

TRANSPORT STATEMENT

# Northcote Hotel Limited

Proposed Northcote Manor Phase 1 Development,  
Langho

May 2023

VN222320

Transport Statement

## Report control

Document: Transport Statement

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Client: Northcote Hotel Limited

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Primary Author: Aalisha Sorathiya Initialled: AS

Contributor: Will Donagain Initialled: WD

Review by: Paul Whitaker Initialled: PW

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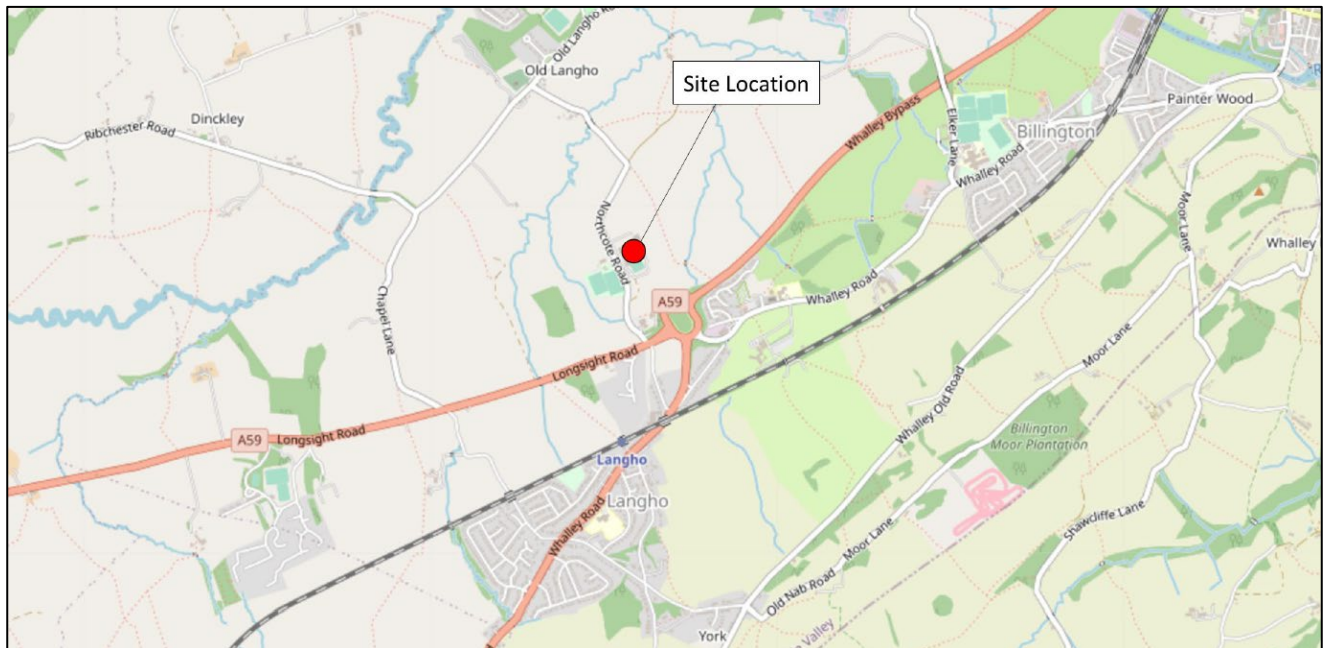
## Appendices

Appendix A – Proposed Site Layout

# 1 Introduction

## Background

- 1.1 Vectos has been commissioned by Northcote Hotel limited to prepare a Transport Statement to accompany a planning application for a new restaurant development at Northcote Manor in Langho, Ribbles Valley. The approximate location of the site is shown in **Figure 1.1**.



**Figure 1.1: Site Location**

- 1.2 The site currently provides luxury country house accommodation in the manor house and garden lodge (26 rooms in total), along with a Michelin star restaurant (approximately 70 covers).
- 1.3 The main access for visitors and guests is on Northcote Road with parking arranged around the manor house. A secondary access for staff is also located on Northcote Road leading to an area of dedicated staff parking. The secondary access is used for servicing and deliveries.
- 1.4 The proposed development seeks to provide a new pavilion restaurant with approximately 48 covers. A new access is proposed on Northcote Road specifically for the proposed development, which will lead to an area of dedicated car parking and drop-off/pick-up space near the main building entrance.
- 1.5 It should be noted that the proposals form the first phase of what could be further development at the Northcote site to accommodate additional accommodation and associated facilities. As part of further development, the access proposed for the pavilion restaurant could become the main access for the entire Northcote site (subject to further masterplan development and liaison with key stakeholders).
- 1.6 For clarity, any further masterplan development would be subject to separate planning applications.

## Pre-Application Discussions

- 1.7 Pre-application discussions were coordinated with Lancashire County Council (LCC) as the Highway Authority at the end of 2022, and included a site visit.
- 1.8 The principle of a new site access on Northcote Road was discussed, along with the development proposals for the new restaurant as part of a wider masterplan.
- 1.9 LCC indicated that there would be no objection in principle to the proposed new access on Northcote Road, provided that suitable details are presented at the planning application stage. In addition, it was requested that new traffic surveys were undertaken to inform the assessment of the latest development proposals.

## Report Structure

- 1.10 This Transport Statement provides information on the traffic and transportation planning aspects of the development proposals and forms supplementary information to assist in the determination of the planning application.
- 1.11 It builds upon the pre-application discussions with LCC, and references relevant guidance for the assessment of traffic impacts, to outline the existing transport characteristics of the network in the vicinity of the site along with the predicted traffic impact of the development proposals.
- 1.12 Following this introduction, the report provides the following information:
  - **Baseline Conditions:** Describes the existing site, the surrounding local highway infrastructure, an analysis of accident statistics and accessibility review of the site by sustainable modes
  - **Development Proposal and Impact Assessment:** Describes the development proposals, along with refuse and delivery vehicle access arrangements and, provides a review the overall trip impact; and
  - **Conclusion:** Provides a summary and conclusion to the Transport Statement.

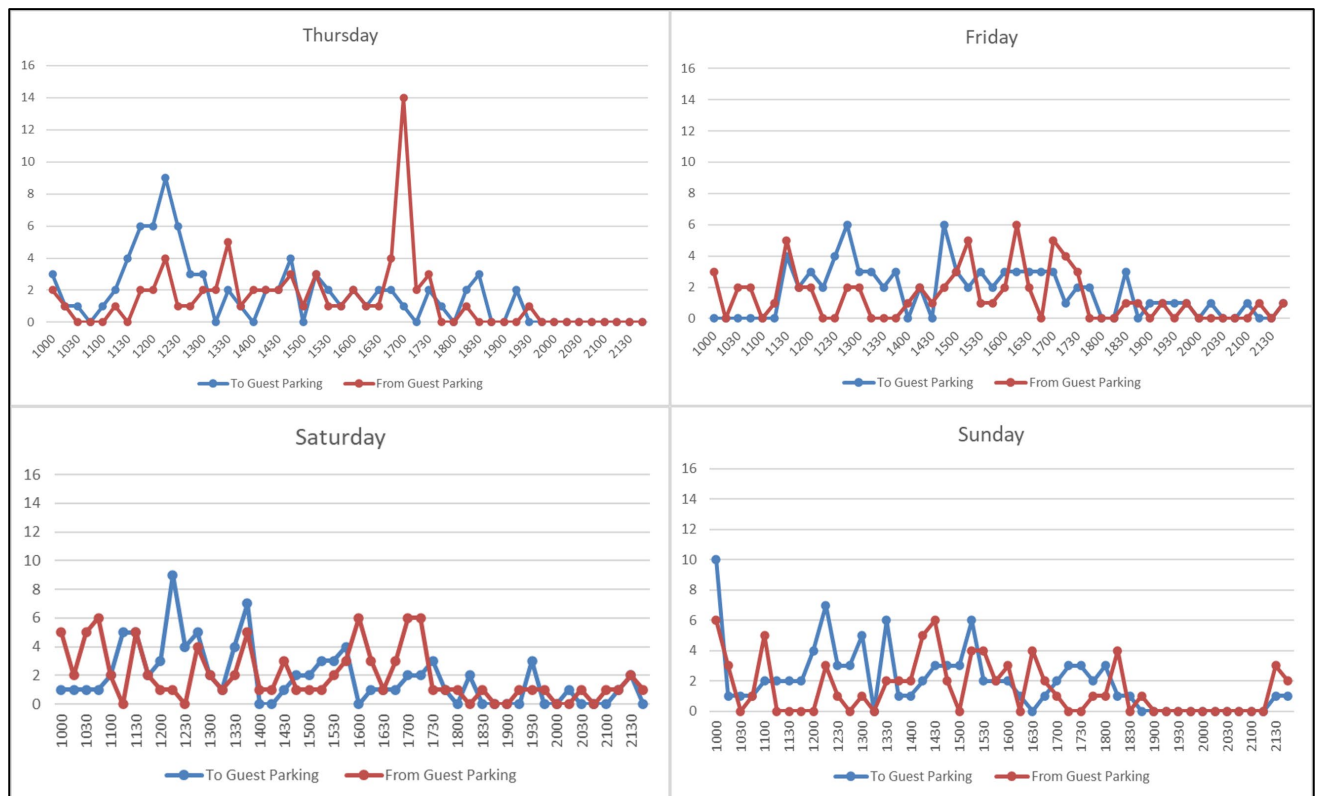
## 2 Baseline Conditions

### Site Location

- 2.1 The site is located to the north of the A59, approximately 1km from the centre of Langho. The immediate surrounding area is predominantly rural with residential settlements of Langho, Billington, Wilpshire and Whalley in the vicinity.

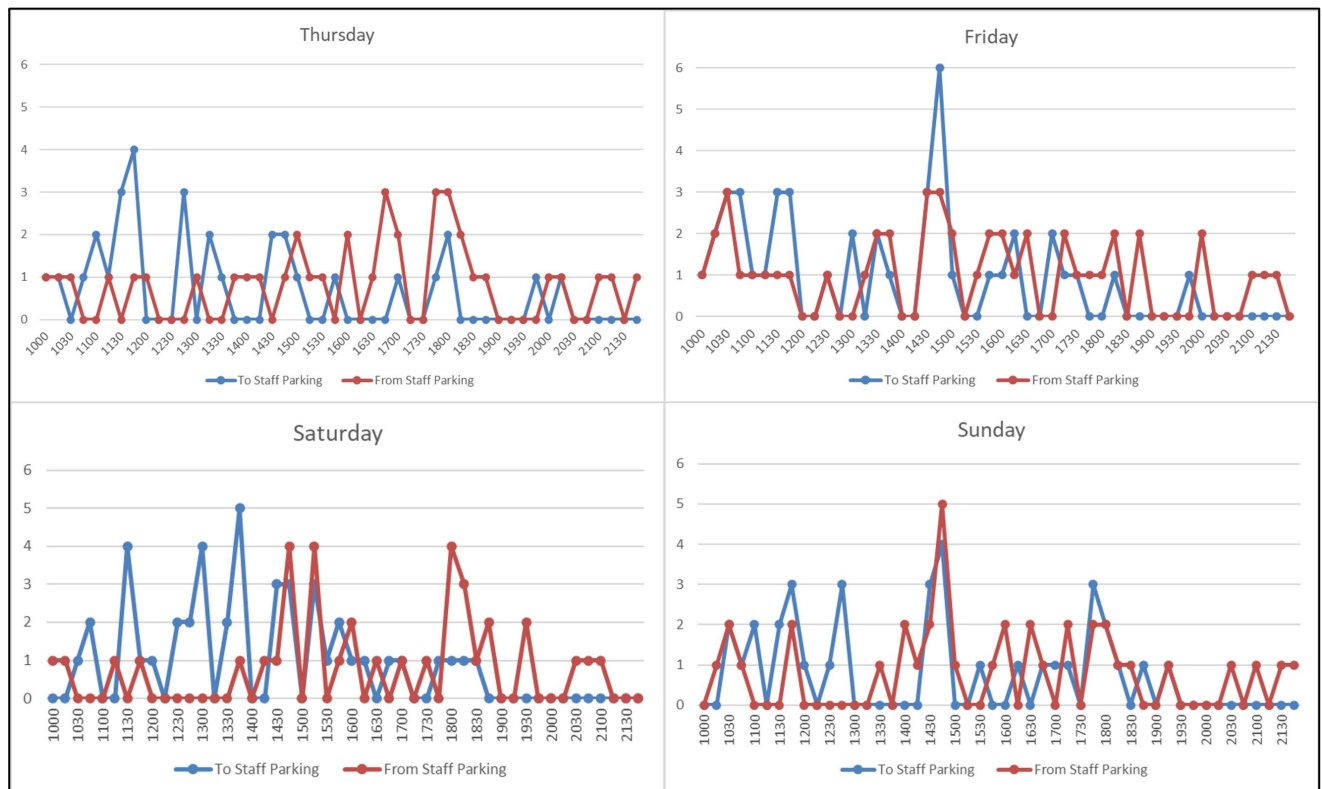
### Existing Site Operation

- 2.2 Currently the site is home to a restaurant with space for up to 70 covers, accompanied by a hotel facility of 26 rooms. The development provides two separate access points along Northcote Road; one for guests and the other for staff, each supported by their respective parking areas.
- 2.3 The hotel check-in time is after 1500hrs and check-out is before 1100hrs. The restaurant serves lunch and evening dinner between 1200-1400hrs and 1800-2030hrs respectively.
- 2.4 To inform the overall assessment, surveys of existing activity at Northcote were coordinated in March 2023. Data was collected on a Thursday, Friday, Saturday and Sunday between 1000-2200hrs at the main guest access and the secondary staff access.
- 2.5 A summary of the arrival and departure profile for each day at the main guest access is presented in **Figure 2.1**.



**Figure 2.1: Main Access Daily Traffic Movements**

- 2.6 The traffic data highlights arrival peaks (blue line) between 1130-1230hrs likely to be associated with the daily lunch service. There are then other arrival peaks mid afternoon and evening likely to be associated with hotel check-in and evening dinner services.
- 2.7 The departure peaks (red line) are identified as being before 1100hrs on a weekend, likely to be associated with hotel check-out activity, and then again mid-afternoon, likely to be associated with the conclusion of the daily lunch service.
- 2.8 Based on observations of activity throughout the day, it is evident that a number of trip movements associated with the existing restaurant are drop-offs. This is reflected in the traffic survey data, particularly for the lunch service, with up to 50% of arrivals also being departures within the same time period. For evening dinner, many guests are also staying at the hotel which limits external vehicular trip activity.
- 2.9 Whilst there is regular activity accommodated at the main site access throughout the day, total movements are considered to be low and are typically outside of background network peak hours.
- 2.10 The secondary access accommodates staff movements but also delivery and servicing activity. Movements are regular across the day, as presented in **Figure 2.2**. It should be noted that the majority of delivery and servicing activity is accommodated in small light goods vehicles.



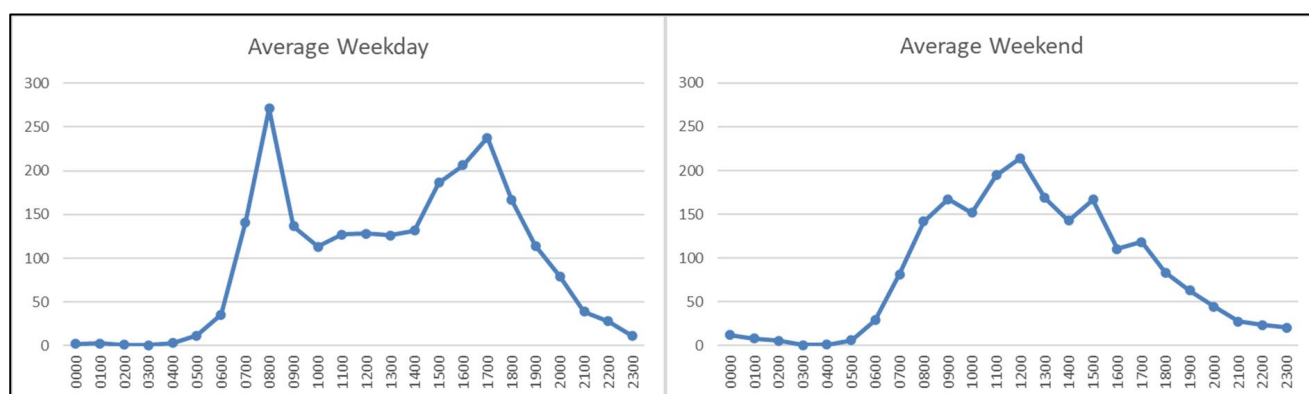
**Figure 2.2: Secondary Access Daily Traffic Movements**

## Local Highway Network

- 2.11 Northcote Road is a single carriageway road which provides access to Northcote Manor and other properties to the north. It is a predominantly rural route characterised by hedgerows either side and trees.
- 2.12 The carriageway width varies between 6-7m along the site frontage, before reducing in width further north. A footway is provided along the western side of the carriageway with street lighting at regular intervals. The speed limit is 60mph.
- 2.13 Northcote Road joins the A59 at a 3-arm priority junction. The footway continues around the western radius of the junction leading to an uncontrolled crossing point on the A59 with refuge island. The junction is lit and sightlines in excess of 100m are available in either direction.
- 2.14 Vehicles entering Northcote Road from the A59 can do so from either direction with a dedicated right turn lane which allows at least eight vehicles to wait without obstructing the westbound movement on the A59.
- 2.15 Vehicles exiting Northcote Road are only permitted to turn left onto the A59. For any vehicles wishing to head west, a roundabout is located approximately 100m to the east of the junction which allows vehicles to turn.

## Traffic Data

- 2.16 Traffic surveys were conducted on Northcote Road from 20<sup>th</sup> March (Mon) – 26<sup>th</sup> March (Sun) 2023 recording vehicle classification, direction and speeds each day. **Figure 2.3** illustrates the average weekday and average weekend daily traffic profile along Northcote Road which is considered to be low.

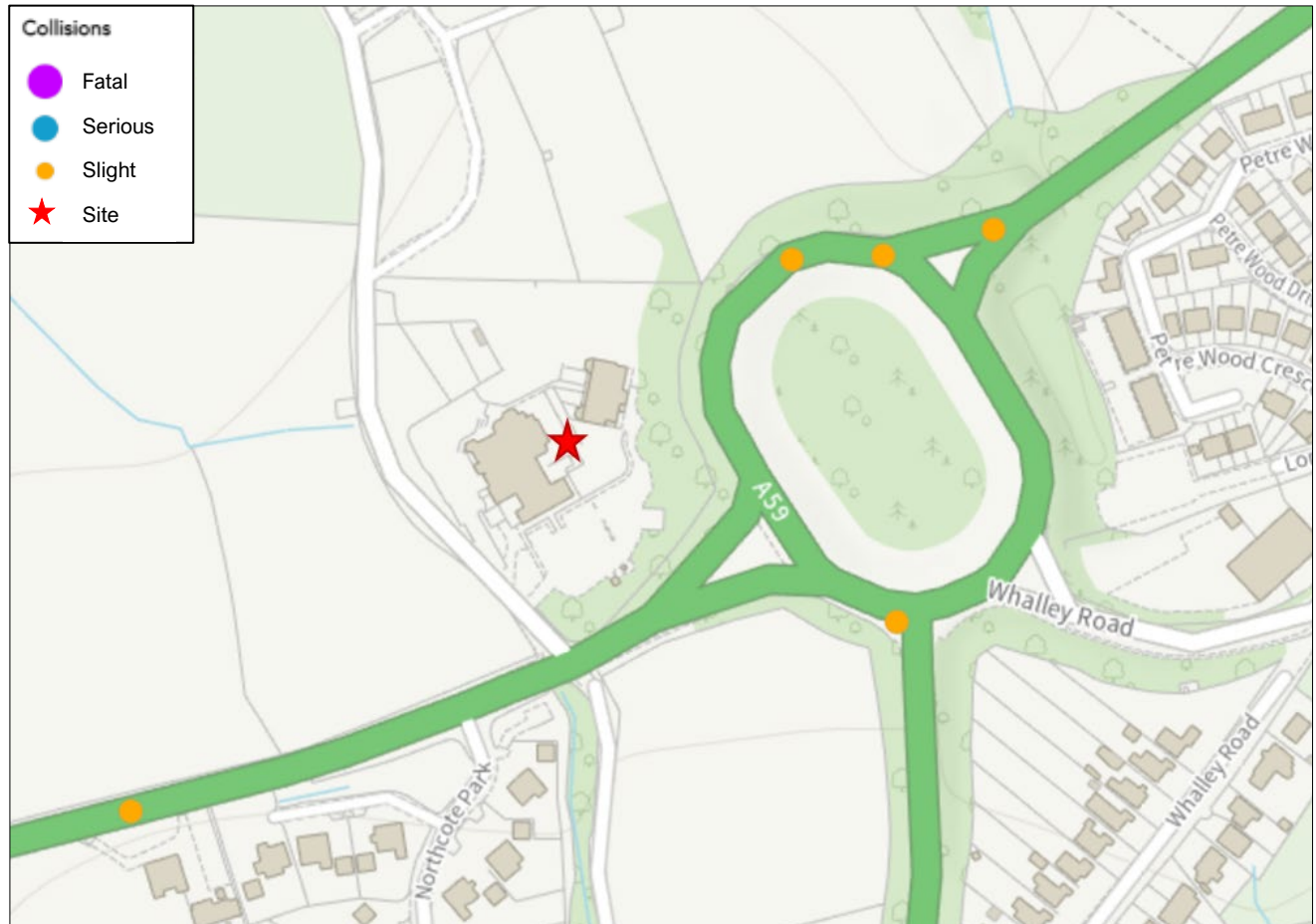


**Figure 2.3: Northcote Road Average Weekday and Weekend Hourly Traffic Movements**

- 2.17 The traffic survey also recorded vehicle speeds. Average speeds along the Northcote Road were approximately 28-29mph for both northbound and southbound movements, while the 85<sup>th</sup> percentile speeds have been recorded at approximately 33-34mph for both the directions.

## Accident Data Review

- 2.18 Data regarding accident statistics for the most recently available 5-year period is extracted from LCC's 'MARIO' database. **Figure 2.4** shows accident records for the surrounding highway network with respect to the proposed development.



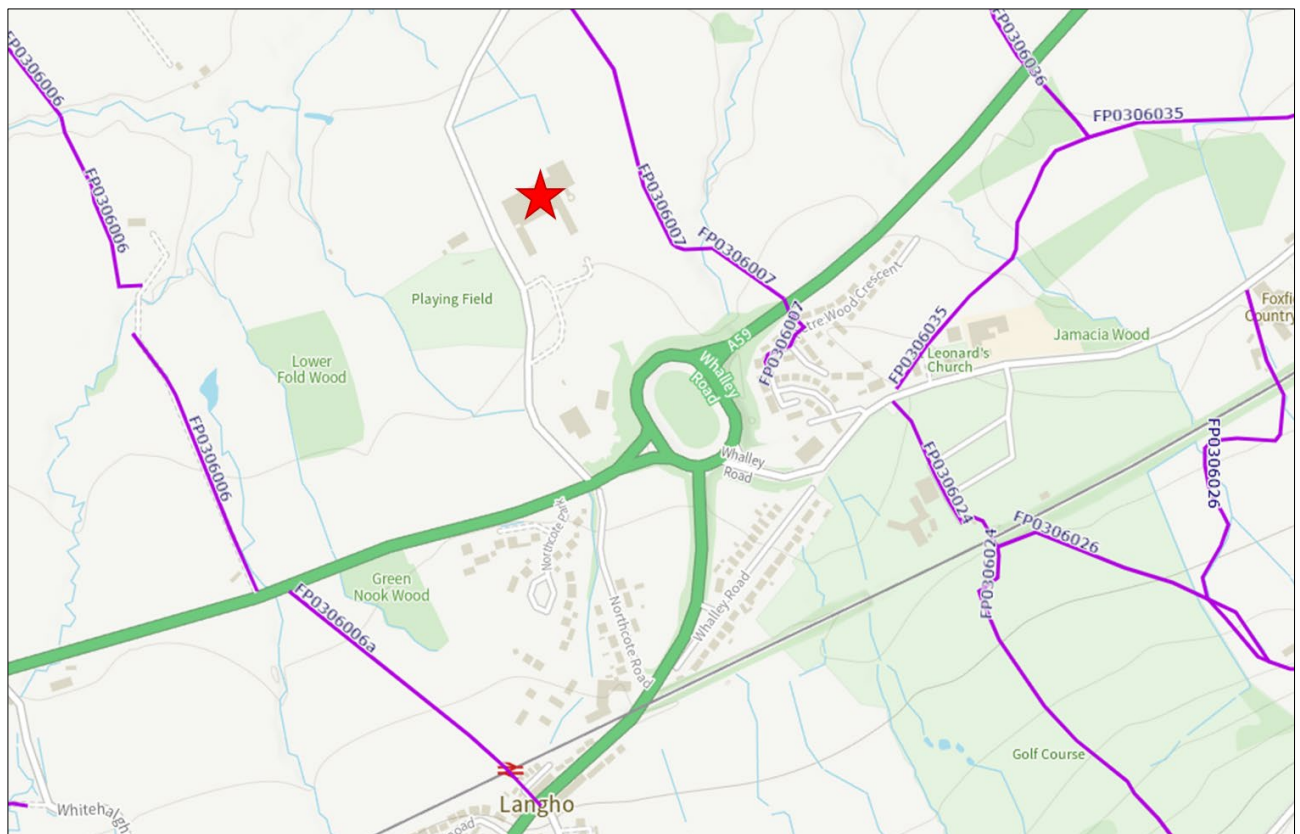
**Figure 2.4: Accident Summary**

- 2.19 The data demonstrates that there have been no accidents on Northcote Road in the vicinity of the site. In addition, there have been no recorded accidents at the Northcote Road/A59 junction.
- 2.20 Only four accidents have occurred on the A59 roundabout to the east of the site, all classified as being slight injury. One accident was recorded along the A59 approximately 200m to the west of the Northcote Road junction which was also classified as being a slight injury.
- 2.21 Overall, it is considered that there are no known highway design features that might be contributing to the occurrence of accidents in the vicinity of the site.

## Sustainability Accessibility Review

### Access by Active Travel

- 2.22 Within a 2km catchment area (equivalent to a 24-28 minute walk) are the residential areas of Langho and Billington. A network of footways and crossings provide connections from the site to the surrounding residential areas, as previously noted.
- 2.23 In addition, the public rights of way in the vicinity are presented in **Figure 2.5** based on information available on LCC's MARIO.



**Figure 2.5: Public Rights of Way**

- 2.24 Within an 8 km catchment (equivalent to a 24-30 minute cycle) are the additional residential areas of Whalley, Salesbury, Wilpshire and Great Harwood, as well as the outer suburbs of Clitheroe and Blackburn as shown in **Figure 2.6**.

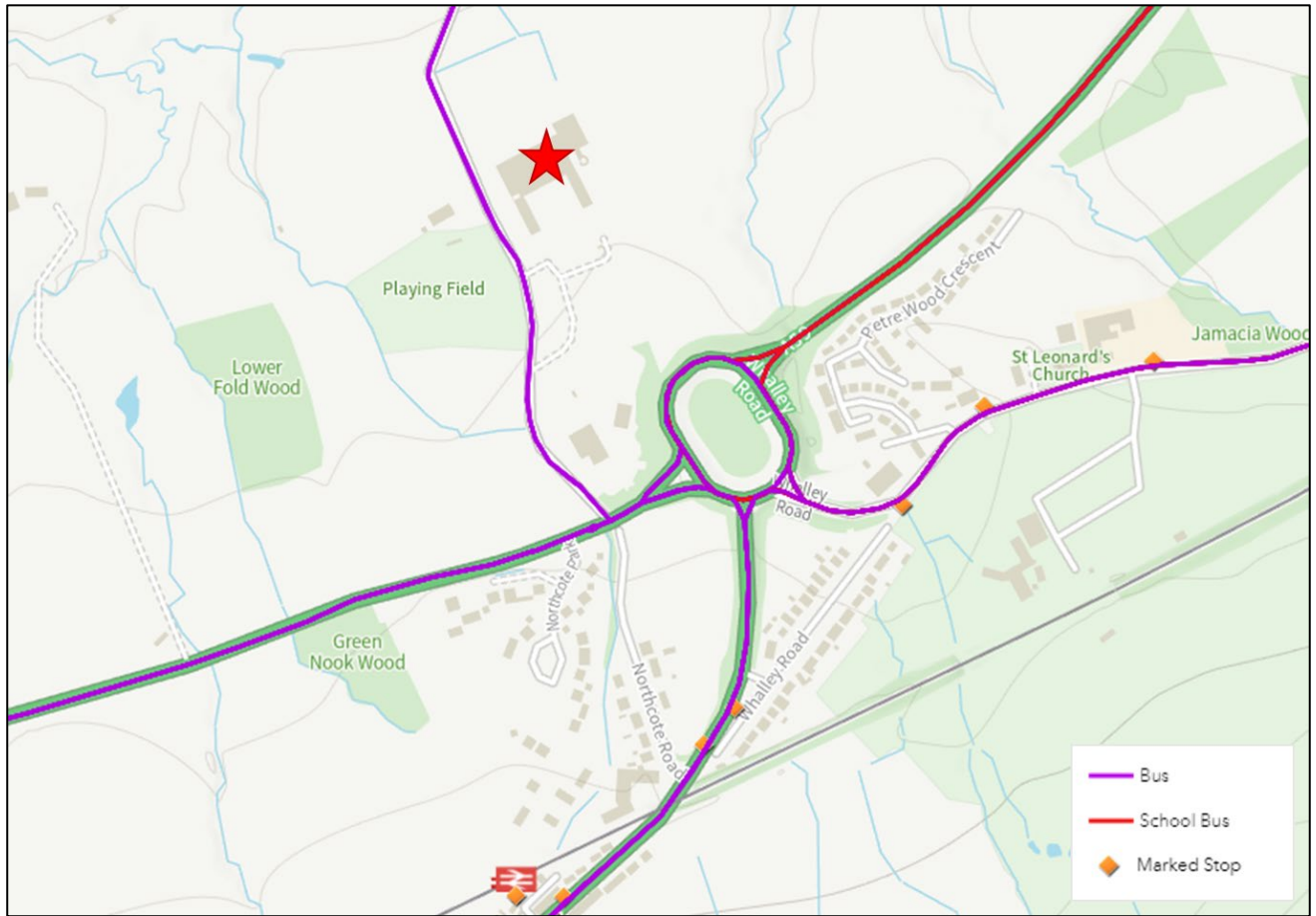


**Figure 2.6: Indicative 30 Minutes Cycle Catchment**

- 2.25 Cycle infrastructure is provided along parts of Whalley Road to facilitate connections to surrounding residential areas without having to use the A59.

Access by Public Transport

- 2.26 The **Figure 2.7** is an extract from LCC's MARIO showing the nearest available bus stops, bus routes and train station.



**Figure 2.7: Nearby Public Transport Facilities**

- 2.27 The closet available bus stops to the proposed development are on Whalley Road, located approximately 500m (equivalent to a 6 minutes walk) away from the site.
- 2.28 Service number 22 runs from Blackburn to Clitheroe via Wilpshire, Langho, Billington, Whalley and Barrow. The frequency of this service is two per hour from Monday to Saturday. In addition, service number 280 operates from Preston to Skipton via Mellor Brook, Whalley, Chatburn, Gisburn and Earby. The frequency of this service is one per hour from Monday to Saturday and one every two hours on Sunday.
- 2.29 The nearest train station available is Langho Station which is approximately 800m from the site. Services are available between Clitheroe and Rochdale including stations at Blackburn, Bolton and Manchester.
- 2.30 The first rail service from Clitheroe arrives in Langho at 0631hrs with the first service from Blackburn arriving at 0622hrs. The last service towards Blackburn is at 0004hrs and the last service to Clitheroe is at 2317hrs.

### 3 Development Proposal and Impact Assessment

#### Proposed Scale and Access

- 3.1 The proposal comprises a new pavilion restaurant which will cater for approximately 48 covers, linked to the existing accommodation through walkways. A new vehicular access is proposed, accompanied with the required parking arranged around the restaurant. The proposed site layout plan is shown in **Appendix A**.

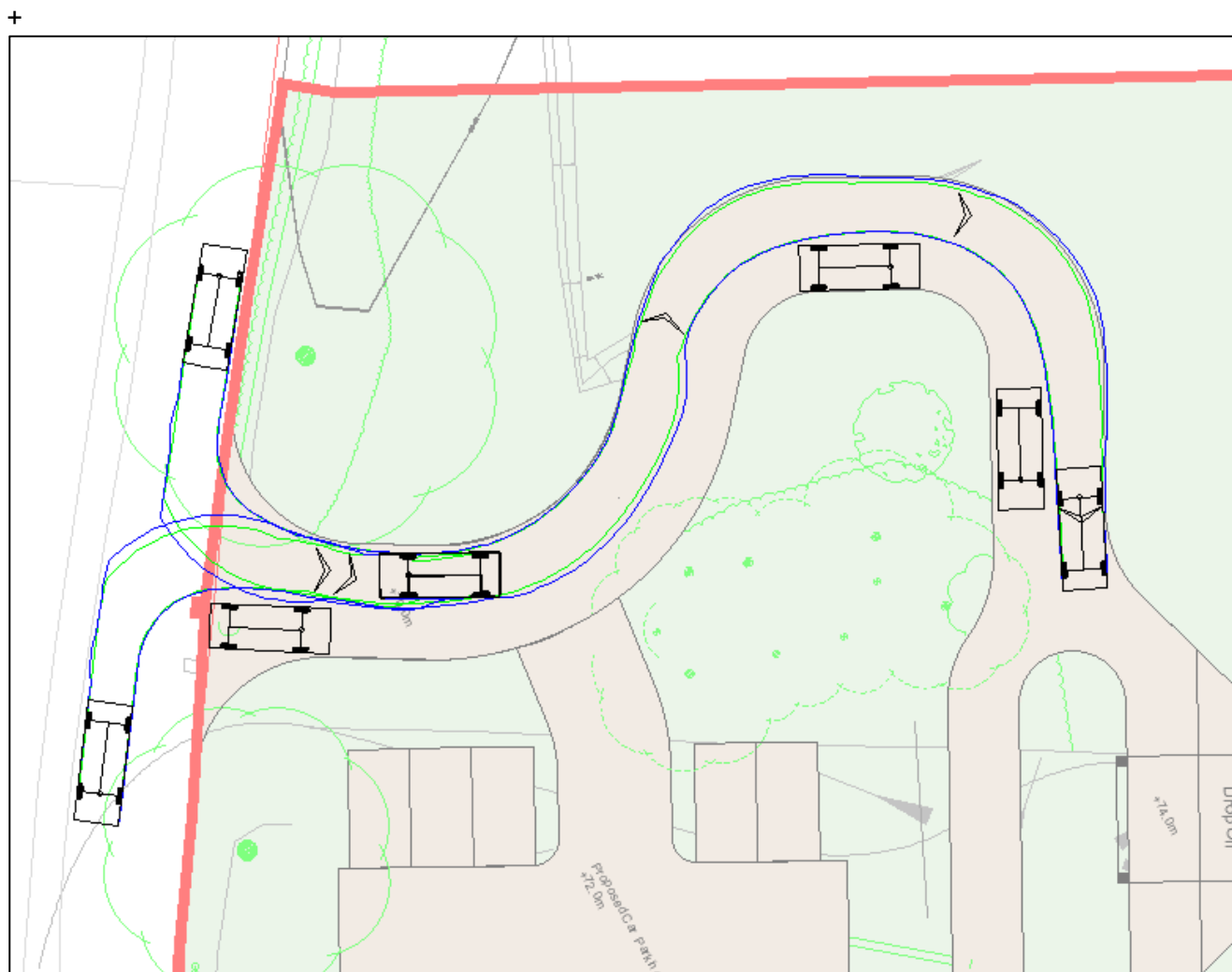
#### New Access and Parking

- 3.2 The new site access is to be provided approximately 120m north of the existing main site access. The new access will provide a carriageway width of 4.8m with 6m radii. Sightlines of 50m and 51m in either direction can be provided referencing the recorded 85<sup>th</sup> percentile vehicle speeds on Northcote Road, as shown in **Figure 3.1**.



**Figure 3.1: Proposed New Site Access and Sightlines**

- 3.3 To the north of the new access, a short section of hedge is to be removed and replaced so as to be outside of the required sightline.
- 3.4 To the south, the required sightline looks between a number of tree trunks. However, to maximise the available sightline, consideration has been given a reduction in height of the existing boundary wall and associated removal of some trees.
- 3.5 The new access drive will continue to provide a 4.8m wide carriageway along its length. Indicative vehicle tracking with a large car is presented in **Figure 3.2**. There are opportunities for vehicles to see one another along the length of the access drive and accommodate accordingly.



**Figure 3.2: Indicative Access Drive Vehicle Tracking**

- 3.6 Working with existing gradients as much as possible, the proposed access drive gradient will be no greater than 1:12 which is considered to be suitable for the development demands. Transition curves will be provided where required, and the gradient at the point of connection with Northcote Road will be 1:20 for approximately 5m.
- 3.7 The new access drive leads to a drop-off/pick-up area at the front of the new pavilion restaurant. As part of the drop-off/pick-up area, a valet service is to be provided so that guests have the option to access the front of the new restaurant and have their car parked for them. This is part of the strategy to facilitate access for all guests, including those with additional mobility requirements.
- 3.8 Space is provided as part of the development proposals for a dedicated parking area. A total of 12 spaces are proposed, two of which will have electric vehicle charging infrastructure. Spaces will provide minimum dimensions of 2.5m by 5m with a 6m aisle width to facilitate access.
- 3.9 A pedestrian route is provided from the car parking area to the new restaurant removing the need for pedestrians to walk along the access drive.

## **Links Within the Site**

- 3.10 A new pedestrian link is provided within the site linking the new pavilion restaurant to the existing manor house. The pedestrian route provides a width of 2m with infrastructure where required to facilitate access for all (i.e. hand rails, ramps etc).
- 3.11 A 3m wide service access route is also provided within the site linking the new pavilion restaurant to the existing service, delivery and refuse area at the manor house.
- 3.12 Deliveries will be coordinated to the main kitchen in the manor house, before then being transported by a small buggy to the new pavilion restaurant via this link.
- 3.13 The new pavilion restaurant will have its own storage area at the rear of the building for bins, including recycling.
- 3.14 Collection of bins will be coordinated from the main refuse store to the rear of the manor house with waste and bins transported, with electric assistance, as required. This forms part of the continued private waste management programme for the site, which is specifically procured and tailored by Northcote to meet their needs.

## **Impact Assessment**

- 3.15 Given the nature of the proposed development, a first principles assessment has been applied to inform a judgement of effect of the proposed new restaurant. It is informed by knowledge of similar sites, advice from site management, traffic survey data, and sensible assumptions using professional judgement.
- 3.16 The capacity of the new pavilion restaurant and operation to accommodate a daily lunch and evening dinner service (i.e. 1200-1400hrs and 1800-2030hrs) has been assumed for this assessment.
- 3.17 Based on the capacity of 48 covers, and an assumption that the minimum size of each party would be a minimum of two persons travelling together, this would result in 24 arrival trips. In practice, some party sizes may be larger and travelling together, thereby reducing the arrival trips. It has been assumed that these trips would be external trips for the purpose of this assessment.
- 3.18 As highlighted in the existing site traffic surveys, up to 50% of trips are drop-off/pick up, resulting in 12 vehicular arrivals and 12 vehicular departures within the same time period. The remaining 50% of trips will represent the parking demand resulting in 12 vehicular arrivals accommodated in the new car park.
- 3.19 Guests will typically arrive 30 minutes prior to their reservation, with reservations spread across the lunch and evening dinner service. This assists in the management of trip movements to and from the site. The additional trip movements will continue to occur outside of traditional network peak hours.
- 3.20 Overall, it is considered that the potential trip movements associated with the development proposals would not significantly alter the characteristics of the local highway network in the vicinity of the site.

## 4 Conclusion

- 4.1 Vectos has been commissioned by Northcote Hotel limited to prepare a Transport Statement to accompany a planning application for a new restaurant development at Northcote Manor in Langho, Ribble Valley.
- 4.2 The Transport Statement can be summarised as follows:
- The site provides an existing main access and secondary staff/delivery access on Northcote Road;
  - Traffic flows and speeds on Northcote Road are low;
  - Opportunities existing to travel to and from the site by sustainable modes;
  - A new site access is proposed for the development, referencing highway design standards;
  - A drop-off/pick-up space is accommodated at the main building entrance, managed via a valet service;
  - Dedicated parking is to be provided for guests, including electric vehicle charging infrastructure, sufficient for the development demands;
  - Delivery and waste collections can be managed and coordinated as part of existing site operations;
  - The new pavilion restaurant will provide a daily lunch and evening dinner service between 1200-1400hrs and 1800-2030hrs;
  - Trip movements associated with the new pavilion restaurant will be outside of background network peak times; and
  - Trip movements might be in the region of 24 vehicular arrivals, spread throughout the daily lunch and evening dinner service times.
- 4.3 In conclusion, based on the assessment presented, it is considered that the development proposals would not significantly change the characteristics of the local highway network in the vicinity of the site.

# Appendix A



- Notes
- Do not scale from this drawing.  
All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.  
Copyright reserved.
- Application Red Boundary Line  
Area 7,600sqm
- Other Land in Applicants Ownership
- Existing Tree to be Removed

P01 26/05/23 First issue for planning MD

Revisions

Status

Client  
Northcote Hotel Limited

Project  
Northcote Hotel

Title  
Proposed Site Plan

Scale	Size	Date	Drawn	Checked
1:500	A0	26/05/23	MD	AMZ

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Drawing No.  
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Rev.

## Contact

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### **London**

Network Building,  
97 Tottenham Court Road,  
London W1T 4TP.  
Tel: 020 7580 7373

### **Bristol**

5th Floor, 4 Colston Avenue,  
Bristol BS1 4ST  
Tel: 0117 203 5240

### **Cardiff**

Helmont House, Churchill Way,  
Cardiff CF10 2HE  
Tel: 029 2072 0860

### **Exeter**

6 Victory House,  
Dean Clarke Gardens,  
Exeter EX2 4AA  
Tel: 01392 422 315

### **Birmingham**

Great Charles Street,  
Birmingham B3 3JY  
Tel: 0121 2895 624

### **Manchester**

Oxford Place, 61 Oxford Street,  
Manchester M1 6EQ.  
Tel: 0161 228 1008

### **Leeds**

7 Park Row, Leeds LS1 5HD  
Tel: 0113 512 0293

### **Bonn**

Stockenstrasse 5, 53113,  
Bonn, Germany  
Tel: +49 176 8609 1360  
[www.vectos.eu](http://www.vectos.eu)

### **Registered Office**

**Vectos (North) Limited**  
**Oxford Place**  
**61 Oxford Street**  
**Manchester M1 6EQ.**  
**Company no. 07794057**