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STIRLING LLOYD, BIRCH VALE

Client: Stirling Lloyd Polychem Ltd

transport statement

ashleyhelme associates



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TRANSPORT STATEMENT

STIRLING LLOYD, BIRCH VALE

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Introduction

- 1.1 Ashley Helme Associates Ltd (AHA) are appointed by Stirling Lloyd to prepare a Transport Statement (TS) for the proposed replacement building at Birch Vale, High Peak, Derbyshire (henceforth referred to as the Site). The location of the Site is indicated on Figure 1 in the context of the local highway network.
- 1.2 The Site is occupied by Stirling Lloyd Polychem Itd. There are four existing buildings at the Site at present and these comprise:
 - 64sm GFA Gatehouse,
 - 75sm GFA Staff toilet block,
 - 330sm GFA Office/Lab building,
 - 1904sm GFA Production/storage facility.
- 1.3 In October 2009 the production/storage facility suffered severe fire damage. The TS supports a planning application for the proposed development at the Site which comprises:
 - The demolition of the existing staff toilet block and production/ storage facility,
 - The construction of a new 1410sm GFA replacement production/storage facility,
 - Minor changes to car park layout.
- 1.4 The issues addressed within the TS fall broadly into the following areas:
 - Accessibility of the Site by non-car modes, and
 - The vehicular traffic impact of the proposed development.

- 1.5 The highway network in the vicinity of the Site is described in Chapter 2. The proposed Site access arrangements and parking arrangements are outlined in Chapter 3.
- 1.6 The accessibility of the Site by choice of mode is considered in Chapters 4.
- 1.7 The traffic impact of the proposed development is quantatively assessed in Chapter5. The summary and conclusions of the TS are presented in Chapter 6.

Highway Network

- 2.1 The Site is located on land off Station Road, Birch Vale, High Peak. The Site has an existing access on Station Road which is also shared with Hyperlast Ltd.
- 2.2 Station Road is a single carriageway road which circa 7.3m wide and subject to a 30mph speed limit in the vicinity of the Site. In addition to the Site, Station Road provides direct access to numerous residential properties as well as several other commercial units. There is footway on the north side of Station Road. Station Road is a bus route and there are existing bus stops within walking distance of the Site.
- 2.3 Station Road changes its name to Spinnerbottom to the west of the Site access. Spinnerbottom provides (via several other roads) a link to Low Leighton and New Mills.
- 2.3 The speed limit of Station Road changes from 30mph to 40mph circa 200m east of the Site access. Station Road forms a priority controlled junction with the A6015 New Mills Road a further 90m eastwards.
- 2.4 The A6015 New Mills Road is a single carriageway road which is circa 7.3m-9.7m wide in the vicinity with the junction with Station Road. The A6015 provides a link between the A6 near Disley and the A624 at Hayfield. There is footway on both side of the A6015 in the vicinity of the junction with Station Road. The A6015 is a bus route.

Proposed Site Access Arrangements & Parking

- 3.1 As set out in para 2.1, there is an existing Site access on Station Road which is also shared by Hyperlast Ltd. It is proposed to utilise the existing Site access road to serve the proposed development.
- 3.2 It is proposed to improve the layout of the parking areas as part of the proposed development. However, the existing level of parking provision at the Site will be maintained, by providing 32 car park spaces as part of the proposed development.

Chapter 4 Accessibility by Non-Car Modes

4.1 **WALK**

4.1.1 National guidance in PPG13 sets out that:

"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" (para 75).

- 4.1.2 The IHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 2 presents the 25 minutes isochrone for the Site, (ie reflecting a 2000m distance).
- 4.1.3 Review of Figure 2 indicates that all of Birch Vale and Thornsett and parts of Hayfield and New Mills are within a 25 minute walk of the Site. This provides opportunity for employees that live in these settlements to walk to work.

4.2 **CYCLE**

4.2.1 National guidance sets out that:

"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport" (para 78).

4.2.2 Figure 3 indicates the 25 minute cycle isochrone for the Site. There are a number of villages and settlements within a 25 minute cycle journey of the Site. These include Birch Vale, parts of Disley, Furness Vale, Hayfield, Mellor and New Mills. This provides opportunity for employees to make journeys by cycle to/from the Site.

4.2.3 It is proposed to provide secure cycle parking and shower facilities as part of the proposed development. These measures provide further encouragement for employees to undertake journeys by cycle.

4.3 BUS

There are bus stops on Station Road and New Mills Road that are within a 5 minute walk of the Site. Table 1 provides a summary of the services and frequencies which call at bus stops within a 5 minute walk of the Site. Review of Table 1 shows that there are typically 3 buses per hour calling at these stops. Destinations include Buxton, Chapel-le-Firth, Glossop, Hayfield Macclesfield and Whalley Bridge. This provides opportunity for employees to travel to/from the Site by bus

4.4 **RAIL**

- 4.4.1 There are two railway stations in New Mills, New Mills Central and New Mills Newtown. There is also a rail station in Glossop. It is considered that these stations are beyond a reasonable walking distance. Nevertheless, both New Mills railway stations are accessible by cycle and the number 61 bus service provides a link between all three of these stations and the Site. Therefore, there is opportunity for employees of the Site to access these stations.
- 4.4.2 There is an hourly service operating between Manchester Piccadilly and New Mills Central station and a two hourly service operating between Sheffield and New Mills Central. There is an hourly service operating between Manchester Piccadilly and Buxton which calls at the New Mills Newtown station. At Glossop station, there is a twice hourly service between Manchester Piccadilly and Hadfield.
- 4.4.3 It is demonstrated that there is opportunity for employees of the Site to undertake journeys by rail.

4.5 SUMMARY

It is demonstrated that the Site is accessible by foot, cycle and public transport and this is in accordance with current national and local transport policies for residential development.

Traffic Impact

5.1 BACKGROUND

The Site is occupied by Stirling Lloyd Polychem Itd. In October 2009 the existing production/storage facility suffered severe fire damage. It is proposed to demolish the fire damaged building (and the existing toilet block) and construct a new replacement production/storage facility. The proposed development will result in a net reduction of 569sm GFA at the Site.

5.2 **PEAK PERIODS**

The times when the combination is greatest of traffic generated by the proposed development and existing highway network traffic are the weekday AM and PM peak hours. The TS includes quantative analysis of the traffic impact of the proposed development for these periods.

5.3 TRAFFIC COUNTS

- 5.3.1 AHA has been provided with a traffic report which includes traffic counts at the Site access and the Station Road/A6015 junction. These were undertaken in December 2009, during the time periods 0700-0930 and 1500-1830 hours.
- 5.3.2 Analysis of the traffic count survey data establishes that the AM & PM peak hour traffic flows for the local highway network are:
 - AM 0800-0900,
 - PM 1645-1745.

The TS quantative analysis is undertaken for these peak hours.

5.4 GENERATED TRAFFIC: EXISTING BUILDINGS

- 5.4.1 The December 2009 traffic counts recorded the traffic generated by the existing Stirling Lloyd buildings in the AM and PM peak hours. However, the level of traffic generated by the Site at the time of the survey was not typical due to the disruption to the business caused by the fire in October.
- 5.4.2 The Site manager has provided AHA with an estimate of traffic movements at the Stirling Lloyd Site for the 12 month period prior to October 2009. Based on this information, AHA estimate that the level of traffic generated by the Site in the AM and PM peak hours at the time of the December survey is approximately 50% of that typically generated before the fire. Therefore, the methodology adopted for estimating the typical level of traffic generated by the Site in the AM and PM peak hours is to 'uplift' the recorded movements by 100% to take account of the reduced level of traffic. It is considered that this provides robust assessment.
- 5.4.3 Table 2 presents the 'uplifted' arrival and departure movements at the Site access in the AM and PM peak hours. Review of Table 2 shows that the existing buildings (pre October 2009 fire) are estimated to generate **16 (two-way)** movements in both the AM and PM peak hours.

5.5 NET IMPACT OF THE PROPOSED DEVELOPMENT

- 5.5.1 The principal motivation for the proposed development is to construct a replacement building for the facility which was severely fire damaged in October 2009. The development is **not** driven by a desire to increase staffing and production levels at the Stirling Lloyd Site to those above pre October 2009 levels for the foreseeable future. Indeed, the proposed development will result in a net reduction of 569sm GFA at the Site. The development will also maintain parking provision at the Site, with no material increase associated with the proposals.
- 5.5.2 Therefore, it is concluded that the proposed development will not generate any additional traffic (above pre October 2009 levels) and thus, the net impact of the development is considered zero.

5.6 **CONCLUSIONS**

It is concluded that the proposed development will not result in additional traffic being generated at the Site and thus, the proposed development will **not have a detrimental impact** on the highway network.

Chapter 6 Summary & Conclusions

- 6.1 The Site is located on land off Station Road, Birch Vale, High Peak. The Site is occupied by Stirling Lloyd Polychem Itd. In October 2009 the production/storage facility suffered severe fire damage. The TS report supports the planning application for a replacement production/storage facility. Specifically, the proposed development comprises:
 - The demolition of the existing staff toilet block and production/ storage facility,
 - The construction of a new 1410sm GFA replacement production/storage facility,
 - Minor changes to car park layout.

This represents a net decrease in GFA at the Site of circa 569sm.

- 6.2 The Site has an existing access on Station Road which is shared with Hyperlast Ltd. It is proposed to utilise the existing Site access road to serve the proposed development. It is also proposed to maintain the existing level of parking provision to at the Site, by providing 32 car park spaces as part of the proposed development.
- 6.3 The accessibility of the Site by non-car modes is reviewed. It is demonstrated that the Site is accessible by foot, cycle and public transport and this is in accordance with current national and local transport policies for residential development.
- 6.4 Comprehensive analysis is undertaken of the traffic impact of the proposed development. It is concluded that the proposed development will not result in additional traffic being generated at the Site and thus, the proposed development will **not have a detrimental impact** on the highway network.

6.5 A comprehensive appraisal of the transport impacts of the proposed development is undertaken. It is concluded that there are no highway/transport reasons for refusal of planning permission.