Town & Country Planning Act 1990 (As amended)

Ribble Valley Borough Council

Planning Application Reference : 3/2019/0930

Proposed extension of existing industrial building and new car park

Clitheroe Light Engineering, Upbrooks Industrial Estate, Clitheroe BB7 1PL

Highway Report

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C O N T E N T S

1. Introduction

1.1 This Highway Report has been prepared to accompany the planning application for the proposed extension of an existing industrial building and the construction of a new car park for Clitheroe Light Engineering on Upbrooks in the Upbrooks Industrial Estate in Clitheroe. The proposals will allow the well-established business to improve the capacity, and efficiency, of it's manufacturing and precision machining business and also improve the site safety for employees and visitors.

1.2 The Highway Report examines the impact of the proposals on the operation, and safety, of the highway network.

1.3 During the preparation of the report, the following investigations have been carried out :

- an examination of the existing site and the adjoining highway network,
- an examination of the road safety records for the existing highway network,
- an examination of the proposed building extension plans and car park proposals, and
- an assessment of the traffic impact of the proposals on the existing highway network.

1.4 The following sections describe these investigations.

2. Site Location

2.1 Clitheroe Light Engineering has been established for over 45 years and operates from a 2 acre (0.8 hectare), site in the Upbrooks Industrial Estate on the east side of Clitheroe, as shown in Figure 1. The business manufactures high precision machining parts for customers throughout the UK and world-wide.

2.2 The existing site is well located for access by all types of vehicles being located off Lincoln Way which is a well designed industrial access road that connects onto the A59 Clitheroe Bypass via Pimlico Link Road to the north-east. The site is also well located for access by pedestrians, cyclists and by public transport being located within 600 metres of Clitheroe town centre.

3. Existing Highway Network

3.1 As described in Section 2, Clitheroe Light Engineering is located in the Upbrooks Industrial Estate on the east side of Clitheroe. The site is served from Lincoln Way on the cul-de-sac section of the road to the south of its junction with Taylor Street, as shown in Photograph 1. Lincoln Way is a well-designed industrial access road with a carriageway width of 8.5 metres. The road has a 30 mph speed limit with a good system of street lighting and footways on both sides of the road.

3.2 Lincoln Way connects onto Pilico Link Road to the north-east of the site which is a high standard road link that connects onto the A59 Clitheroe Bypass for access to the wider highway network.

3.3 There is also local access to the site via Upbrooks and Taylor Street which connect onto the A671 Waterloo Road and into Clitheroe town centre. There is 7.5 tonne weight limit on Taylor Street to prevent the road being used by heavy goods vehicles (HGVs).

3.4 Upbrooks is a minor road and a cul-de-sac that runs along the north-west boundary of the site and connects onto Lincoln Way. The road is shown in Photograph 3.

3.5 The existing site access onto Lincoln Way has a good geometry and visibility and is shown in Photograph 2. The access has a width of 8.5 metres with large (10 metre), turning radii for large vehicles. The visibility at the existing access onto Lincoln Way is in accordance with the recommended standard for an access onto a 30 mph road with over 43 metres of visibility available for drivers, in both directions.

3.6 An examination of the road safety data that is available on the Lancashire County Council (LCC), website MARIO (Maps and Related Information Online), shows that there have been no recorded injury accidents at the existing access onto Lincoln Way or on the adjoining highway network in the vicinity of the site during the most recent 5 year period of data that is displayed on the 13.9.2019. The accident plot is included in Appendix 1. This shows that the existing highway network in the vicinity of the site has a good road safety record during the last 5 years.

4. Proposed Building Extension and Car Park

4.1 The proposed building extension will provide a 30 metre long extension of the existing portal frame building, as shown on the plans in Appendix 2. The remaining yard area will be able to accommodate the turning movements of the largest types of vehicle that visit the site (7.5 tonnes), as shown on the swept path plot in Appendix 3.

4.2 In order to accommodate the building extension and relocate car parking from the servicing area of the site (in the interest of site safety), a new car park is proposed in the area shown in Photograph 4 off Upbrooks. The proposed car park will provide a separate parking area for employees and visitors, with additional parking spaces, and will have a new access onto Upbrooks, as shown on the plan in Appendix 2. The proposed car park access will have a suitable layout and visibility onto Upbrooks.

4.3 The proposed building extension will improve the capacity, and efficiency, of the existing business and the proposed car park will allow the service area to be kept clear of parked cars in the interest of site safety. The proposed car park will provide an increased number of car parking spaces which will accommodate the existing and future (additional), employees at the site.

5. Traffic and Parking Impact of the Proposed Development Scheme

Traffic Generation

5.1 The proposed building extension is not expected to result in a significant increase in the number of commercial vehicle movements that are generated by the business and these can be accommodated on the existing highway network which operates satisfactorily.

5.2 There will a minor increase in the number of employee car trips to, and from, the site (estimated to be an addition 10 return car trips per weekday), as a result of the additional employees that will be recruited but the majority of these new employees are likely to walk, or cycle, to, and from, the site (as is the case for the majority of the existing employees).

5.3 Therefore, the proposed development scheme will have a low traffic impact on the existing highway network.

Car Parking

5.4 The proposed new car park will provide a higher number of off-street parking spaces for the business and will remove employee vehicles from the service area in the interest of site safety. A new cycle storage shelter will be provided near the new car park to improve cycle storage facilities for existing and future employees.

5.5 Therefore, the proposed development scheme will not have a significant traffic impact on the existing highway network and will have a number of significant benefits in terms of improved car parking and cycle parking provision.

6. Conclusions and Recommendation

6.1 This Highway Report has been prepared to accompany the planning application for the proposed extension of an existing industrial building and a new car park at the site of Clitheroe Light Engineering Limited on the Upbrooks Industrial Estate near Clitheroe. The proposed building extension will improve the capacity, and efficiency, of the well-established business and the proposed car park will remove cars from the service area and increase the parking provision at the site.

6.2 The report shows that the existing site is well located for access by all types of vehicles and also for local access for employees and visitors. The highway network in the vicinity of the site has a good road safety record during the most recent 5 years of data with no recorded injury accidents in the vicinity of the site on Lincoln Way and Upbrooks.

6.3 The report shows that the proposed building extension will generate a low number of additional vehicle movements that will be associated with additional employees only. The proposed building extension will still allow the largest types of vehicle that visit the site to turn around within the site.

6.5 Overall, the proposed building extension and car park will not have a material impact on the operation, or safety, of the local highway network and the proposed development scheme will be accessible by sustainable transport (walking, cycling and public transport). It is, therefore, recommended that there should be no highway or transport objections raised towards the planning application.

Figure 1

Site Location Plan

250 m

Taylor St.

FIGURE 1

Site Location

Appendix 1

Road Safety Information

Recorded Injury Accident

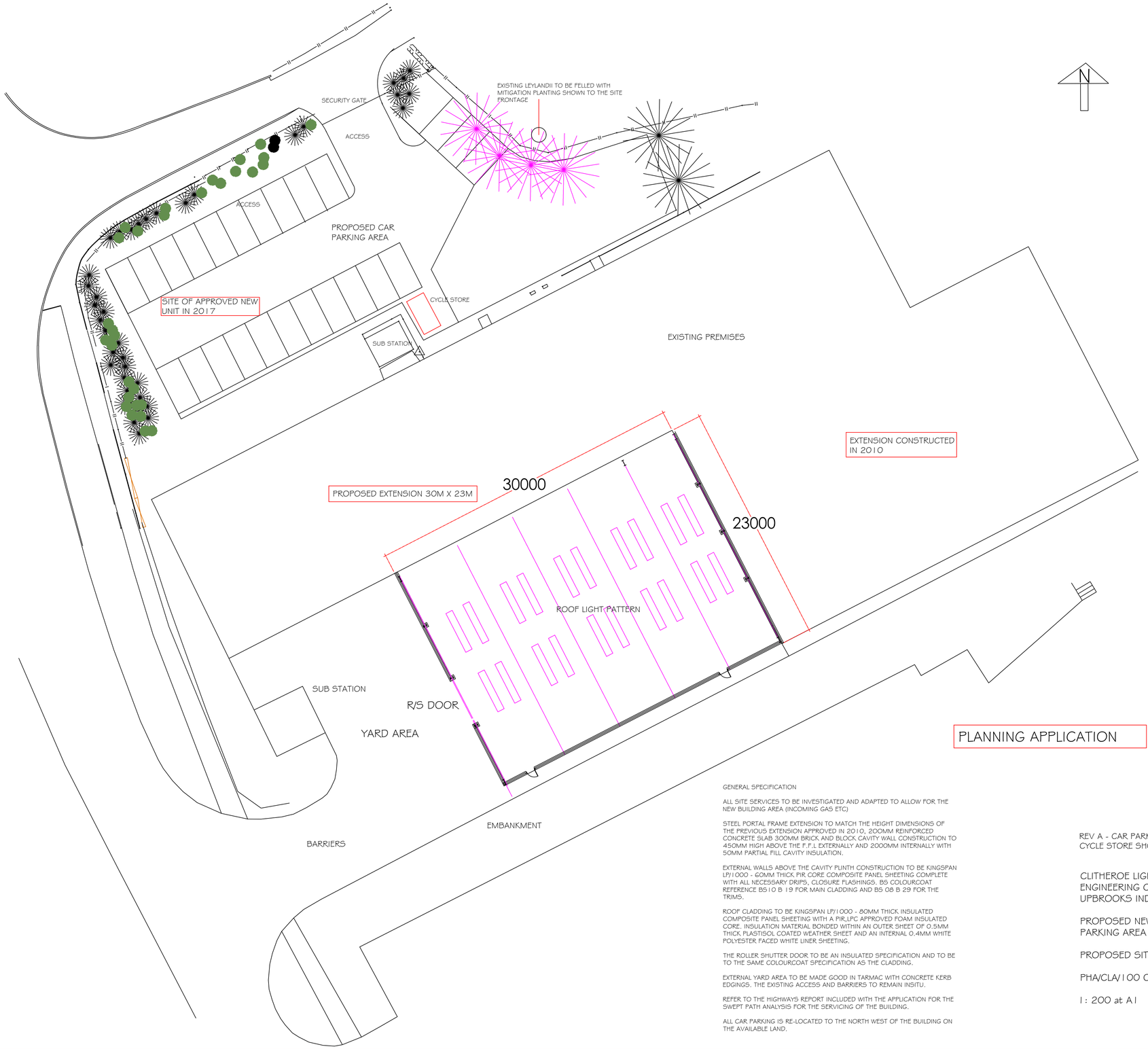
Road Safety Information

(Accident Plot)

5 Years Recorded Injury Accidents from LCC Website MARIO 13.9.2019

Appendix 2

Proposed Building Extension and Car Park



PLANNING APPLICATION

GENERAL SPECIFICATION

ALL SITE SERVICES TO BE INVESTIGATED AND ADAPTED TO ALLOW FOR THE NEW BUILDING AREA (INCOMING GAS ETC)

STEEL PORTAL FRAME EXTENSION TO MATCH THE HEIGHT DIMENSIONS OF THE PREVIOUS EXTENSION APPROVED IN 2010, 200MM REINFORCED CONCRETE SLAB 300MM BRICK AND BLOCK CAVITY WALL CONSTRUCTION TO 450MM HIGH ABOVE THE F.F.L EXTERNALLY AND 2000MM INTERNALLY WITH 50MM PARTIAL FILL CAVITY INSULATION.

EXTERNAL WALLS ABOVE THE CAVITY PLINTH CONSTRUCTION TO BE KINGSPAN LP/1000 - 60MM THICK PIR CORE COMPOSITE PANEL SHEETING COMPLETE WITH ALL NECESSARY DRIPS, CLOSURE FLASHINGS. BS COLOURCOAT REFERENCE BS10 B 19 FOR MAIN CLADDING AND BS 08 B 29 FOR THE TRIMS.

ROOF CLADDING TO BE KINGSPAN LP/1000 - 80MM THICK INSULATED COMPOSITE PANEL SHEETING WITH A PIR,LPC APPROVED FOAM INSULATED CORE. INSULATION MATERIAL BONDED WITHIN AN OUTER SHEET OF 0.5MM THICK PLASTISOL COATED WEATHER SHEET AND AN INTERNAL 0.4MM WHITE POLYESTER FACED WHITE LINER SHEETING.

THE ROLLER SHUTTER DOOR TO BE AN INSULATED SPECIFICATION AND TO BE TO THE SAME COLOURCOAT SPECIFICATION AS THE CLADDING.

EXTERNAL YARD AREA TO BE MADE GOOD IN TARMAC WITH CONCRETE KERB EDGINGS. THE EXISTING ACCESS AND BARRIERS TO REMAIN INSITU.

REFER TO THE HIGHWAYS REPORT INCLUDED WITH THE APPLICATION FOR THE SWEPT PATH ANALYSIS FOR THE SERVICING OF THE BUILDING.

ALL CAR PARKING IS RE-LOCATED TO THE NORTH WEST OF THE BUILDING ON THE AVAILABLE LAND.

REV A - CAR PARK ACCESS AMENDED
CYCLE STORE SHOWN

CLITHEROE LIGHT
ENGINEERING CO LTD
UPBROOKS INDUSTRIAL ESTATE

PROPOSED NEW EXTENSION AND CAR PARKING AREA

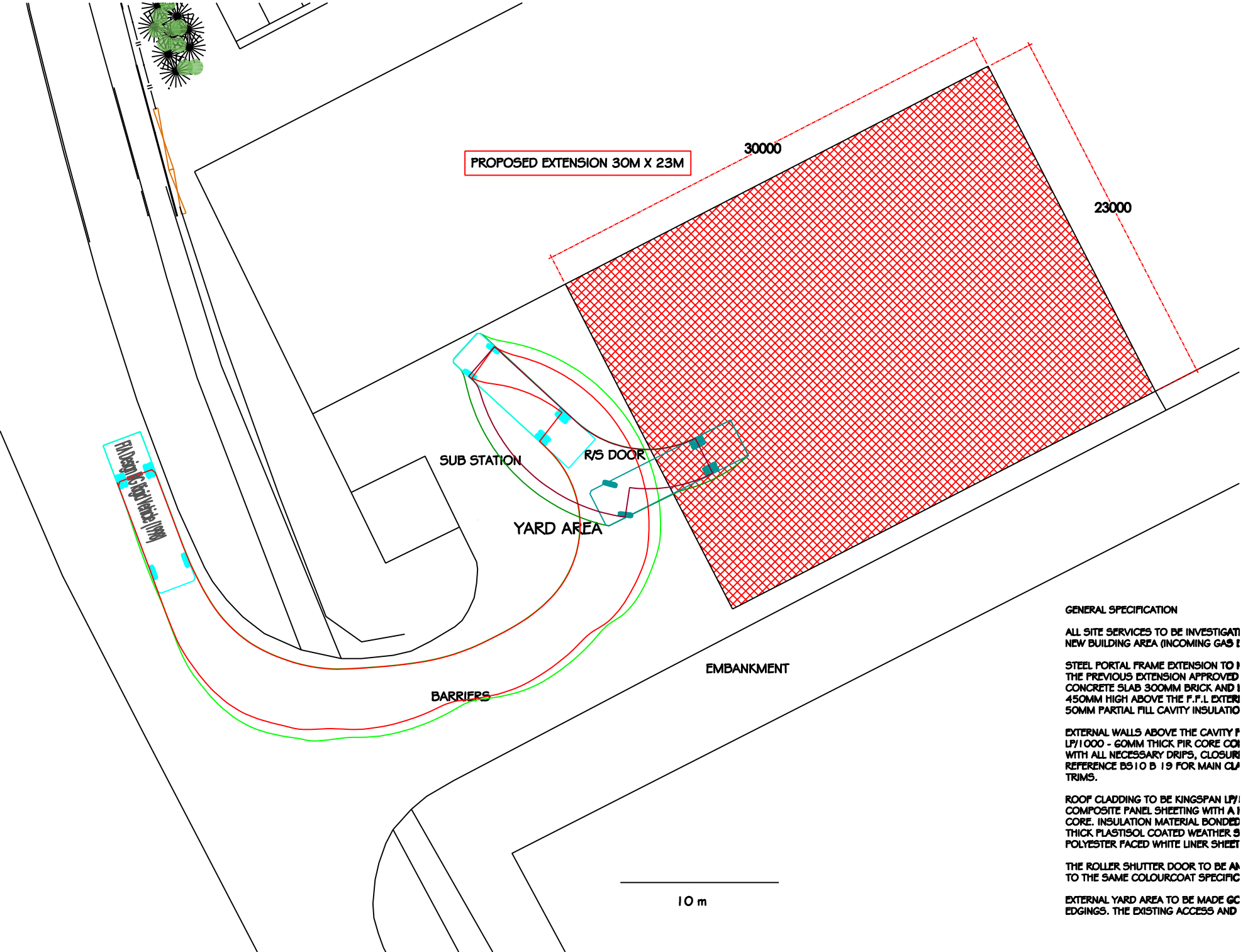
PROPOSED SITE PLAN

PHA/CLA/100 OCTOBER 2019

1 : 200 at A1

Appendix 3

Swept Path Plots for Large HGV



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TO THE SAME COLOURCOAT SPECIFIC

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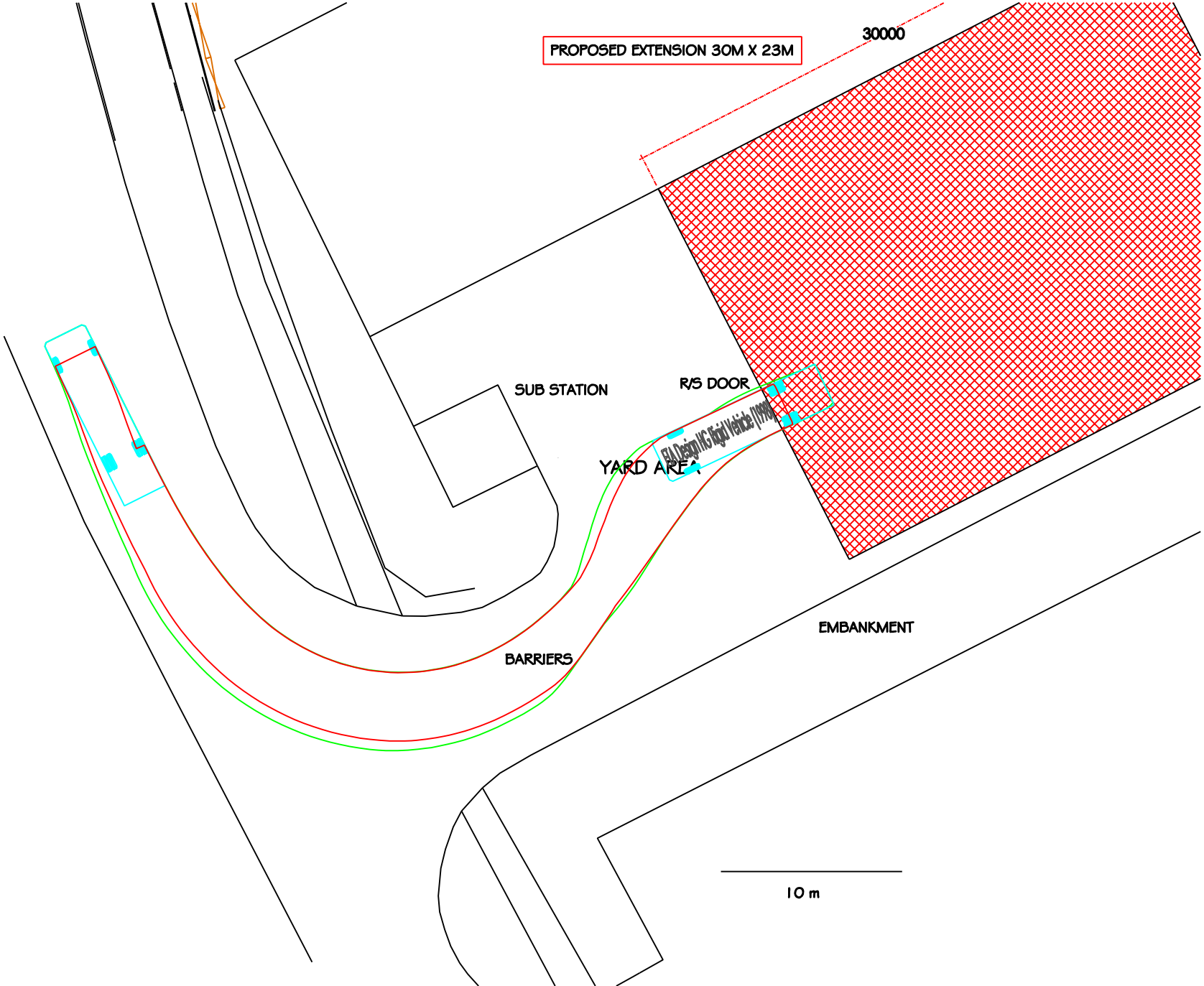
PROPOSED EXTENSION 30M X 23M
30000
SUB STATION
R/S DOOR
YARD AREA
EMBANKMENT
BARRIERS
10 m

Photographs

Photograph 1

Lincoln Way in the Upbrooks Industrial Estate

Photograph 2

Existing site access to Clitheroe Light Engineering

Photograph 3

Upbrooks adjacent to the site

Photograph 4

Area for the proposed car park within the site