TECHNICAL NOTE			
from:	ALAN DAVIES	date:	28/3/2022
subject:	**Land at the North of the Chapel Hill site Longridge for the erection of 4no. commercial units (Use Class E).**	file ref:	J1354-TN1

Introduction

A detailed planning application has been submitted with supporting Transport Statement, this has been reviewed and clarification is sort on a number of areas.

This Technical Note sets out the response to the feedback.

Feedback and Responses

The feedback set out the following concerns in *italics*, responses shown in **bold:**

The LHA have reviewed IP drawing number 3 Rev B titled "Plans and Elevations As Proposed" and are satisfied that the access width and the visibility splays shown in the Transport Statement, comply with the LHAs guidance. Therefore, the LHA have no further comments to make regarding the site access

Confirmation that the site access is acceptable is appreciated.

There have been three recorded Personal Injury Collisions (PICs) within 200m of the site access in the last five years. Notwithstanding this, the LHA do not have any concerns that the proposal would exacerbate the existing highway safety situation as there are no significant trends among the PICs

Confirmation that there are no safety issues that would affect the scheme from being approved is appreciated.

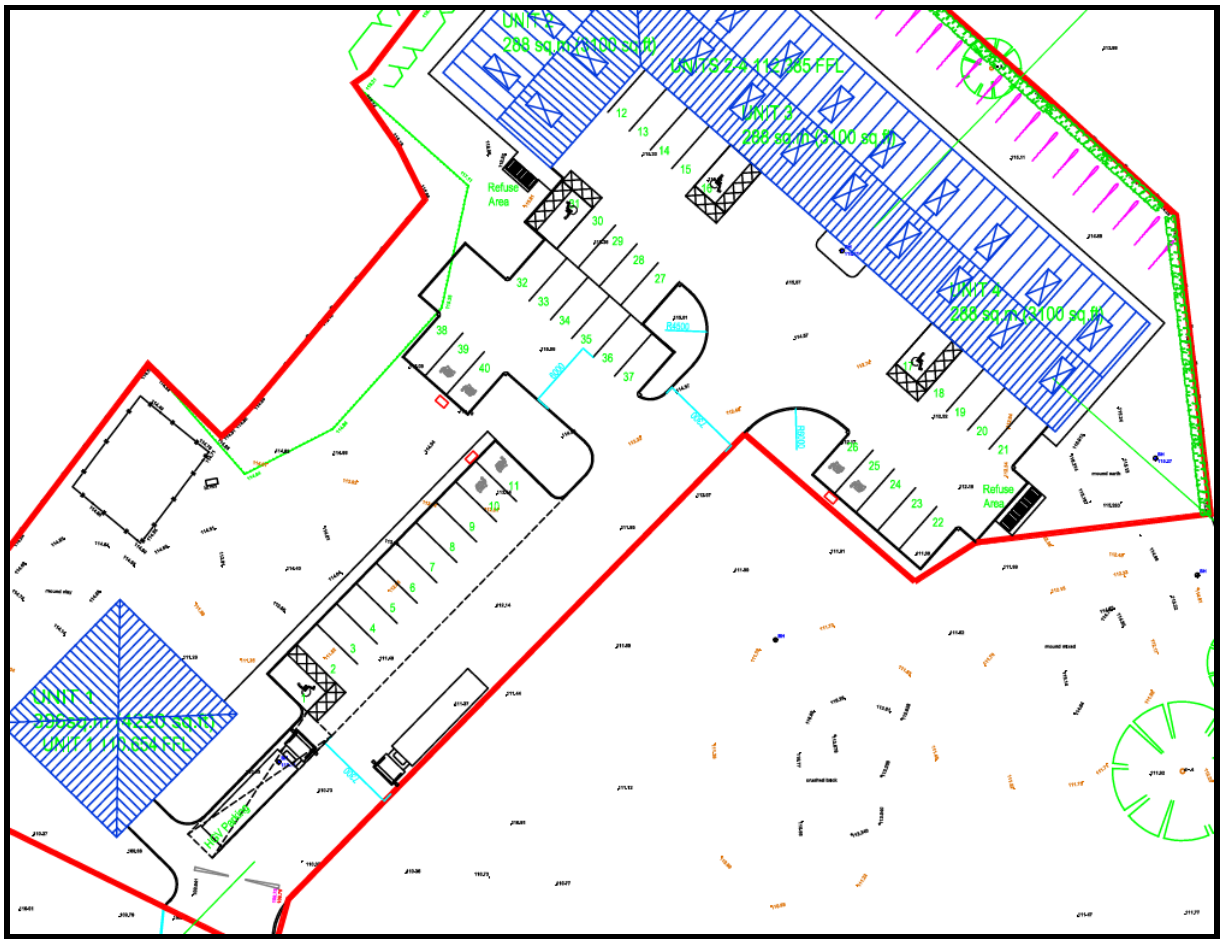
The LHA have reviewed IP drawing number 3 Rev B titled "Plans and Elevations As Proposed" and are aware that the site will provide 30 car parking spaces for the proposal. This however does not comply with the parking standards found in the Joint Lancashire Structure Plan, which requires a B1 development in Longridge with the internal floor area of 1256 square metres (sqm) to provide 40 car parking spaces.

It is worth noting that the LHA are aware that the site is in close proximity to bus stops which serve services to Preston and the Longridge area. However, should visitors to the site travel from outside these areas, the most likely mode of travel is by vehicle leading to the need for further car parking spaces to serve the site. Therefore, the LHA require the additional 10 spaces to enable the site to comply with the LHAs guidance. This should be shown on a revised plan.

The parking offered was based on location an operational needs of the site which is based on the national policy framework, the increase to 40 to meet the maximum

policy levels ignores this however the extra 10 spaces are shown on the revised drawings and the abstract below.

Spaces 37 to 40 will be designed as overspill spaces i.e. crushed stone construction to be used if and when needed.

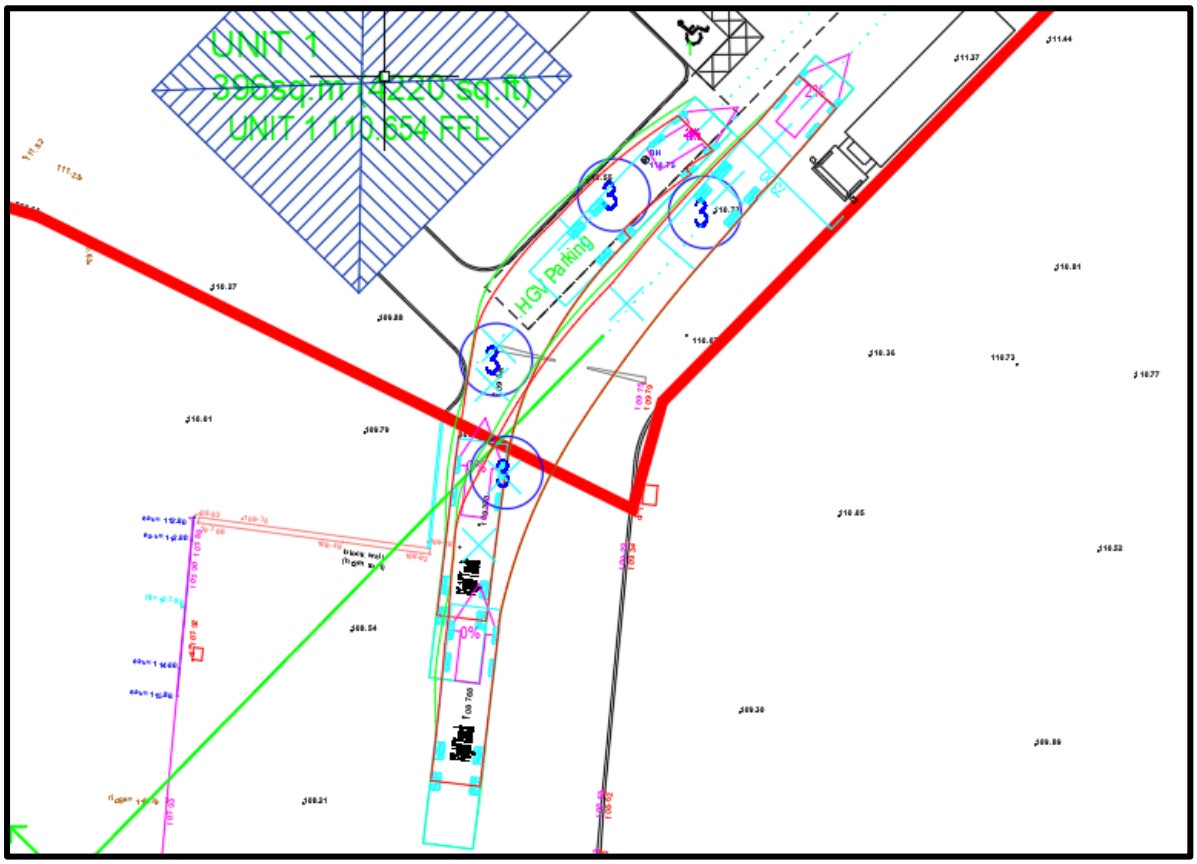


The LHA also require on the revised plan a loading area for Unit 1. This is because currently there is no area for servicing for Unit 1 and so the LHA are concerned that any servicing vehicles will block the use of the internal road into and out the site. The LHA advise that the area should be located adjacent to the Unit,

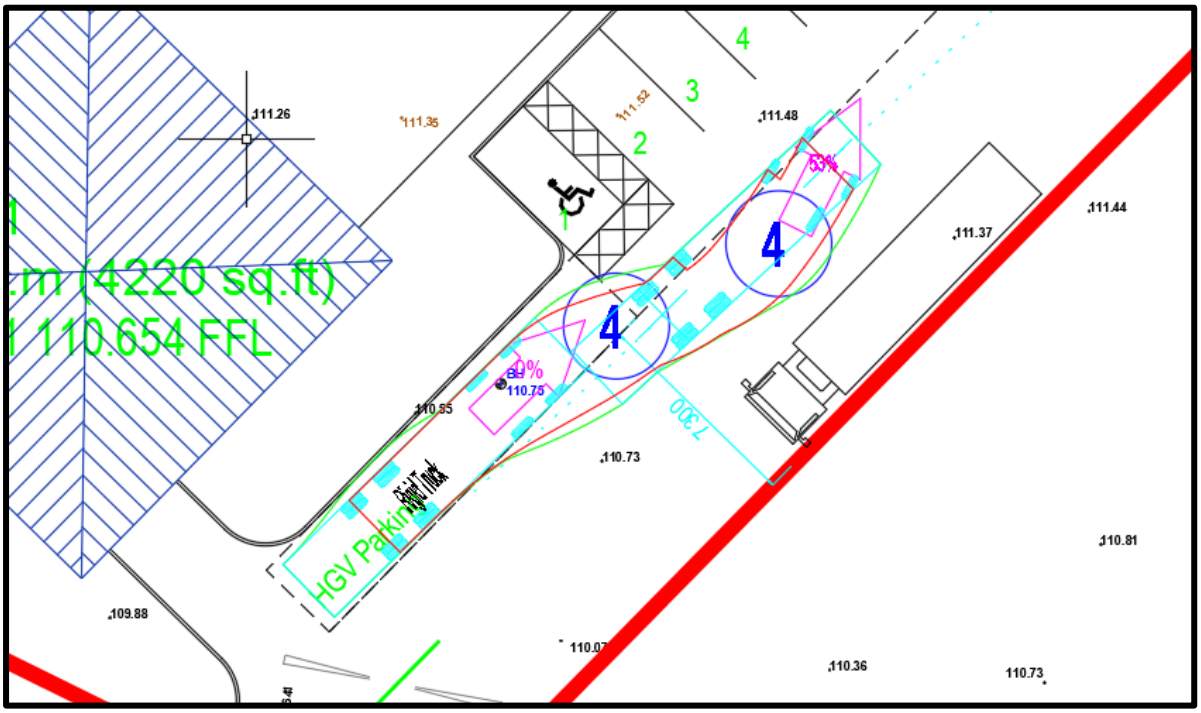
The dimensions of the loading area should be a minimum of 2.4m x 15m as a guide to enable Heavy Good Vehicles (HGV) to use the space but the LHA will require a tracking drawing to ensure that the proposed dimensions are adequate

The LHA require the space to be large enough for an HGV to use because there is a lack of designated areas for HGVs to park within the site. Not only this but should an HGV or another delivery vehicle be servicing one of the other units, the area can then be used as a waiting area until the vehicle exits the site.

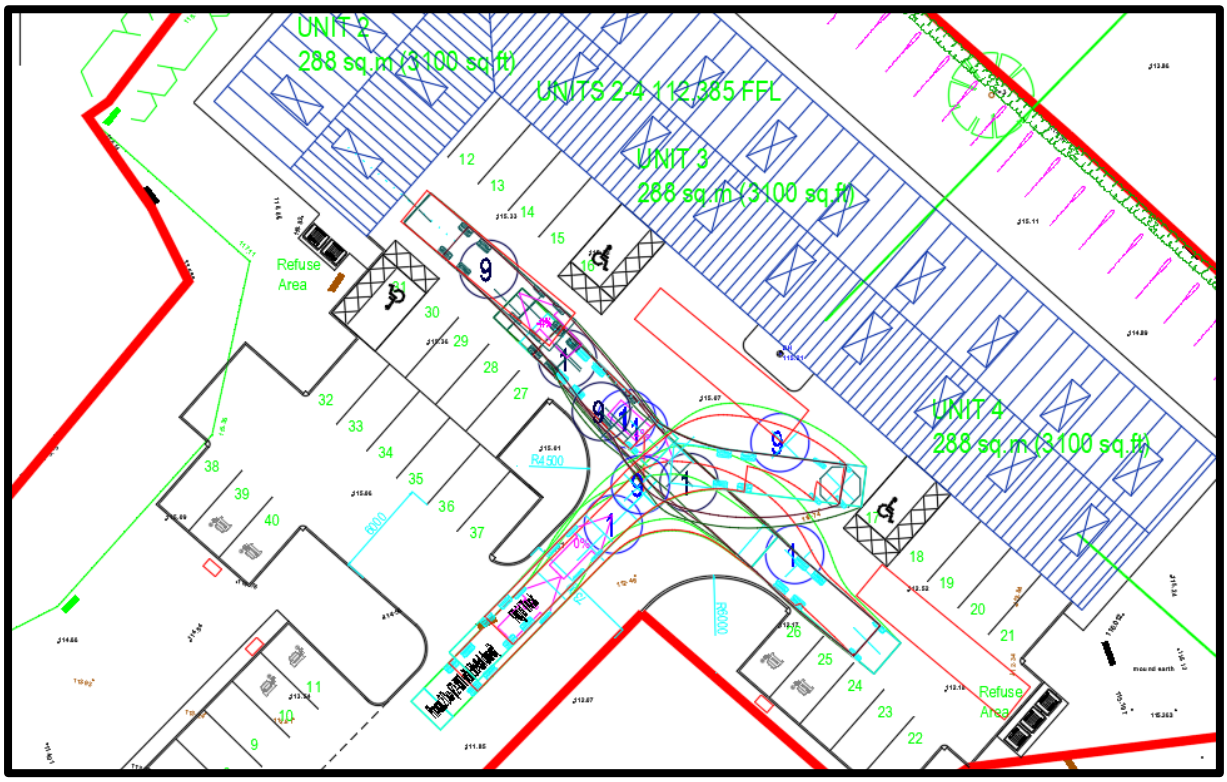
A maximum rigid vehicle of 12m has been tracked for the revised internals, the spaces are designed to accommodate the size of vehicle and other than at unit 1 no requirement to mark out as they form the aisles etc.



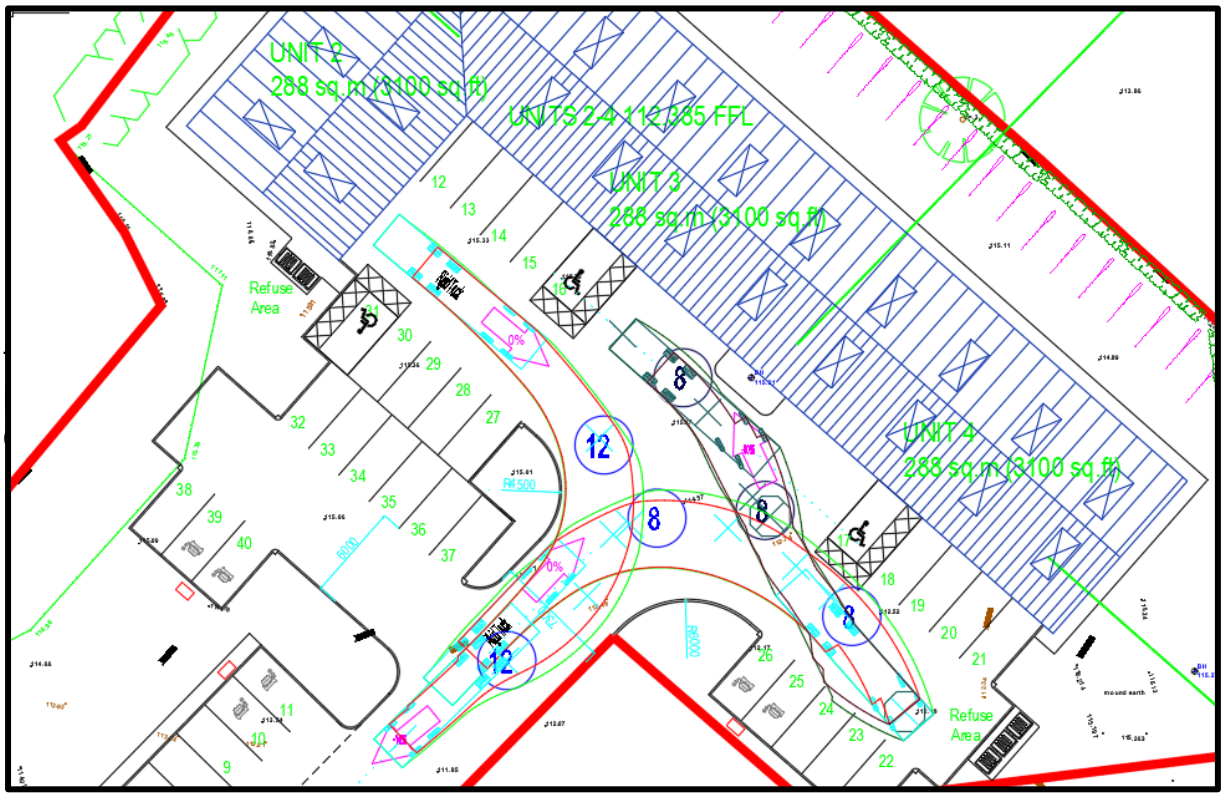
The above shows a hgv parked and two hgv's passing.



The hgv can exit the bay and allow an exiting vehicle to pass at the same time.

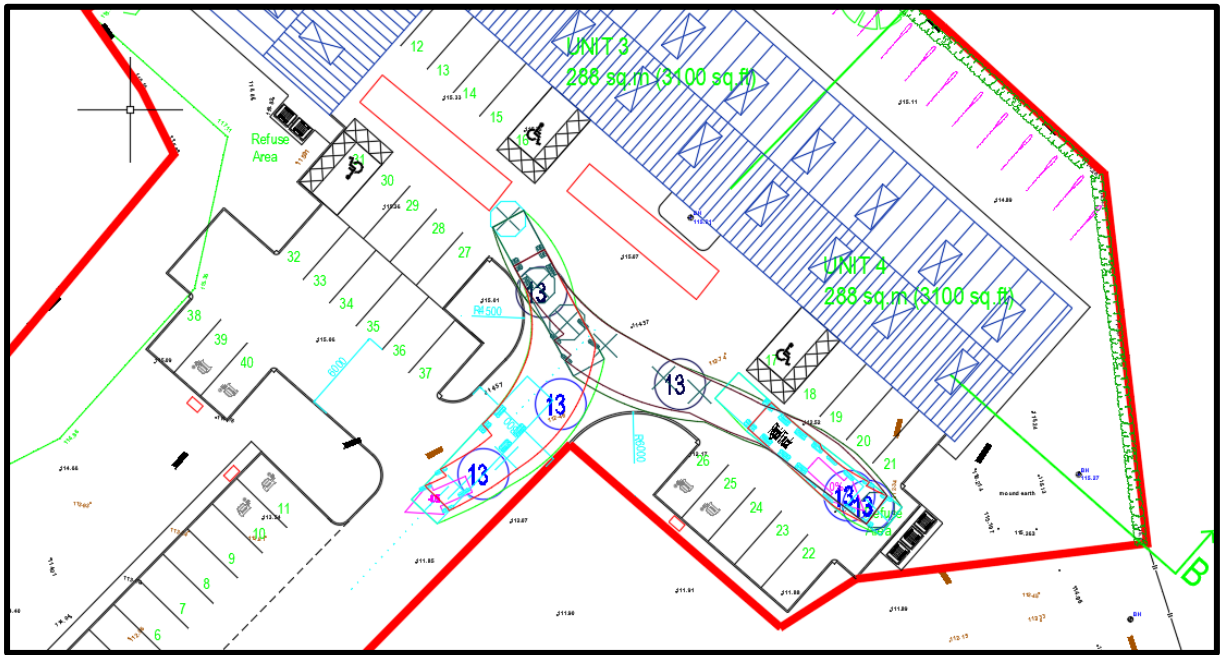


Uni 2 can be accessed if 3 and 4 are occupied, track 1 but easier if just unit 4 track 9.

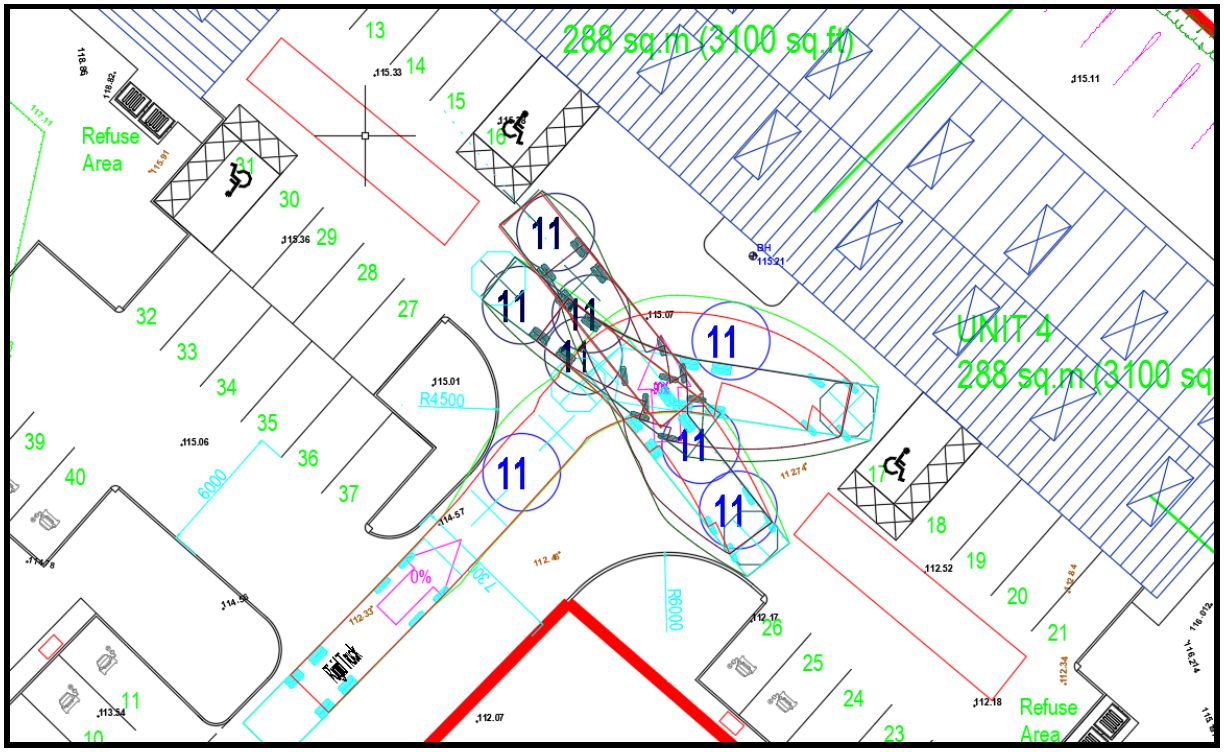


Unit two occupied, unit three enters and reverses into middle loading area, unit 2 can exit.

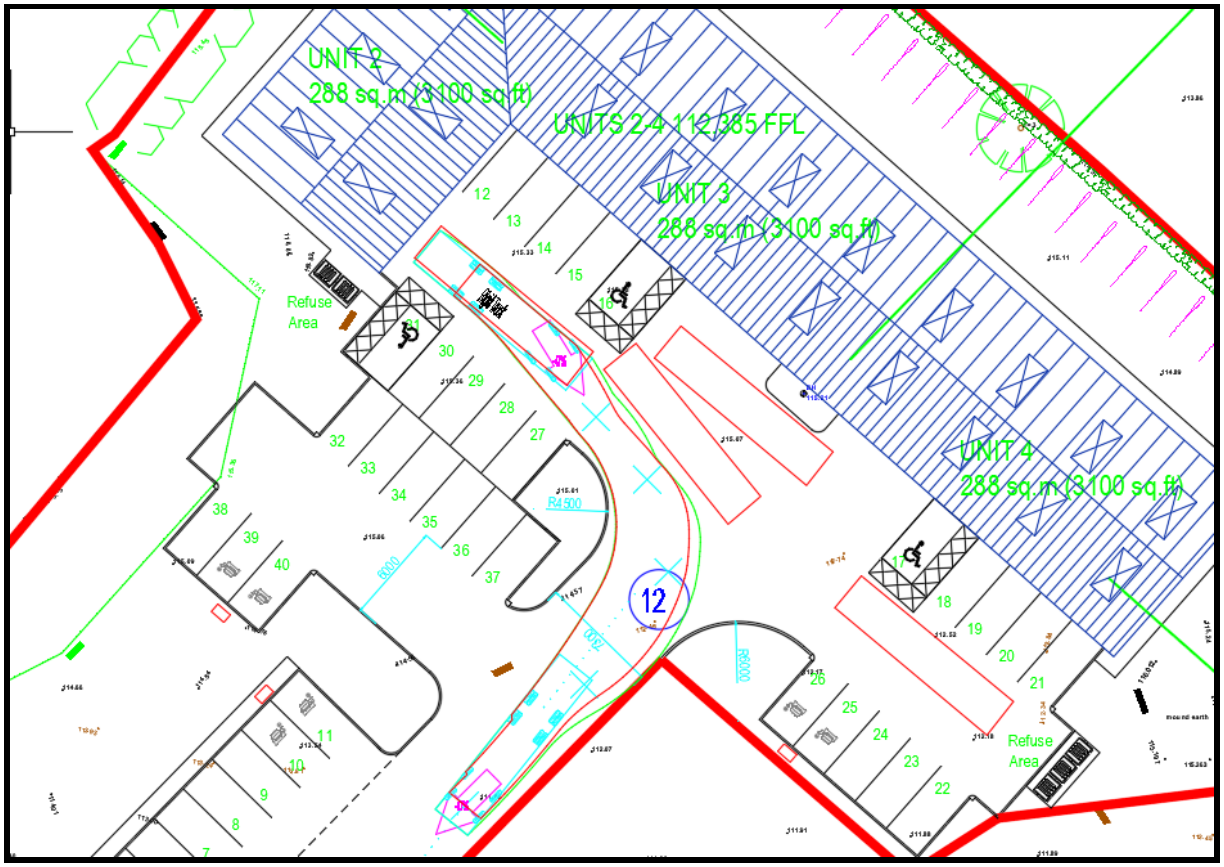
At same time unit 4 can enter and park in the aisle and off load etc.

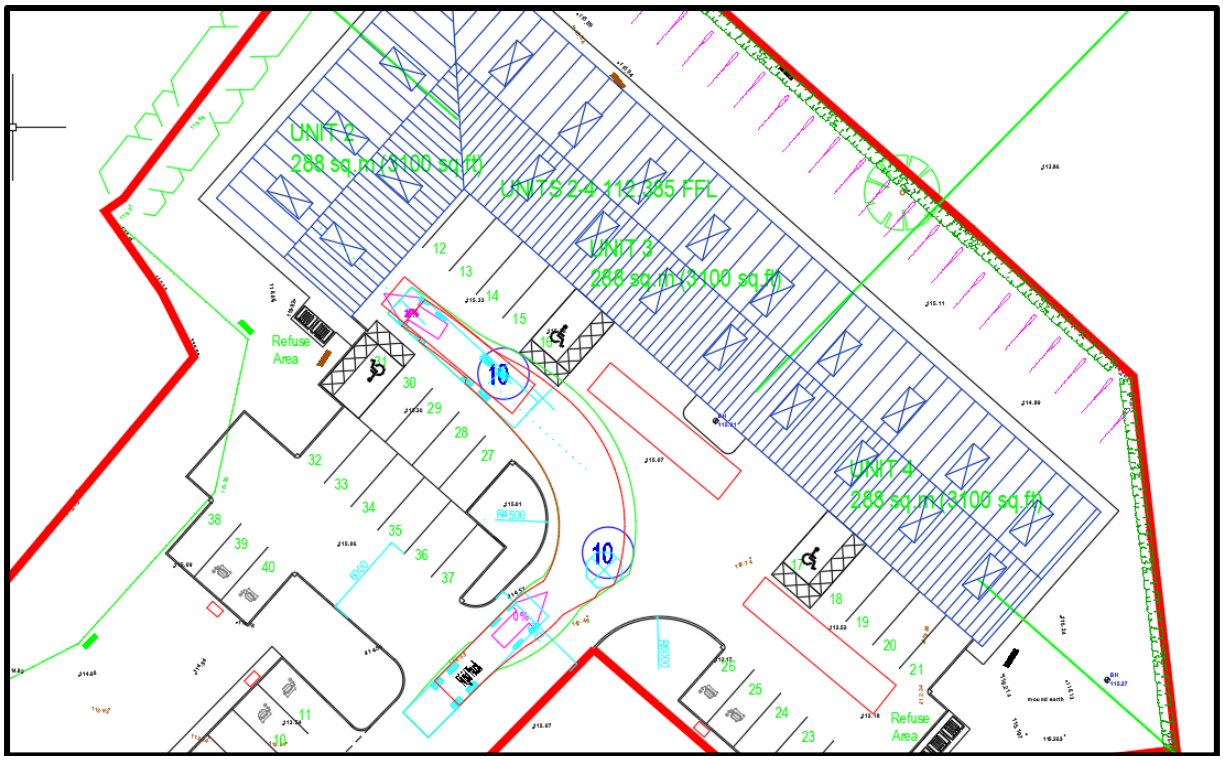


Unit 2/3 occupied, unit 4 exits. Unit 2 can exit, as can three be accessed.

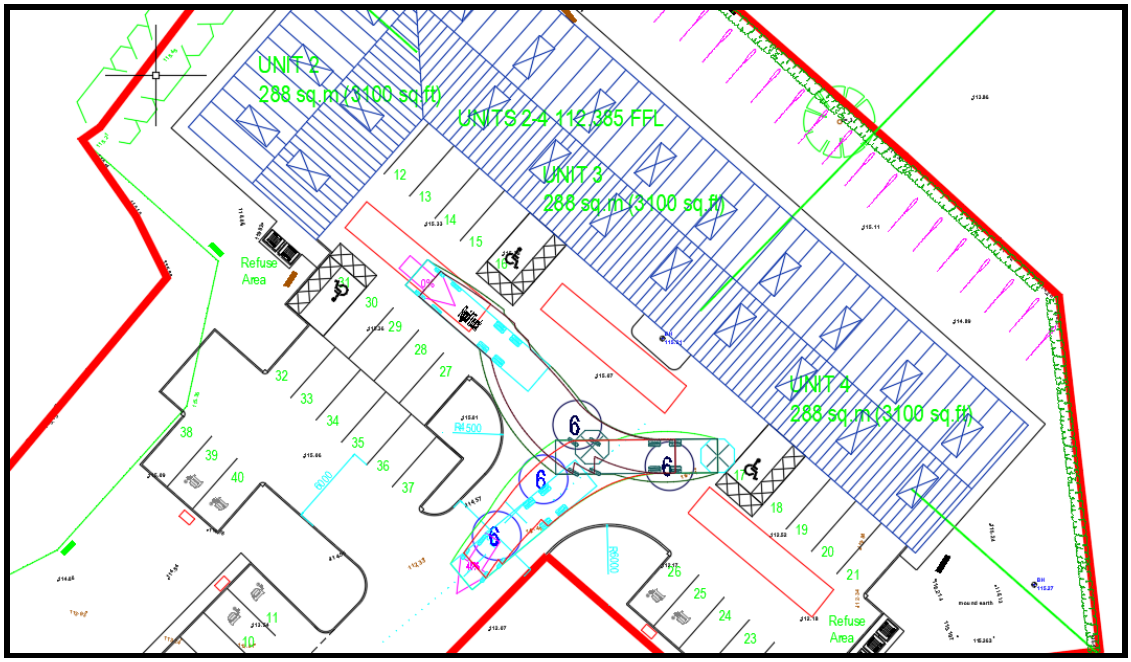


It unit 3 occupied at the angle loading area unit 2 can still exit.



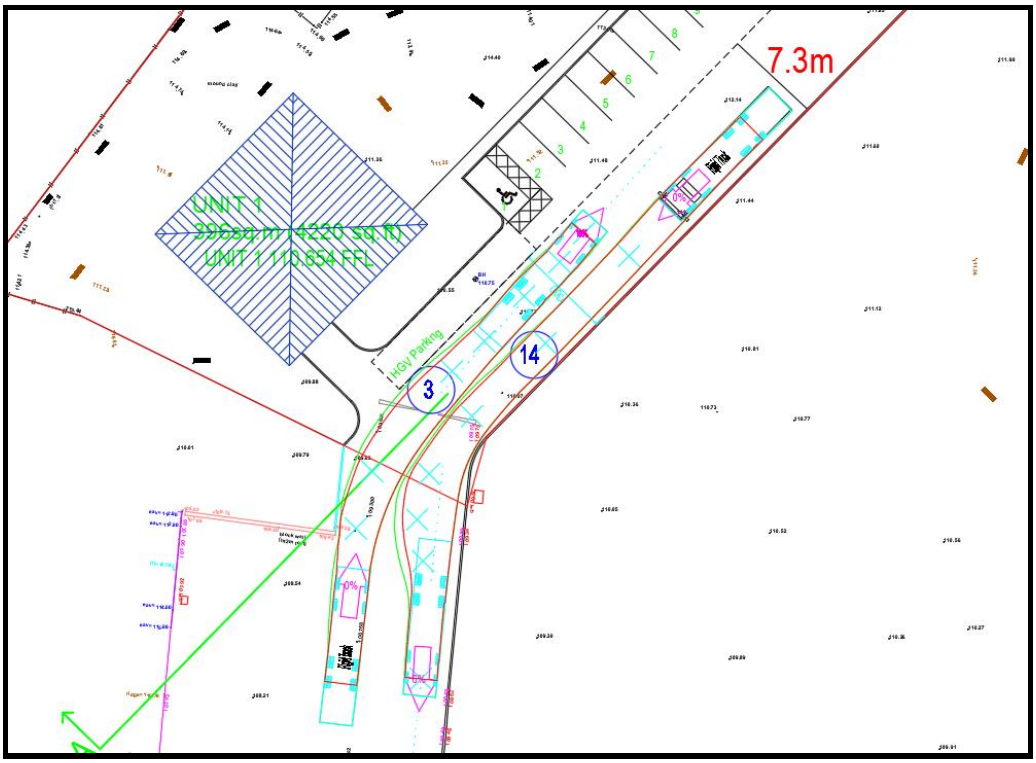


If unit 3 and 4 occupied, unit 2 enters in forward gear and loads etc from rear, exits as shown below.



Furthermore, the LHA require another tracking drawing showing that two-way movements between an HGV and a vehicle can be undertaken simultaneously along the internal carriageway within the site. This is because the LHA are concerned that should an HGV be using the internal carriageway it may be too narrow for two-movements to occur. Therefore, the LHA require further evidence to ensure that the width of the internal carriageway is suitable for the site.

The internal road has been widened to 7.3m i.e., an industrial estate width as such can easily accommodate two-way hgv flows. The bend at the site entry can accommodate the flows with no conflict if two vehicles meet at the same time.



All the feedback indicates the application is supported from a access and safety pint of view.

Even the car parking if not increased would be contained internally and not affect the highway as such no impacts that would meet the NPPF tests. Internally the loading bays etc are managed by the units and under the landlords specification for use of the shared space areas and again would not affect the main network

The above feedback set out the site can accommodate is loading needed base on several options.

Alan Davies
DTPC

2022