



# DTPC

Report No. J881/TA  
November 2017

**PROPOSED MIXED USE DEVELOPMENT,  
FORMER PIONEER MILL, BLACKBURN**

**TRANSPORT ASSESSMENT**



PROPOSED MIXED USE DEVELOPMENT,  
FORMER PIONEER MILL, BLACKBURN

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J881/TA	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	<b>AD</b>	November 2017

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

**PROPOSED MIXED USE DEVELOPMENT,  
FORMER PIONEER MILL, BLACKBURN**

**TRANSPORT ASSESSMENT**

**C O N T E N T S**

	Page
<b>1. INTRODUCTION.....</b>	<b>2</b>
<b>2. NATIONAL AND LOCAL POLICY GUIDANCE.....</b>	<b>3</b>
National Policy .....	3
Future of Transport 2004 .....	3
National Planning Policy Framework .....	3
National Planning Policy Guidance .....	5
Summary .....	5
<b>3. SITE DESCRIPTION.....</b>	<b>6</b>
Site location context .....	6
Local Highway Provision .....	8
Safety review .....	10
Traffic Counts .....	10
Summary .....	13
<b>4. EXISTING ACCESSIBILITY FOR THE SITE .....</b>	<b>14</b>
Walking.....	14
Cycling.....	16
Travel by public transport.....	18
Summary .....	22
<b>5. DEVELOPMENT .....</b>	<b>23</b>
Approved uses .....	23
Development Proposals .....	23
Site access layout .....	24
Swept pat .....	25
Car parking.....	26
<b>6. TRIP GENERATION, TRAFFIC FLOWS AND ASSESSMENTS .....</b>	<b>27</b>
Introduction.....	27
<b>7. SUMMARY .....</b>	<b>29</b>

Appendix A Traffic Flows  
Appendix B TRICS output

## 1. INTRODUCTION

DTPC has been appointed by Lea Hough on behalf of IGP Investment Ltd to provide transport and highway advice for the implications associated with the proposed retail development off New Wellington Street, Blackburn.

The applications relate to a site located in the urban area, with access which will be developed for retail 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 CO<sub>2</sub> 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 PPG13 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 emphasis the key policies related to the development:

### The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework ***is a presumption in favour of sustainable development***, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
  - ***any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a***

**whole**; or

- specific policies in this Framework indicate development should be restricted

## Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- **actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling**, and focus significant development in locations which are or can be made sustainable; and
- take account of and **support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs**.

## Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- **the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;**
- **safe and suitable access to the site can be achieved for all people;** and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. **Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.**

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

## **National Planning Policy Guidance**

The Government has recently produced the National Planning Practice Guidance (NPPG) to supplement the NPPF. Within the PPG, there is a specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three discussed documents.

The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a full Transport Assessment. It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The NPPG has been considered in the production of this report.

## **Summary**

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community.

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

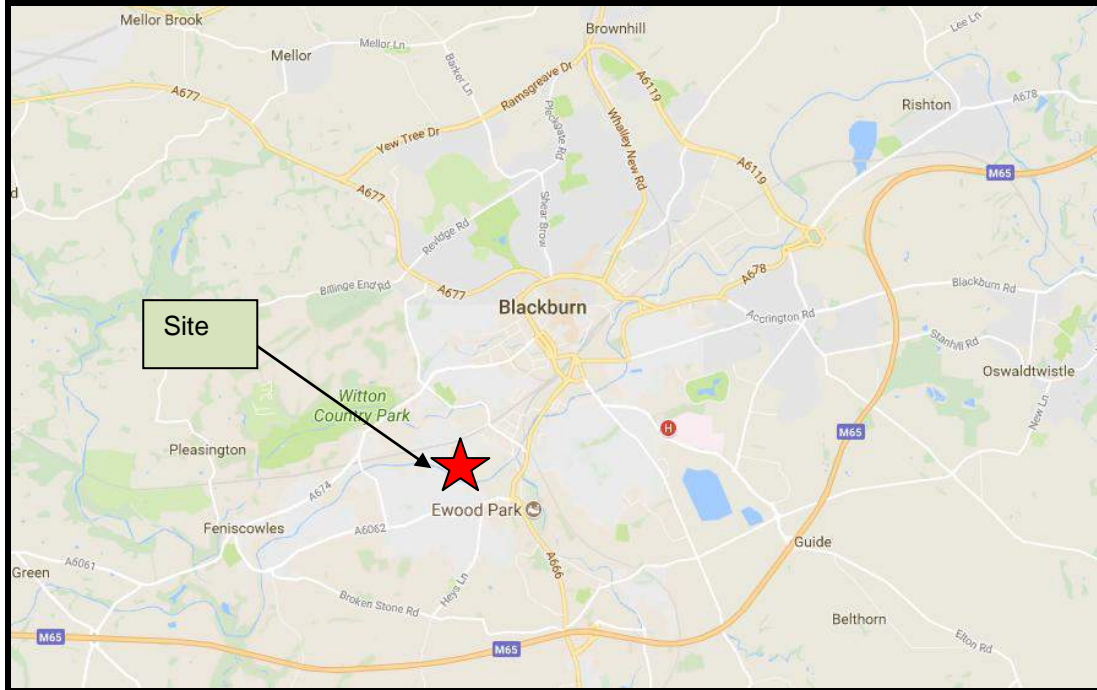
Furthermore there are:

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 a semi rural area.

### 3. SITE DESCRIPTION

#### Site location context

The application site comprises a parcel of cleared land at the former Pioneer Mill site situated to the south west of Blackburn Centre. It will be accessed from an improved access off New Wellington Street, the site will be developed for a range of uses with associated car parking and landscaping.



Wider and local area context







The area is bounded by residential area to the west and north side. To the east is employment and south the canal and residential beyond.



## Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage and locally are 20mph.

From surveys the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods.

A photographic record is provided for reference.



**Moorgate Road junction/bend**



**View east to junction with Moorgate Road and west towards site**





**View into Kelly Street and rear area storage uses.**



**View left and right across current site access**



**Approach to and away from Queens Terrace mini roundabout junction**

## Safety review

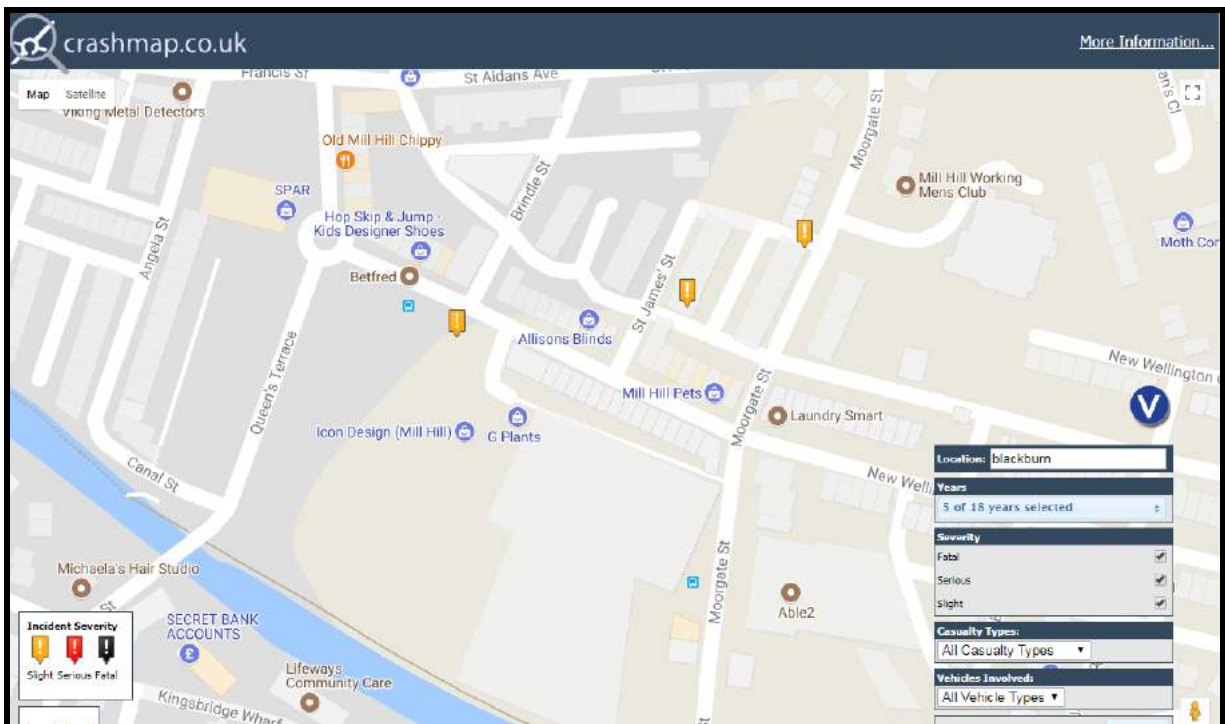
Access to the Mario collision data base has been undertaken and the resultant mapping shown below. The national CrashMap accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. This site uses data obtained directly from official sources but compiled in to 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 and shown on the map by a number in a purple coloured box.

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

The results show that over the past 5 years the frontage has 1 recorded accident in 2012.

The nearby network has had 2 accidents recorded. These equate to significantly less than 1 per year at this level the area would not be deemed to have a local safety issue.



Any accident is regrettable however the analysis of accident records has not identified any patterns that would indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration as part of this TS.

## Traffic Counts

The current Kelly Street access route and the Queen Terrace mini roundabout have been surveyed in the AM/PM peaks.

**NEW WELLINGTON STREET/KELLY STREET, BLACKURN - WEDNESDAY 4 OCTOBER 2017 (08:00-09:00)**

C - New Wellington Street (West)

C - A	105	9	0	0	1	0	3	118
C - B	4	1	0	0	0	0	0	5
<b>Total</b>	<b>109</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>123</b>
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total

To C	166	10	1	1	0	0	5	183
------	-----	----	---	---	---	---	---	-----

106	10	1	0	1	0	3	121	To A
-----	----	---	---	---	---	---	-----	------

	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	
165	10	1	1	0	0	0	5	182	A - C
3	1	0	0	0	0	0	0	4	A - B
<b>168</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>186</b>	<b>Total</b>

1	1	2	Cars	7
0	1	1	LGV	2
0	1	1	OGV1	0
0	0	0	OGV2	0
0	0	0	P/C	0
0	0	0	M/C	0
0	0	0	PSV	0
1	3	4	Total	9
B - C	B - A	Total		To B

A - New Wellington Street (East)

B - Kelly Street Access Road

**NEW WELLINGTON STREET/KELLY STREET, BLACKURN - WEDNESDAY 4 OCTOBER 2017 (16:45-17:45)**

C - New Wellington Street (West)

C - A	135	22	1	0	1	0	0	159
C - B	1	0	1	0	0	0	0	2
<b>Total</b>	<b>136</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>161</b>
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total

To C	174	13	1	0	2	1	3	194
------	-----	----	---	---	---	---	---	-----

142	23	2	0	1	0	0	168	To A
-----	----	---	---	---	---	---	-----	------

	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	
168	12	1	0	2	1	3	187	A - C	
0	1	0	0	0	0	0	1	A - B	
<b>168</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>188</b>	<b>Total</b>	

6	7	13	Cars	1
1	1	2	LGV	1
0	1	1	OGV1	1
0	0	0	OGV2	0
0	0	0	P/C	0
0	0	0	M/C	0
0	0	0	PSV	0
7	9	16	Total	3
B - C	B - A	Total		To B

A - New Wellington Street (East)

B - Kelly Street Access Road

NEW CHAPEL ST./NEW WELLINGTON STREET/QUEEN'S TERRACE, BLACKURN - WEDNESDAY 4 OCTOBER 2017 (08:00-09:00)

C - Queen's Terrace

C - A	147	8	1	0	1	2	1	160
C - B	36	3	0	0	0	0	0	39
<b>Total</b>	<b>183</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>199</b>
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total

To C	97	5	2	0	1	0	0	105
------	----	---	---	---	---	---	---	-----

284	18	2	1	1	2	6	314	To A
-----	----	---	---	---	---	---	-----	------

	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	
70	5	2	0	1	0	0	0	78	A - C
74	7	0	0	1	0	3	0	85	A - B
144	12	2	0	2	0	3	0	163	Total

27	137	164	Cars
0	10	10	LGV
0	1	1	OGV1
0	1	1	OGV2
0	0	0	P/C
0	0	0	M/C
0	5	5	PSV
27	154	181	Total
B - C	B - A	Total	

110
10
0
0
1
0
3
124
To B

A - New Chapel Street

B - New Wellington Street

NEW CHAPEL ST./NEW WELLINGTON STREET/QUEEN'S TERRACE, BLACKURN - WEDNESDAY 4 OCTOBER 2017 (16:45-17:45)

C - Queen's Terrace

C - A	63	14	0	0	1	1	0	79
C - B	49	5	1	0	0	0	0	55
<b>Total</b>	<b>112</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>134</b>
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total

To C	155	18	0	0	2	1	0	176
------	-----	----	---	---	---	---	---	-----

185	23	1	0	2	2	3	216	To A
-----	----	---	---	---	---	---	-----	------

	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	
104	14	0	0	2	1	0	0	121	A - C
92	17	1	0	1	0	0	0	111	A - B
196	31	1	0	3	1	0	0	232	Total

51	122	173	Cars
4	9	13	LGV
0	1	1	OGV1
0	0	0	OGV2
0	1	1	P/C
0	1	1	M/C
0	3	3	PSV
55	137	192	Total
B - C	B - A	Total	

141
22
2
0
1
0
0
166
To B

A - New Chapel Street

B - New Wellington Street

## Summary

The review of the existing situation shows that the local network is typical of an urban with paths and crossing points.

The area is well served for pedestrian usage and no recorded accident have occurred involving pedestrians in the study area.

For cyclists there are no direct routes adjacent to the site but some close by to the south allowing users to travel the full extent of the 5km guidance on designated routes.

The local roads have been assessed for capacity issues using guidance for links and all have reserve capacity based on their width/flows and 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 existing urban area with a range of local land uses, services and facilities.

“Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “the greatest potential to replace short car trips, particularly those under 2km”. The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document “Providing for Journeys on Foot”

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			

800m yellow and 2000m brown walk isochrones reflecting 10 and 25 minutes walk journeys are shown below.

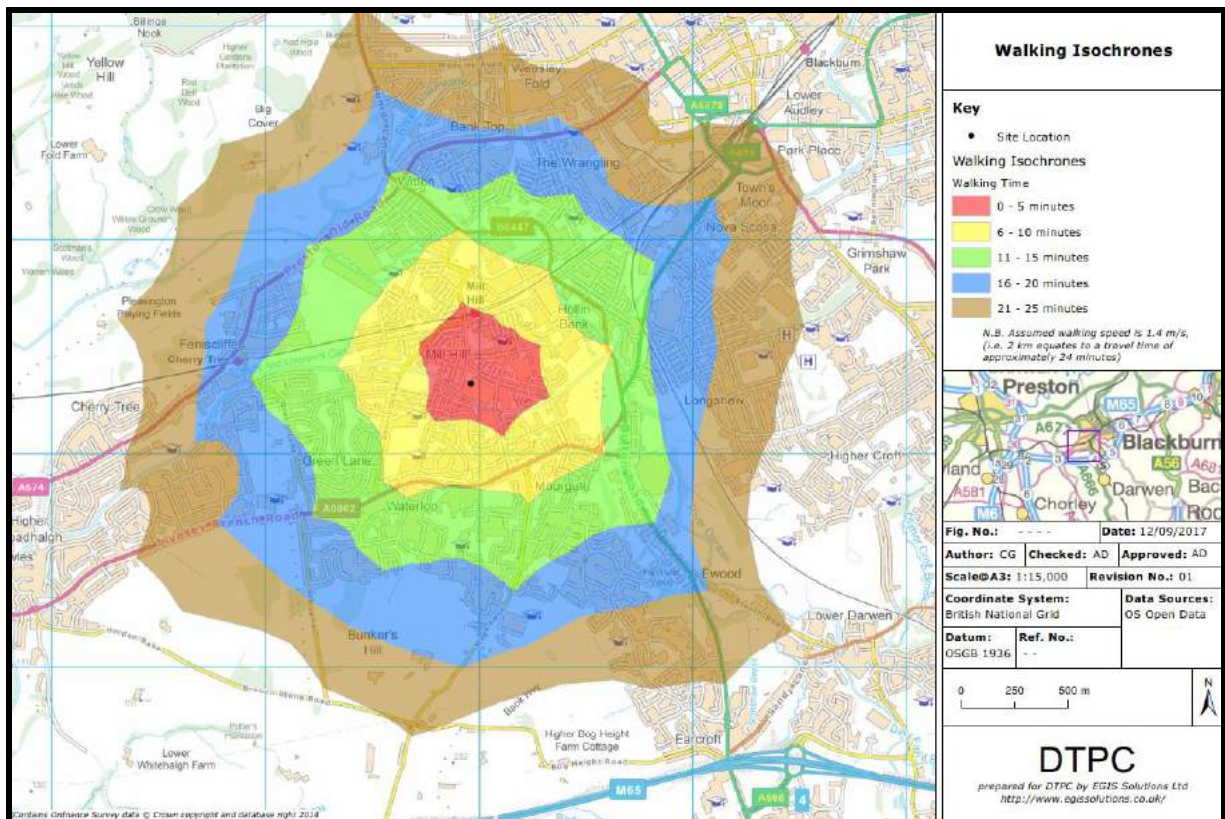
The National Travel Survey: 2011 (Published December 2012, Department for Transport) sets out a number of key findings for walking used below for the accessibility review.

For Retail trips it is acknowledged that 23% of all shopping trips are made on foot. In addition 92% of all households live within 15 minutes of their nearest shop selling groceries by walking or using public transport. At a typical walking rate of 1.4m/s (IHT walking guidance) this equates to a distance of 1,260m.



For other Local Amenities It is generally accepted walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

There are, therefore, opportunities for employees to access the site and for the uses to add to the wide range of shopping, employment, leisure, and service facilities on foot.



### Walk Catchment

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).

Clearly, there is also potential for walking to form part of a longer journey for residents 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 highly accessible on foot.**

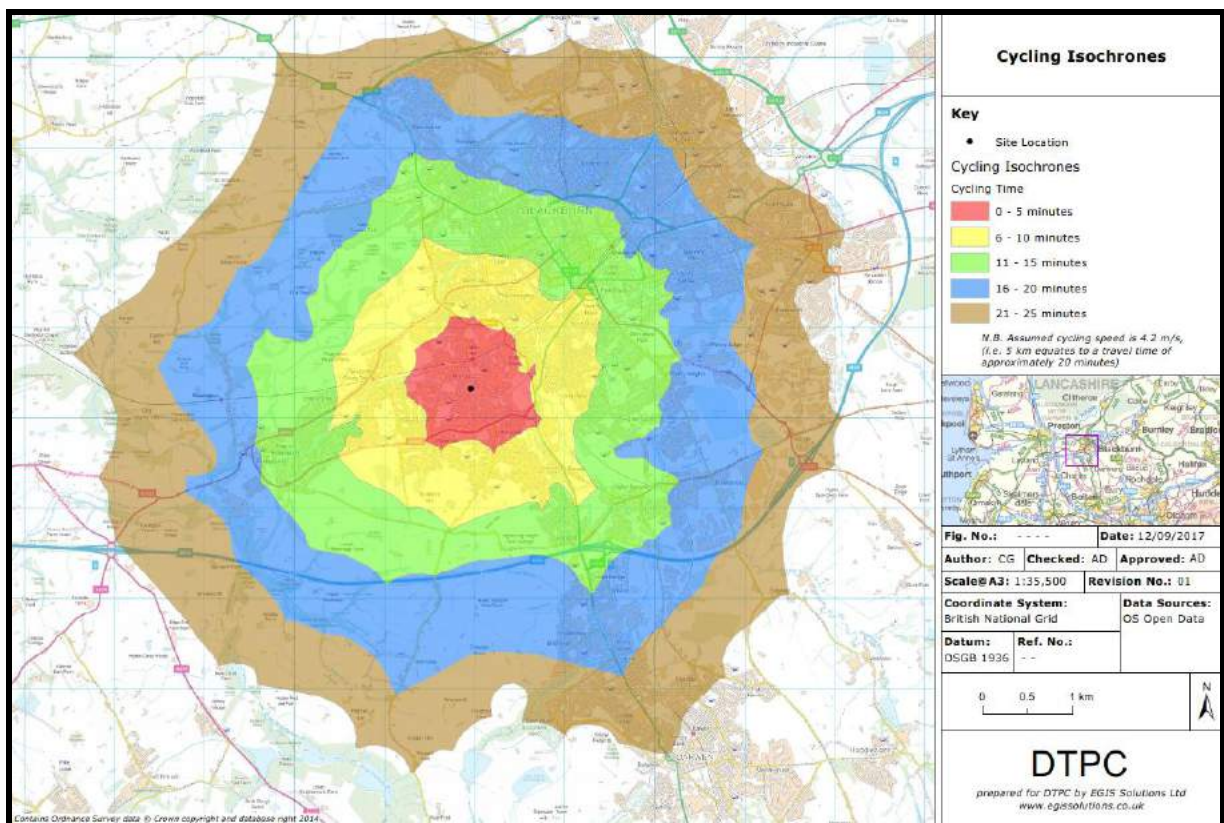
## Cycling

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).

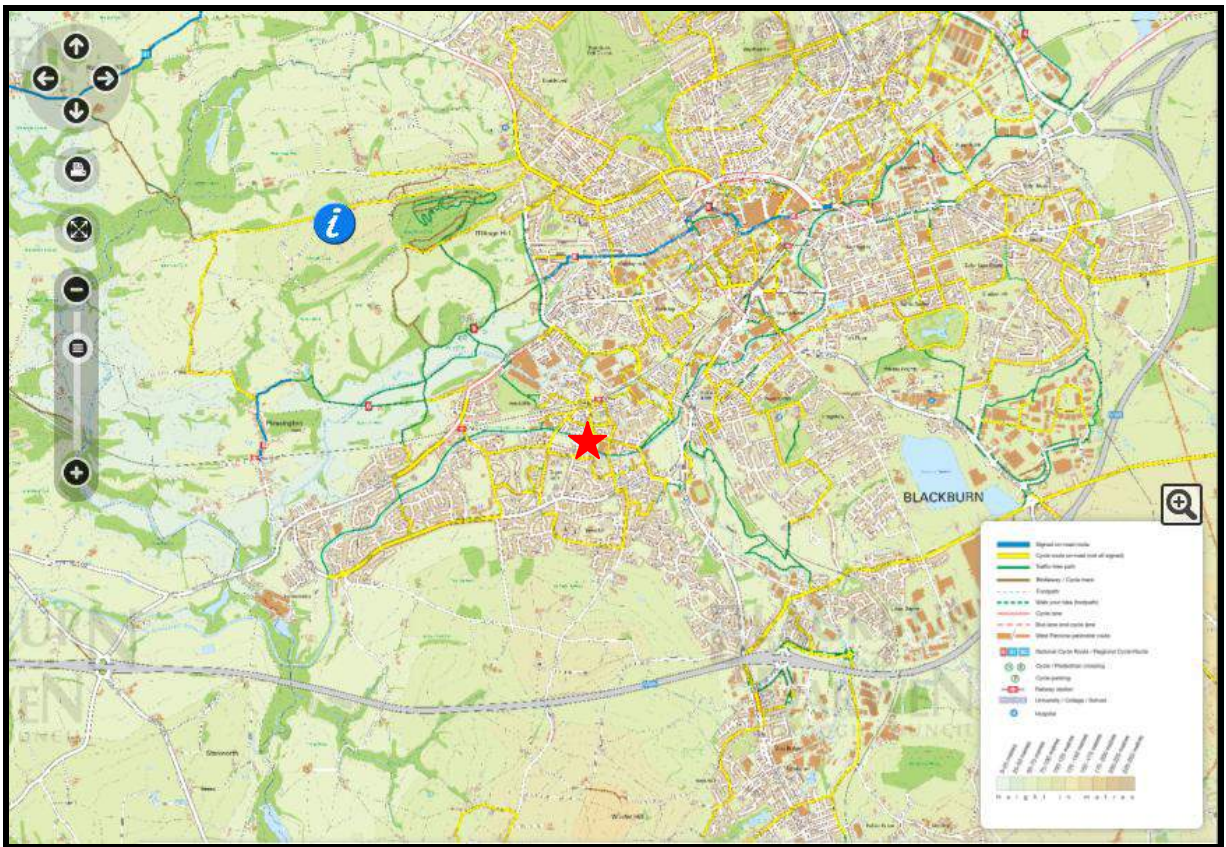
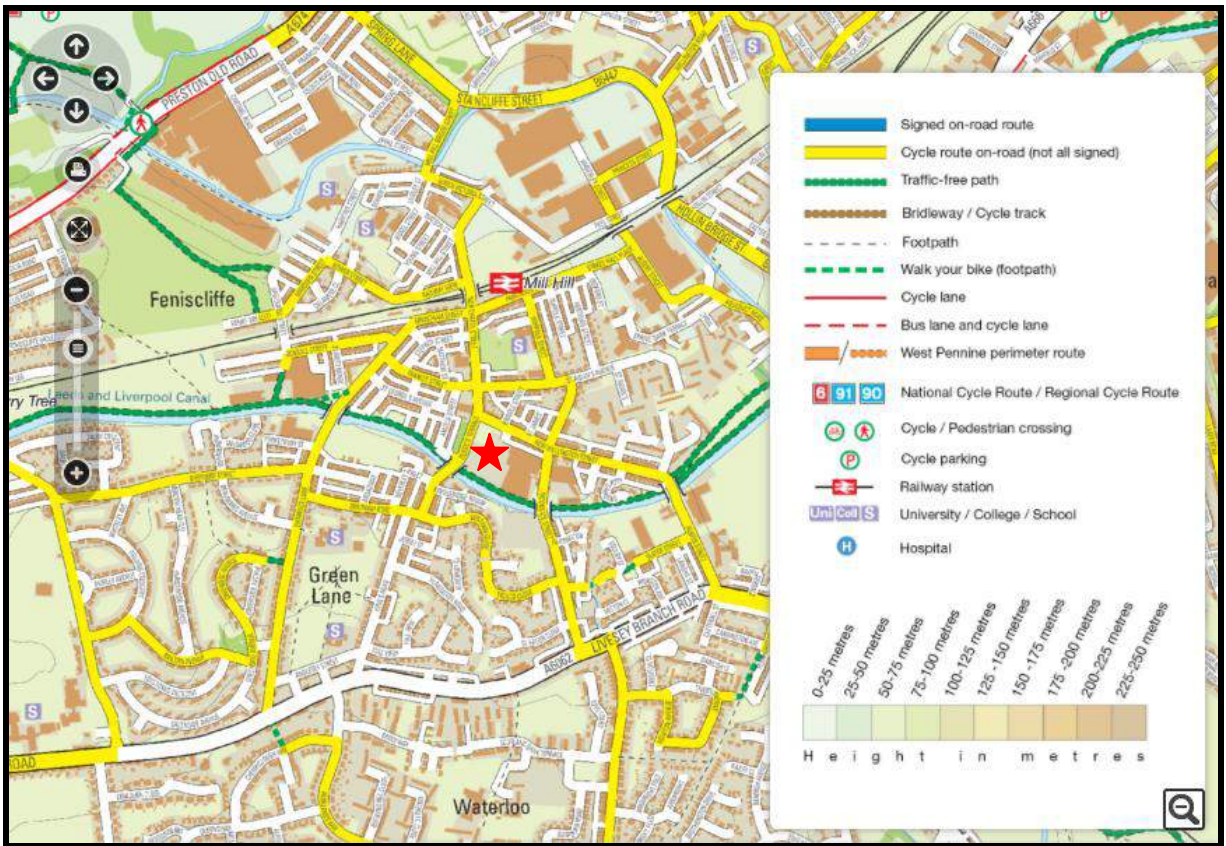
The 5 km distance is indicated by the brown area on the figure below.



## Cycle Catchment

The Cycle Catchment Plan and the Cycle Routes Plan demonstrate that the whole of Blackburn and a number of surrounding areas are within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site. There are no formal cycle lanes in the vicinity of the site other than unsigned on-road cycle routes.





Local cycle route map



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:

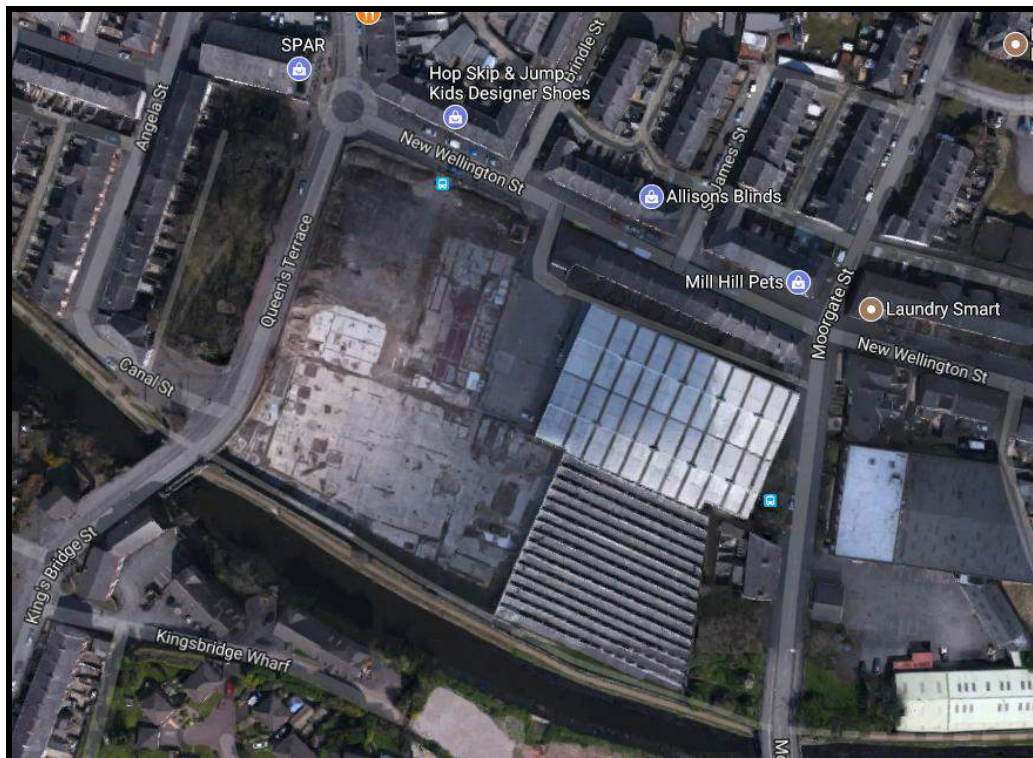
"What is the existing situation with respect to public transport provision in and around the development?"

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 closest stops are along New Wellington Street, these are at the site frontage.



**Local bus stops to site**







Mondays to Fridays

Blackburn Town Centre, Bus Station (Stand 6) dep	06:20	06:40	07:00	07:20	07:45	08:10	08:40	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	
Blackburn Town Centre, Town Hall (Stand A)	06:21	06:41	07:01	07:21	07:46	08:11	08:41	09:01	09:16	09:31	09:46	10:01	10:16	10:31	10:46	11:01	
Simmons Street by Alma Street, Blackburn Town Centre	06:22	06:42	07:02	07:22	07:47	08:12	08:42	09:02	09:17	09:32	09:47	10:02	10:17	10:32	10:47	11:02	
St Paul's Street by Blackburn College, Blackburn	06:23	06:43	07:03	07:23	07:48	08:13	08:43	09:03	09:18	09:33	09:48	10:03	10:18	10:33	10:48	11:03	
Blackburn, opp Montague Street	06:25	06:45	07:05	07:25	07:50	08:15	08:45	09:05	09:20	09:35	09:50	10:05	10:20	10:35	10:50	11:05	
Blackburn, o/s St Wilfrid's School	06:26	06:46	07:06	07:26	07:51	08:16	08:46	09:06	09:21	09:36	09:51	10:06	10:21	10:36	10:51	11:06	
Duckworth Street by Galligreaves Way, Blackburn	06:26	06:46	07:06	07:26	07:51	08:16	08:46	09:06	09:21	09:36	09:51	10:06	10:21	10:36	10:51	11:06	
Galligreaves Way by Taylor Street, Bank Top	06:27	06:47	07:07	07:27	07:52	08:17	08:47	09:07	09:22	09:37	09:52	10:07	10:22	10:37	10:52	11:07	
Wellington Road by Hancock Street, Griffin	06:28	06:48	07:08	07:28	07:53	08:18	08:48	09:08	09:23	09:38	09:53	10:08	10:23	10:38	10:53	11:08	
Griffin, opp Mill Hill Hotel	06:30	06:50	07:10	07:30	07:55	08:20	08:50	09:10	09:25	09:40	09:55	10:10	10:25	10:40	10:55	11:10	
Mill Hill, opp Watson Street	06:31	06:51	07:11	07:31	07:56	08:21	08:51	09:11	09:26	09:41	09:56	10:11	10:26	10:41	10:56	11:11	
Mill Hill, o/s Railway Station	06:32	06:52	07:12	07:32	07:57	08:22	08:52	09:12	09:27	09:42	09:57	10:12	10:27	10:42	10:57	11:12	
Mill Hill, o/s St Georges Avenue	06:32	06:52	07:12	07:32	07:57	08:22	08:52	09:12	09:27	09:42	09:57	10:12	10:27	10:42	10:57	11:12	
Fenisccliffe, o/s Tewkesbury Street	06:33	06:53	07:13	07:33	07:58	08:23	08:53	09:13	09:28	09:43	09:58	10:13	10:28	10:43	10:58	11:13	
Brothers St by Beaumaris Avenue, Mill Hill	06:33	06:53	07:13	07:34	07:59	08:24	08:54	09:13	09:28	09:43	09:58	10:13	10:28	10:43	10:58	11:13	
Fenisccliffe, o/s Whiteley Avenue	06:34	06:54	07:14	07:34	07:59	08:24	08:54	09:14	09:29	09:44	09:59	10:14	10:29	10:44	10:59	11:14	
Waterloo, o/s Morley Avenue	06:35	06:55	07:15	07:36	08:01	08:26	08:56	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	
Waterloo, o/s St Bedes RCHS	06:35	06:55	07:15	07:37	08:02	08:27	08:57	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	
Waterloo, opp St Johns Church	06:36	06:56	07:16	07:37	08:02	08:27	08:57	09:16	09:31	09:46	10:01	10:16	10:31	10:46	11:01	11:16	
Livesey Branch Road by Picton Street, Waterloo	06:37	06:57	07:17	07:38	08:03	08:28	08:58	09:17	09:32	09:47	10:02	10:17	10:32	10:47	11:02	11:17	
Leyburn Road by Brookway, Waterloo	06:37	06:57	07:17	07:39	08:04	08:29	08:59	09:17	09:32	09:47	10:02	10:17	10:32	10:47	11:02	11:17	
Parklands Way by Bunkers Hill Close, Waterloo	06:38	06:58	07:18	07:40	08:05	08:30	09:00	09:18	09:33	09:48	10:03	10:18	10:33	10:48	11:03	11:18	
Leyburn Road by Fowler Height Close, Waterloo	06:39	06:59	07:19	07:41	08:06	08:31	09:01	09:19	09:34	09:49	10:04	10:19	10:34	10:49	11:04	11:19	
Leyburn Road by Otterburn Road, Bank Hey	06:00	06:20	06:40	07:00	07:20	07:42	08:07	08:32	09:02	09:20	09:35	09:50	10:05	10:20	10:35	10:50	11:05
Heys Lane by Arkwright Fold, Bank Hey	06:00	06:20	06:40	07:00	07:20	07:42	08:07	08:32	09:02	09:20	09:35	09:50	10:05	10:20	10:35	10:50	11:05
Heys Lane by Tiverton Drive, Bank Hey	06:01	06:21	06:41	07:01	07:21	07:43	08:08	08:33	09:03	09:21	09:36	09:51	10:06	10:21	10:36	10:51	11:06
Moorgate, adj Heys Lane	06:01	06:21	06:41	07:01	07:21	07:44	08:09	08:34	09:04	09:22	09:37	09:52	10:07	10:22	10:37	10:52	11:07
Moorgate Street by Moorgate Street, Waterloo	06:02	06:22	06:42	07:02	07:22	07:45	08:10	08:35	09:05	09:23	09:38	09:53	10:08	10:23	10:38	10:53	11:08
Mill Hill, adj Moorgate Street	06:03	06:23	06:43	07:03	07:23	07:46	08:11	08:36	09:06	09:24	09:39	09:54	10:09	10:24	10:39	10:54	11:09
New Wellington Street by New Wellington Street, Mill Hill	06:03	06:23	06:43	07:03	07:24	07:47	08:12	08:37	09:07	09:24	09:39	09:54	10:09	10:24	10:39	10:54	11:09
Mill Hill, opp Railway Station	06:05	06:25	06:45	07:05	07:26	07:49	08:14	08:39	09:09	09:26	09:41	09:56	10:11	10:26	10:41	10:56	11:11
Mill Hill Street by Watson Street, Mill Hill	06:05	06:25	06:45	07:05	07:26	07:49	08:14	08:39	09:09	09:26	09:41	09:56	10:11	10:26	10:41	10:56	11:11
Griffin, o/s Mill Hill Hotel	06:06	06:26	06:46	07:06	07:27	07:50	08:15	08:40	09:10	09:27	09:42	09:57	10:12	10:27	10:42	10:57	11:12
Griffin, adj Wellington Road	06:07	06:27	06:47	07:07	07:30	07:53	08:18	08:43	09:13	09:29	09:44	09:59	10:14	10:29	10:44	10:59	11:14
Galligreaves Way by Taylor Street, Hollin Bank	06:08	06:28	06:48	07:08	07:31	07:54	08:19	08:44	09:14	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15
Galligreaves Way by Galligreaves Way, Blackburn	06:09	06:29	06:49	07:09	07:32	07:55	08:21	08:46	09:16	09:31	09:46	10:01	10:16	10:31	10:46	11:01	11:16
Duckworth Street by St Wilfrid's school, Blackburn	06:10	06:30	06:50	07:10	07:33	07:57	08:22	08:47	09:17	09:32	09:47	10:02	10:17	10:32	10:47	11:02	11:17
King Street by Montague Street, Blackburn	06:11	06:31	06:51	07:11	07:35	07:59	08:24	08:49	09:19	09:33	09:48	10:03	10:18	10:33	10:48	11:03	11:18
Blackburn, opp Blackburn College	06:12	06:32	06:52	07:12	07:36	08:00	08:25	08:50	09:20	09:34	09:49	10:04	10:19	10:34	10:49	11:04	11:19
Astley Gate by Debenhams, Blackburn Town Centre	06:13	06:33	06:53	07:13	07:37	08:02	08:27	08:52	09:22	09:35	09:50	10:05	10:20	10:35	10:50	11:05	11:20
Blackburn Town Centre, Interchange (Stand 5)	06:14	06:34	06:54	07:14	07:39	08:04	08:29	08:54	09:24	09:37	09:52	10:07	10:22	10:37	10:52	11:07	11:22
Blackburn Town Centre, Arrival Stand (Std 0) arr	06:15	06:35	06:55	07:15	07:40	08:05	08:30	08:55	09:25	09:38	09:53	10:08	10:23	10:38	10:53	11:08	11:23

Blackburn Town Centre, Bus Station (Stand 6) dep	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30
Blackburn Town Centre, Town Hall (Stand A)	11:16	11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31	14:46	15:01	15:16	15:31
Simmons Street by Alma Street, Blackburn Town Centre	11:17	11:32	11:47	12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:32
St Paul's Street by Blackburn College, Blackburn	11:18	11:33	11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03	15:18	15:33
Blackburn, opp Montague Street	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35
Blackburn, o/s St Wilfrid's School	11:21	11:36	11:51	12:06	12:21	12:36	12:51	13:06	13:21	13:36	13:51	14:06	14:21	14:36	14:51	15:06	15:21	15:36
Duckworth Street by Galligreaves Way, Blackburn	11:21	11:36	11:51	12:06	12:21	12:36	12:51	13:06	13:21	13:36	13:51	14:06	14:21	14:36	14:51	15:06	15:21	15:36
Galligreaves Way by Taylor Street, Bank Top	11:22	11:37	11:52	12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52	14:07	14:22	14:37	14:52	15:07	15:22	15:37
Wellington Road by Hancock Street, Griffin	11:23	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08	14:23	14:38	14:53	15:08	15:23	15:38
Griffin, opp Mill Hill Hotel	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40
Mill Hill, opp Watson Street	11:26	11:41	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56	15:11	15:26	15:41
Mill Hill, o/s Railway Station	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12	15:27	15:42
Mill Hill, o/s St Georges Avenue	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12	15:27	15:42
Fenisccliffe, o/s Tewkesbury Street	11:28	11:43	11:58	12:13	12:28	12:43	12:58	13:13	13:28	13:43	13:58	14:13	14:28	14:43	14:58	15:13	15:28	15:43
Brothers St by Beaumaris Avenue, Mill Hill	11:28	11:43	11:58	12:13	12:28	12:43	12:58	13:13	13:28	13:43	13:58	14:13	14:28	14:43	14:58	15:13	15:28	15:43
Fenisccliffe, o/s Whiteley Avenue	11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:14	15:29	15:44
Waterloo, o/s Morley Avenue	11:30	11:45	12:00															



<b>Blackburn Town Centre, Bus Station (Stand 6)</b>	<b>dep</b>	<b>15:45</b>	<b>16:00</b>	<b>16:15</b>	<b>16:30</b>	<b>16:45</b>	<b>17:00</b>	<b>17:15</b>	<b>17:30</b>	<b>17:45</b>	<b>18:15</b>	<b>19:00</b>
Blackburn Town Centre, Town Hall (Stand A)	15:46	16:01	16:16	16:31	16:46	17:01	17:16	17:31	17:46	18:16	19:01	
Simmons Street by Alma Street, Blackburn Town Centre	15:47	16:02	16:17	16:32	16:47	17:02	17:17	17:32	17:47	18:17	19:02	
St Paul's Street by Blackburn College, Blackburn	15:48	16:03	16:18	16:33	16:48	17:03	17:18	17:33	17:48	18:18	19:03	
Blackburn, opp Montague Street	15:50	16:05	16:20	16:35	16:50	17:05	17:20	17:35	17:50	18:20	19:05	
Blackburn, o/s St Wilfrid's School	15:51	16:06	16:21	16:36	16:51	17:06	17:21	17:36	17:51	18:21	19:06	
Duckworth Street by Galligreaves Way, Blackburn	15:51	16:06	16:21	16:36	16:51	17:06	17:21	17:36	17:51	18:21	19:06	
Galligreaves Way by Taylor Street, Bank Top	15:52	16:07	16:22	16:37	16:52	17:07	17:22	17:37	17:52	18:22	19:07	
Wellington Road by Hancock Street, Griffin	15:53	16:08	16:23	16:38	16:53	17:08	17:23	17:38	17:53	18:23	19:08	
Griffin, opp Mill Hill Hotel	15:55	16:10	16:25	16:40	16:55	17:10	17:25	17:40	17:55	18:25	19:10	
Mill Hill, opp Watson Street	15:56	16:11	16:26	16:41	16:56	17:11	17:26	17:41	17:56	18:26	19:11	
<b>Mill Hill, o/s Railway Station</b>	<b>15:57</b>	<b>16:12</b>	<b>16:27</b>	<b>16:42</b>	<b>16:57</b>	<b>17:12</b>	<b>17:27</b>	<b>17:42</b>	<b>17:57</b>	<b>18:27</b>	<b>19:12</b>	
Mill Hill, o/s St Georges Avenue	15:57	16:12	16:27	16:42	16:57	17:12	17:27	17:42	17:57	18:27	19:12	
Feniscliffe, o/s Tewkesbury Street	15:58	16:13	16:28	16:43	16:58	17:13	17:28	17:43	17:58	18:28	19:13	
Brothers St by Beaumaris Avenue, Mill Hill	15:58	16:13	16:28	16:43	16:58	17:13	17:28	17:43	17:58	18:28	19:13	
Feniscliffe, o/s Whiteley Avenue	15:59	16:14	16:29	16:44	16:59	17:14	17:29	17:44	17:59	18:29	19:14	
<b>Waterloo, o/s Morley Avenue</b>	<b>16:00</b>	<b>16:15</b>	<b>16:30</b>	<b>16:45</b>	<b>17:00</b>	<b>17:15</b>	<b>17:30</b>	<b>17:45</b>	<b>18:00</b>	<b>18:30</b>	<b>19:15</b>	
Waterloo, o/s St Bedes RCHS	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:30	19:15	
Waterloo, opp St Johns Church	16:01	16:16	16:31	16:46	17:01	17:16	17:31	17:46	18:01	18:31	19:16	
Livesey Branch Road by Picton Street, Waterloo	16:02	16:17	16:32	16:47	17:02	17:17	17:32	17:47	18:02	18:32	19:17	
Leyburn Road by Brookway, Waterloo	16:02	16:17	16:32	16:47	17:02	17:17	17:32	17:47	18:02	18:32	19:17	
Parklands Way by Bunkers Hill Close, Waterloo	16:03	16:18	16:33	16:48	17:03	17:18	17:33	17:48	18:03	18:33	19:18	
Leyburn Road by Fowler Height Close, Waterloo	16:04	16:19	16:34	16:49	17:04	17:19	17:34	17:49	18:04	18:34	19:19	
<b>Leyburn Road by Otterburn Road, Bank Hey</b>	<b>16:05</b>	<b>16:20</b>	<b>16:35</b>	<b>16:50</b>	<b>17:05</b>	<b>17:20</b>	<b>17:35</b>	<b>17:50</b>	<b>18:05</b>	<b>18:35</b>	<b>19:20</b>	
Heys Lane by Arkwright Fold, Bank Hey	16:05	16:20	16:35	16:50	17:05	17:20	17:35	17:50	18:05	18:35	19:20	
Heys Lane by Tiverton Drive, Bank Hey	16:06	16:21	16:36	16:51	17:06	17:21	17:36	17:51	18:06	18:36	19:21	
Moorgate, adj Heys Lane	16:07	16:22	16:37	16:52	17:07	17:22	17:37	17:52	18:07	18:37	19:22	
<b>Moorgate Street by Moorgate Street, Waterloo</b>	<b>16:08</b>	<b>16:23</b>	<b>16:38</b>	<b>16:53</b>	<b>17:08</b>	<b>17:23</b>	<b>17:38</b>	<b>17:53</b>	<b>18:08</b>	<b>18:38</b>	<b>19:23</b>	
Mill Hill, adj Moorgate Street	16:09	16:24	16:39	16:54	17:09	17:24	17:39	17:54	18:09	18:39	19:24	
New Wellington Street By New Wellington Street, Mill Hill	16:09	16:24	16:39	16:54	17:09	17:24	17:39	17:54	18:09	18:39	19:24	
<b>Mill Hill, opp Railway Station</b>	<b>16:11</b>	<b>16:26</b>	<b>16:41</b>	<b>16:56</b>	<b>17:11</b>	<b>17:26</b>	<b>17:41</b>	<b>17:56</b>	<b>18:11</b>	<b>18:41</b>	<b>19:26</b>	
Mill Hill Street by Watson Street, Mill Hill	16:11	16:26	16:41	16:56	17:11	17:26	17:41	17:56	18:11	18:41	19:26	
Griffin, o/s Mill Hill Hotel	16:12	16:27	16:42	16:57	17:12	17:27	17:42	17:57	18:12	18:42	19:27	
Griffin, adj Wellington Road	16:14	16:29	16:44	16:59	17:14	17:29	17:44	17:59	18:14	18:44	19:29	
Galligreaves Way by Taylor Street, Hollin Bank	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:45	19:30	
Galligreaves Way by Galligreaves Way, Blackburn	16:16	16:31	16:46	17:01	17:16	17:31	17:46	18:01	18:16	18:46	19:31	
Duckworth Street by St Wilfrid's school, Blackburn	16:17	16:32	16:47	17:02	17:17	17:32	17:47	18:02	18:17	18:47	19:32	
King Street by Montague Street, Blackburn	16:18	16:33	16:48	17:03	17:18	17:33	17:48	18:03	18:18	18:48	19:33	
Blackburn, opp Blackburn College	16:19	16:34	16:49	17:04	17:19	17:34	17:49	18:04	18:19	18:49	19:34	
Astley Gate by Debenhams, Blackburn Town Centre	16:20	16:35	16:50	17:05	17:20	17:35	17:50	18:05	18:20	18:50	19:35	
Blackburn Town Centre, Interchange (Stand 5)	16:22	16:37	16:52	17:07	17:22	17:37	17:52	18:07	18:22	18:52	19:37	
<b>Blackburn Town Centre, Arrival Stand (Std 0)</b>	<b>arr</b>	<b>16:23</b>	<b>16:38</b>	<b>16:53</b>	<b>17:08</b>	<b>17:23</b>	<b>17:38</b>	<b>17:53</b>	<b>18:08</b>	<b>18:23</b>	<b>18:53</b>	<b>19:38</b>

**The proposed application site has a high frequency bus route and the bus stops are within easy walking distance and are therefore considered as being accessible by bus.**

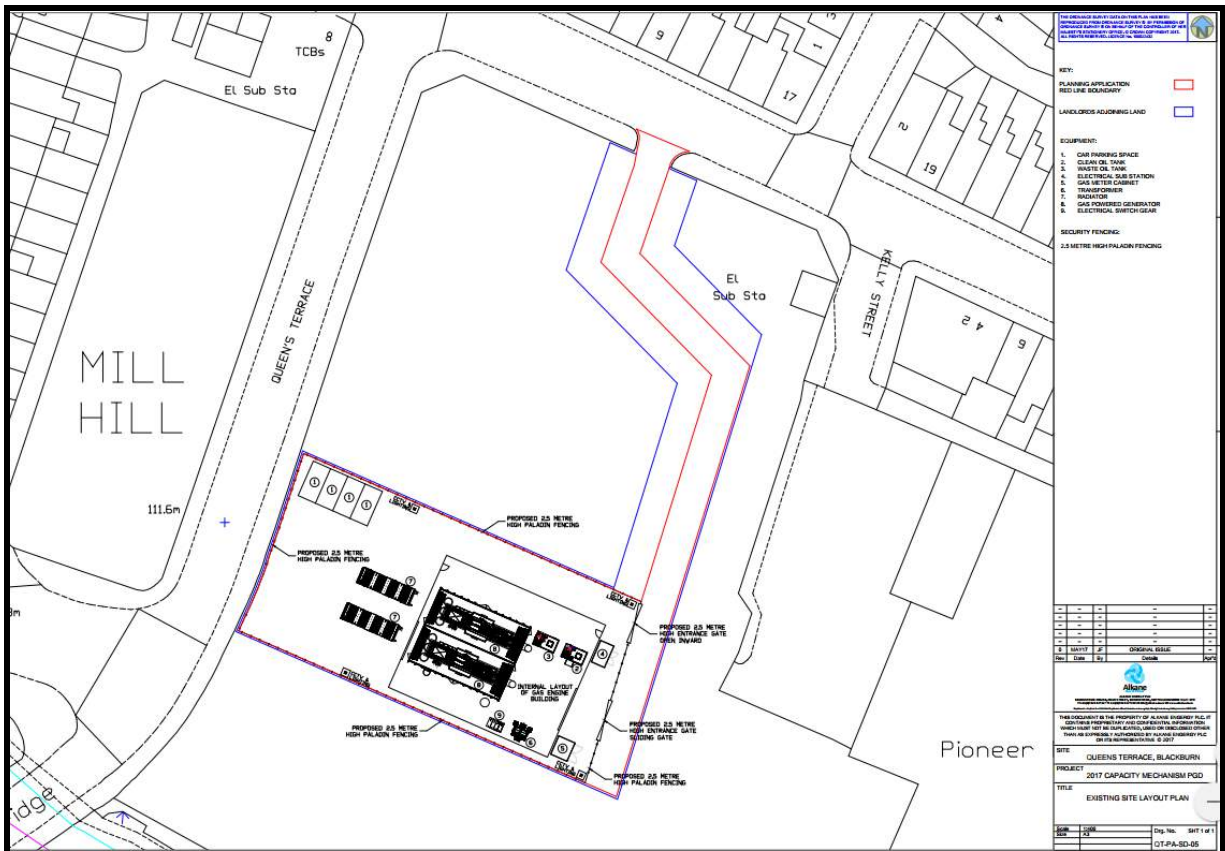
## Summary

**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

### Approved uses



A new building would be constructed to house 'gas-to-power' generation units. Ancillary to the generation units. Outwith the building there would be 2.No Freestanding Cooling Radiator Units and 4.No car parking spaces for maintenance and servicing during the life of the proposal.

The development would be contained within a secure compound enclosed by 2.5m high paladin fencing. The compound would be accessed by way of a new on-site vehicular service road in off New Wellington Street by way of the existing on-site junction.

Stand-by generation facilities are called upon by National Grid PLC to assist supply during periods of high user demand or stress. Based on the Applicants experience derived from other operational sites, this amounts to an average of 3hrs/day between 16:00hrs – 19:00hrs over the winter months of November-March. However, in cases of major supply shortages the facility could run for longer periods. Maintenance would occur during normal working hours. However, given that the generators are a 'back-up' facility that could be engaged at any time, engineers would be on constant call.

4 car parking spaces are shown and worst case would be all spaces used i.e. 4 in/out in peak period.

The open rear yard forms the residual part of the main site which has a fallback use of open storage.

### Development Proposals

The application is for two new uses and retention of the existing open yard use to the rear of the site.

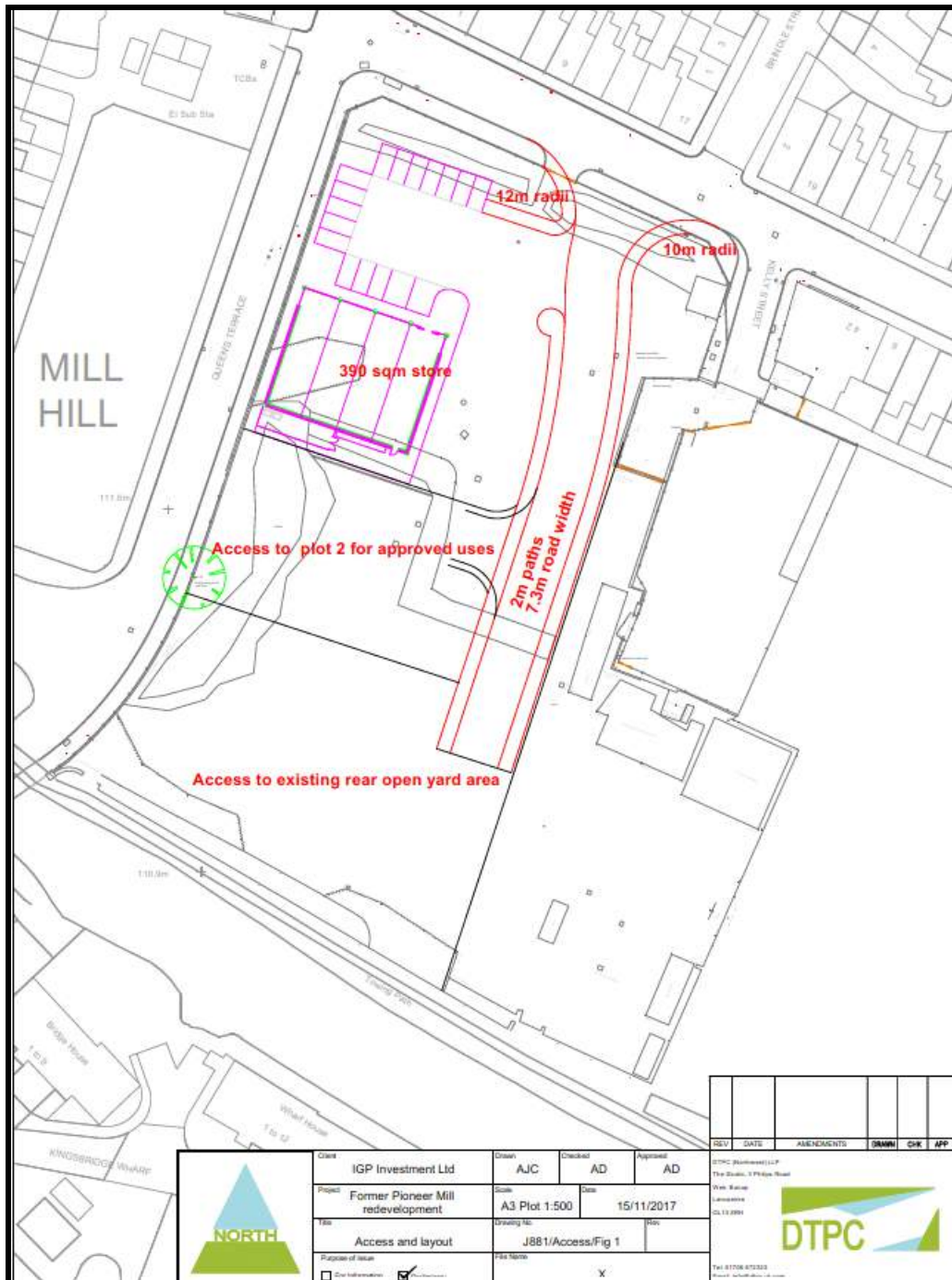
The first plot is for Heron Stores and is a food/frozen food use as the new use, the middle plot is for Alkane Energy which has recently been approved 10/17/1084 for an energy generation centre and the rear area retains the current use unchanged.

A new access and internal road will be provided to access the three areas.

**Site access layout**

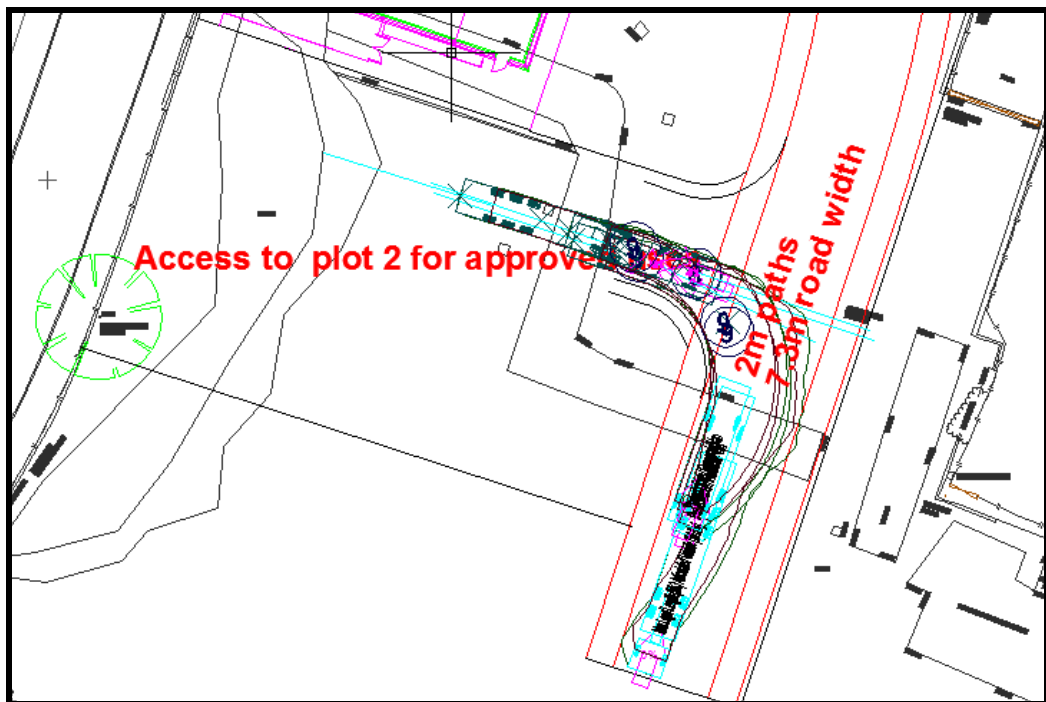
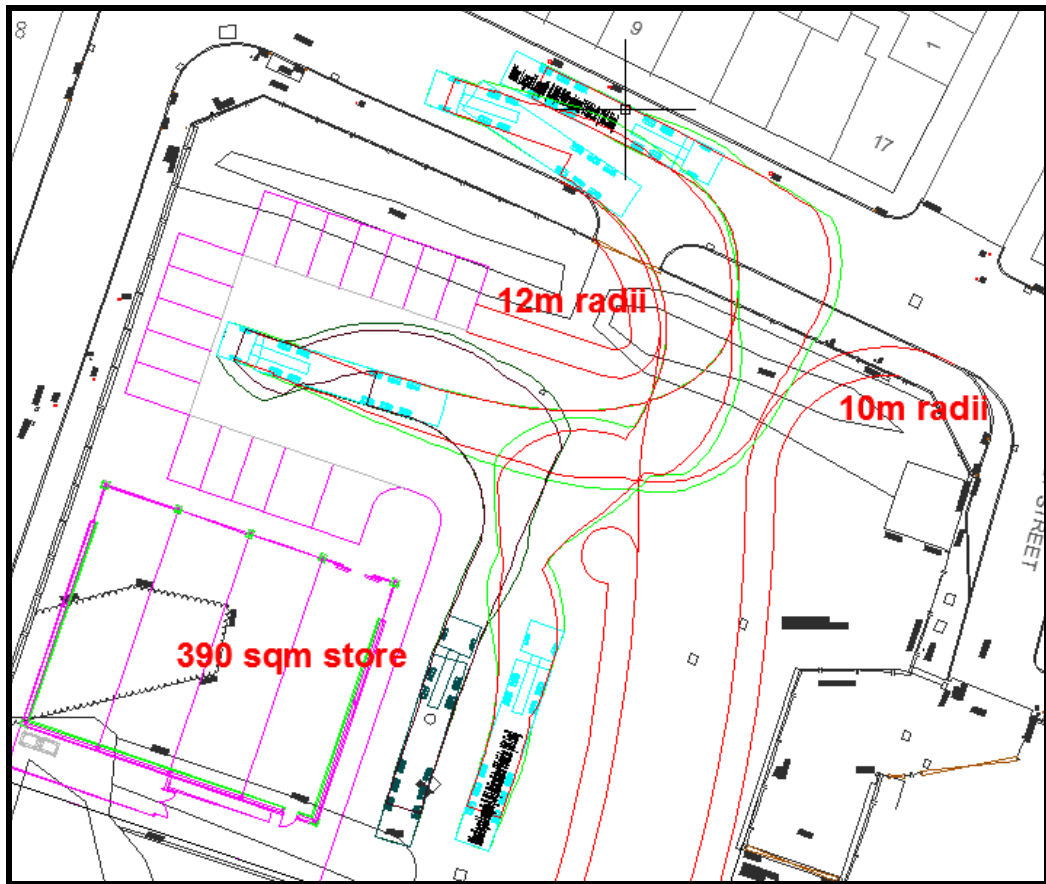
Reference to Manual for Streets (MFS) methodology, is provided below for the sight line needs based on the 20mph.

This is 25m, the footpath on site frontage is 2.6m width thus the 2.4m\*25m can easily be delivered in the highway.



## Swept pat

The access is designed to cater for articulated uses for Heron Stores, rigid for the approved energy centre and articulated vehicles for the rear store as design vehicles.



## Car parking

The proposed store is for food retail of 390 sqm, the current parking standards show below indicate a need for 24 spaces.

<b>BLACKBURN WITH DARWEN BOROUGH COUNCIL PARKING STANDARDS</b>	
<b>Land Use</b>	<b>Benchmark Parking Standard</b>
A1: Food Retail	1 car space per 16 sqm.

The food store offers 17 spaces. The guidance takes no cognisance of locally, in this case a local centre. It is also based on RSS which even though now revoke made reference to the fact that smaller stores need to be considered differently to larger stores i.e. one size standard does not fit all.

Smaller food and non-food facilities (say under 500sqm) may require significantly less parking due to serving local needs – each application to be judged on its merits

Experience shows that local stores operate on a quicker turn over to meet the demands of customers i.e. shorter stays and this has been accepted at inquiry at between 7 and 10 minutes stop per space thus for 17 spaces 102 trips can be accommodated.

The trip assessment in the following chapter sets out 34 in the evening peak thus the parking offer is considered acceptable for the site in this locality.

## 6. TRIP GENERATION, TRAFFIC FLOWS AND ASSESSMENTS

### Introduction

The development proposals are for the building of 390 sqm of food retail

### Traffic Flows and Assessment

Using TRICS Version 7.1.2, it is possible to assess the vehicle generation characteristics of the proposals from the database of multi-modal counts. Full details appendix B.

Trip Rates per 100m <sup>2</sup>	No of Sites	Average GFA m <sup>2</sup>	Arrivals	Departures
17.00-18.00	19	294	8.748	8.533
Based on 390m <sup>2</sup> GIA trips =			34	33

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 under 250 sqm do not need to be assessed.

Thresholds based on size or scale of land use						
	Land use	Use/description of development	Size	No assessment	TS	TA/TP
1	Food retail (A1)	Retail sale of food goods to the public – food superstores, supermarkets, convenience food stores.	GFA	<250 sq. m	>250 <800 sq. m	>800 sq. m

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 67 two way trips from the proposed use are generally reduced by 30% to take account of the diverted/pass by trip scenario thus 47 two way trips in the PM peak, all other periods noticeably less trips.

The trips would be assigned west and east on New Wellington Street thus 23 two way in each direction and thus the next junction along the network.

These are less than the 30 two way threshold even without a nett change if the fallback storage use was used.

The mini roundabout has 558 trips in total in the PM peak, the 23 new trips would be within the 10% daily variation.

The proposal would therefore have little or no discernible impact on the local network.

## **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 wide range of facilities and attractions to serve the employment ancillary needs within walk and cycle distance.

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

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

The site is accessible in nature for its location.

Traffic flows have been assessed for up to date levels 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.