



CBO
TRANSPORT

Project: Proposed Builders Yard
A59 Longsight Road

Client: O'Callaghan Ltd

Document: Transport Statement



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Appendices

Appendix 1	April 2018 Transport Statement
Appendix 2	Proposed Site Layout

1 Introduction

General

- 1.1 CBO Transport Ltd [CBO] has been commissioned by O'Callaghan Ltd to undertake an assessment of the transport matters associated with a proposed builders yard at a site off the A59 Longsight Road, Clayton-le-Dale.

Planning History

- 1.2 Proposals were originally prepared on behalf of O'Callaghan Ltd, and an application submitted back in April 2018, for a proposed builders yard at a site off the A59 Longsight Road, Clayton-le-Dale (application reference 3/2018/0309). These proposals were supported by a Transport Statement prepared by CBO Transport, a copy of which is included at **Appendix 1** of this report for reference.
- 1.3 This application was approved and a decision notice issued in June 2018.
- 1.4 The scheme approved in June 2018 consisted of a circa 300sq.m gross floor area builders yard, including an office and workshop building, together with external storage areas for plant and materials. It proposed to provide 17 parking spaces around the office building and was to be accessed via a dedicated access from the A59 Longsight Road.
- 1.5 With regard to the access, condition 9 of the decision notice required the provision 2.4 x 215 metre visibility splays at this access.
- 1.6 It was intended that the approved scheme would be occupied by O'Callaghan Ltd and that, once developed, the existing O'Callaghan Ltd operation at Fairfield Business Park would relocate to the proposed site.

Current Proposals

- 1.7 Following on from the above, it is no longer proposed to use the northern area of the site to which the above planning permission relates. Instead, it is proposed to use only part of the previous site, together with an additional area of land to the south. With the northern area of the previous site removed, access is now proposed via a new access from the A59 Longsight Road located approximately 130 metres to the northeast of the consented access.
- 1.8 As with the consented scheme, the proposed site is located approximately 800 metres northeast of Fairfield Business Park on the south side of the A59 Longsight Road in the Clayton-le-Dale area. The site is situated opposite Woodfield Garage and is bound by part of the previous site and the A59 Longsight Road to the northwest, open fields to the southeast and northeast and open fields and residential properties to the southwest. The location of the proposed site is shown in **Figure 1.1**.
- 1.9 Whilst the area of the site and its access location is to be amended, the revised scheme would continue to provide a circa 300sq.m gross floor area builders yard, including an office and workshop building, together with external storage areas for plant and materials and 17 parking spaces around the office building.
- 1.10 As with the consented scheme, the proposals would be occupied by O'Callaghan Ltd and, once developed, the existing O'Callaghan Ltd operation at Fairfield Business Park would relocate to the proposed site.
- 1.11 It is also the case that, under these revised proposals, it would not be possible to deliver the previously consented scheme. As a result, there could not be a scenario whereby both schemes came forward.
- 1.12 In light of the above, the current proposals would effectively be a like for like replacement of the consented scheme, with the only change (in transport terms) being the proposed access arrangement.

Scope of Report

- 1.13 In light of the above, the purpose of this report is to provide Lancashire County Council [LCC] as the highway authority with the necessary information to support the revised proposals and consider their transport implications.
- 1.14 Given that the proposals are a like for like replacement of the consented scheme, and that the Transport Statement supporting the consented scheme was produced as recently as April 2018, this report makes regular reference to the April 2018 Transport Statement (included at Appendix 1) where appropriate.
- 1.15 Based on this approach, this report has been produced in 6 sections including this introduction.
- 1.16 Section 2 relates to existing conditions and Section 3 to the accessibility of the site by the sustainable modes, making reference to the findings of the April 2018 report and how conditions have (or have not) changed.
- 1.17 Section 4 then considers the development proposals and provides details in relation to staffing, site access arrangements, HGV circulation and parking provision.
- 1.18 Section 5 refers to potential traffic generation associated with the development.
- 1.19 The conclusions and recommendations of the report are included in Section 6.

2 Existing Conditions

Site Description

- 2.1 The proposed site is located approximately 800 metres northeast of Fairfield Business Park on the south side of the A59 Longsight Road in the Clayton-le-Dale area. The site is situated opposite Woodfield Garage and is bound by part of the previous site and the A59 Longsight Road to the northwest, open fields to the southeast and northeast and open fields and residential properties to the southwest. The location of the proposed site is shown in **Figure 1.1**.
- 2.2 As referred to in the April 2018 Transport Statement at **Appendix 1**, the site is currently an open space used by O'Callaghan Ltd to store larger material.

Highway Network

- 2.3 The highway network in the area has not changed since April 2018. The review set out in Section 2 of the April 2018 Transport Statement at **Appendix 1** therefore remains valid.

Personal Injury Accident Record

- 2.4 Considering accident data that is freely available on the internet, this shows that there have been no personal injury accidents recorded in the vicinity of the site between June 2017 and December 2017. The findings of the April 2018 Transport Statement at **Appendix 1** therefore remain valid and, in the context of the traffic flows associated with the development, it continues to be considered that there are no existing highway safety issues in the immediate vicinity of the site upon which the proposals would materially impact.

3 Accessibility by the Sustainable Modes

Accessibility for Pedestrians

- 3.1 Pedestrian infrastructure in the vicinity of the proposed site is unchanged since the April 2018 Transport Statement included at **Appendix 1**. The revised access location on the A59 Longsight Road is also closer to the bus stops to the north east.
- 3.2 In light of the above, accessibility for pedestrians using the proposed site is unchanged from what it was when the consented scheme decision notice was issued in June 2018.

Accessibility for Cyclists

- 3.3 With regard to cycling, the accessibility of the proposed site by bicycle has not changed since April 2018. The review set out in Section 3 of the April 2018 Transport Statement at **Appendix 1** therefore remains valid, with the site continuing to offer some potential opportunity for employees at the site to travel by bicycle directly to and from home.

Accessibility by Public Transport

Bus

- 3.4 As shown in **Figure 1.1** and as in April 2018, the nearest bus stops to the site are located on the A59 Longsight Road to the northeast of the site. Given that the proposed site access is closer to these stops than the consented access, they are considered to continue to be accessible from the site.
- 3.5 As was the case in April 2018, these stops provide access to the 25, 280 and X80 services.
- 3.6 The 25 service continues to run between Blackburn and Clitheroe at around 2 hour intervals, with the timetable unchanged since the preparation of the April 2018 Transport Statement at **Appendix 1**. With regard to the 280 service, although the timetable has changed, as was the case in April 2018 it runs between Preston and Skipton at around 1 to 1.5 hour intervals.
- 3.7 In light of the above the accessibility of the proposed scheme by bus is unchanged from what it was when the consented scheme decision notice was issued in June 2018.

Comments

- 3.8 Based on the above, the comments in Section 3 of the April 2018 Transport Statement at **Appendix 1** remain valid. It is therefore the case that the opportunities for travel by the sustainable modes at this proposed site are no different to those at the consented scheme site when the decision notice was issued in June 2018, or to those at O'Callaghan Ltd's existing site at Fairfield Business Park.

4 Development Proposals

Development Proposals

- 4.1 As with the consented scheme and as set out in the Introduction, the proposals would see the site developed to provide a circa 300sq.m gross floor area builders yard, which would include an office and workshop building, together with external storage areas for plant and materials.
- 4.2 With regard to parking it is proposed to provide 17 parking spaces around the office building.
- 4.3 The proposed site layout plan for the scheme is included at **Appendix 2**.

Staffing and Operation

- 4.4 Staffing and operation of the proposed scheme would be identical to that of the consented scheme and as set out in Section 4 of the April 2018 Transport Statement at **Appendix 1**.

Site Access Arrangements

Provision

- 4.5 As set out in the introduction, the proposed access to the site would be located approximately 130 metres to the north east of the previously consented access. It would therefore be located approximately 80 metres north east of the Wood Field Farm access and approximately 125 metres north east of the Woodfield garage access.
- 4.6 As with the previously consented access, and as shown on the site plan at **Appendix 2**, the proposals would include a 7.3 metre wide access road joining the A59 Longsight Road via 10 metre kerbed radii.
- 4.7 The access would run straight into the site for a distance of approximately 30 metres. It would then turn through around 90 degrees on a circa 58 metre centreline radius bend, which would include widening to a maximum width of around 8.7 metres. From here, the access would continue south west as a 7.3 metre wide access into the proposed builders yard area.
- 4.8 As with the consented scheme, there would be a gate provided 40 metres into the access road.

Visibility provision

- 4.9 With regard to visibility provision and as set out in the Introduction, Condition 9 of the consented scheme required 2.4 x 215 metre visibility splays to be provided.
- 4.10 Given that the proposed access is located just 130 metres to the northeast of the consented access and that conditions have not changed since June 2018 when the consented access was approved, 2.4 x 215 metre visibility splays are again considered appropriate.
- 4.11 Taking account of the above **Figure 4.1 Rev A** shows that 2.4 x 215 metre visibility splays are achievable in both directions to the nearside carriageway edge.

HGV access

- 4.12 As with the consented scheme, there would be 3no. 32 tonne, 8 wheel rigid tipper lorries operating from the site. These vehicles would also tow drawbar trailers. **Figures 4.2A and 4.3A** show this vehicle entering and exiting the site from the A59 Longsight Road via the proposed access. As can be seen from these figures, these vehicles can turn left in and left out of the site without encroaching on the opposing A59 running lane.
- 4.13 In addition to the above, **Figures 4.4A and 4.5A** show a 16.4m articulated HGV entering and exiting the site via the proposed access. As can be seen from these figures, these vehicles can also turn left in and left out of the site without encroaching on the opposing A59 running lane.
- 4.14 Based on these vehicle types and the gate being situated 40 metres into the site, there is sufficient space for two large vehicles to wait on the site access road without encroaching on the A59 Longsight Road.

Interaction with Woodfield Garage and Wood Field Farm

- 4.15 As set out above, the proposed access would be located approximately 80 metres north east of the Wood Field Farm access and approximately 125 metres north east of the Woodfield garage access.
- 4.16 At these distances, there would be no interaction between the proposed site access and these two accesses, either with vehicles exiting the accesses or vehicles turning right into the accesses from the A59 Longsight Road.
- 4.17 Given the above, it is considered that there would be no issues associated with the proximity of the proposed access and these two existing accesses.

Conclusions

- 4.18 Based on the above, the proposed access arrangement off the A59 Longsight Road is of an appropriate geometry, provides adequate visibility splays and is in keeping with numerous other accesses along the route.

HGV Circulation

- 4.19 Once off the A59 Longsight Road and based on the site plan included at **Appendix 2**, HGVs would continue round the bend in the site access road and into the yard area of the site.
- 4.20 **Figures 4.6 and 4.7** show how two tipper lorries with trailers and two 16.4m articulated HGVs respectively can negotiate the bend in the site access road. **Figures 4.8 and 4.9** show how a tipper lorry with trailer and a 16.4m articulated HGV respectively can then turn within the yard area of the site, unload and leave in a forward gear.
- 4.21 Based on the above, the layout is suitable too allow all vehicles to enter and exit the site in a forward gear.

Parking Provision

Parking provision

- 4.22 Parking provision is unchanged from the consented scheme. The findings set out in Section 4 of the April 2018 Transport Statement at **Appendix 1** therefore remain valid and it continues to be considered that the proposed level of parking provision will be sufficient to meet the needs of the proposal and ensure that parking does not overspill onto the highway.

Cycle provision

- 4.23 With regard to cycle parking, it is again proposed to provide a covered and secure combined cycle / smoking shelter / bat roost facility. This would be located to the south west of the office / workshop building and would provide parking for up to 5 bicycles.

5 Traffic Impact

Traffic Generation

- 5.1 Given that the proposals relate to a like for like replacement of the consented scheme, the traffic generation derived in Section 5 of the April 2018 Transport Statement at **Appendix 1** remain valid.

Traffic Impact

- 5.2 Given that the proposals relate to a like for like replacement of the consented scheme, and that the two schemes would not come forward together, the traffic impacts referred to in Section 5 of the April 2018 Transport Statement at **Appendix 1** remain valid.
- 5.3 It therefore continues to be considered that there would be no capacity constraints at the site access, which would operate with no notable delay, and that the proposals would result in the re-assignment of existing traffic flows and would not give rise to any increase in traffic flows on the local highway network.

6 Conclusions and Recommendations

Conclusions

6.1 Based on the findings of this report it is concluded that:

- Proposals were originally prepared on behalf of O'Callaghan Ltd, and an application submitted, for a proposed builders yard at a site off the A59 Longsight Road, Clayton-le-Dale (application reference 3/2018/0309). This application, which was supported by a Transport Statement dated April 2018, was approved and a decision notice issued in June 2018;
- The scheme approved in June 2018 consisted of a circa 300sq.m gross floor area builders yard, including an office and workshop building, together with external storage areas for plant and materials. It proposed to provide 17 parking spaces around the office building and was to be accessed via a dedicated access from the A59 Longsight Road;
- It was intended that the approved scheme would be occupied by O'Callaghan Ltd and that, once developed, the existing O'Callaghan Ltd operation at Fairfield Business Park would relocate to the proposed site;
- Following on from the above, it is no longer proposed to use the northern area of the site to which the above planning permission relates. Instead, it is proposed to use only part of the previous site, together with an additional area of land to the south. With the northern area of the previous site removed, access is now proposed via a new access from the A59 Longsight Road located approximately 130 metres to the northeast of the consented access;
- Whilst the area of the site and its access location is to be amended, the development content is unchanged from the scheme approved in June 2018, and it would continue to be occupied by O'Callaghan Ltd who would relocate from their existing site at Fairfield Business Park;
- It is also the case that, under these revised proposals, it would not be possible to deliver the previously consented scheme. As a result, there could not be a scenario whereby both schemes came forward;
- In light of the above, the current proposals would effectively be a like for like replacement of the consented scheme, with the only change (in transport terms) being the proposed access arrangement;
- With regard to the highway network, the personal injury accident record and the accessibility of the site by the sustainable modes, nothing has materially changed since the preparation of the April 2018 Transport Statement and the June 2018 decision notice;
- As there could not be a scenario whereby both the consented scheme and the proposed scheme came forward, the traffic impact of the proposals is also unchanged;
- In terms of the new access to the site from the A59 Longsight Road, this would again provide the necessary visibility splays based on the derestricted speed limit on the A59 Longsight Road. There would also be no issues associated with the proximity of the proposed access to the accesses to the north serving Woodfield Garage and Wood Field Farm;
- As a result, the proposed access arrangement off the A59 Longsight Road is of an appropriate geometry, provides adequate visibility splays and is in keeping with numerous other accesses along the route;
- The proposed access and site layout are suitable to allow all vehicles, including HGVs, to enter and exit in a forward gear and turn within the yard area within the site;
- Appropriate levels of parking would be provided within the site which are sufficient to meet the needs of the proposal and ensure that parking does not overspill onto the highway;

Recommendations

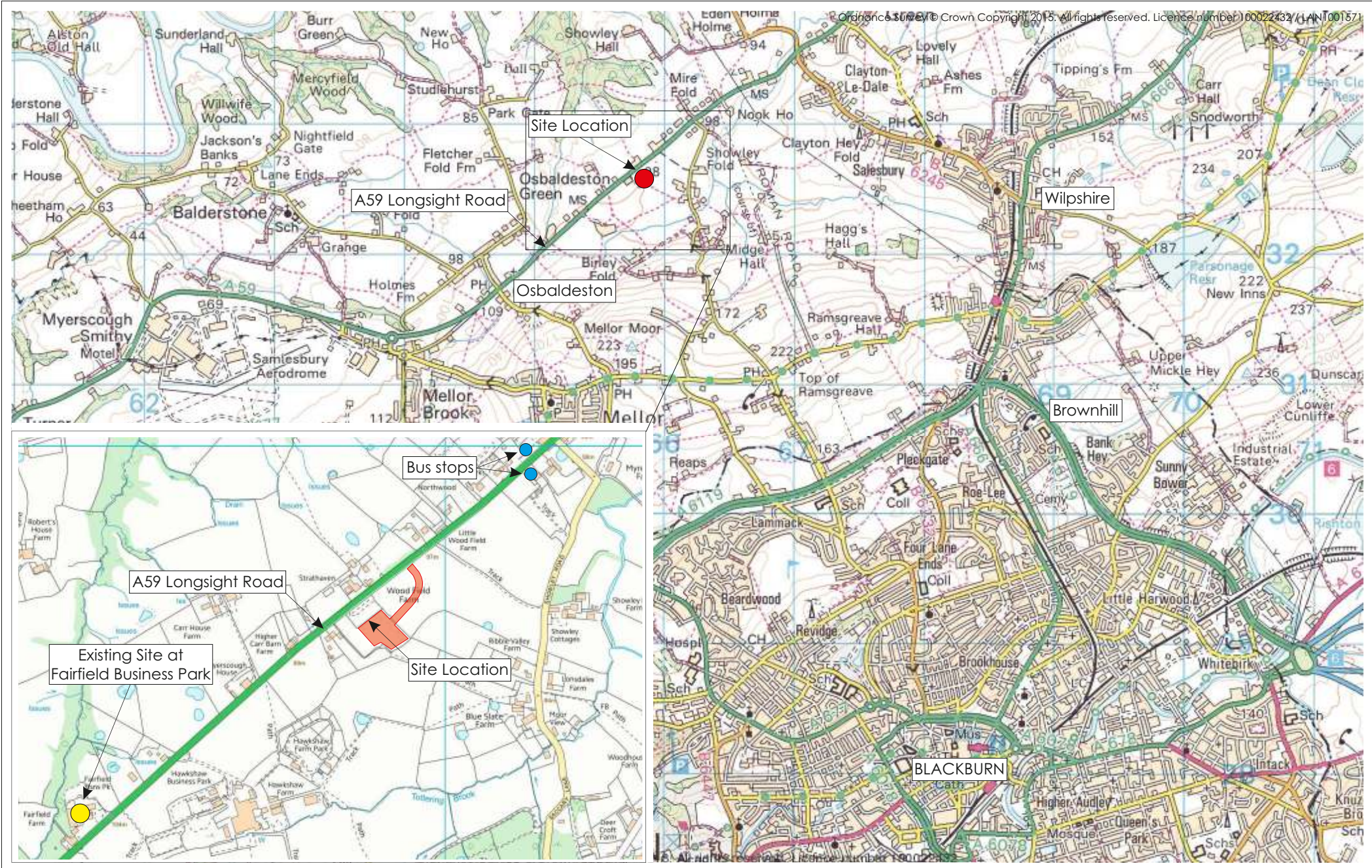
6.2 In light of the above it is the recommendation of CBO Transport that there are no traffic or transportation grounds on which to refuse this application.

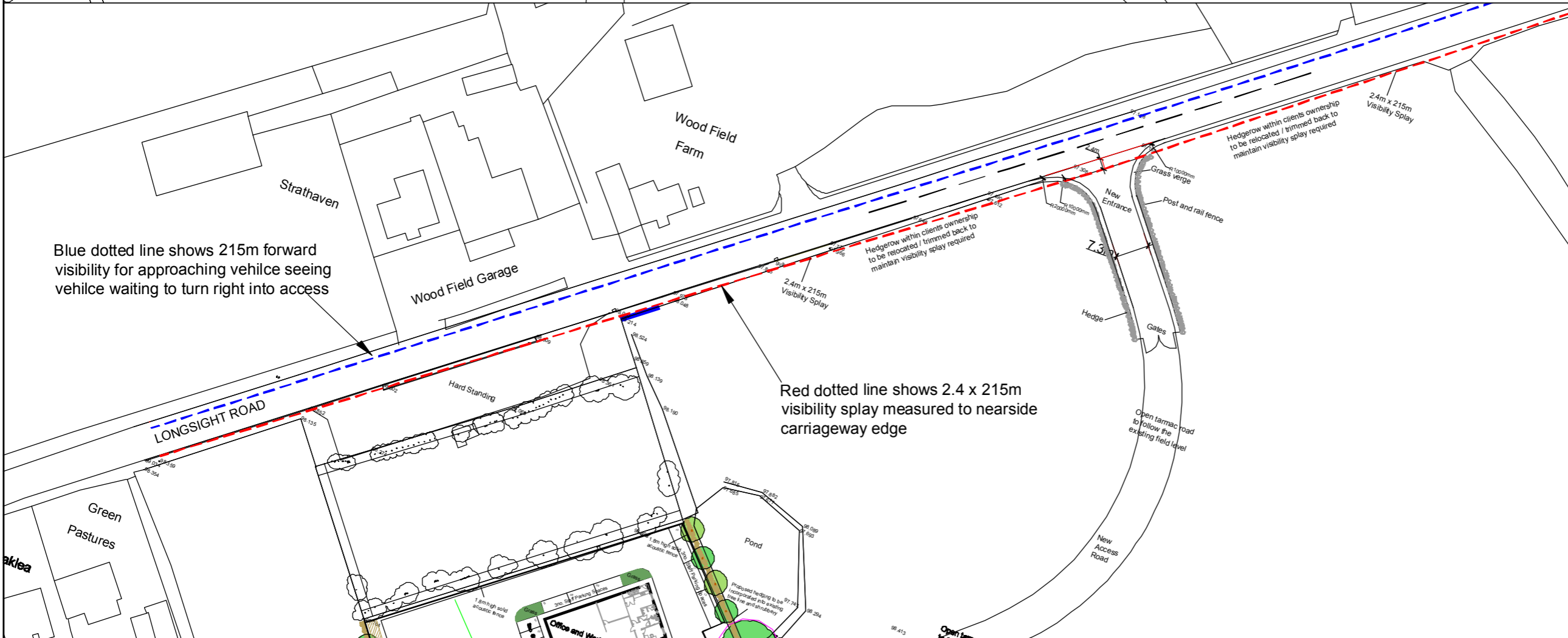
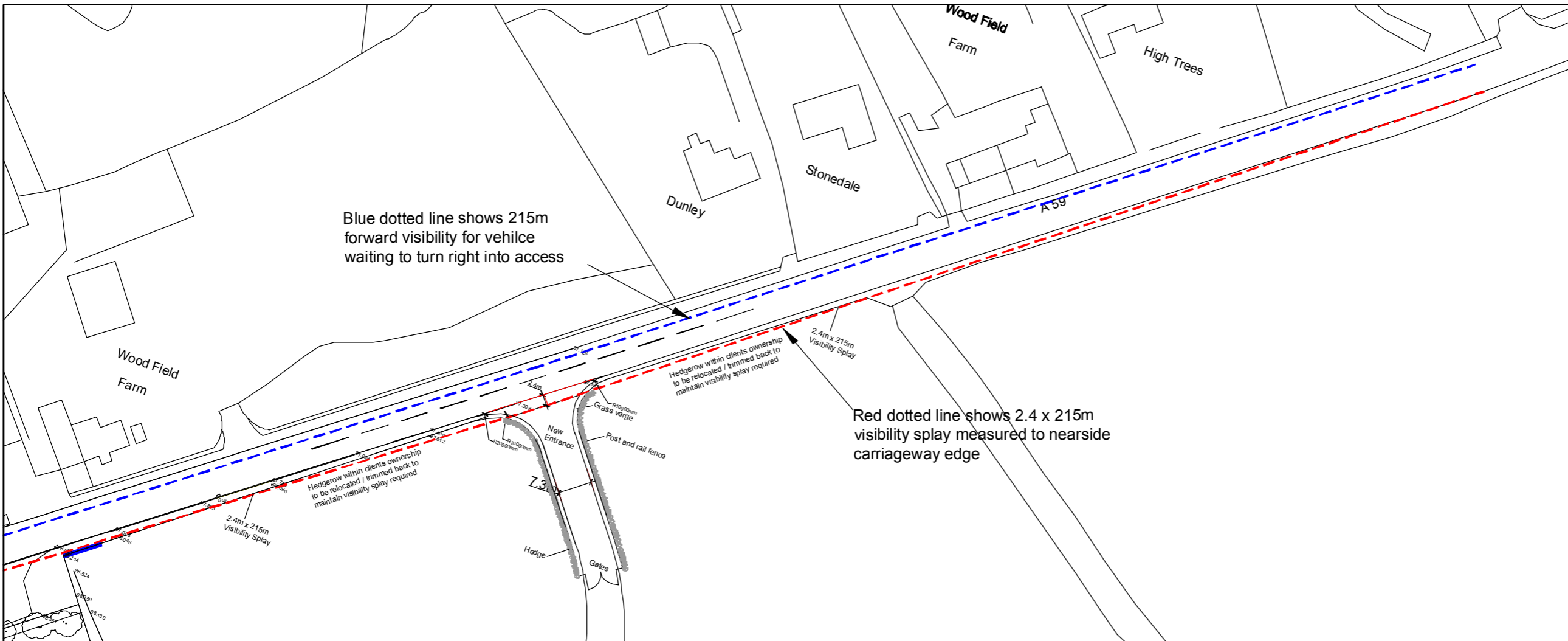


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- Figure 4.1A: Visibility Provision at Proposed Site Access
- Figure 4.2A: Swept Path Analysis: Tipper Lorry with Trailer Entering Site Access
- Figure 4.3A: Swept Path Analysis: Tipper Lorry with Trailer Exiting Site Access
- Figure 4.4A: Swept Path Analysis: Articulated HGV Entering Site Access
- Figure 4.5A: Swept Path Analysis: Articulated HGV Exiting Site Access
- Figure 4.6: Swept Path Analysis: Tipper Lorries with Trailers Negotiating Site Access
- Figure 4.7: Swept Path Analysis: Articulated HGVs Negotiating Site Access
- Figure 4.8: Swept Path Analysis: Tipper Lorry with Trailer Turning in Site
- Figure 4.9: Swept Path Analysis: Articulated HGV Turning in Site

Figure 1.1A Site Location





Rev	Date	Revision Details	SFB	SFB	PRC
A	28.11.18	Amended access location			



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Project		
Proposed Builders Yard A59 Longsight Road, Clayton-le-Dale		
Drawing Title		
Visibility Provision at Proposed Access		
Drawn	Checked	Approved
SFB	SFB	PRC
Scale / Size		Date
1:1,000 @ A3		09.04.18
Status	Drg No	Rev
Information	Figure 4.1	A

Figure 4.2A Swept Path Analysis: Tipper Lorry with Trailer Entering Site Access
(1:500 @ A3)

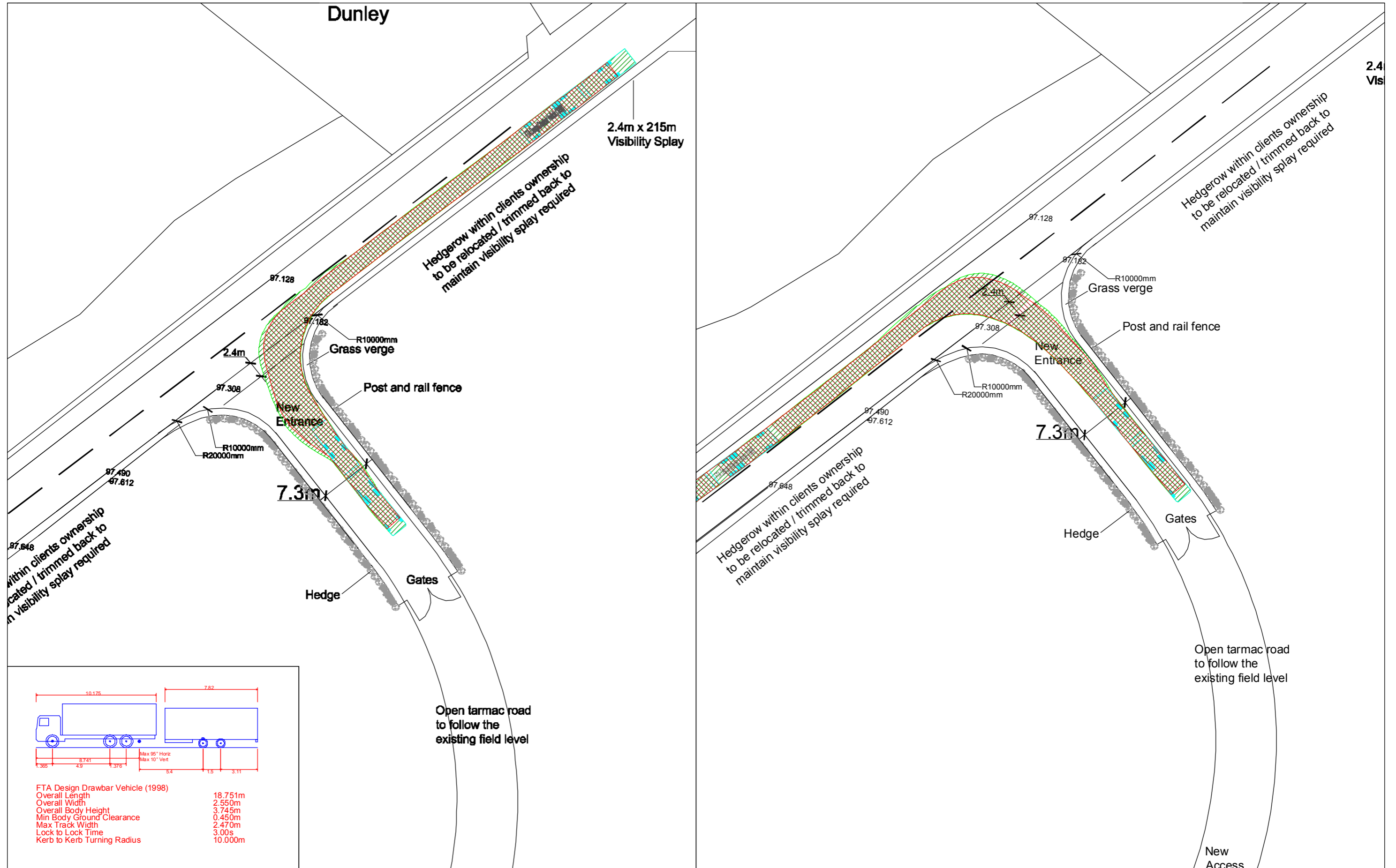


Figure 4.3A Swept Path Analysis: Tipper Lorry with Trailer Exiting Site Access
(1:500 @ A3)

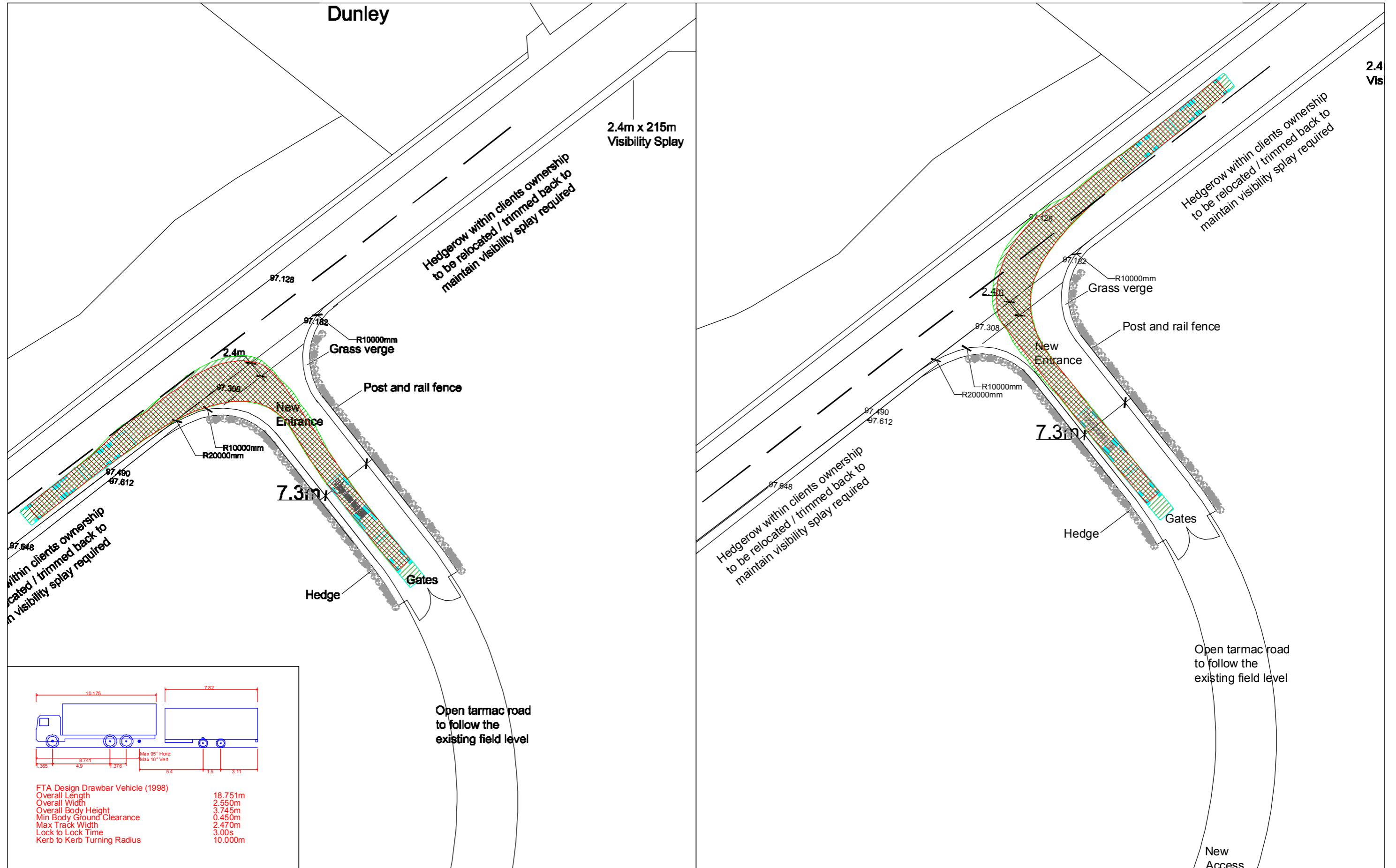


Figure 4.4A Swept Path Analysis: Articulated HGV Entering Site Access
(1:500 @ A3)

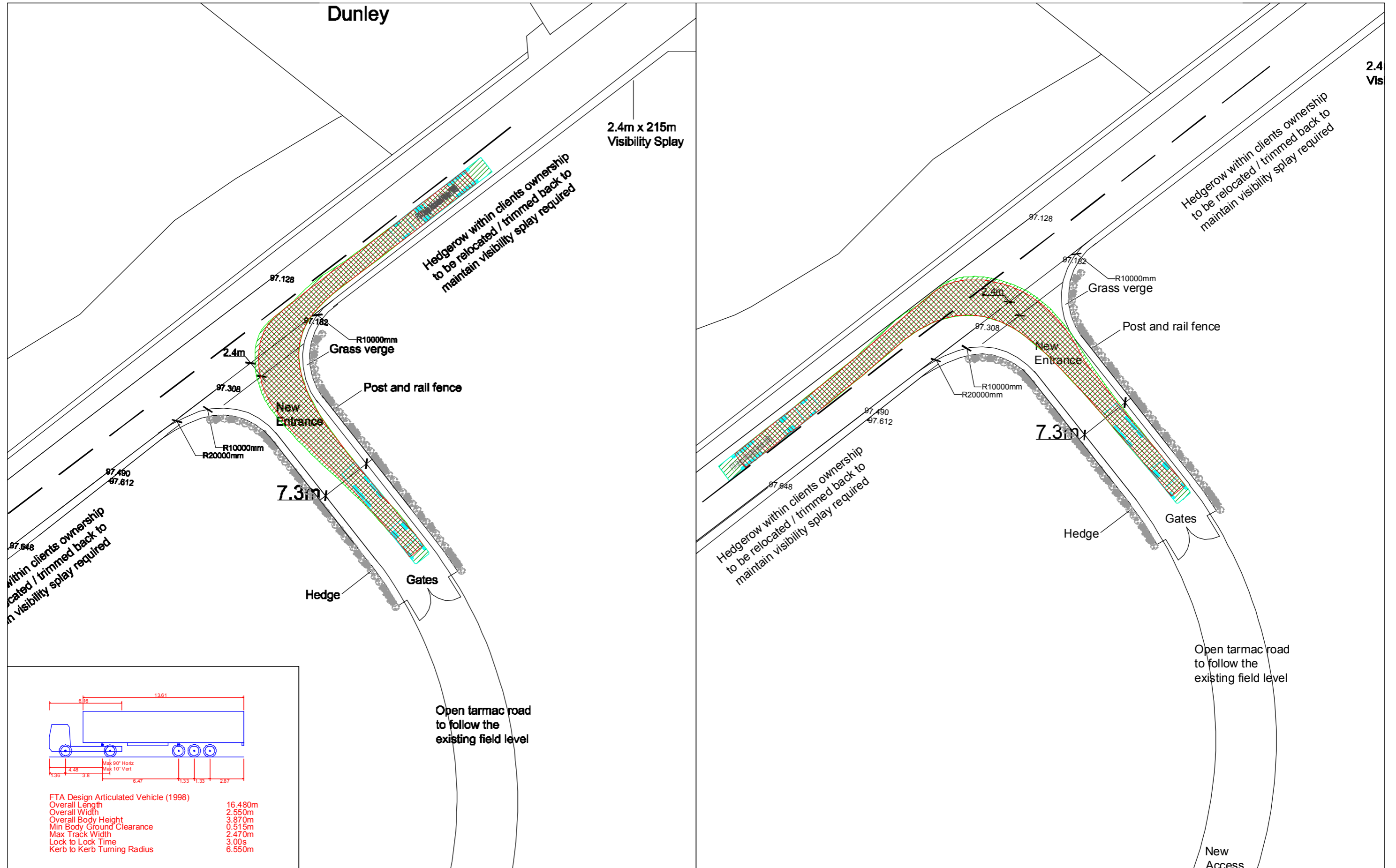


Figure 4.6 Swept Path Analysis: Tipper Lorries with Trailers Negotiating Site Access (1:500 @ A3)

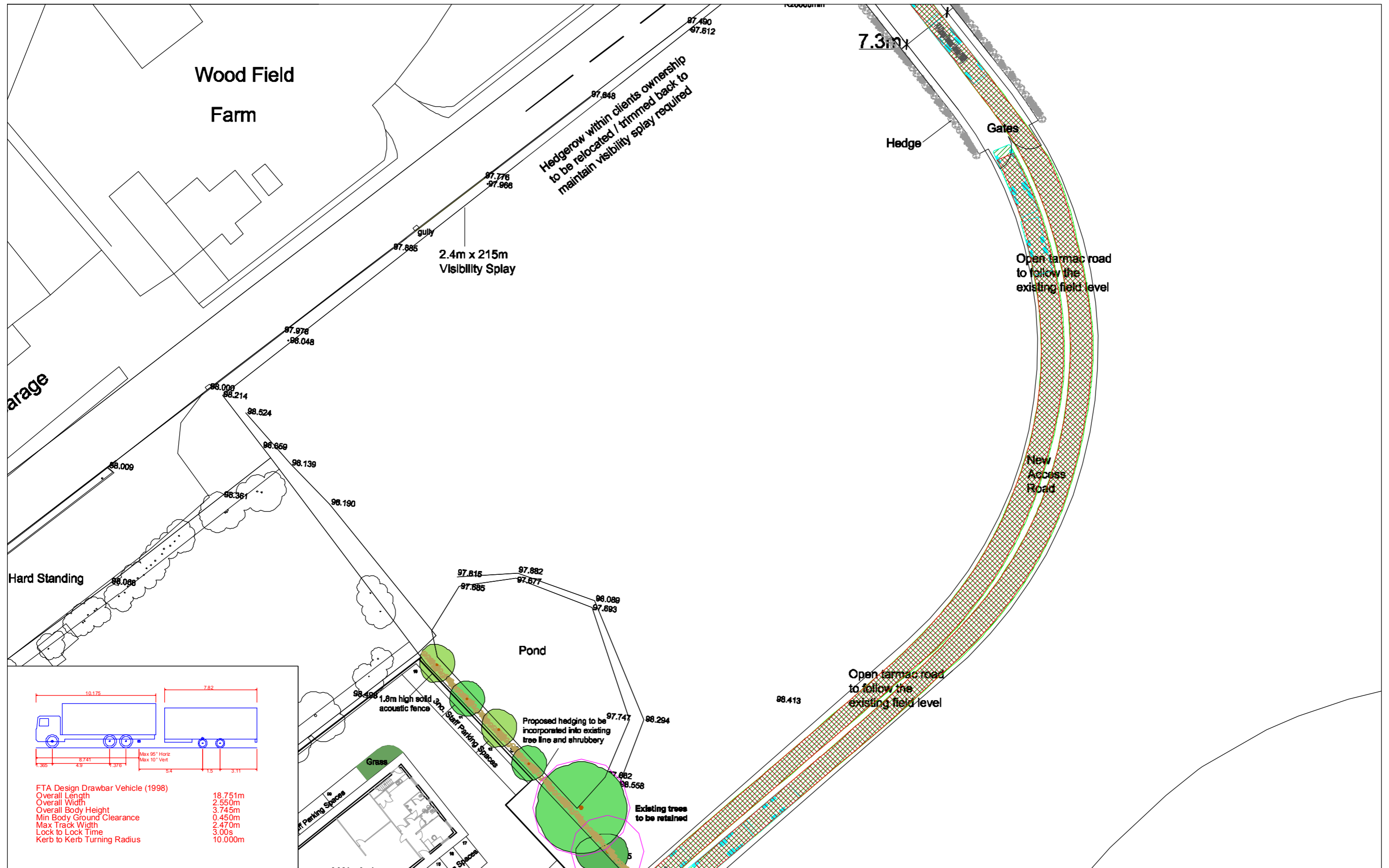


Figure 4.7 Swept Path Analysis: Articulated HGV's Negotiating Site Access
(1:500 @ A3)

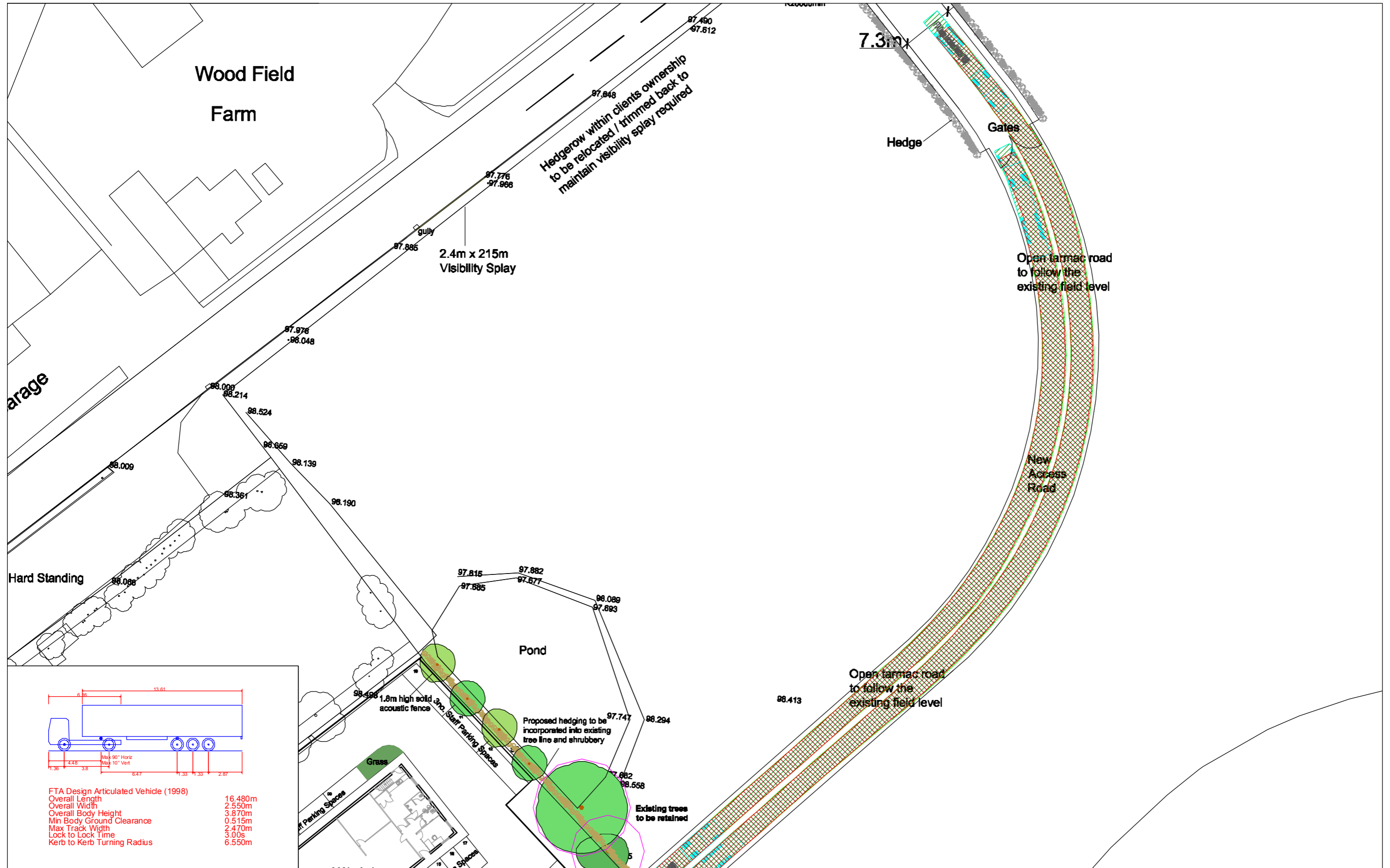


Figure 4.9 Swept Path Analysis: Articulated HGV Turning in Site (1:500 @ A3)

