

Transport Statement

PROPOSED BUSINESS PARK AND CHANGE OF USE
OF EXISTING BUILDINGS TO B1 USE

AT HIGHER COLLEGE FARM,
LONGRIDGE,
PR3 2YY

REF: - 5296

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Introduction

This Transport Statement has been prepared to support the outline planning application submitted, for a proposed business park and change of use of the existing buildings to B1 use, at Higher College Farm, Longridge.

Land use proposals

The proposal involves the creation of B1, B2 and B8 starter units and the change of use of the existing buildings to B1 use, the outline application is for all matters reserved except access, so the car parking provisions and site layouts indicated are illustrative only. The Transport Statement will set out how accessibility to the site will be improved and how adequate provision will be made for access to the site and parking provision onsite.

Existing site description

The site is situated to the east of Longridge, the site is bounded to the north by the B6243 Blackburn Road. To the northern side of Blackburn Road opposite the site a residential development is under construction. To the east and west of the site is agricultural land, however there is currently a planning application being determined on the adjacent agricultural land to the east.

Immediately to the south of Higher College Farm is a single storey commercial unit, this commercial unit is accessed via a track to the east of the site. The site is currently used for agricultural purposes and has an area of 1.5 hectares.

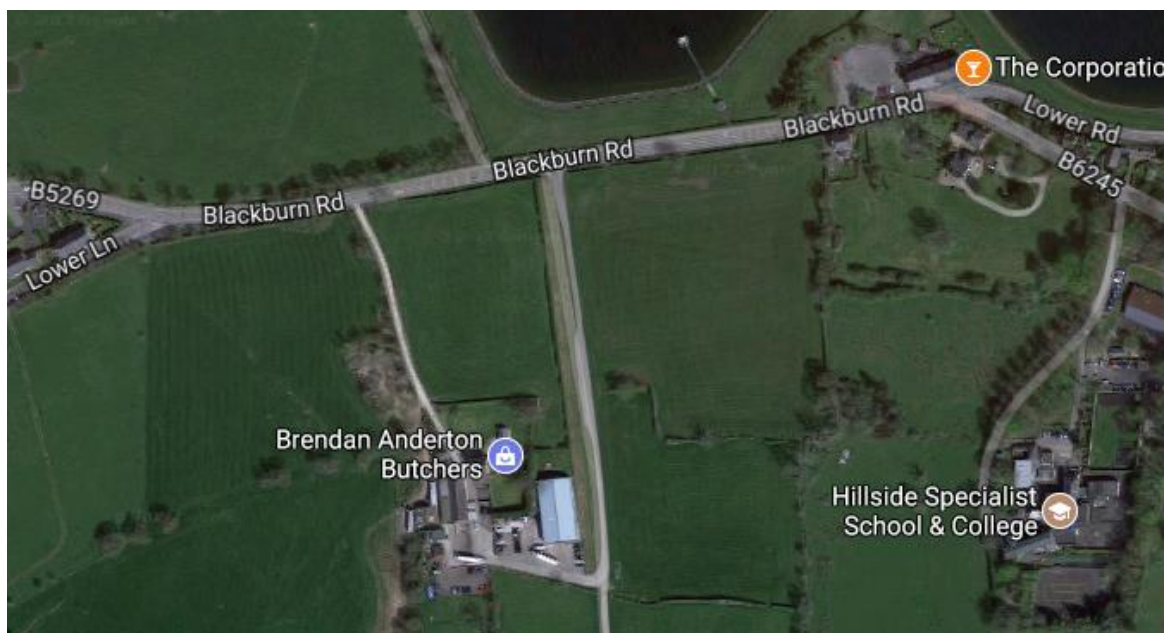


Image showing the site location immediately to the north of Brendan Anderton Butchers.

Roads

The site is served via the B6243 from Longridge, to the east the road leads to Clitheroe and to the west to Preston. The road links Longridge to the M6 towards the west and the A59 towards the east. Where the new site entrance is proposed the B6243 is a single carriageway road, approximately 7.4m wide.

Where the B6243 forms the northern boundary to the site to the west, a 30mph speed limit is in place and to the east a 60mph speed restriction. Given the position of the 30mph speed limit sign and the rumble strips to reduce the speed of the oncoming traffic to the east of the sign, the traffic speed on this section of road is likely to be considerably less than the speed limit. The rumble strips extend across the width of the road and extend along two thirds of the sites road frontage.

To the north of the road is a pavement that runs from Longridge towards the east, to the south of the road is a wide verge and hedge to the site boundary. Blackburn road is a bus route and designated cycle route.

Bus Stops

Currently the closest bus stop to the site is approximately 250m to the east near the Corporation Arms. Two public buses stop here, the no 5 which runs from Chipping to Clitheroe, Monday – Saturday approximately every 2 hours and the no 35 which runs from Chipping to Blackburn, Monday – Saturday approximately every 2 hours.

The Tootle Green residential development currently under construction to the north of the site is going to provide a new bus stop, this will be located approximately 140m to the west of the site.

Pedestrian Access

The pavement running to the northern side of the B6243 provides pedestrian access into Longridge. The proposals include for the provision of a pedestrian refuge to the west of the site entrance which will help link the site to the existing pedestrian route, from the pedestrian refuge pavements will be provided within the site to access the buildings.

Cycle Routes

The site is easily accessible by cycling, as the B6243 is part of the Lancashire Cycleway. Consequently, some of the car trips generated could be replaced by cycling.

Accident Data

Accident data available online at collisionmap.uk indicates that in the past 5 years there have been no accidents on the road immediately to the north of the site. To the east of the site at the Corporation Arms/ Lower Road junction 2 serious accidents and 4 slight accidents have occurred in the past 5 years.

Site proposals

The illustrative site layout shows 8 buildings with a total floor area of 2592m². These buildings are split into 18 units which are 72m² and 9 units which are 144m². These proposed starter units will generate limited traffic which will be small in nature.

In total the new buildings will provide 1080m² of B1 accommodation and 1512m² of B2/ B8 accommodation. It is proposed that the use of the existing buildings will be changed to B1 accommodation.

It is proposed that the new site entrance will be via a T junction onto the B6243. At this junction 2.4m x 120m visibility splays can be provided to the nearside of the carriageway, within the applicants' ownership and whilst retaining the existing hedge where the site fronts Blackburn Road. This will ensure there are no safety concerns regarding the suitability of the new junction.

It should be noted that given the 30mph speed limit sign is only 20m to the west of the proposed site entrance, the speed of the traffic at the site entrance will be considerably lower than the 60mph speed limit on the road.

As mentioned earlier, a pedestrian refuge will be introduced to the west of the site entrance to link the site to the existing pedestrian route to the north of the B6243. From here pedestrians will be able to access Longridge, the new bus stop at Tootle Green and the existing Corporation Arms bus stops. Footpaths within the site will provide access to the proposed units.

The introduction of a pedestrian refuge will also prevent the opportunity to overtake at this point, and therefore remove the potential for overtaking to lead to an accident at the proposed junction.

The site is easily accessible to cyclists as the B6243 is part of the Lancashire Cycleway. Covered bike stands will be provided within the site to encourage site users to cycle to work.

As shown on the illustrative site plan adequate turning areas have been provided within the site to suit the smaller vehicles the proposed starter units will generate.

Car parking provisions

Following the Joint Lancashire Structure Plan Parking Standards accessibility criteria, the site falls into the low accessibility category and Longridge is a level 4 centre for the purposes of access and parking.

This Parking Standard sets the minimum car parking provision to be provided based on the use class per m² of floor area. Use class B1 is to provide 1 parking space per 30m², B2 is to provide 1 space per 45m² and B8 is to provide 1 space per 200m². The parking provided onsite exceeds this minimum requirements, providing 1 space per 30m² to the proposed new units.

Car parking provision for the existing buildings is 1 space per 35m². Consequently, parking provision provided will easily meet the demand generated onsite.

Anticipated traffic generation

Following the model of other sites within the Ribble Valley where small starter units exist, the anticipated traffic movements generated is considered to be small.

Assuming all 27 units are let, it should be assumed that the smaller units will be visited by 2 vehicles per day (and depart), the larger units will be visited by 4 vehicles per day (and depart).

The type of buildings / units are not the model to attract many visitors or large deliveries. If each unit is visited by its owners (2/4 No) per day depending on the size of the unit and maximum deliveries are based on 1 per week to each unit, the frequency of movements will be spread throughout the days / weeks.

It is estimated that 78 vehicle movements will be made onto and off the site per day.

The type of vehicle to be accessing the site will be 50% small/medium vans, i.e. 39 with the rest being cars.

Conclusion

Following consideration of the above, it is clear that although the proposals will create additional traffic, the proposal will not lead to highways issues on the local road network. The site access provides sufficient visibility to ensure manoeuvrability to and from the site can be undertaken safely, the smaller vehicles anticipated will not lead to additional pressure on the local road network and there is adequate car

parking provision provided onsite to serve the proposed floor area that will be created.

Consequently, the proposals will not create any highway safety issues.