



Appendix 1: April 2018 Transport Statement





CBO
TRANSPORT

Project: Proposed Builders Yard
A59 Longsight Road

Client: O'Callaghan Ltd

Document: Transport Statement



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Contents

1	Introduction	1
	General	1
	Scope of Report	1
2	Existing Conditions	2
	Site Description	2
	Highway Network	2
	Personal Injury Accident Record	2
3	Accessibility by the Sustainable Modes	3
	Accessibility for Pedestrians	3
	Accessibility for Cyclists	3
	Accessibility by Public Transport	3
	Comments	4
4	Development Proposals	5
	Development Proposals	5
	Staffing and Operation	5
	Site Access Arrangements	5
	HGV Circulation	6
	Parking Provision	6
5	Traffic Impact	8
	Traffic Generation	8
	Traffic Impact: Site Access	8
	Off Site Traffic Impact	8
6	Conclusions and Recommendations	9
	Conclusions	9
	Recommendations	10

Figures

Figure 1.1	Site Location
Figure 4.1:	Visibility Provision at Proposed Site Access
Figure 4.2:	Swept Path Analysis: Tipper Lorry with Trailer Entering Site Access
Figure 4.3:	Swept Path Analysis: Tipper Lorry with Trailer Exiting Site Access
Figure 4.4:	Swept Path Analysis: Articulated HGV Entering Site Access
Figure 4.5:	Swept Path Analysis: Articulated HGV Exiting Site Access

Appendices

Appendix A	Proposed Site Layout
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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. This Transport Statement represents a culmination of this work and is submitted with the planning application for the scheme.
- 1.2 O'Callaghan Ltd currently undertakes the majority of their operations from Fairfield Business Park, Longsight Road, Clayton-le-Dale, where they rent a unit/office and yard space and store plant and materials. The location of Fairfield Business Park is shown in **Figure 1.1**. O'Callaghan Ltd also has premises at Showley Fold, Showley Road, Clayton-le-Dale which, although outgrown, is still used to store some items of plant.
- 1.3 In addition to the above, O'Callaghan Ltd also owns the proposed site, which at present is an open space used by O'Callaghan Ltd to store larger material. Evidence on site suggests the site was at one time a petrol filling station.
- 1.4 This 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 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**.
- 1.5 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. Once developed, the existing operation at Fairfield Business Park would relocate to the proposed site.

Scope of Report

- 1.6 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 proposals and consider their transport implications. In order to provide this information, this report has been produced in 6 sections including this introduction.
- 1.7 Section 2 reviews existing conditions and provides details of the local highway network, whilst Section 3 considers the accessibility of the site by the sustainable modes.
- 1.8 Section 4 then considers the development proposals and provides details in relation to staffing, site access arrangements, HGV circulation and parking provision.
- 1.9 Section 5 goes on to provide a brief overview of the potential traffic generation associated with the development.
- 1.10 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 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 set out in the introduction, the site is currently an open space used by O'Callaghan Ltd to store larger material. Evidence on site suggests the site was at one time a petrol filling station.
- 2.3 There are currently two accesses to the site directly from the A59 Longsight Road. These accesses are flush with the A59 Longsight Road carriageway and are separated by a kerbed island area. The north-eastern most access is approximately 9 metres in width and located opposite Woodfield Garage. The second access is located approximately 45 metres to the southwest and is approximately 12 metres wide.

Highway Network

- 2.4 The A59 Longsight Road is a single carriageway road travelling in a northeast - southwest direction past the proposed site frontage. As it passes the proposed site, the A59 Longsight Road is in the order of 7.5 metre in width, lit and subject to a derestricted (60mph) speed limit. The road is straight and effectively flat.
- 2.5 Directly opposite the site, the A59 Longsight Road includes accesses to Woodfield Garage, which are flush with the A59 Longsight Road carriageway and positioned approximately 35 metres apart. There are also a number of other direct accesses from the A59 Longsight Road within the derestricted speed limit serving individual premises.
- 2.6 In a wider context, the A59 heads northeast towards Clitheroe and provides links to local places such as Wilpshire, Langho and Whalley. Heading southwest, the route passes through Samlesbury before reaching the M6 at Junction 31. From here, the A59 continues west into Preston.
- 2.7 The above shows that, via the A59, the proposed site is well connected to the surrounding local highway network.

Personal Injury Accident Record

- 2.8 Considering accident data that is freely available on the internet, this shows that there has been just one personal injury accident recorded outside Woodfield Garage between 2012 and June 2017. This accident occurred in August 2012, was slight in nature and did not involve a pedestrian or cyclist.
- 2.9 To the northeast, two accidents have been recorded approximately 220 metres from the site. The first occurred in July 2013 and was slight in nature. The second occurred in August 2014 and was serious in nature. Neither accident involved a pedestrian or cyclist.
- 2.10 To the southwest, two accidents have been recorded around 500 to 600 metres from the site. The first occurred in December 2013, was slight in nature and did not involve a pedestrian or cyclist. The second occurred in April 2014, was serious in nature and involved a cyclist.
- 2.11 Based on the above it is evident that there is no notable highway safety issue in the immediate vicinity of the site. As a result and in the context of the traffic flows referred to later in this report, it is 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 of a reasonable standard given the site location. There is an appropriate width footway provided on the north side of the A59 Longsight Road that head northeast to Clayton-le-Dale and Salesbury and southwest to Osbaldeston. This footway also provides access to local bus stops situated approximately 500 metres to the northeast.
- 3.2 Considering the walking catchment, it is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres, whilst the Institution of Highways and Transportation "Guidelines for Providing for Journeys on Foot" states that "Walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile".
- 3.3 The "Guidelines for Providing for Journeys on Foot" also includes a table which suggests that 2km is an acceptable maximum for commuter journeys on foot.
- 3.4 In the context of the above, the Salesbury and Osbaldeston areas fall within the 2km catchment. Whilst outside the 2km distance, Clayton-le-Dale and Wilpshire are around 3km and 4 to 5km from the site respectively.
- 3.5 In light of the above, the local infrastructure allows pedestrians to walk to and from the nearest bus stops. The site offers limited opportunity for journeys on foot by employees travelling directly to and from home.

Accessibility for Cyclists

- 3.6 With regard to cycling, the roads around the site could be considered conducive to cycle use by confident and competent cyclists.
- 3.7 Considering the accessibility of the proposed site by bicycle, it is commonly accepted that cycling has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.
- 3.8 In this context, places such as Salesbury, Osbaldeston, Clayton-le-Dale, Wilpshire, Brownhill and Mellor are within a 5km cycle ride. As also shown in **Figure 1.1**, the northern side of Blackburn is around a 7 to 8km ride from the site. Whilst outside the 5km distance referred to, it is considered that this area will also be accessible to some employees by bicycle.
- 3.9 In light of the above, the site offers some potential opportunity for employees at the site to travel by bicycle directly to and from home.

Accessibility by Public Transport

Bus

- 3.10 As shown in **Figure 1.1**, the nearest bus stops to the site are located on the A59 Longsight Road to the northeast of the site. At approximately 500 metres from the site, these stops are outside the 400 metre distance referred to in guidance. However, at around a 6 minute walk, they are considered accessible from the site.
- 3.11 These stops provide access to the 25, 280 and X80 services. The 25 service runs between Blackburn and Clitheroe at around 2 hour intervals and provides some morning and evening services that could potentially be used by office / workshop based staff travelling to and from the Blackburn direction. The 280 service runs between Preston and Skipton at around 1 to 1.5 hour intervals and provides some morning and evening services that could potentially be used by office / workshop staff travelling to and from the Preston and Barnoldswick areas.
- 3.12 The existing site is therefore connected to the bus network, although the timings and frequencies of these services means that opportunities for future staff to travel by this mode are limited.

Comments

- 3.13 Whilst the above indicates that the location of the site means opportunities for travelling by the sustainable modes are limited, it should be noted that the proposals represent the relocation of staff from a site approximately 800 metres southwest on the same section of the A59 Longsight Road. As a result, the opportunities for travel by the sustainable modes at this proposed site are no different to those at the existing site.

4 Development Proposals

Development Proposals

- 4.1 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 A**.

Staffing and Operation

- 4.4 The applicant has indicated that there would be in the order of 17 staff employed at the site. These staff would all relocate from the existing facility on Fairfield Business Park.
- 4.5 Five of these staff would be based at the proposed site in the office building. These staff would be on site for a working day between the hours 7:00 and 18:30 and would typically arrive in the morning and depart in the evening.
- 4.6 The remaining 12 staff would be site based staff working away from the proposed site.
- 4.7 Nine of these site based staff have work vehicles which they take home in the evening. Some of the staff will arrive at the proposed site between 7:00 and 7:30 in the morning, load up with material and then leave for site and not return again that day. Others will load their vehicles at the proposed site between 16:00 and 18:00 and go straight to site the following morning. There will also be occasions when some staff are not required to pick up material from the proposed site, in which case they will not visit the proposed site at any point during the day.
- 4.8 Three of these 12 site based staff are 32 tonne, 8 wheel rigid tipper lorry drivers. These staff will arrive at the proposed site between 7:00 and 7:30 in the morning, leave for the day and then return around 16:30 – 17:00 before going home.
- 4.9 Other than the above staff and the delivery of materials, there would be minimal (if any) visitors to the proposed site.
- 4.10 The three tipper lorries referred to above would be stored on site overnight.

Site Access Arrangements

Provision

- 4.11 The existing access arrangements would be amended as part of the proposals, with the existing south-western access being closed and the north-eastern access being modified.
- 4.12 With regard to the modified north-eastern access, as can be seen on the site layout plan at **Appendix A**, this would be moved slightly to the northeast and would include a 7.3 metre wide access road running straight into the site for a distance of approximately 40 metres. This access would join the A59 Longsight Road via 10 metre kerbed radii. There would be a gate provided at the end of this access road providing access to the building yard.

Visibility provision

- 4.13 With regard to determining visibility provision at this access and based on the 60 mph speed limit on the A59 Longsight Road and the standards set out in the Design Manual for Roads & Bridges [DMRB], visibility is required to a 'y' distance of 215 metres. With regard to the 'x' distance, a 2.4 metre provision is appropriate.
- 4.14 In addition, Ribbles Valley Borough Council's Pre-Application enquiry response refers to a speed survey undertaken in 2015 revealing an 85th percentile speed of 53/51 mph, meaning a 2.4m x 160m would be required.

- 4.15 Taking account of the above **Figure 4.1** shows that, with some relocation / trimming of hedgerows that fall within the applicants ownership, the provision of the more onerous 2.4 x 215 metre visibility splay is achievable to the nearside carriageway edge to the north.
- 4.16 To the south and again with some relocation / trimming of hedgerows that fall within the applicants ownership, **Figure 4.1** shows that the required 2.4 x 215 metre splay is achievable to a point approximately 1.5 metres from the nearside carriageway edge. A splay of 2.4 x 185 metres is available to the nearside carriageway edge.
- 4.17 Whilst measuring to the point 1.5 metres from the nearside carriageway edge represents a relaxation, this is considered a minor relaxation given that, in the absence of a footway on the south side of the A59 Longsight Road, any overtaking vehicles are highly unlikely to be positioned in the small area of carriageway between the carriageway edge and the visibility splay. The 185 metres splay achievable to the nearside carriageway edge is also in excess of the 160 metres referred to in the Pre-Application enquiry response.

HGV access

- 4.18 As set out above, there would be 3no. 32 tonne, 8 wheel rigid tipper lorries that operate from the site. These vehicles also tow drawbar trailers. **Figures 4.2 and 4.3** show this vehicle entering and exiting the site from the A59 Longsight Road. 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.
- 4.19 In addition to the above, **Figures 4.4 and 4.5** show a 16.4m articulated HGV entering and exiting the site. 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.
- 4.20 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

- 4.21 Moving the north-eastern access means it would be situated closer to the existing north-eastern access that serves Woodfield Garage opposite. However, as shown on the site layout plan at Appendix A, there would be a circa 6 metre stagger between these two accesses, which means a vehicle leaving the proposed access would not be directly opposite a vehicle leaving the garage access.
- 4.22 Traffic turning right into the two accesses would also not be required to cross each others path, whilst the level of traffic movement at the two accesses would be such that the instances of two vehicles leaving at the same time would be minimal. There is also good visibility between the two accesses.
- 4.23 Given the above, it is considered that there would be no issues associated with the proximity of these two accesses.

Conclusions

- 4.24 Based on the above, the proposed access arrangement off the A59 Longsight Road represents a modification and enhancement of an existing access from the A59 Longsight Road that is in keeping with numerous other accesses along the route. It is also of an appropriate geometry and provides adequate visibility splays.

HGV Circulation

- 4.25 Once in the site and based on the site plan included at **Appendix A**, HGVs would continue south and around the rear of the office and workshop building to access the plant and material storage areas. These vehicles would then turn in these areas and exit the site via the same route. As a result, the layout is suitable too allow all vehicles to enter and exit in a forward gear.

Parking Provision

Parking provision

- 4.26 As set out previously, it is proposed to provide 17 parking spaces within the site.

-
- 4.27 Based on the level of staff that would be based at the site and the operations referred to previously in this section of the report, the 17 spaces proposed are considered sufficient by the applicant to serve the proposal.
- 4.28 With regard to the 3 tipper lorries that would be stored on site, these would be parked in the plant storage area overnight.
- 4.29 Based on the above and given the space available with the site, it is 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

- 4.30 With regard to cycle parking, it is 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 the bespoke nature of the proposed use, traffic generations have been calculated from first principles based on the staffing and operation set out in Section 4. Using this information and assuming all journeys are single occupancy journeys, Table 5.1 below shows the traffic generations at the site.

Table 5.1 Traffic Generation for Proposed Builders Yard

	7:00 – 7:30		7:30 – 16:00		16:00 – 18:30	
	Arr	Dep	Arr	Dep	Arr	Dep
Office / workshop staff	5	-	-	-	-	5
Site based staff: morning collect	4	-	-	4	-	-
Site based staff: evening collect	-	-	-	-	4	4
Site based staff: Tipper Lorry	3	-	-	3	3	3
Total	12	0	0	7	7	12

Note: Assumes 4 of site based staff do not visit site

- 5.2 In addition to the above, there will be occasional deliveries of material to the site during the 7:30 to 16:00 period. However, these would be minimal.
- 5.3 Based on the information included in Table 5.1, the site would therefore generate in the order of 40 two way trips over the course of a day.

Traffic Impact: Site Access

- 5.4 The figures presented in Table 5.1 above show that traffic flows in and out of the access during any hour would be minimal. There would therefore be no capacity constraints at the access, which would operate with no notable delay.
- 5.5 As also previously identified, there is no notable accident record at the existing Woodfield garage access opposite, which takes its access from the same section of the A59 Longsight Road.
- 5.6 Taking account of the above, the proposed access is considered sufficient to serve the proposals from a design and capacity perspective.

Off Site Traffic Impact

- 5.7 As previously identified, all staff employed at the proposed site would relocate from the existing facility on the Fairfield Business Park, which is located approximately 800 metres to the south west on the A59 Longsight Road. Consequently, 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:

- O'Callaghan Ltd currently undertakes the majority of their operations from Fairfield Business Park, Longsight Road, Clayton-le-Dale. However, once the proposed site is developed, the existing operation at Fairfield Business Park would relocate to the proposed site;
- The proposals would see the proposed 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;
- This 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 and is well connected to the surrounding local highway network;
- Pedestrian infrastructure in the vicinity of the proposed site is of a reasonable standard given the site location and allows pedestrians to walk to and from the nearest bus stops. The site offers limited opportunity for journeys on foot. The bus services running past the site also offer limited opportunities for travel by this mode. It should however be noted that the proposals represent the relocation of staff from a site approximately 800 metres southwest on the same section of the A59 Longsight Road. As a result, the opportunities for travel by the sustainable modes at this proposed site are no different to those at the existing site;
- With regard to cycling, places such as Salesbury, Osbaldeston, Clayton-le-Dale, Wilpshire, Brownhill and Mellor are within a 5km cycle ride. Whilst outside the 5km distance, the northern side of Blackburn is around a 7 to 8km ride from the site and is considered potentially accessible to some employees by bicycle. The site therefore offers some potential opportunity for employees at the site to travel by bicycle directly to and from home;
- It is evident that there is no notable highway safety issue in the immediate vicinity of the site. As a result and in the context of the changes in traffic flow arising from the proposals, it is considered that there are no existing highway safety issues in the immediate vicinity of the site upon which the proposals would materially impact;
- The proposed site includes two existing accesses from the A59 Longsight Road that are likely to have once served a petrol filling station. These existing access arrangements would be amended as part of the proposals, with the existing south-western access being closed and the north-eastern access being modified;
- The modified north-eastern access would be suitable for HGVs to enter and exit the site in a forward gear and would 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 modified access and the access to the north serving Woodfield Garage;
- As a result, the proposed access arrangement off the A59 Longsight Road represents a modification and enhancement of an existing access from the A59 Longsight Road that is in keeping with numerous other accesses along the route. It is also of an appropriate geometry and provides adequate visibility splays;
- The site layout is suitable to allow all vehicles to enter and exit in a forward gear;
- 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;
- The low levels of traffic generation associated with the developments means there would be no capacity constraints at the access and that it would operate with no notable delay;
- Given that the proposals are a relocation of an existing operation from approximately 800 metres further southwest on the A59 Longsight Road, 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.

Recommendations

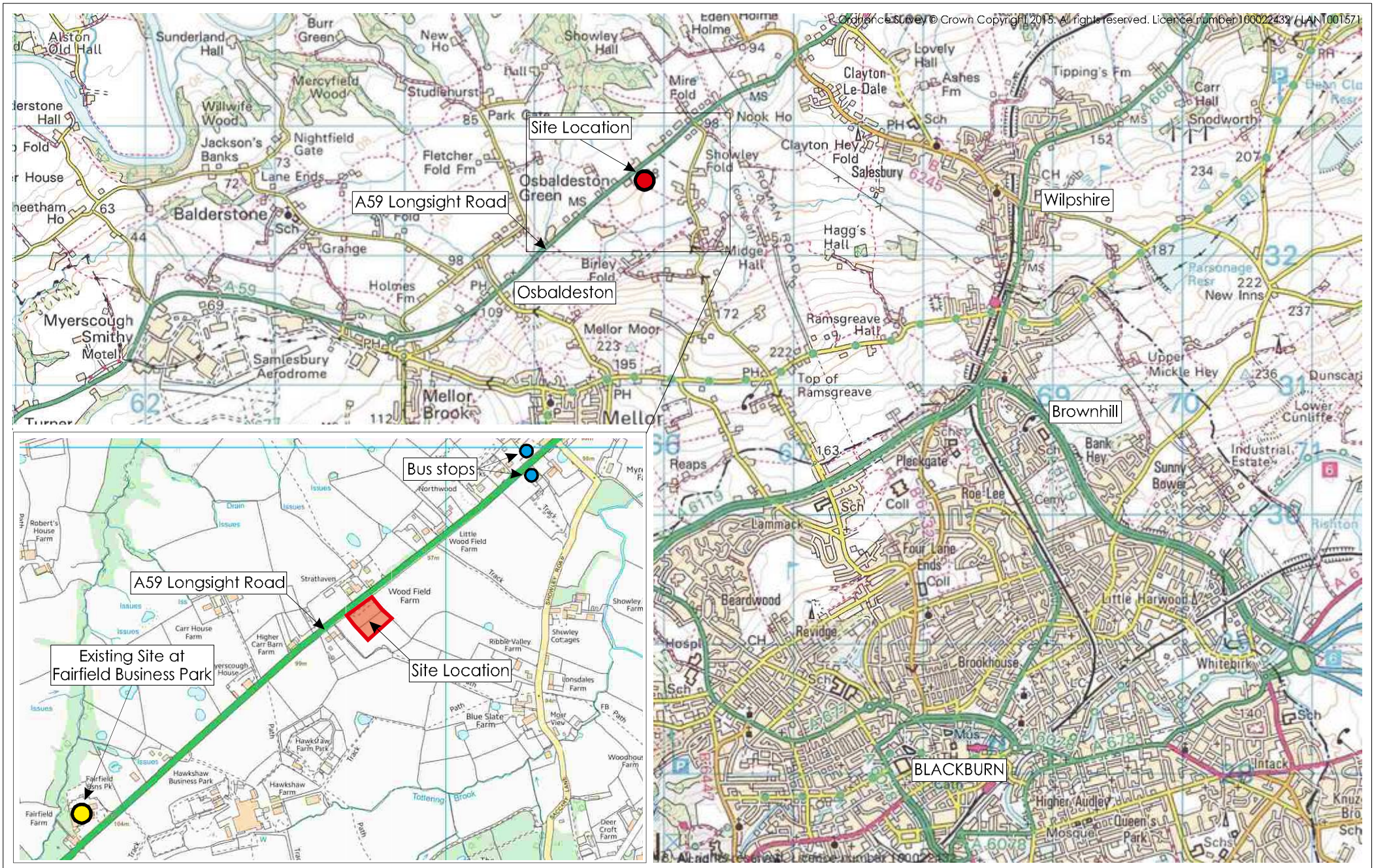
- 6.2 In light of the above it is the recommendation of CBO Transport that there are no traffic or transportation grounds on which to refuse this application.

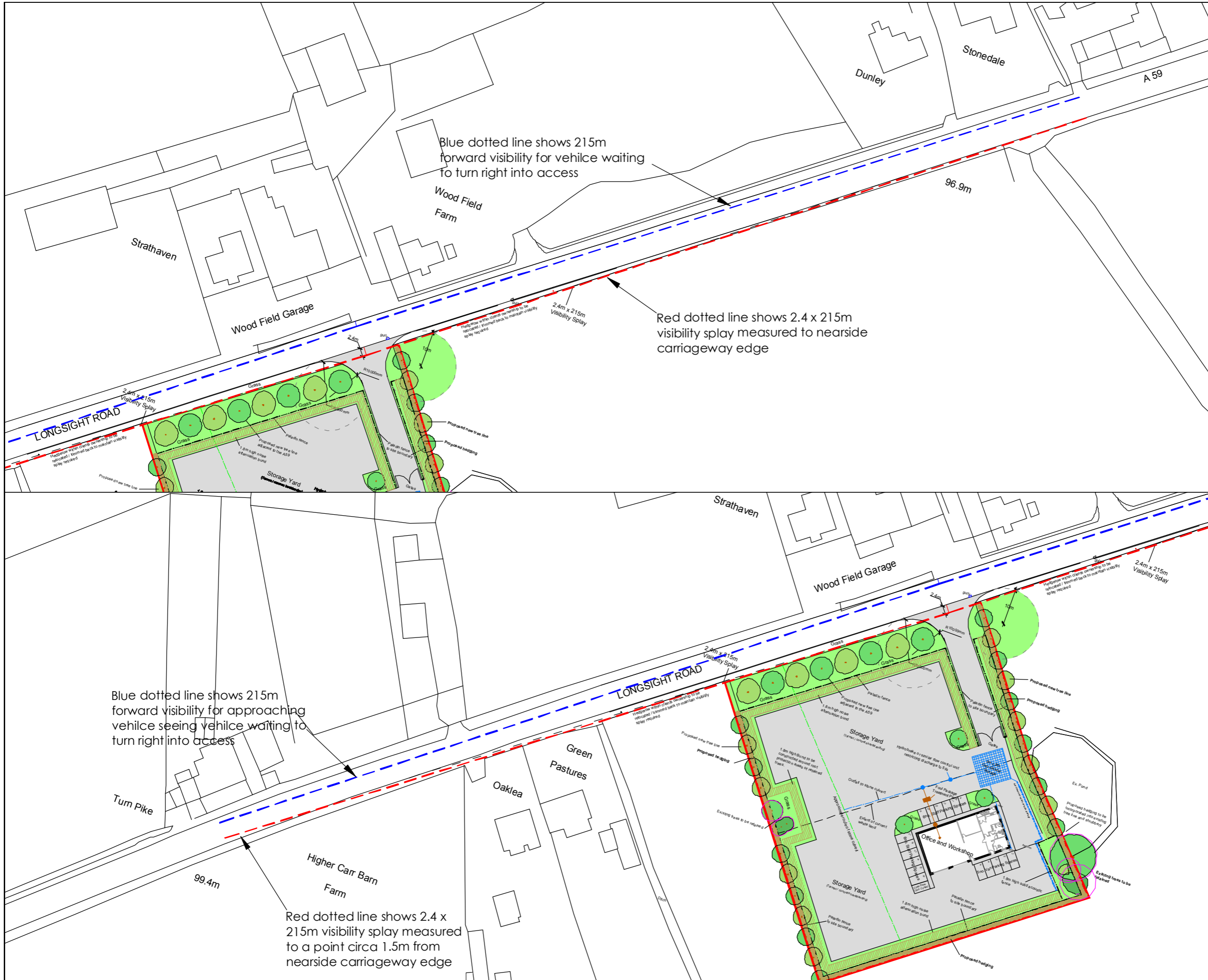


Figures

- Figure 1.1 Site Location
- Figure 4.1: Visibility Provision at Proposed Site Access
- Figure 4.2: Swept Path Analysis: Tipper Lorry with Trailer Entering Site Access
- Figure 4.3: Swept Path Analysis: Tipper Lorry with Trailer Exiting Site Access
- Figure 4.4: Swept Path Analysis: Articulated HGV Entering Site Access
- Figure 4.5: Swept Path Analysis: Articulated HGV Exiting Site Access

Figure 1.1 Site Location





Rev.	Date	Revision Details	Drawn	Checked	App.

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Client
O'Callaghan Ltd

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
1:1,000 @ A3

Date
09.04.18

Status	Drng No	Rev
Information	Figure 4.1	

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



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



