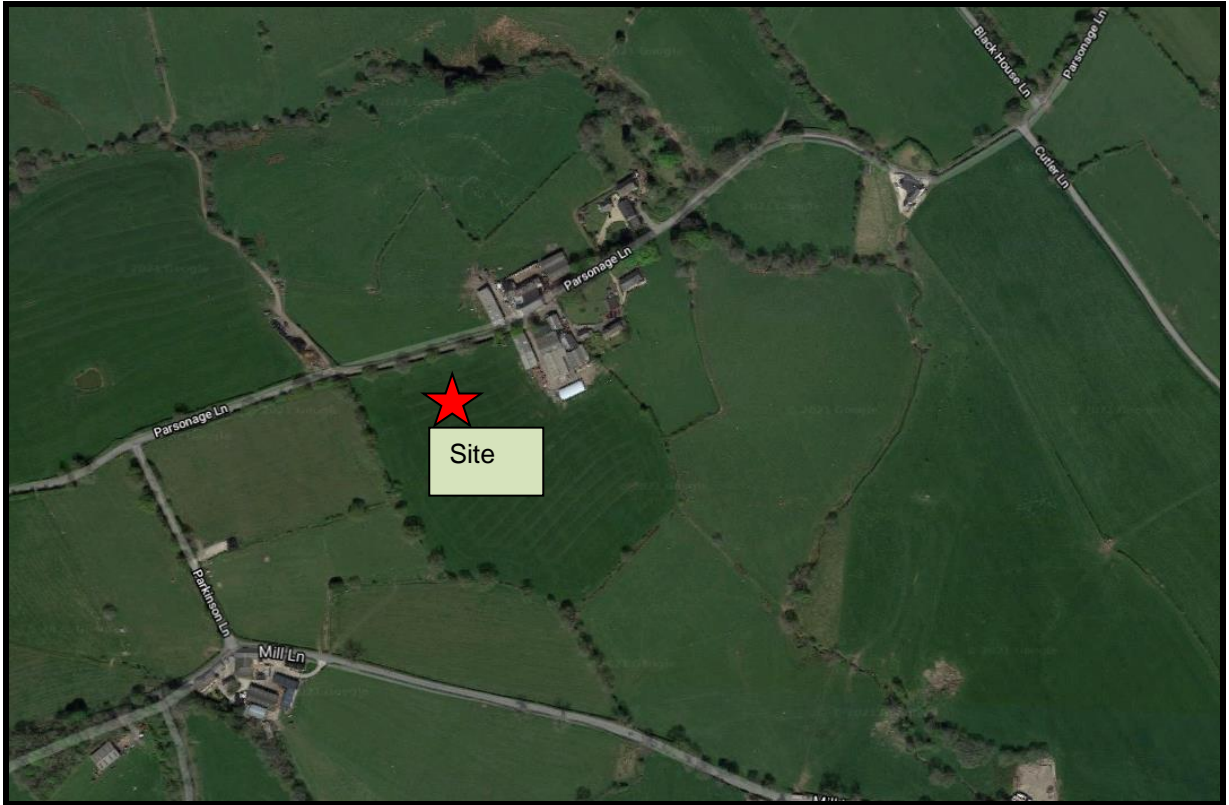
Site location context

The proposed development site is located to the north of Longridge and west of Chipping. The site is located on Parsonage Lane which runs roughly east west.



Wider and local area context





The site is south of the Lane and to the west of the Parsonage Farm in the filed below.



Local Highway Provision

Parsonage Lane is derestricted, unlit and has no footways a typical rural lane. Whilst the width etc 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 site access from westerly side and below closer to the site access



View left and right at access location



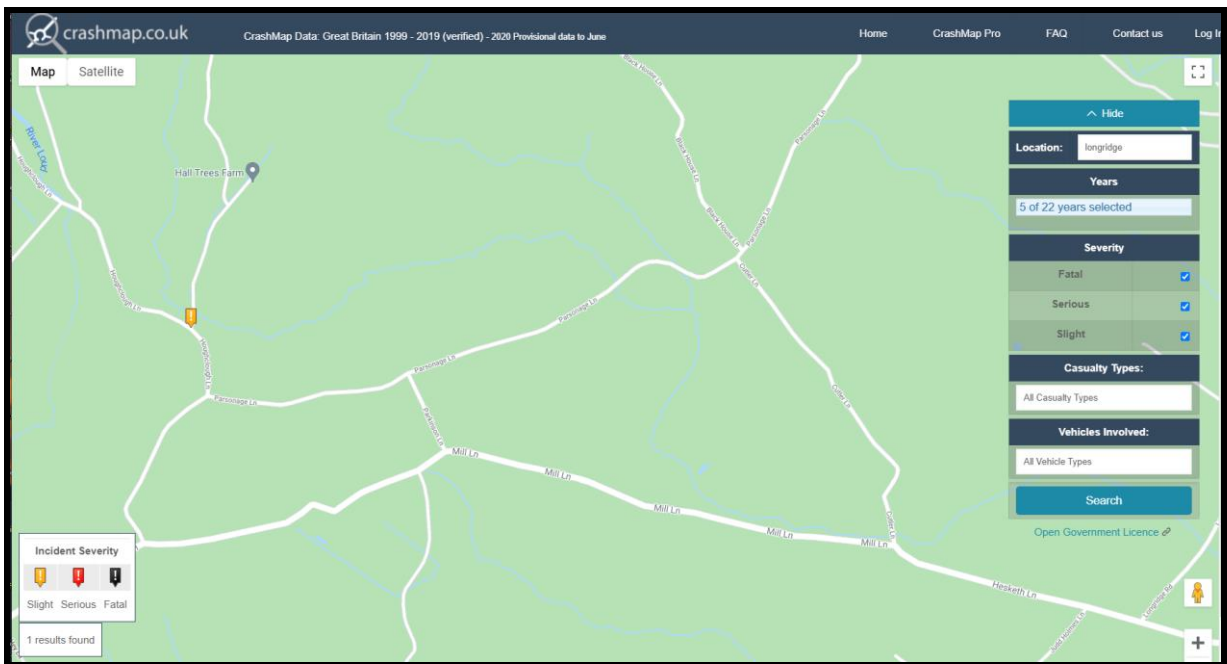
Approach to site access from westerly side and above closer to the site access



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 is one record to the west slight in nature in 2019.

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.

Traffic flows

A 24/7 ATC was placed near the site access to provide feedback on background flows. 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.

Automatic Classified Counts, Preston 

DATE: 06/05/2021 TO 12/05/2021

LOCATION:

TIME PERIOD	Direction : EASTBOUND		WESTBOUND		Two Way	
	VEHICLE VOLUMES		VEHICLE VOLUMES		Weekday Average	Week Average
	Weekday Average	Week Average	Weekday Average	Week Average		
0:00 - 1:00	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0
4:00 - 5:00	0	0	1	1	1	1
5:00 - 6:00	0	0	1	1	1	1
6:00 - 7:00	0	0	1	1	1	1
7:00 - 8:00	2	2	3	3	6	4
8:00 - 9:00	7	5	8	6	15	11
9:00 - 10:00	6	6	3	2	9	8
10:00 - 11:00	6	7	4	4	9	11
11:00 - 12:00	5	5	4	5	9	10
12:00 - 13:00	6	8	5	6	11	13
13:00 - 14:00	5	5	5	5	10	10
14:00 - 15:00	4	5	6	5	10	10
15:00 - 16:00	10	8	7	7	17	15
16:00 - 17:00	5	5	3	4	8	9
17:00 - 18:00	6	5	4	3	9	8
18:00 - 19:00	9	7	3	3	12	9
19:00 - 20:00	3	3	2	1	5	4
20:00 - 21:00	2	1	1	1	3	2
21:00 - 22:00	1	1	2	2	3	2
22:00 - 23:00	1	1	1	1	1	1
23:00 - 0:00	0	0	1	1	1	1

Speed survey

The eastbound approach speeds to reflect the left sight line requirements.

Direction : EASTBOUND							
TIME PERIOD	85TH PERCENTILE						
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
	06/05/2021	07/05/2021	08/05/2021	09/05/2021	10/05/2021	11/05/2021	12/05/2021
0:00 - 1:00	-	-	-	-	-	-	-
1:00 - 2:00	-	-	-	-	-	-	-
2:00 - 3:00	-	-	-	-	-	-	-
3:00 - 4:00	-	-	-	-	-	-	-
4:00 - 5:00	-	-	-	-	-	-	-
5:00 - 6:00	-	-	-	-	-	-	-
6:00 - 7:00	-	-	-	-	-	-	-
7:00 - 8:00	32.1	22.4	31.0	-	34.8	32.0	33.0
8:00 - 9:00	30.9	35.2	31.2	31.4	34.2	32.4	33.5
9:00 - 10:00	38.6	29.8	26.8	33.6	31.2	29.5	33.2
10:00 - 11:00	33.2	27.4	30.2	28.6	29.7	23.5	26.8
11:00 - 12:00	35.8	34.0	26.2	31.4	32.0	25.4	33.4
12:00 - 13:00	26.8	31.9	33.1	32.8	30.8	28.1	28.6
13:00 - 14:00	33.3	32.4	32.9	30.0	36.0	23.9	32.0
14:00 - 15:00	35.7	28.5	33.4	32.0	29.6	24.5	30.8
15:00 - 16:00	32.6	32.1	31.2	32.6	30.8	28.3	29.7
16:00 - 17:00	34.2	32.8	29.8	27.9	31.9	27.4	31.6
17:00 - 18:00	32.6	36.4	25.5	9.0	33.8	28.9	34.3
18:00 - 19:00	30.4	31.0	38.1	17.0	31.5	36.3	34.8
19:00 - 20:00	31.1	29.9	30.2	-	26.0	-	31.2
20:00 - 21:00	40.5	31.0	11.0	16.0	17.0	16.0	26.5
21:00 - 22:00	19.0	-	39.0	-	30.6	30.7	-
22:00 - 23:00	-	-	19.0	-	17.0	37.0	25.0
23:00 - 0:00	-	-	34.0	-	-	32.0	44.0
10-12	34.7	32.1	28.5	29.4	31.4	24.0	29.1
14-16	33.8	33.7	33.5	32.0	35.4	28.9	30.6
0-24	33.2	32.3	31.4	31.2	31.8	30.4	32.1
7 DAY AVERAGE SPEED			25.6				
7 DAY AVERAGE 85th PERCENTILE			31.8				

The westbound approach speeds to reflect the right sight line requirements.

Direction : WESTBOUND							
TIME PERIOD	85TH PERCENTILE						
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
	06/05/2021	07/05/2021	08/05/2021	09/05/2021	10/05/2021	11/05/2021	12/05/2021
0:00 - 1:00	-	-	21.0	-	-	27.0	-
1:00 - 2:00	-	-	-	-	-	-	-
2:00 - 3:00	-	-	-	-	-	-	-
3:00 - 4:00	-	-	-	-	32.0	-	-
4:00 - 5:00	42.0	-	39.0	35.0	36.7	34.0	-
5:00 - 6:00	36.0	39.0	-	-	33.0	33.0	-
6:00 - 7:00	33.0	37.4	-	-	31.0	33.0	37.4
7:00 - 8:00	30.6	27.2	30.6	-	29.3	33.5	32.8
8:00 - 9:00	33.2	34.7	31.0	-	30.4	33.5	30.5
9:00 - 10:00	36.6	33.8	10.0	26.0	35.9	20.2	31.3
10:00 - 11:00	29.8	27.0	37.8	10.2	20.4	25.2	25.6
11:00 - 12:00	33.3	30.8	28.0	24.8	24.6	30.2	23.0
12:00 - 13:00	27.3	34.3	24.3	28.5	29.4	24.0	33.1
13:00 - 14:00	32.4	30.7	24.0	31.0	33.7	27.6	33.4
14:00 - 15:00	33.3	36.1	30.2	30.8	29.3	33.4	30.7
15:00 - 16:00	32.0	34.6	25.2	32.4	33.7	28.2	27.8
16:00 - 17:00	28.8	38.5	26.7	30.8	27.4	24.0	32.1
17:00 - 18:00	30.0	35.7	25.5	35.8	28.8	32.6	30.5
18:00 - 19:00	26.6	35.9	11.0	26.0	30.8	21.0	30.3
19:00 - 20:00	28.7	26.0	-	-	25.4	-	30.0
20:00 - 21:00	36.6	-	27.0	-	33.0	30.2	-
21:00 - 22:00	33.7	37.6	-	27.0	32.0	32.3	-
22:00 - 23:00	34.0	-	26.0	-	-	24.2	-
23:00 - 0:00	36.7	-	37.0	-	-	28.0	39.0
10-12	32.1	31.0	33.2	22.4	23.1	29.8	24.9
14-16	33.6	34.8	30.1	31.8	32.4	31.0	29.7
0-24	32.5	34.8	30.9	30.8	31.2	31.4	32.3
7 DAY AVERAGE SPEED			24.8				
7 DAY AVERAGE 85th PERCENTILE			32.3				

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

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.

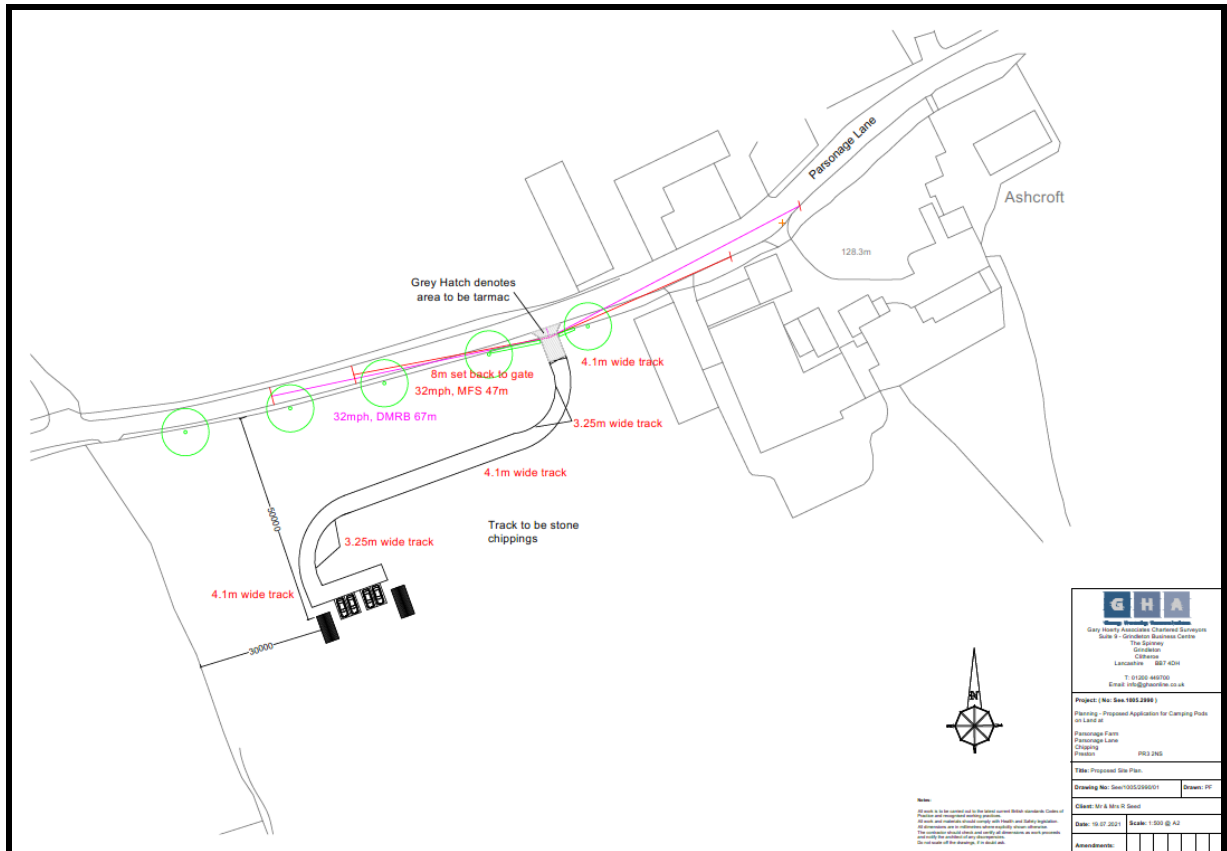
4. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

The scheme comprises the provision of two camping pods, internal hard surfaced track and new access as shown below.

Layout

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



Access

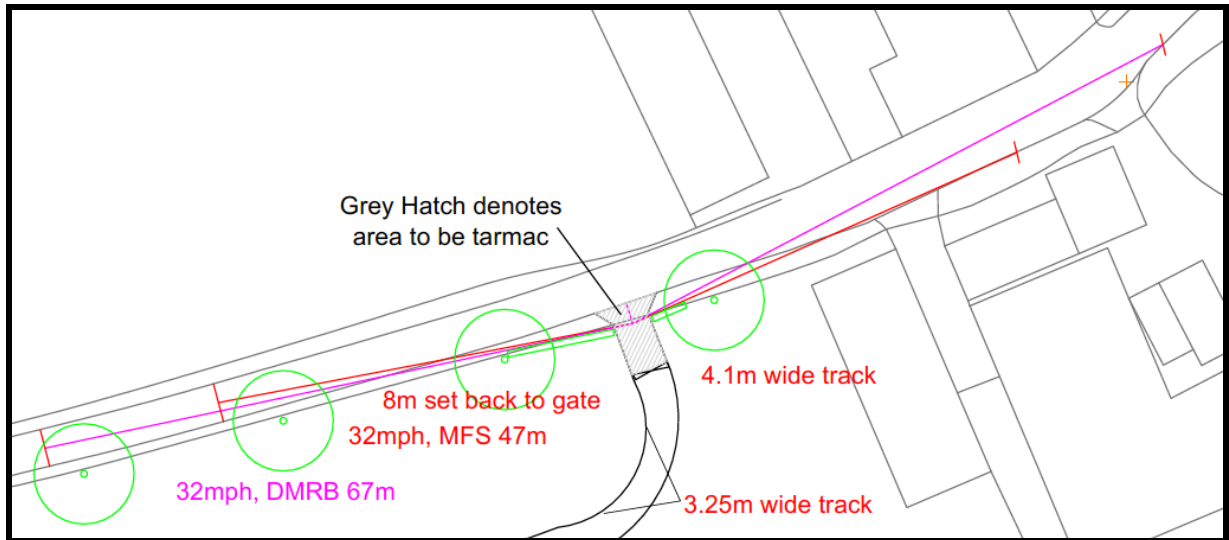
The proposed access fits between two existing trees outside the root areas as shown and is 4.1m wide. The first section would be tarmaced to prevent stop etc over spilling onto the road.

The speed surveys show 31.3mph as the heist 85%ile. Using the DMRB formulae for the 32mph upper level the following distances are derived.

Speed			SSD (m)	SSD (m) Bonnet length
kp/h	mp/h	m/s		
40	24.9	11.11	42	44
45	28.0	12.50	51	53
48.5	30.1	13.47	57	60
50	31.1	13.89	60	63
51	31.7	14.17	62	65
52	32.3	14.44	64	67
53	32.9	14.72	66	69
54	33.6	15.00	68	71
55	34.2	15.28	71	73

These show the full sight line as 67m and an absolute minimum of 64m. Although a rural road the MFS guidance suggests a 47m sight line would be acceptable.

These are shown below.



The full sight line requires a small section of hedge to be removed/set back.

The two pods assessed as a full residential unit with a 0.7 two way trips rate would be 1 to 2 trips in the peak and 10-12 across the day.

The 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 2 two way trips in the peak i.e. well below the 30 two way vehicle trips threshold, as defined in the GTA, in peak hour.

Given this it is concluded that the impact would be 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 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.

5. SUMMARY

The scheme accords with local and national policy to work towards provision leisure facilities in the rural area.

The layout accords with good practice.

The site is a suitable location for development.

Traffic flows have 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)