

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

RIBBLE VALLEY BOROUGH COUNCIL

**PROPOSED CONVERSION AND NEW BUILD SCHEME FOR RESIDENTIAL USE
AT PRIMROSE MILL, PRIMROSE ROAD IN CLITHEROE. BB7 1BT**

TRANSPORT STATEMENT

Prepared by :

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1. Introduction

- 1.1 This Transport Statement (TS), has been prepared to accompany the planning application for a proposed conversion and new build scheme for residential use at Primrose Mill on Primrose Road in Clitheroe.
- 1.2 The proposed residential development will replace the existing industrial use of the site and provide new dwellings in a sustainable transport location that is close to Clitheroe town centre and the A59 Preston – Skipton road (formerly a Trunk Road). The proposed re-development will overcome the need for large commercial vehicles to visit the site that are associated with the industrial use and this will provide significant highway benefits.
- 1.3 The TS has been prepared in accordance with the 'Guidelines on Transport Assessment' (Ref. 1), and considers the highway and transport issues that have been raised by Ribble Valley Borough Council (RVBC), and Lancashire County Council (LCC), during the pre-application consultation.
- 1.4 During the preparation of the TS, the following investigations have been carried out :
- an examination of the existing site and the local highway network,
 - a review of the recent road safety statistics for the local highway network,
 - an examination of the proposed development plans,
 - an assessment of the traffic generation of the existing and proposed development and the net traffic impact on the highway network, and
 - consideration of the accessibility of the proposed development by sustainable transport including the availability of walking and cycling routes and public transport services. The LCC Accessibility Assessment has also been completed.

1.5 The following sections describe these investigations.

2. Site Location and Existing Use

2.1 The proposed development site is located off Primrose Road and Woone Lane in Clitheroe, approximately 1 kilometre south west of the town centre, as shown in Figure 1. The site lies close to existing, and recently built, residential properties at Montgomerie Gardens off Woone Lane and the existing commercial and industrial sites along Primrose Road.

2.2 The site area is approximately 0.66 acres comprising previously developed land with the majority of the site being covered by buildings and areas of hard surfacing. There are 3 workshops on the site and a derelict cottage and a derelict building, as shown in Figure 2. The buildings on the site that are owned by Lodematic Limited. The company designs and manufactures hydraulic cylinders and has operated from the site since 1964 (50 years). The existing buildings are of a considerable age and create constraints for manufacturing at the site. The company employs 35 people and the majority of these employees live outside Ribble Valley and travel to, and from, work by car.

2.3 The existing business generates a wide range of vehicles including employee and visitor cars, delivery vans and large HGVs that deliver steel and other materials to the site and transport the large cylinders from the site. There are, typically, 5 large articulated vehicles (40 tonne, 15.5 metres long), that visit the site each week. It is normal practice for these articulated vehicles to reverse down the narrow, unadopted, road from Woone Lane to the site and park on this road during loading and unloading, as shown in Photographs 1 and 2. In addition to the regular articulated vehicles, there are approximately 4 other commercial vehicles that visit the site each weekday and other vehicles such as courier vans which have to reverse out onto Woone Lane. Employees park on the main access to the site and also on the lower access road and car park.

3. Existing Highway Network

- 3.1 The main access to the site is via an unadopted road that connects onto Woone Lane, as shown in Photograph 3. This access is, relatively, narrow for large vehicles at approximately 4.8 metres wide between the junction with Woone Lane and the access into the site. Beyond the access to the site the access road reduces to approximately 4 metres wide. There is insufficient space for large vehicles to turn on the access road, or within the site, and this results in these vehicles reversing into, or out of, the road, as described in Section 2, above.
- 3.2 A public footpath follows the line of the existing track. The access road is also used for occasional access to Primrose House and the agricultural field at the limit of the track. Network Rail also require occasional access for maintenance to the Clitheroe – Blackburn railway line.
- 3.3 There is a secondary vehicular access to the site via a lower access road that connects onto Primrose Road near the bend, as shown in Photograph 4. This access road is shared with other users at Primrose Business Park. Because of the steep level difference between the main workshops and this access road it cannot be used for deliveries etc.. It is easier to load and transport heavy and bulky materials and goods used in fabrication down through the site from the higher entrance than up through the site from the lower access.
- 3.4 The visibility splay to the right at the existing access onto Woone Lane has recently been improved by lowering the wall and land on the corner. This provides good visibility at the access for drivers emerging onto Woone Lane, as shown in Photograph 5. The visibility to the left is also good as shown in Photograph 6. The measured visibility at the existing access onto Woone Lane is :
- 2.4 metres by 40 metres to the right,
 - 2.4 metres by 100 metres+ to the left.

The existing lateral visibility distances of 40 metres and 100 metres (above), are in excess of the recommended standard for a 20 mph speed limit which is 25 metres in the Manual for Streets (Ref. 2), and as recommended by LCC in the pre-application response from Ribble Valley Borough Council dated 8.7.2014. Therefore, the visibility at the existing access onto Woone Lane is satisfactory.

- 3.5 The existing unadopted access road connects onto Woone Lane approximately 300 metres from the junction of Primrose Road and the A671 Whalley Road. Woone Lane and Primrose Road are unclassified roads that carry, predominantly, local traffic that is travelling to, and from, the residential areas on the south and west sides of Clitheroe or the commercial and industrial sites along Primrose Road. Woone Lane and Primrose Road have a 20 mph speed limit and a footway along the south side of Primrose Road and along the west side of Woone Lane. There is a system of street lighting along Woone Lane and Primrose Road.
- 3.6 Primrose Road connects onto the A671 Whalley Road at a priority (Give Way), junction. There is a proposal to improve this junction as part of a committed development proposal on Primrose Road. This will involve the widening of Primrose Road at the junction to improve the operation and safety of the junction.
- 3.7 The A671 Whalley Road connects onto the A59 former trunk road at a roundabout junction to the south of Clitheroe.
- 3.8 An examination of the road safety records that are held on the LCC website MARIO (Maps and Related Information Online), shows that there have been no recorded injury accidents on Primrose Road during the most recent 5 year data period that is displayed on the 21.1.2015. There have also been no recorded injury accidents at the junction of Primrose Road and the A671 Whalley Road during this period. The website also shows that there have been no recorded injury accidents at the existing access onto Woone Lane or on the section of Woone Lane between Primrose Road and Fort Street during the 5 year period (a distance of approximately 300 metres from the existing access).

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3.9 The road safety data shows that, overall, the highway network in the vicinity of the proposed development has a good road safety record.

4. Proposed Residential Development

4.1 The proposed development will provide 18 residential dwellings including 5 no. affordable dwellings. Fourteen of the proposed units will be provided in the refurbished mill building and 4 dwellings in a new building. The proposed development is shown on the Proposed Site Plan by MCK Architects in Appendix 1.

4.2 The proposed development will include 33 car parking spaces, as shown on the Proposed Site Plan. The car park will be accessed from the existing main access onto Woone Lane where visibility has recently been improved to assist drivers emerging from the access into Woone Lane.

4.3 The LCC parking standards require the following car parking provision for residential use :

- 1 bed dwelling : 1 parking space
- 2/3 bed dwelling : 2 parking spaces
- 4+ bed dwelling : 3 spaces

The proposed development will provide 3 No. 1 bedroom dwellings and 15 No. 2/3 bedroom dwellings. This corresponds to a parking requirement of 33 spaces which is the number that will be provided.

- 4.4 The proposed access road will operate as a shared surface road for pedestrians and vehicles and this will be a suitable form of access based on the recommendations of the Manual for Streets (Ref. 2), that recommends this type of access road where traffic speeds and volumes are low. The LCC policy is to allow a shared surface access road for residential developments of up to 25 units and the proposed development is within this number.
- 4.5 The existing width of the access road, at 4.8 metres, will allow two cars to pass freely and will also allow a car to pass an occasional service vehicle, as shown in Figure 7.2 of the Manual for Streets. The surface of the access road will be improved, as shown on the Proposed Site Plan.
- 4.6 The proposed development will include a cycle storage building with parking for 18 cycles, as shown on the drawing in Appendix 1.
- 4.7 There will be planting within the re-developed site as shown on the Proposed Site Plan. There will also be a store for refuse and recycling bins near the access into the car park.

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5. Traffic Impact of the Proposed Residential Development

5.1 The proposed residential development will generate a low number of vehicles onto the local highway network and will remove the existing traffic generation that is associated with the industrial use of the site, including large HGVs and other commercial vehicles.

5.2 In order to estimate the traffic generation for the proposed development the Trip Rate Information Computer System (TRICS), has been used. The TRICS analysis is included in Appendix 2 and shows the following traffic generation rates during the weekday peak periods for the proposed residential development :

	Vehicle Arrivals (per dwelling)	Vehicle Departures (per dwelling)	Total Traffic Generation Rate (per dwelling)
Weekday A.M. Peak Period (0800 – 0900 hrs.)	0.161	0.416	0.577
Weekday P.M. Peak Period (1700 – 1800 hrs.)	0.389	0.223	0.612

**Table 1 : Traffic Generation Rates for the Proposed Residential Development
During the Weekday Peak Periods**

	Vehicle Arrivals	Vehicle Departures	Total Traffic Generation (vehicles)
Weekday A.M. Peak Period (0800 – 0900 hrs.)	3	8	11
Weekday P.M. Peak Period (1700 – 1800 hrs.)	7	4	11

Table 2 : Traffic Generation for the Proposed Residential Development (18 Dwellings)

- 5.2 Table 2 shows that the total traffic generation for the proposed development will be just 11 vehicles during the weekday a.m. and p.m. peak periods. This is a low level of traffic generation and is less than the traffic generating potential of the existing site with 35 employees, the greatest majority of whom travel. There are also delivery vehicle movements during the weekday peak periods.
- 5.3 The Department for Transport 'Guidance on Transport Assessment' (Ref. 1), states that detailed traffic analysis should not be required for developments that generate less than 30 two-way trips during the peak hours. The proposed development will only generate 11 two-way vehicle trips during the weekday peak periods and, therefore, no detailed traffic assessment should be required.

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- 5.4 The fact that the existing traffic generation of the site will be removed will further reduce the traffic impact of the proposed development and should result in a net reduction in traffic flows on the local highway network and certainly a reduction in the number of vans and large commercial vehicles (including reversing onto Woone Lane). These will be significant highway benefits as a result of the proposal and no highway mitigation measures should be required.
- 5.5 The proposed residential development will generate, mainly, light vehicles (cars), and the existing access junction alignment and geometry onto Woone Lane are considered to be suitable for these types of vehicles (based on the regular daily use of the existing access by employee cars without any recorded injury accidents during the last 5 years). The existing footways and street lighting along Woone Lane and Primrose Road are considered to be safe for the existing and future pedestrian use.
- 5.6 The removal of the existing industrial use of the site will also remove the regular blockages of the access road due to HGVs and other vehicles parking on the access road whilst loading / unloading. The parking by employees along this road will also be removed by the proposed residential development.
- 5.7 Overall, the proposed residential development will result in a number of significant highway benefits on the local highway network compared with the existing industrial use of the site.

6. Accessibility of the Site by Sustainable Transport

- 6.1 The proposed residential development will be well located for access by sustainable transport – walking, cycling and public transport. The site is located approximately 1 kilometre from Clitheroe town centre where there are a wide range of shops and services available. The proposed development will also be well located for access to public transport services and schools in the area.
- 6.2 In order to assess the accessibility of the proposed development, the LCC Accessibility Assessment has been completed and this is included in Appendix 3. The accessibility assessment shows that the proposed development will have a score of 18 out of 48 and is in the Low Accessibility Level. Despite this low score using the LCC criteria, the table below shows that the proposed development site will be conveniently located for a wide range of shops and services :

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Destination	Travel Distance from Site (km)	Journey Time
Bus stop on Whalley Road	0.45	6 minute walk
Bus stop on Victoria Street	0.47	6 minute walk
Primrose Mill Business Park (employment and gym)	0.15	2 minute walk
Hairdressers on Victoria Street	0.39	5 minute walk
'Londis' convenience store and 'Subway' on Whalley Road	0.50	7 minute walk
Newsagents / convenience store on Greenacre Street	0.68	9 minute walk 3 minute cycle
St. James' Church of England Primary School on Greenacre Street	0.76	10 minute walk 3.5 minute cycle
Sainsbury's Store and Shops on Moor Lane	0.9	12 minute walk 4 minute cycle
Clitheroe town centre (Castle Street)	1.2	16 minute walk 6 minute cycle
Clitheroe railway station	1.5	20 minute walk 7 minute cycle

Note : Assumed typical walking speed = 3 mph.

Assumed typical cycling speed = 8 mph

Table 3 : Travel Distance and Journey Times from Site to Existing Shops and Services

7. Conclusions and Recommendations

- 7.1 This Transport Statement (TS), has been prepared to accompany the planning application for a proposed conversion and new build scheme for residential use at Primrose Mill off Primrose Road in Clitheroe. The proposed residential development will be provide 18 residential dwellings and replace the industrial use of the site.
- 7.2 The TS shows that the existing highway network in the vicinity of the proposed development has a relatively good road safety record and no significant traffic capacity problems.
- 7.3 The proposed residential development will generate a low number of vehicle movements onto the local highway network and this will not have a material impact on the operation, or safety, of the highway network. The removal of the existing traffic that is associated with the industrial use of the site should result in a net reduction in traffic flows on the local highway network and certainly the number of vans and large commercial vehicles (HGVs). The proposed development will also remove the existing obstruction of the **access** road by delivery vehicles.
- 7.4 The proposed development will be served from the existing access road off Woone Lane which is suitable for light vehicles instead of large commercial vehicles that have to reverse into, or out of, the site. The visibility splay to the right at the existing junction onto Woone Lane has recently been improved to assist drivers emerging from the access.
- 7.5 The proposed residential development will include adequate parking for residents and visitors in accordance with the Parking Standards of Lancashire County Council (the Highway Authority). Cycle storage facilities will be provided to encourage residents to cycle in the area.
- 7.6 The proposed residential development will be accessible by **sustainable transport** – walking, cycling and public transport, because the site is located close to Clitheroe town centre and the existing public transport services and schools etc..

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7.7 Overall, the proposed residential development will not have any significant adverse impacts on the operation or safety of the existing highway network and will result in a number of significant highway benefits. These highway benefits include removing the problem of large HGVs reversing into, and out of, the access road onto Woone Lane and the blocking of the access road whilst vehicles load / unload. The proposed residential development will be sustainable in transport terms being close to Clitheroe town centre and local bus services and shops etc.. It is, therefore, recommended that there should be no highway or transport objections raised towards the planning application.

REFERENCES :

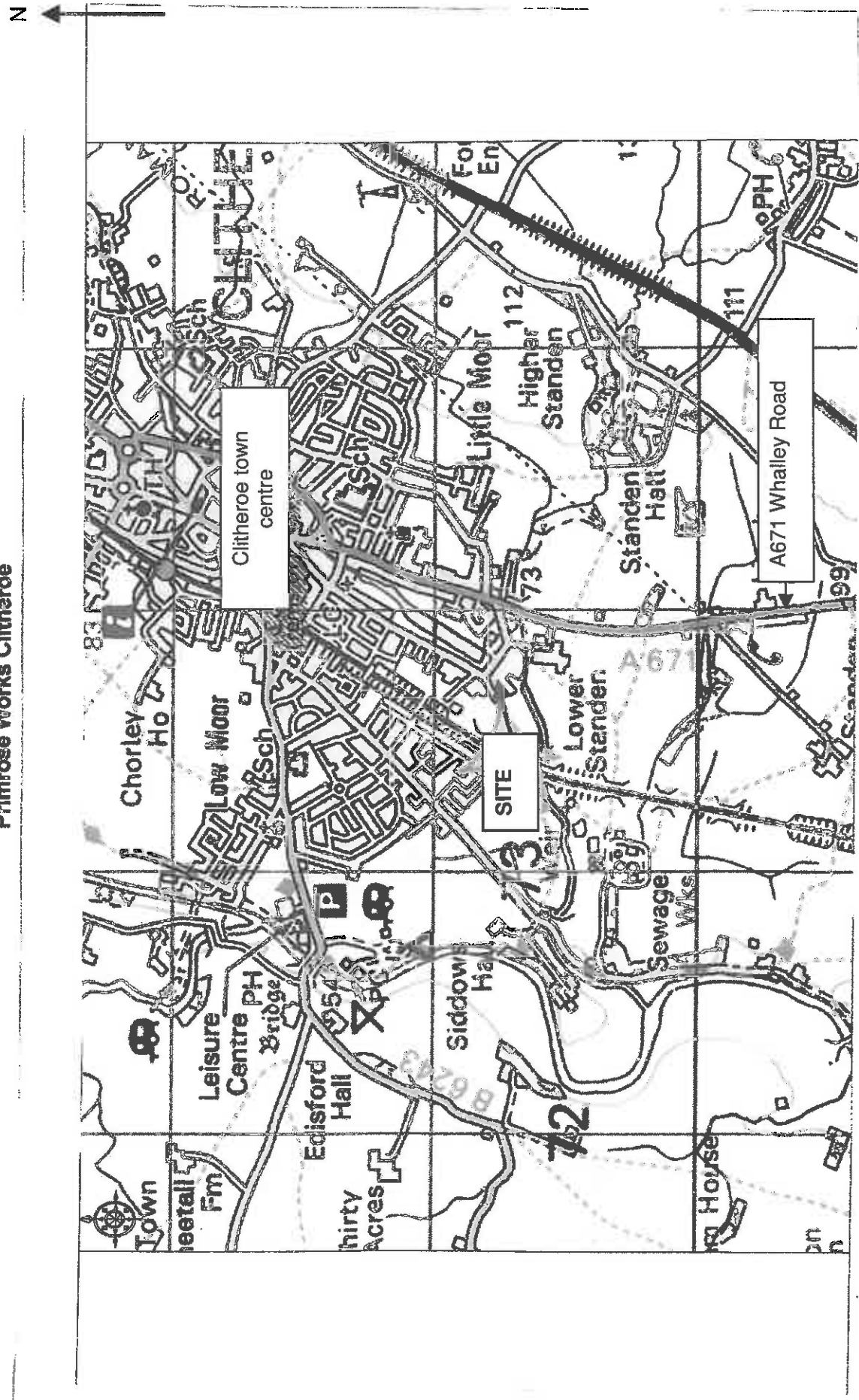
1. Guidance on Transport Assessment
The Department for Transport, 2007
ISBN : 978-0-11-552856-9

2. The Manual for Streets (1)
Department for Transport, 2007.
ISBN : 978-0-7277-3501-0

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Figure 1 - Site Location

Primrose Works Clitheroe



1 km

FIGURE 1
Site Location

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Figure 2 - Existing Site Layout Plan

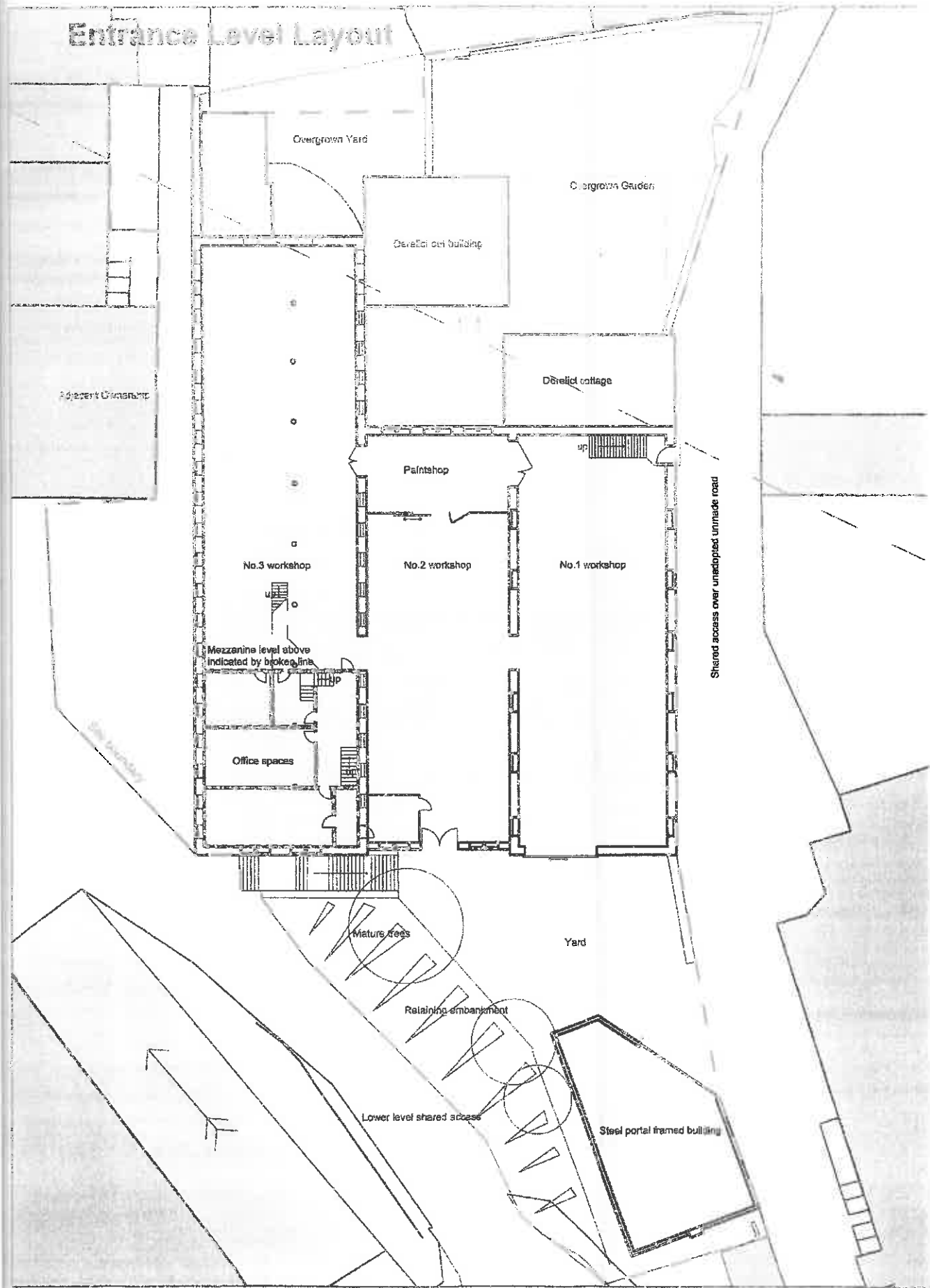
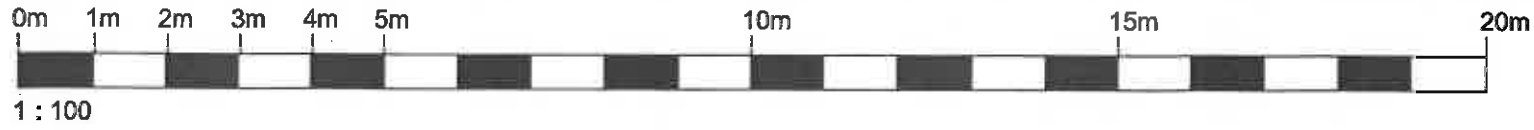


FIGURE 2
Existing Site Layout (Entrance Level)

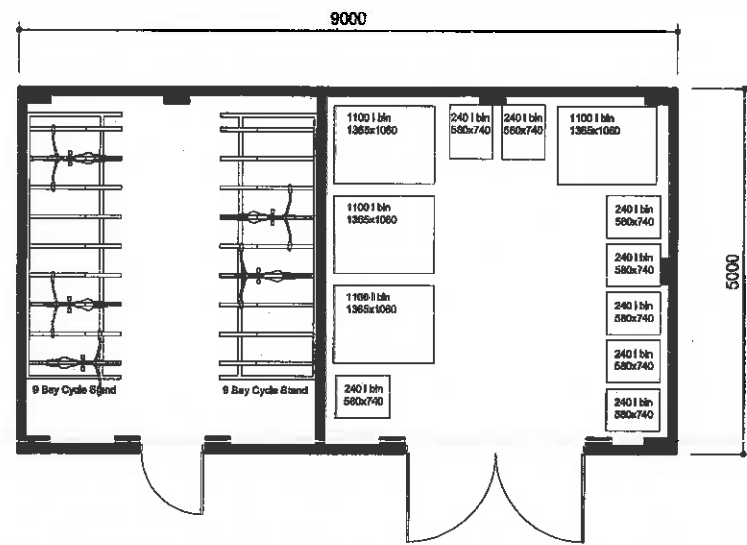
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Appendix 1

Proposed Residential Development




general notes:
do not scale the drawing.
all dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing. this drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on the drawing. Copyright reserved to mck associates ltd. and this drawing may not be used or reproduced without prior written consent.



FLOOR PLAN

PLANNING

Client: Acland Bracewell Surveyors Ltd	Project: Lodematic Primrose Road Clitheroe	Drawing Title: Proposed Cycle & Refuse Store	Job No: 14/105	Drawing No: P06	Rev: 	 mck associates limited architecture building surveying urban design burnaby villa ■ 48 watling street road ■ fulwood ■ preston ■ pr2 8bp tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk
			Drawn: SDH	Checked:	Scale: 1:100	

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Appendix 2

Traffic Generation Information (TRICS)

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02 SOUTH EAST		
ES	EAST SUSSEX	1 days
EX	ESSEX	1 days
SC	SURREY	1 days
03 SOUTH WEST		
CW	CORNWALL	1 days
DC	DORSET	1 days
WL	WILTSHIRE	1 days
04 EAST ANGLIA		
NF	NORFOLK	2 days
SF	SUFFOLK	3 days
05 EAST MIDLANDS		
DS	DERBYSHIRE	1 days
LN	LINCOLNSHIRE	3 days
NT	NOTTINGHAMSHIRE	1 days
06 WEST MIDLANDS		
SH	SHROPSHIRE	3 days
ST	STAFFORDSHIRE	1 days
WK	WARWICKSHIRE	1 days
WM	WEST MIDLANDS	3 days
WO	WORCESTERSHIRE	2 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY	NORTH YORKSHIRE	7 days
SY	SOUTH YORKSHIRE	1 days
08 NORTH WEST		
CH	CHESHIRE	4 days
GM	GREATER MANCHESTER	1 days
LC	LANCASHIRE	1 days
MS	MERSEYSIDE	1 days
09 NORTH		
CB	CUMBRIA	2 days
TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS@ sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 10 to 237 (units:)
Range Selected by User: 10 to 300 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 23/01/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	9 days
Tuesday	12 days
Wednesday	8 days
Thursday	7 days
Friday	8 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	44 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	20
Edge of Town	21
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	36
Out of Town	1
No Sub Category	7

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:**Use Class:**

C3	44 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	14 days
10,001 to 15,000	5 days
15,001 to 20,000	11 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	8 days
100,001 to 125,000	9 days
125,001 to 250,000	6 days
250,001 to 500,000	10 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	12 days
1.1 to 1.5	30 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	43 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		40	
2	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		82	
3	CH-03-A-02	HOUSES/FLATS		CHESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		174	
4	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
5	CH-03-A-06	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		129	
6	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		11	
7	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		73	
8	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		51	
9	DS-03-A-01	SEMI D./TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		20	

LIST OF SITES relevant to selection parameters (Cont.)

10	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
		SOUTH COAST ROAD	
		PEACEHAVEN	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	37
11	EX-03-A-01	SEMI-DET.	ESSEX
		MILTON ROAD	
		CORRINGHAM	
		STANFORD-LE-HOPE	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	237
12	GM-03-A-10	DETACHED/SEMI	GREATER MANCHESTER
		BUTT HILL DRIVE	
		PRESTWICH	
		MANCHESTER	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	29
13	LC-03-A-30	SEMI-DETACHED	LANCASHIRE
		WATSON ROAD	
		BLACKPOOL	
		Edge of Town Centre	
		Residential Zone	
		Total Number of dwellings:	24
14	LN-03-A-01	MIXED HOUSES	LINCOLNSHIRE
		BRANT ROAD	
		BRACEBRIDGE	
		LINCOLN	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	150
15	LN-03-A-02	MIXED HOUSES	LINCOLNSHIRE
		HYKEHAM ROAD	
		LINCOLN	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	186
16	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
		ROOKERY LANE	
		BOULTHAM	
		LINCOLN	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	22
17	MS-03-A-03	DETACHED	MERSEYSIDE
		BEMPTON ROAD	
		OTTERSPOOL	
		LIVERPOOL	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	15
18	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
		YARMOUTH ROAD	
		CAISTER-ON-SEA	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	27

LIST OF SITES relevant to selection parameters (Cont.)

19	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		98	
20	NT-03-A-03	SEMI DETACHED		NOTTINGHAMSHIRE
	B6018 SUTTON ROAD			
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		166	
21	NY-03-A-03	PRIVATE HOUSING		NORTH YORKSHIRE
	NEW ROW			
	BOROUGHBRIDGE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:		14	
22	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		115	
23	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		23	
24	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		21	
25	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		52	
26	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		71	
27	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		23	

LIST OF SITES relevant to selection parameters (Cont.)

28	SC-03-A-04	DETACHED & TERRACED HIGH ROAD		SURREY
		BYFLEET Edge of Town Residential Zone Total Number of dwellings:	71	
29	SF-03-A-01	SEMI DETACHED A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	77	SUFFOLK
30	SF-03-A-02	SEMI DET./TERRACED STOKE PARK DRIVE MAIDENHALL IPSWICH Edge of Town Residential Zone Total Number of dwellings:	230	SUFFOLK
31	SF-03-A-03	MIXED HOUSES BARTON HILL FORNHAM ST MARTIN BURY ST EDMUNDS Edge of Town Out of Town Total Number of dwellings:	101	SUFFOLK
32	SH-03-A-03	DETACHED SOMERBY DRIVE BICTON HEATH SHREWSBURY Edge of Town No Sub Category Total Number of dwellings:	10	SHROPSHIRE
33	SH-03-A-04	TERRACED ST MICHAEL'S STREET SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:	108	SHROPSHIRE
34	SH-03-A-05	SEMI-DETACHED/TERRACED SANDCROFT SUTTON HILL TELFORD Edge of Town Residential Zone Total Number of dwellings:	54	SHROPSHIRE
35	ST-03-A-05	TERRACED & DETACHED WATERMEET GROVE ETRURIA STOKE-ON-TRENT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	14	STAFFORDSHIRE
36	SY-03-A-01	SEMI DETACHED HOUSES A19 BENTLEY ROAD BENTLEY RISE DONCASTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	54	SOUTH YORKSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

37	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		16	
38	WK-03-A-02	BUNGALOWS		WARWICKSHIRE
	NARBERTH WAY			
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
39	WL-03-A-01	SEMI D./TERRACED W. BASSETT		WILTSHIRE
	MAPLE DRIVE			
	WOOTTON BASSETT			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		99	
40	WM-03-A-01	TERRACED		WEST MIDLANDS
	FOLESHILL ROAD			
	FOLESHILL			
	COVENTRY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		79	
41	WM-03-A-02	DETACHED & SEMI DET.		WEST MIDLANDS
	HEATH STREET			
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		12	
42	WM-03-A-03	MIXED HOUSING		WEST MIDLANDS
	BASELEY WAY			
	ROWLEYS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		84	
43	WO-03-A-02	SEMI DETACHED		WORCESTERSHIRE
	MEADOWHILL ROAD			
	REDDITCH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		48	
44	WO-03-A-03	DETACHED		WORCESTERSHIRE
	BLAKEBROOK			
	BLAKEBROOK			
	KIDDERMINSTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		138	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	44	71	0.083	44	71	0.295	44	71	0.378
08:00 - 09:00	44	71	0.161	44	71	0.416	44	71	0.577
09:00 - 10:00	44	71	0.169	44	71	0.219	44	71	0.388
10:00 - 11:00	44	71	0.150	44	71	0.186	44	71	0.336
11:00 - 12:00	44	71	0.187	44	71	0.176	44	71	0.363
12:00 - 13:00	44	71	0.199	44	71	0.180	44	71	0.379
13:00 - 14:00	44	71	0.184	44	71	0.167	44	71	0.351
14:00 - 15:00	44	71	0.186	44	71	0.195	44	71	0.381
15:00 - 16:00	44	71	0.297	44	71	0.211	44	71	0.508
16:00 - 17:00	44	71	0.314	44	71	0.190	44	71	0.504
17:00 - 18:00	44	71	0.389	44	71	0.223	44	71	0.612
18:00 - 19:00	44	71	0.266	44	71	0.202	44	71	0.468
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.585			2.660			5.245

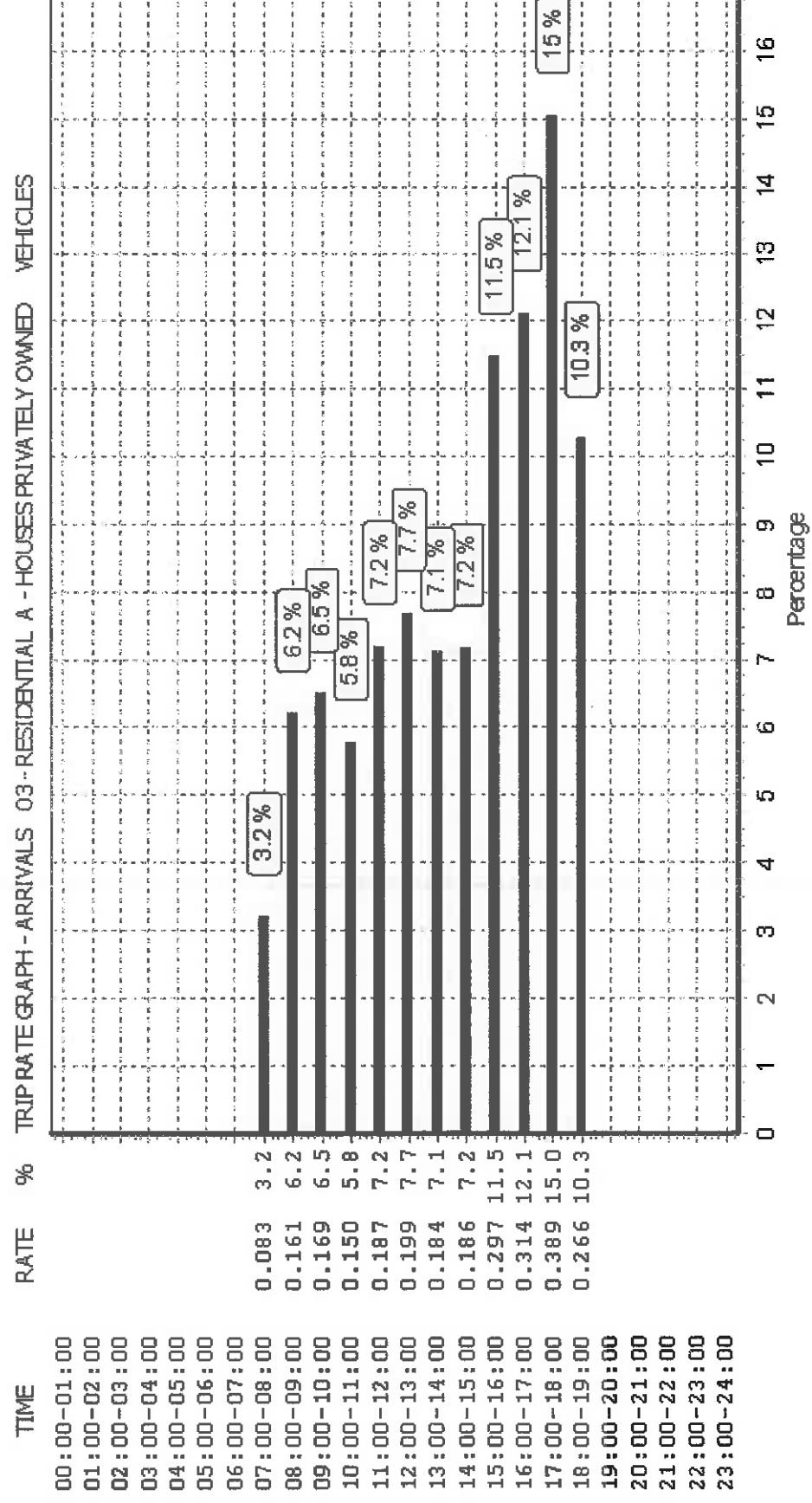
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

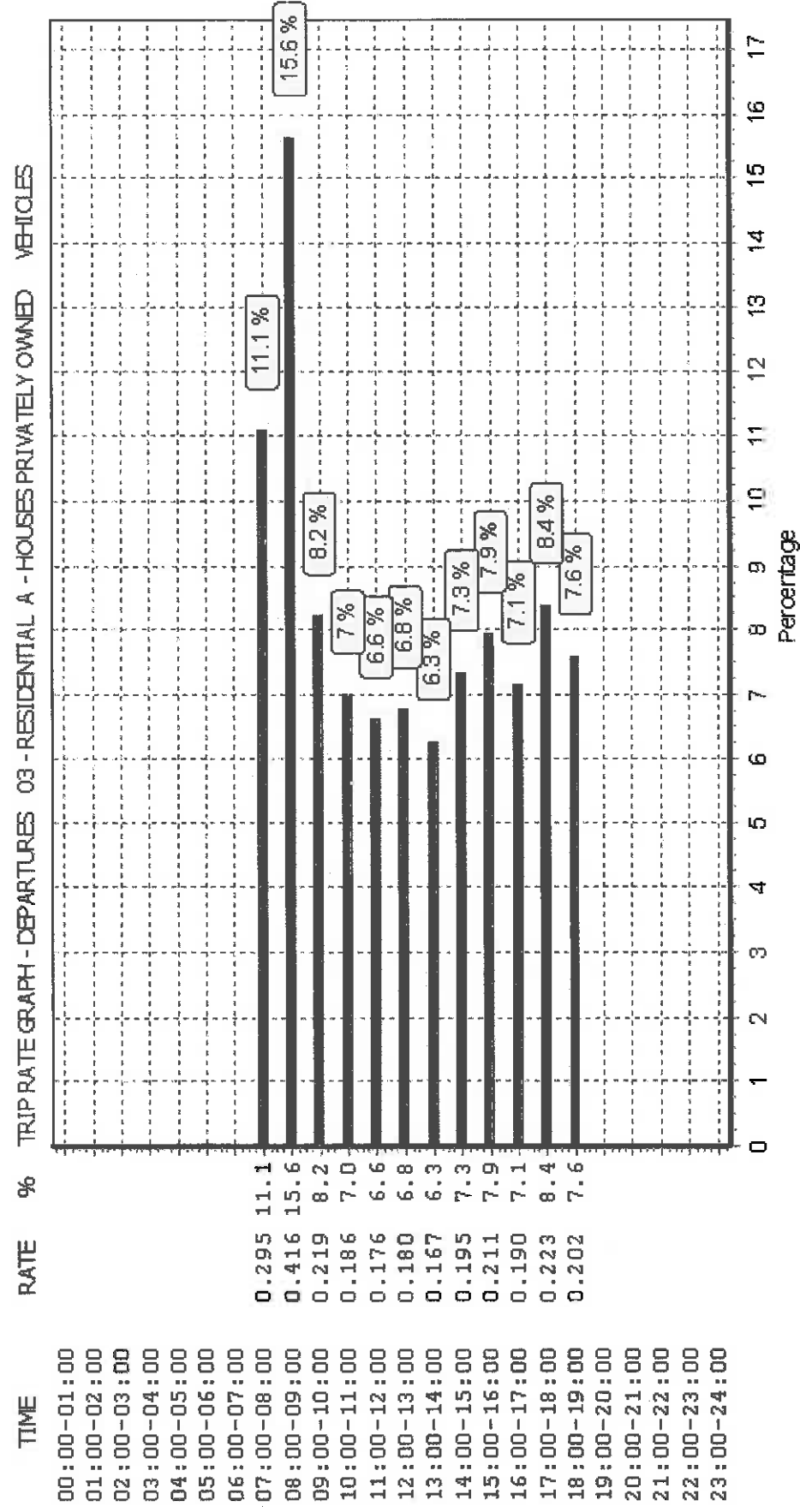
Trip rate parameter range selected: 10 - 237 (units:)
 Survey date date range: 01/01/06 - 23/01/14
 Number of weekdays (Monday-Friday): 44
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

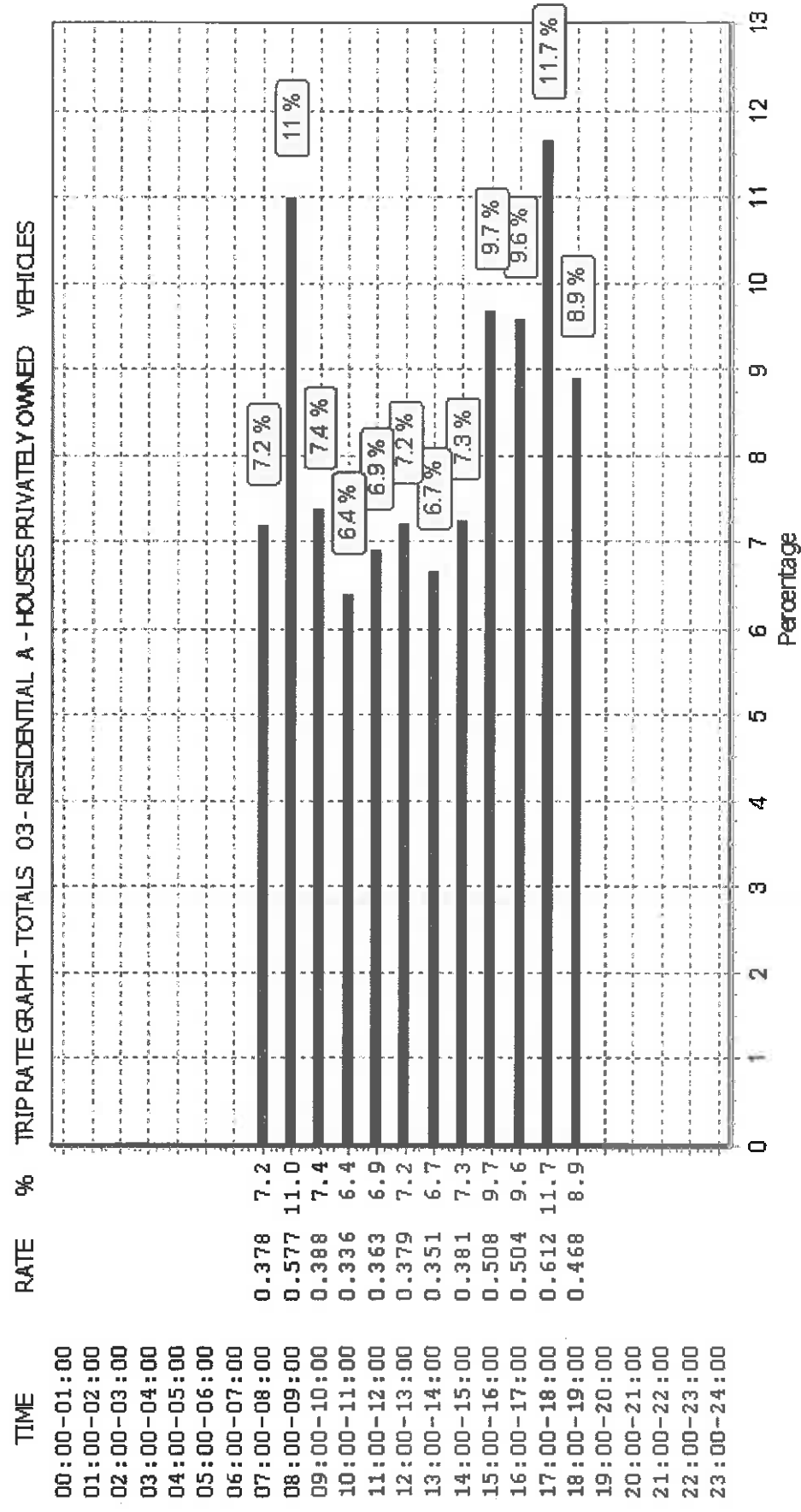


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Licence No: 735701



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix 3

LCC Accessibility Assessment

Accessibility questionnaire – residential development				
Application reference:		Proposed residential development at Primrose Mill, Clitheroe		
Site description:				
Access type	Criteria	Criteria scores	Sub-score	
Walking distance from the centre of the site to facilities using a safe, direct route	Distance to nearest bus stop	<200m	5	1
		<400m	3	
		<500m	1	
		>500m	0	
Distance to nearest railway station	<400m	3	1	
	<800m	2		
	>800m	1		
Distance to nearest primary school	<200m	5	0	
	<400m	3		
	<600m	1		
	>600m	0		
Distance to nearest food shop	<200m	5	1	
	<400m	3		
	<600m	1		
	>600m	0		
Cycling distance from the centre of the site	Distance to defined on- or off-road cycle route	<100m	3	0
		<500m	2	
		<1km	1	
	Distance to the nearest secondary school	<400m	3	1
<600m		2		
>600m		0		
Distance to the nearest town centre	<1km	3	3	
	<3km	2		
	<4km	1		
Distance to the nearest business park or employment concentration	<1km	3	3	
	<3km	2		
	<4km	1		
Public transport	Bus frequency from the nearest bus stop (Monday to Saturday daytime)	Urban/Suburban		5
		15 minutes or less	5	
		30 minutes or less	3	
		>30 minutes	1	
		Rural Areas including Villages		
		Hourly or less	5	
2-hourly or less	3			
1 or more a day	1			
Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less	3	1	
	30 to 59 minutes	2		
	Hourly	1		
Other	Access to other basic services (GP, post office, library, bank and pub)	At least 3 within 400m	5	1
		At least 3 within 800m	3	
		At least 3 within 1.5km	1	
	Access to a play area or park	<200m	5	1
<400m		3		
<600m		1		
Total			18	

Accessibility level

High: 35-48 **Medium:** 20-35 **Low:** less than 20

Photographs



Photograph 1

HGV reversing from Woone Lane into existing access road



Photograph 2

HGV blocking existing access road



Photograph 3

Existing unadopted access road to the site from Woone Lane



Photograph 4

Existing lower access road from Primrose Road



Photograph 5

Visibility to the right at existing access onto Woone Lane



Photograph 6

Visibility to the left at existing access onto Woone Lane

