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November 2021

**PROPOSED CLASS E LIGHT INDUSTRIAL
DEVELOPMENT AT
CHAPEL HILL, LONGRIDGE**

TRANSPORT STATEMENT

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CONTROLLED DOCUMENT

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DEVELOPMENT AT
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TRANSPORT STATEMENT

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Appendix A TRICS review

1. INTRODUCTION

DTPC has been appointed by PWPlanning on behalf of William Pye Ltd to provide transport and highway advice for the implications associated with their proposed Class E light industrial development at the Chapel Hill, Longridge site.

The applications relate to a site located in an employment area, with an existing access which will be developed for industrial uses.

In order to advise the application, this report provides information on the 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 described.

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

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 CO₂ 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

The NPPF has replaced the previous versions and sets out the policy framework for sustainable development and supersedes the previous advice.

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

Promoting sustainable transport

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.

105. 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.

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.

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.

112. 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 must be accessible by sustainable means of transport and accessible to staff and visitors taking on board the location of the site.

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

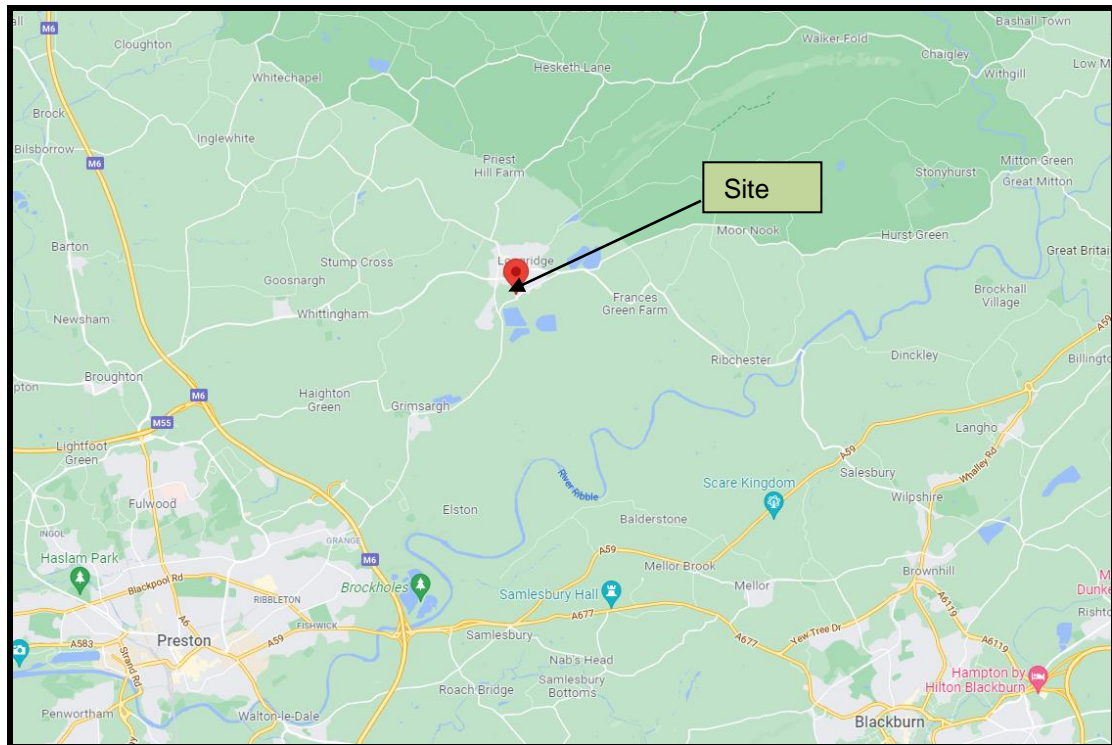
Furthermore there are:

Pedestrian and cycle linkages to a number of locations and facilities that are available, public transport services to other major centres and interchanges, and agreed parking provision all ensure that this development is sustainable, as required in local and national policy for an employment area.

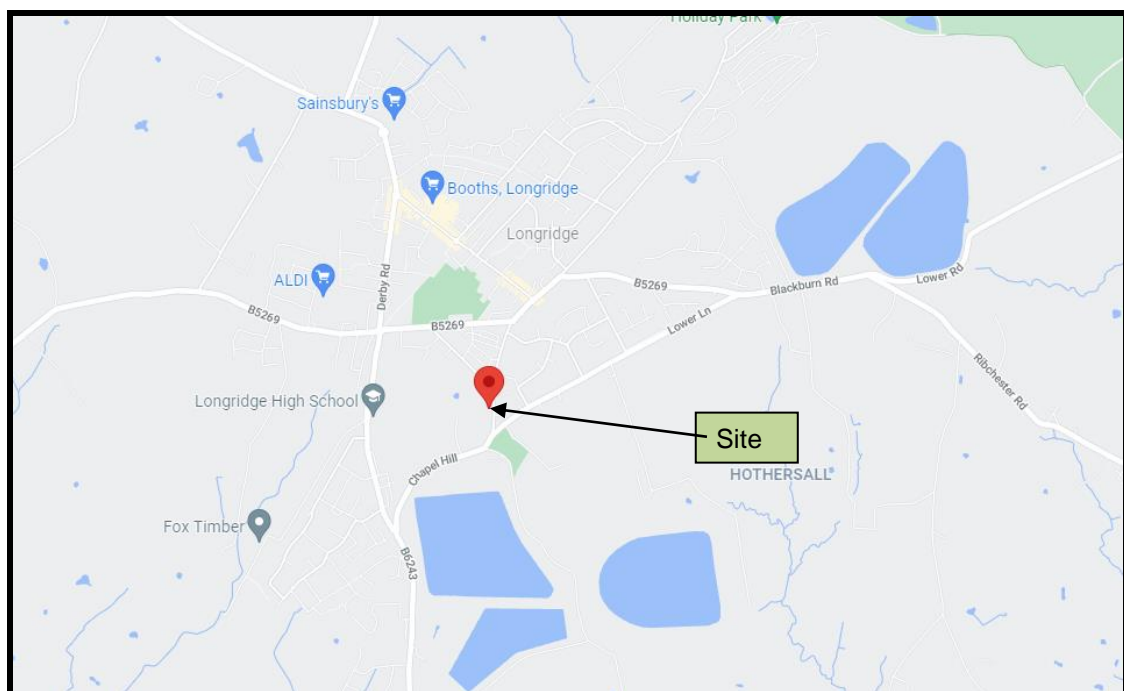
3. SITE DESCRIPTION

Site location context

The application site is situated approximately 0.5 km to the south east of Longridge town centre at an approximate midway point along Chapel Hill between the junctions with Lower lane and Preston Road.



Site location plan in relation to the wider area and neighbouring settlements below



In terms of traffic movements in the locality, whilst the immediate surroundings of this site are residential in nature, the site contains industrial units containing B1 and B2 and B8 uses.

Chapel Hill and the adjoining residential streets are subject to a 30mph speed limit, are street lit and have footways on both sides.



Approach from west side towards site



Approach from west side towards site at sight line



View to east across existing site access junction



View to west across existing site access junction



Approach from east side towards site at sight line



Approach from east side towards site



View in/out of the internal access route



View of internal space and site to top right

Accident review

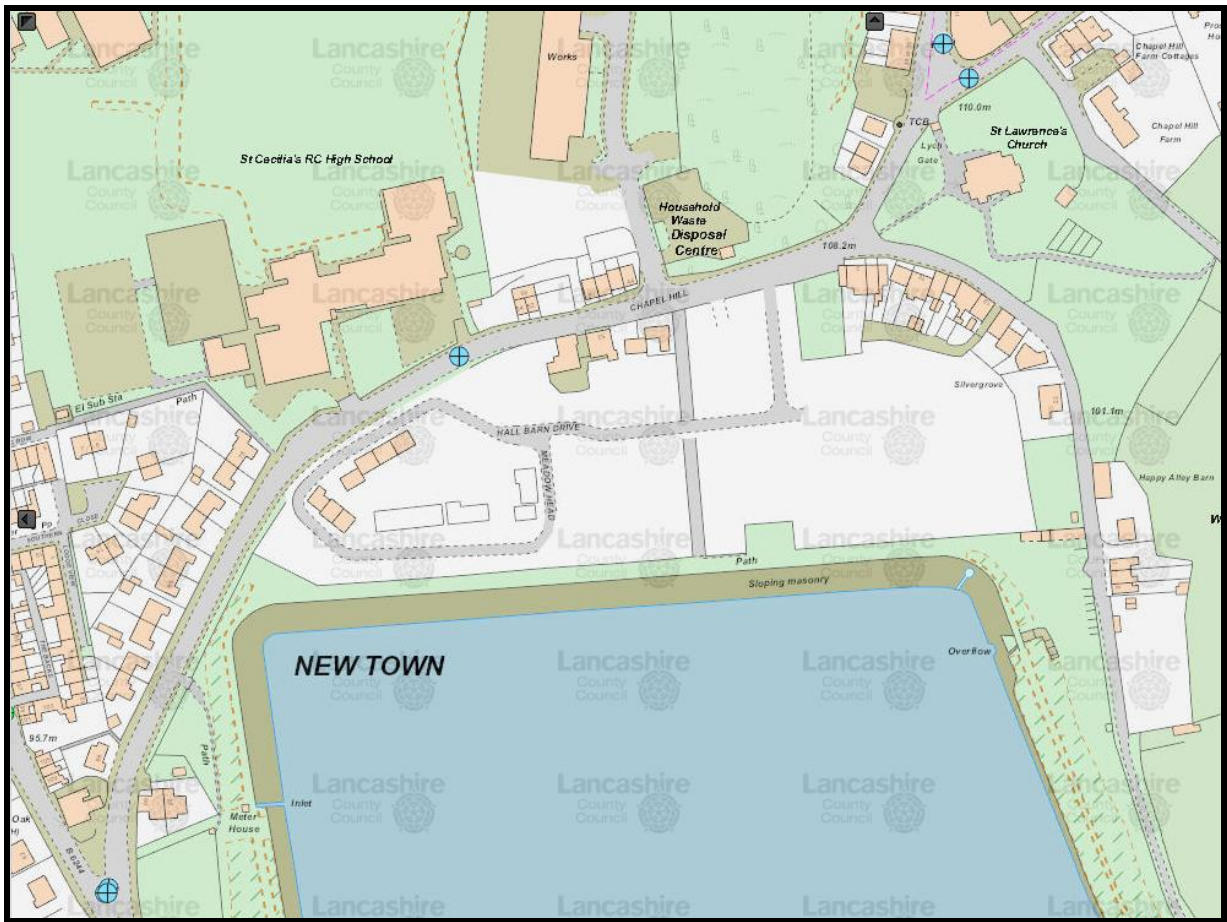
Details supplied by the Mario database indicate a range accidents over the most upto date 5 years records in the study area.

This site uses data obtained directly from official sources but compiled into an easy-to-use format showing each incident on a map.

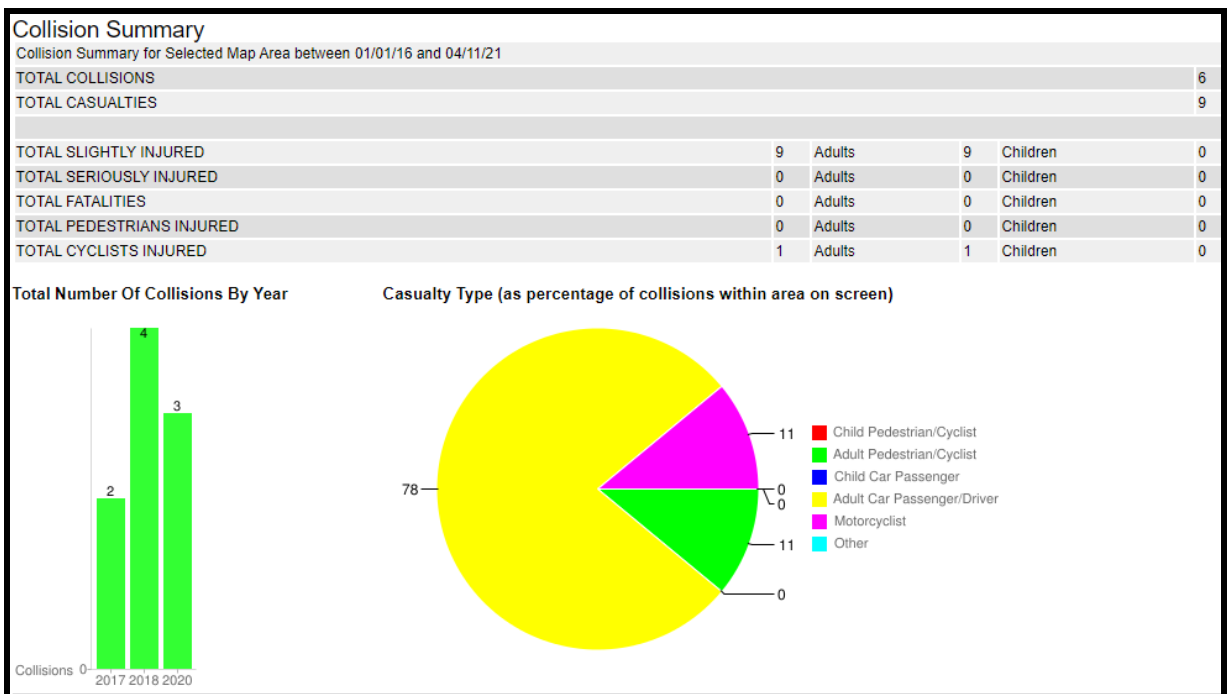
Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway. Where a number of incidents occur in the same location they are grouped together.

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

Over the past 5 years no accidents have been recorded along the site frontage/access area. There are 5 records in the wider area as shown below.



The records are just over the 1 per year on average.



All were slight in nature.

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

Summary

The existing area is urban in nature with built up areas along the corridor, it has flows well with the capacity of the carriageway type from observation and no related safety issues.

The development for industrial purposes is considered to be an acceptable use of land based on the existing area characteristics.

4. EXISTING ACCESSIBILITY FOR 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 and cycle;
2. accessibility by public transport;

Walking

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

The CIHT provides 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; 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			

2000m walk area reflecting 25 minutes walk journeys are shown overleaf.

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).



Walk Catchment

There are, therefore, opportunities for staff to access the employment.

Clearly, there is also potential for walking to form part of a longer journey for staff to and from the proposed development.

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

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

Cycling

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

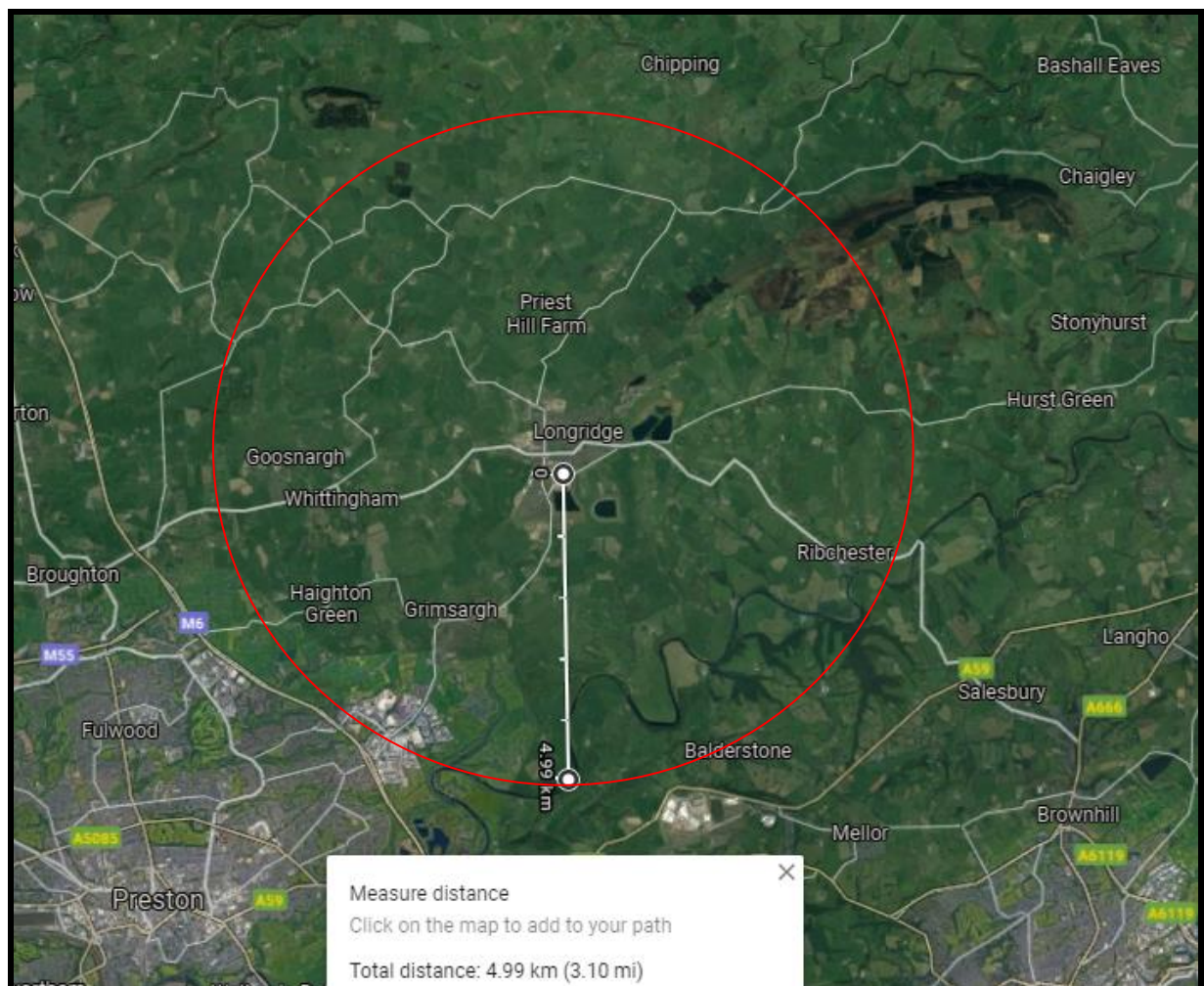
reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

An acceptable and comfortable distance for general cycling trips of all types is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT).

However, the same guidance also refers to commuting cycle trips of up to 8km as the maximum a commuter would cycle to work there other employment destinations available from the site but it is our judgment that commuter trips of this length would only be undertaken by cyclists who are confident enough to mix with other road users.

Using GIS Network Analyst software typical cycle times from the Site (with 16 mins approximating to around a 5km distance).

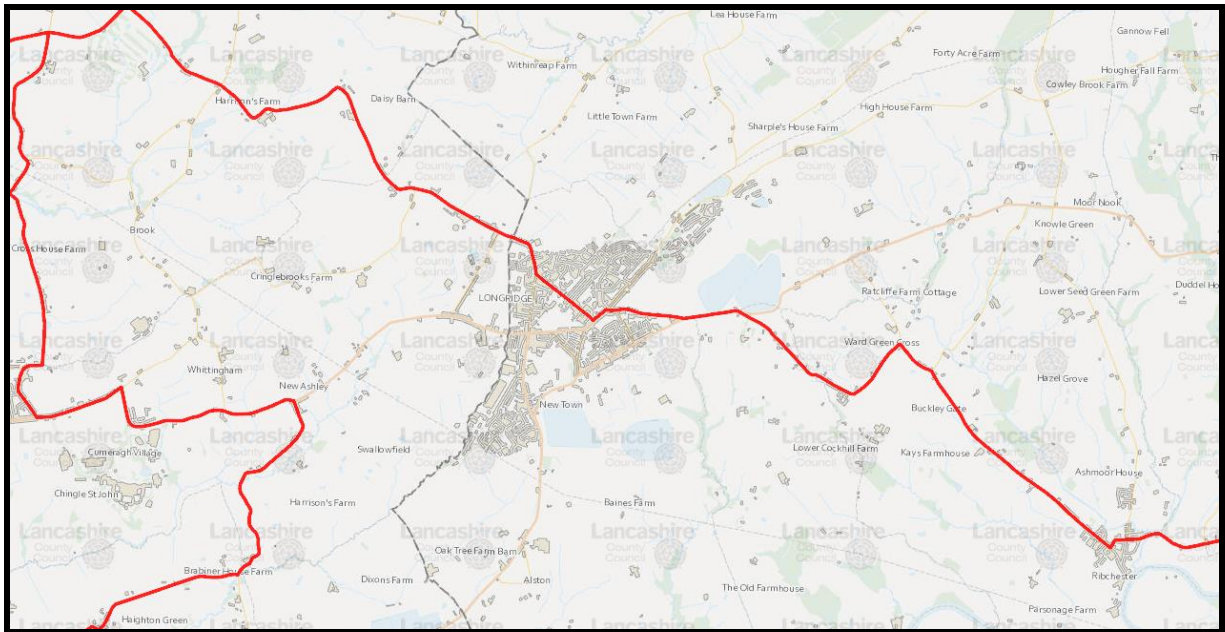
The 5 km distance is indicated below.



Cycle Catchment

The Plan demonstrate that the whole of Longridge, Goosnargh, Ribchester and NW Preston in prt with a number of surrounding areas is within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.

Whilst there are no formal cycle lanes in the vicinity of the site a review of the Mario mapping indicates that the local area is within 1km of designated routes.



Local cycle routes

There are existing cycle facilities which can be accessed a short distance from the site which will assist the accessibility of the site for cyclists.

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).

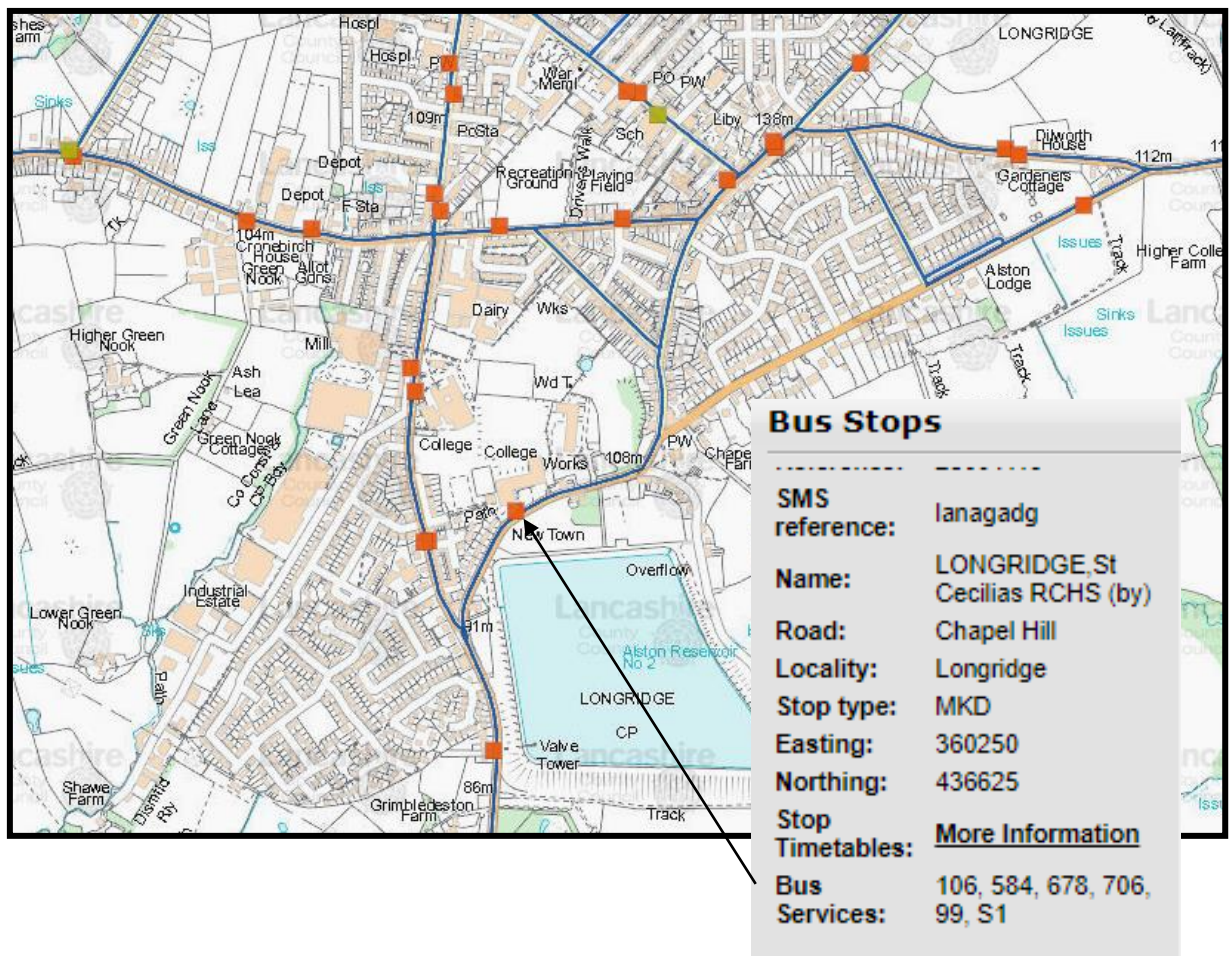
It also says in para 5.18 that a walking distance of 400m as being the desirable maximum distance to the closest bus stop from a new development, however, it also advises this distance should not be **slavishly adhered** to and that access to simple understandable services is more important.

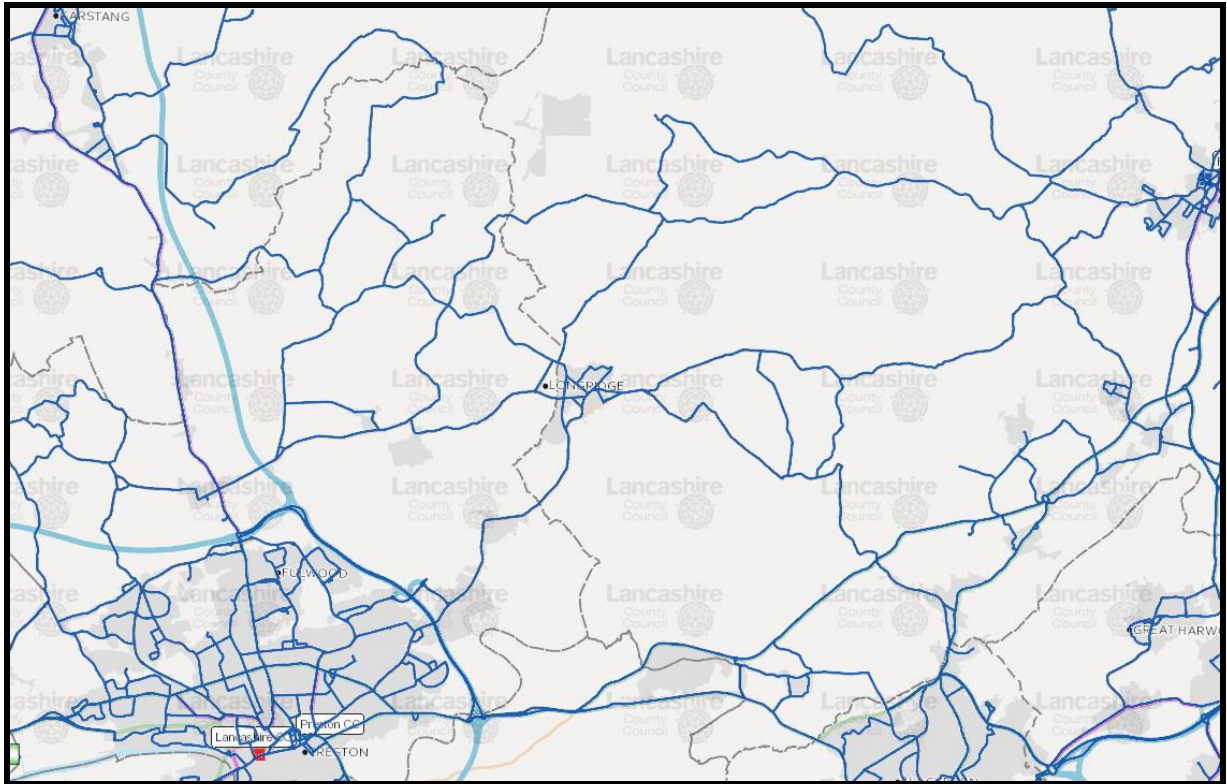
The site has good public transport links, with bus services providing connections to nearby centres.

The map below shows the bus stops adjacent to the site and others are within 260m of the site.



Chapel Hill stop to west of access





Bus routes

The proposed development site is therefore located close to bus stops for an urban location that regularly serve a number of communities in the vicinity of the site. These services provide an opportunity for employees of the proposed development site to travel via public transport.

Summary

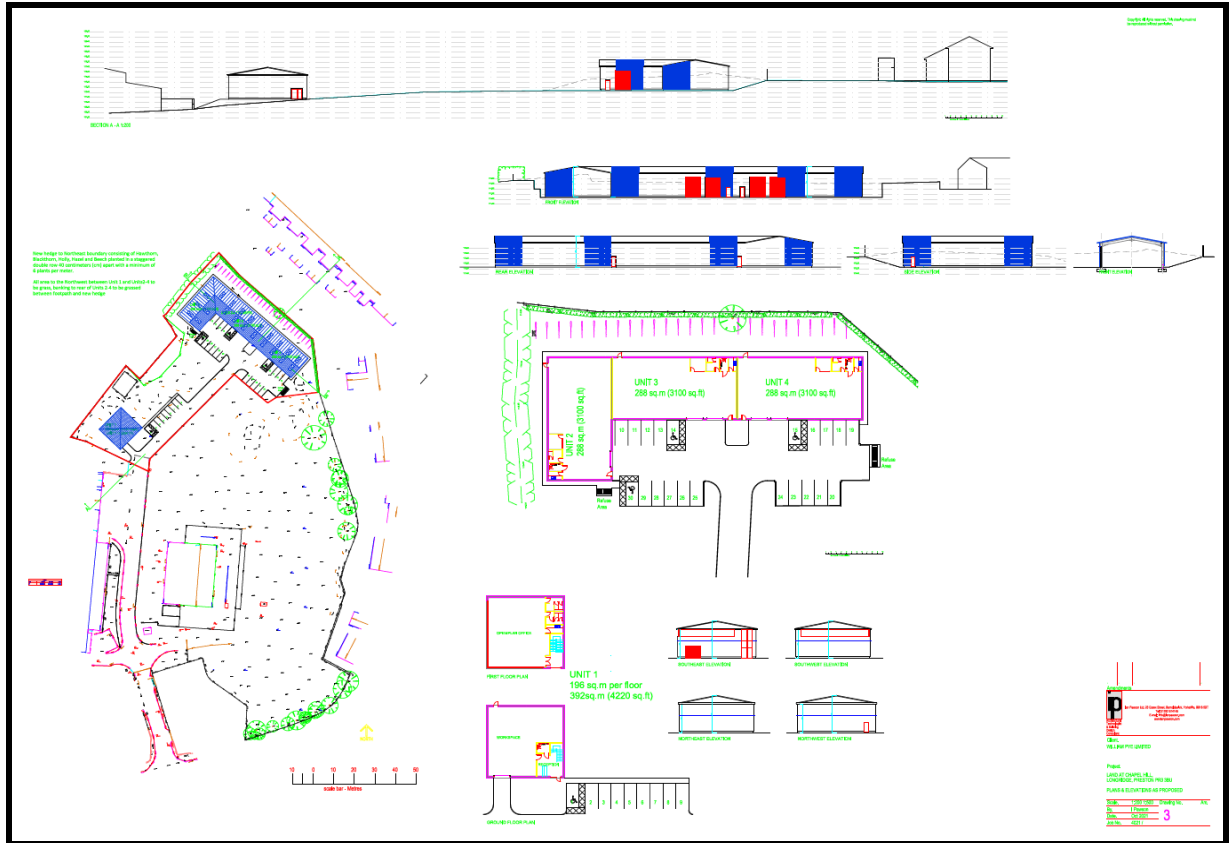
In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance for an urban area.

5. DEVELOPMENT

Development Proposals

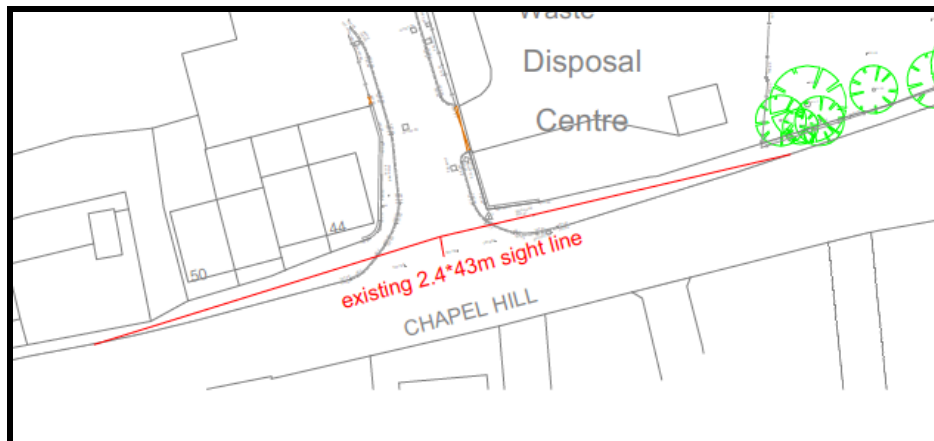
It is proposed to develop a series of mixed size units for Class E was B1c light industrial use of around 1256 sqm with 30 staff/visitor parking spaces (inc 4 disabled and a service yard).

Full details are provided in the architect drawings.

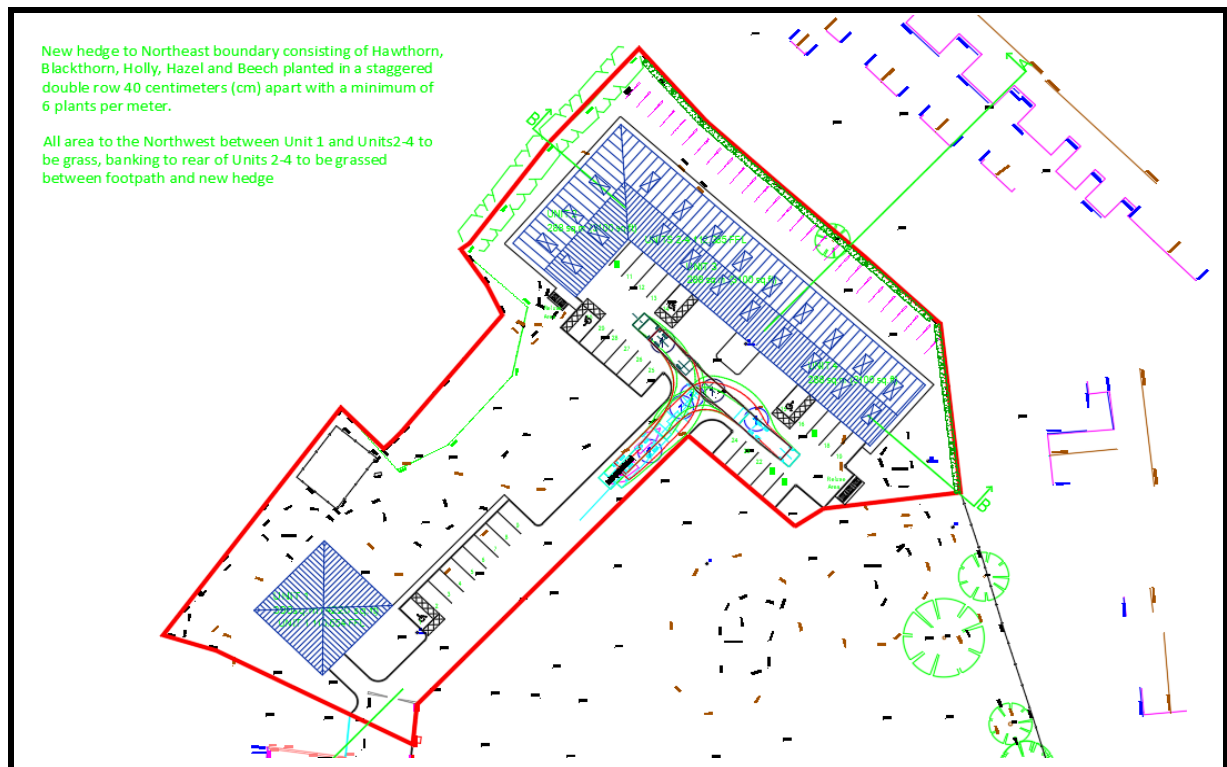


Site access layout

The site will be accessed from an internal extended industrial access. The sight lines are shown below as fully delivered.



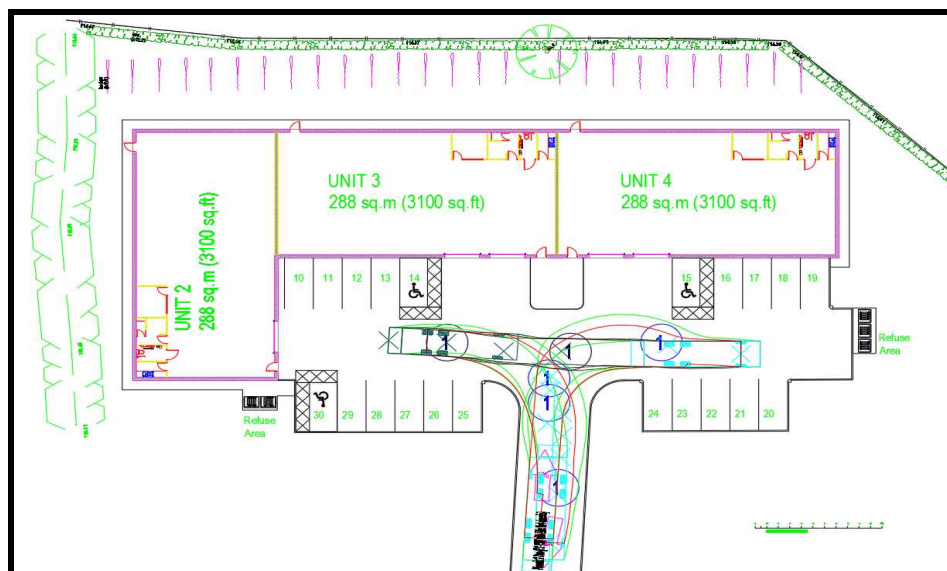
It gives access to the 4 units with 3 combined and a single unit at the start all with associated parking.



Servicing

The site is not expected to have a high number of HGV's but can accommodate them as required and shown in the tacking for a 12m rigid and thus any other vehicle of smaller size.

The smaller size units would be most likely to be serviced by 11/12m rigid HGV's and vans.



Car parking

Ribble Valley adopted parking policy 2016 set out the following for the use applied for:

Table A: Parking Standards

Land Use	Level of Centre	Baseline Standard (per m ² gross floor area)		
		Gross floor area <500m ² or Low Accessibility	Gross floor area >500m ²	
			Medium accessibility Reduce baseline by 5-15%	High accessibility Reduce baseline by 15-35%
B1 (c) Light industry/ stand alone	1&2	1:35	1:37-1:41	1:41-1:54
	3&4	1:30	1:31-1:35	1:35-1:48
B1(c) Business parks	1&2	1:40	1:42-1:46	1:46-1:62
	3&4	1:35	1:37-1:41	1:41-1:54
B8	All levels	1:200	1:210-1:235	1:235-1:308

For info the 1256 sqm as B1c would from policy need 32 based on 1:40 sqm policy with ancillary offices.

The site provides 30 spaces to cater for the most likely mix been biased towards B1c uses.

6. TRIP GENERATION, TRAFFIC FLOWS AND ASSESSMENTS

Introduction

This section defines the development trip rates and the number of trips generated by the proposed 1256sqm Gross Floor Area (GFA) B1c/E development.

Trip Generation

The TRICS database has been interrogated and a representative trip rate determined for B1c/B8 development. The TRICS data summarised below is contained in Appendix a.

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 for B1c/B8 under 4000 sqm do not need detailed assessment and a TS would suffice.

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 trips derived using a two way peak trip rate of 0.2 of 3 two way are below the accepted 30 two way trip threshold where the impact on junctions are considered de minimus in nature.

As such it is considered that the development will not have a material or severe impact, as referenced by National Planning Policy Framework and no detailed assessments required.

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 site is located in the urban area. The surrounding area has a range of facilities and attractions to serve as shared trips for the employees needs within walk and cycle distance.

There are no local highway capacity or safety issues along the road frontage.

The site access meets the sites needs and allows 2 way car/hgv based flows.

The site is accessible in nature for its location as previously agreed.

Traffic flows have been observed and has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise with the junction itself.

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.