PSA DESIGN

Mr T Myers

Proposed Development on Land at Higher College Farm, Longridge

Transport Statement

T4246-R-01 Date December 2023

PSA Design Ltd

[redacted]

[redacted]

Document Control Sheet

Proposed Development at Land at Higher College Farm, Longridge

Transport Statement

Job	Date	Issue	Copy
T4246	December 2023		1

Originator……PB……..

Checker……..DW……..……...

Approver…… DW ……..……...

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1. Introduction

1.1. PSA Design Ltd has been commissioned to prepare this Transport Statement (TS), to support a Planning Application for proposed commercial units on land at Higher College Farm in Longridge.

1.2. The purpose of this TS is to appraise the Local Planning Authority (LPA) and the Local Highway Authority (LHA), of the highway and transport implications of the proposed development of the site.

1.3. The structure of this TA report is as follows:

- A description of the site location and its existing use;
- A description of the local highway network in the vicinity of the site and its accessibility by non-car modes;
- A description of the development proposals, including parking, trip generation and servicing;
- A review of the transport implications of the development proposals; and
- Summary and conclusions.

1.4. It should be noted that the site has previously received planning approval in 2017, under planning reference 3/2017/0602 and in 2023 under planning reference 3/2022/0553, with both being subject to conditions. The 2017 approval was for:

> **Outline planning permission for industrial units (use classes B1, B2, B8) and associated access, parking, landscaping and services infrastructure with all matters reserved except access. Change of use of farmhouse to office (B1).**

1.5. Whilst the 2023 approval was for:

> **Proposed erection of commercial units (Use Class E(g)) including conversion and extension of existing farmhouse for purposes of Use Class E (g)**

1.6. It is evident therefore that the principle of commercial development at the site is well established.

1.7. This Transport Statement has therefore been prepared to support the planning application and to demonstrate that due consideration has been given to the highways and transport issues associated with the proposed development at the site. The structure of the TS report is as follows:

- A description of the site location and its existing use;
- A description of the local highway network in the vicinity of the site and its accessibility by non-car modes of travel;
- A description of the development proposals, including parking, trip generation and servicing;
- A review of the transport implications of the development proposals; and
- Summary and conclusions

2. Existing Conditions

Site Location and Use

2.1. The location of the site is shown in **Figure 1**. It is located to the east of Longridge town centre and approximately 10 kilometres to the north west of Preston city centre.

2.2. The site is shown in more detail in **Figure 2** and consists of the field to the south of Lower Road with an existing detached three storey farmhouse to the southern side of the site with single storey extensions, an existing detached single storey garage/ carport lies to the western side of the house.

2.3. The site is defined by mature existing hedgerows to the northern and eastern boundaries, with the existing access track running from Lower Road to the house along the western site boundary. The site contains some existing trees and there are existing trees adjacent to the western boundary and within the site. The overall site is approximately rectangular on plan and on a north to south axis, with Lower Road being to the northern side. There is gradual slope in ground level from north to south.

2.4. There is an existing access to the site from Lower Road in the form of a simple priority T junction that serves the existing farm house.

Local Highway Network

2.5. As previously stated, the site has frontage onto Lower Road which routes from Longridge to the west of the site to the A59 to the east of the site. Along the site frontage Lower Road is a single carriageway road, with a footway on its northern side and is subject to a 30mph speed limit. It is also a bus route.

2.6. Taking the above into account it is considered that the site has very good connections to the local and regional road network.

Accessibility by Non-Car Modes

2.7. Although the site has previously received planning approval for commercial development and is therefore considered suitable for such a land use, a review of its accessibility by non-car modes has been undertaken to ensure a robust assessment is undertaken.

Public Transport – Bus

2.8. The Institution of Highways and Transportation Document "Guidelines for Planning for Public Transport in Developments" states that the acceptable walking distance for access to a bus facility from new development is 400m. The nearest bus stops to the site are located on Lower Road, with the eastbound stop being approximately 60m east of the site access and the westbound bus stop approximately 240m west of the site access, therefore both within the acceptable walking distance.

2.9. These bus stops served by the routes and frequencies as shown in **Table 1.**

Bus Service	Route	Frequency		
		Mon - Fri	Saturday	Sunday
5	Clitheroe - Chipping	60mins	60mins	120mins
5A	Clitheroe - Chipping	2 per day	2 per day	-
45	Preston - Blackburn	60mins	60mins	120mins

Table 1 – Bus Routes on Lower Road

2.10. It is evident therefore, that the site is served by good frequency bus services which will give future employees of the proposed development the opportunity to travel to the site by bus.

Pedestrians

2.11. As previously stated there is a footway on the northern side of Lower Road which enables pedestrians to access the site from the residential areas of Longridge to the west of the site. The proposed site access arrangements also provide a pedestrian refuge on Lower Road to enable safe crossing by pedestrians.

2.12. With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile with the average length of a walk journey being just 1km (0.6 miles). The former Planning Policy Guidance Note 13 'Transport' (PPG13) also recognises that walking is the most important mode of travel at the local level and has the greatest potential to replace car trips for distances up to 2 kilometres. Therefore, the 1 and 2km walking catchment areas are shown in **Figure 3** and demonstrate most of Longridge is within a convenient walking distance of the proposed development.

Cycle

2.13. By reference to the LCC Mario on-line mapping it is evident that Lower Road is part of the Ribble Valley Northern Loop cycle route, which connects to other cycle routes in the area ensuring that the proposed development is readily accessible by those future employees wishing to cycle to work.

2.14. In relation to cycling, the former PPG13 recognises that cycling can be a substitute for car trips, particularly for journeys under 5km. Such a catchment area for the site is shown in **Figure 4**. It is evident that the site is readily accessible by cycle from many residential areas surrounding the site.

2.15. Taking the above into account it is considered that there is potential for cycling trips to replace some car trips to, and from, the proposed development for commuting purposes.

Accident Data

2.16. By reference to the LCC Mario online mapping it has been established that there has been 1 recorded personal injury accident on the road network in the vicinity of the site within the period shown on the mapping.

2.17. This PIA occurred on 7th May 2018 at the junction of Lower Road and Hollin Hall Drive to the west of the site. The incident involved 2 cars and resulted in slight injuries to 3 of the occupants.

2.18. Taking this into account it is considered that there are no inherent road safety issues in the vicinity of the site.

3. Proposed Development

Development Proposals

3.1. The proposed development of the site will provide new commercial buildings to satisfy the demand for small to medium size business units that can be used to cater for a wide range of individual requirements. The proposed site layout is included at **Appendix A**.

3.2. The proposals will provide 4 No. buildings which will provide at total of 40 No. commercial units. Each has a floor area of 750sqft, equating to a total development floor area of 30,000sqft. In addition, a 500sqft unit is proposed which comprises battery storage for PV system and general maintenance. It is considered that the proposed buildings have the flexibility to allow them to respond to individual needs which could include commercial, business and light industrial and are also considered to be suitable for storage.

3.3. As shown on the proposed site plan, the proposed development will be accessed from Lower Road via the simple priority T junction approved as part of the previous planning applications and included at **Appendix B**. The access location provides visibility splays in both directions in accordance with the 85th percentile speeds, thereby ensuring no safety concern in this regard.

3.4. The proposed access will provide a 7.3 metre wide access road into the site and appropriate bellmouth radii to accommodate the vehicles likely to access the site. Footways will be provided around the access bellmouth, with dropped kerbs and tactile paving provided to enable safe crossing of the site access road.

3.5. In addition, and as shown on the proposed site layout, pedestrian access to the proposed development will be provided from the existing footway on the northern side of Lower Road by means of a pedestrian refuge. This will ensure that the site is readily accessible by foot from nearby residential properties to the west of the site and the bus stop to the east.

3.6. The existing access off Lower Road is to be retained to maintain existing access arrangements for the farmhouse which will remain.

3.7. Pedestrian access throughout the site will be available via a network of footways that connect to the proposed footways at the site access. This will ensure safe and convenient access for future staff and visitors to the site.

3.8. With regards to car parking provision, the total Gross Internal Floor area of the proposed development is 30,000sqft which equates to 2,787sqm. It is understood that the relevant parking standards are 1 space per 35sqm for Light Industry which is considered to be the most appropriate land use for the proposed development. Therefore, using these parking standards the required parking provision for the site is 80 spaces.

3.9. It is confirmed that a total of 101 parking spaces are proposed with the application which includes 83 standard spaces, 10 accessible spaces and 8 electric vehicle charging spaces. Each unit will be allocated 2 spaces located directly in front of the unit, with the remaining spaces being for visitors or accessible, EV charging spaces. It is considered that the proposed parking provision is satisfactory and will meet the likely demand of the proposed development.

3.10. In addition to the car parking provision it is confirmed that 10 cycle parking spaces, which will be secure and covered, and 4 motorcycle spaces are also to be provided.

3.11. Suitable turning facilities are also provided within the site to ensure refuse and service vehicles can satisfactorily manoeuvre within the site without conflicting with parking spaces. Swept path analysis drawings are enclosed at **Appendix C**.

3.12. It should also be noted that the previously approved improvement to the Corporation Arms junction and footway along the south side of Lower Road could also be secured through a similarly worded planning condition to that attached to previous consents on the site.

3.13. Taking the above into account it is considered that access to the proposed development can be satisfactorily achieved and would not create unsafe conditions on the local road network.

4. Transport Impact of the Proposed Development

4.1. It is noted that the 2023 approval for the site was for a total floor area of 5,265sqm whilst this current application is for a floor area of 2.787sqm, i.e. approximately 53% of the floor area previously approved.

4.2. It is evident therefore, that as the current application is for considerably less floor area than that previously approved then the traffic generated by the proposed development would also be significantly less. It is concluded therefore, that given the previous approval the proposed development would not have a severe impact on the operation of the local road network in the vicinity of the site.

Construction Phase

4.3. The site is located on a route that is suitable for HGVs and, therefore, the construction phase is unlikely to have a significant impact on the operation of the transport network.

4.4. However, a Construction Traffic Management Plan (CTMP) will be submitted prior to the commencement of any works for approval by the local planning authority. The following items will be covered in the CTMP.

- The parking of vehicles of site operatives and visitors;
- The loading and unloading of plant and materials;
- The storage of plant and materials used in constructing the development;
- The erection and maintenance of security hoarding;
- Measures to control the emission of dust and dirt during demolition and construction;
- A scheme for recycling/disposing of waste resulting from demolition and construction works;
- Details of working hours; and
- Routing of delivery vehicles to/from site.

4.5. It is envisaged that the submission and approval of the CTMP will be secured by a planning condition should planning approval be granted.

5. Summary and Conclusions

5.1. This Transport Statement has considered the transport implications of a proposed commercial development at Higher College Farm in Longridge. The information presented can be summarised as follows:

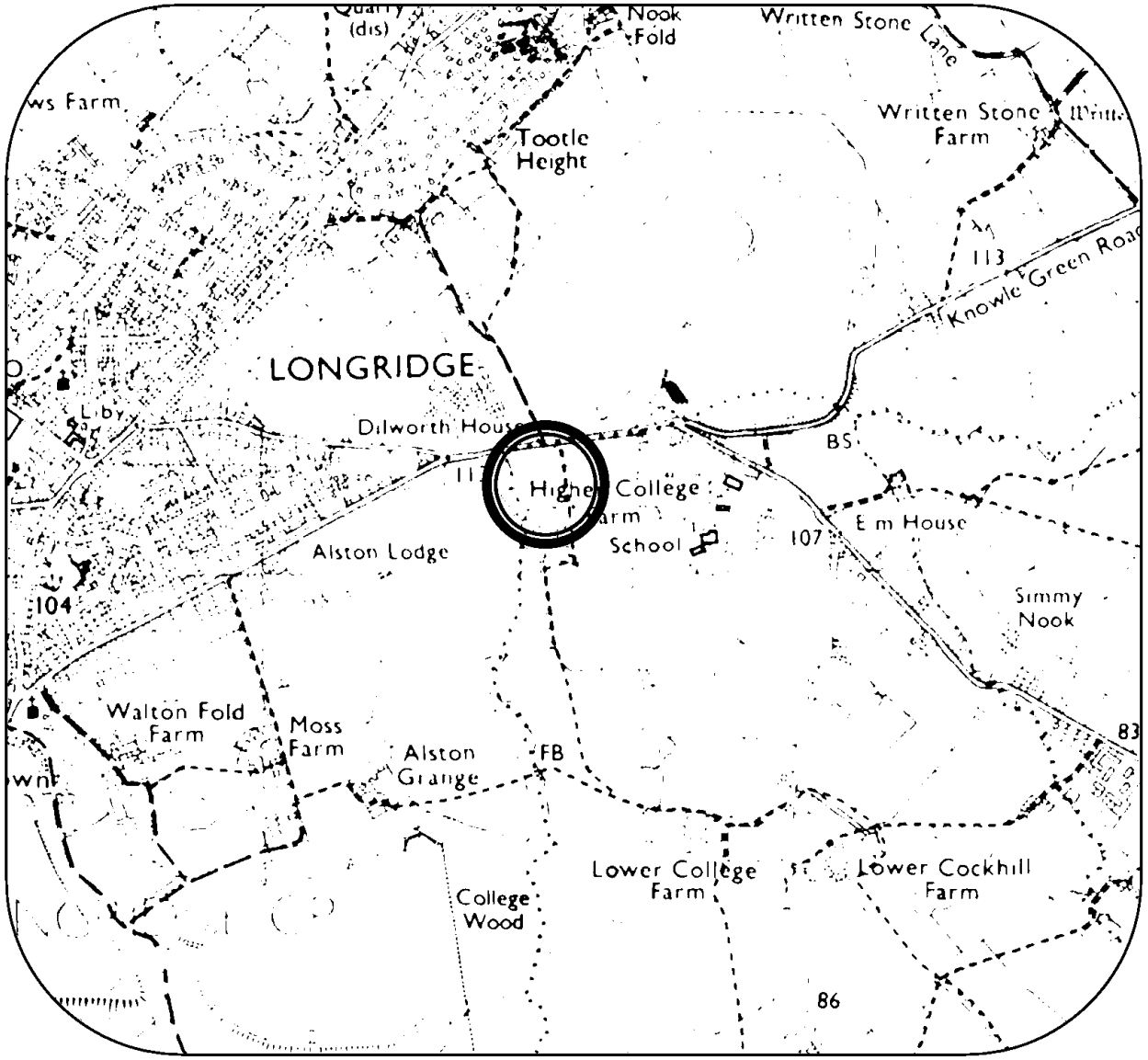
- **Site Description** – The site is located to the east of Longridge town centre and approximately 10 kilometres to the north west of Preston city centre. The overall site is approximately rectangular on plan and on a north to south axis, with Lower Road being to the northern side. There is gradual slope in ground level from north to south. There is an existing access to the site from Lower Road. The site is accessible by sustainable transport as bus services operate close to the site and there is also existing cycle and pedestrian facilities adjacent to the site. This provides potential for future employees to walk, cycle or use public transport to travel to the proposed development.

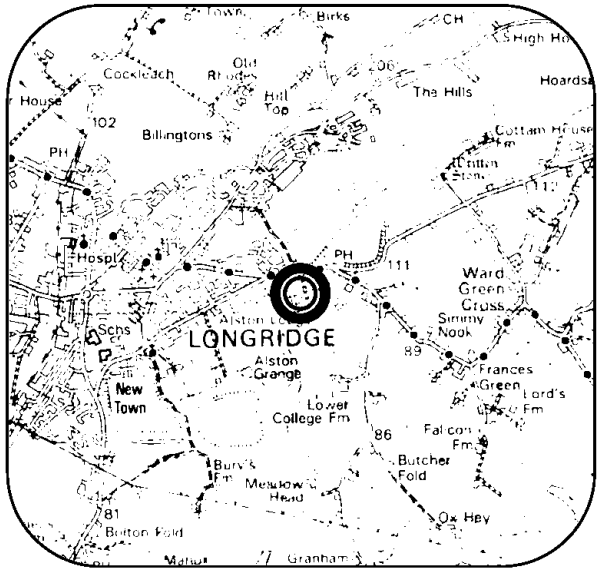
- **Proposed Development** – The proposed development of the site will provide new commercial buildings to cater for a wide range of individual requirements. The development will be accessed via a new priority T junction with Lower Road, which was approved as part of a previous planning application and provide car parking spaces within the site in accordance with the appropriate parking standards. Accessible and electric vehicle parking will be included within the site. Parking facilities will also be provided for cycles and motorcycles within the site.

- **Transport Impact** – The traffic that is likely to be generated by the proposal will be significantly less that that previously approved and therefore will not have a severe impact on the operation of the local road network. An examination of the road safety data for the local highway network shows that there is no evidence of a significant road safety problem in the vicinity of the proposed site access or on the local road network.

5.2. **In light of the above, it is concluded that the proposed development would not have a material impact in terms of highway operation and safety.**

Figures





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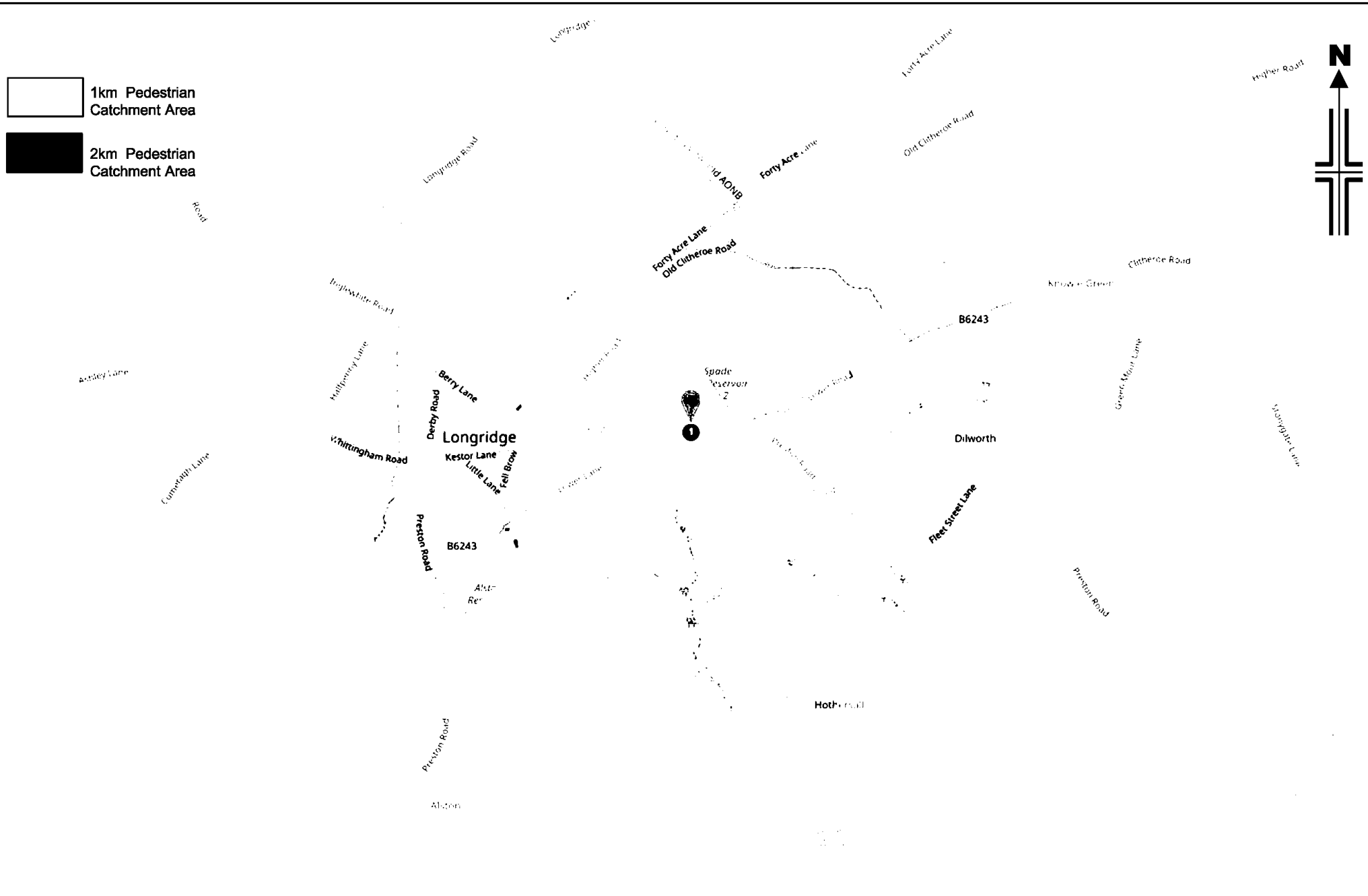
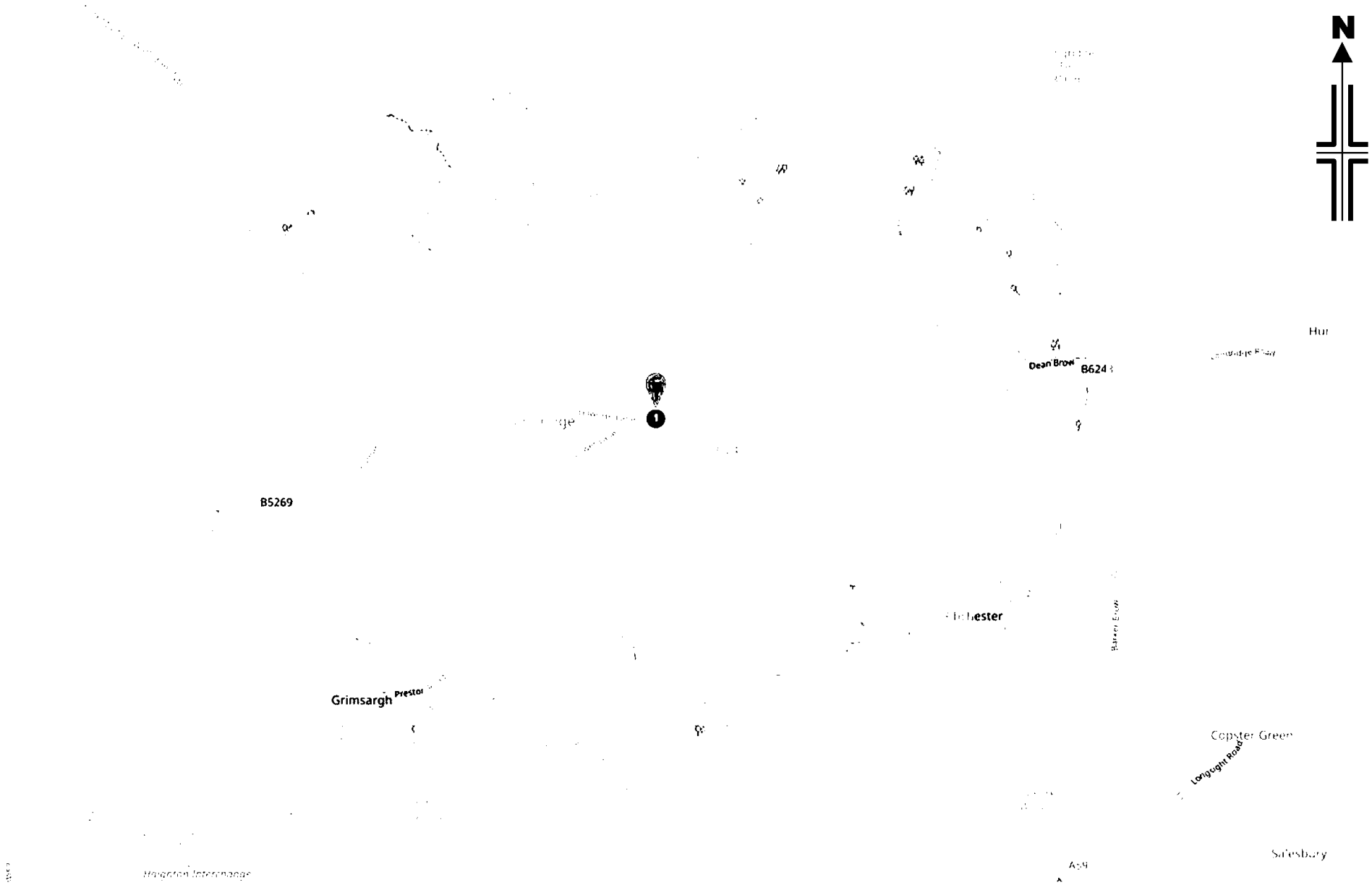
PSA engineering your environment	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066	Client	**Mr T Myers**	Drawn	HP	Date	**May 2022**	Drawing No. **Figure 1**
		Job	**Higher College Farm, Longridge**	Checked	**DLW**			
		Title	**Site Location Plan (indicative site boundaries shown)**	Approved	**DLW**	Scale	**NTS**	Rev

PSA engineering your environment	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066	Client	**Mr T Myers**	Drawn	HP	Date	**May 2022**	Drawing No. **Figure 2**
		Job	**Higher College Farm, Longridge**	Checked	DLW			
		Title	**Site Area Plan**	Approved	DLW	Scale	**NTS**	Rev



PSA engineering your environment	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066	Client	**Mr T Myers**	Drawn	HP	Date	**May 2022**	Drawing No. **Figure 3**
		Job	**Higher College Farm, Longridge**	Checked	DLW			
		Title	**1km & 2km Walking Catchment Areas**	Approved	DLW	Scale	**NTS**	Rev



PSA engineering your environment	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066	Client	**Mr T Myers**	Drawn	HP	Date	**May 2022**	Drawing No. **Figure 4**
		Job	**Higher College Farm, Longridge**	Checked	DLW	Scale	**NTS**	
		Title	**5km Cycling Catchment Area (1km increments)**	Approved	DLW			Rev

Appendix A

Proposed Site Layout

› IMPORTANT

› © This drawing is copyright and remains the property of this practice
› Do not scale this drawing
› All dimensions to be checked on site
› Positions of existing services to be confirmed prior to proceeding

REVISION STATUS

S Information issued for feasibility or scheme design.
T Information issued for tender purposes only.
C Information issued for Construction.
NB: Only those drawings containing a C revision to be used for construction.

› NOTES

m 0 5 10 15 20 25 30 35 40 45 50
SCALE 1:500

NOTE: All Highway works proposed as per previoulsy approved application 3/2022/0553

2.4x61m visibility splays (85th percentile speed of 38.3mph)

Pedestrian refuge - min 3.25m running lanes with 2m wide island

Opening formed in existing hedge for access

2.4 x 61m vision splay

Lower Road

30mph/ national speed limit signage

Compound Curve

Existing hedge extended to frame access point

R10m

2m

7.3m

New trees to landscaped frontage

Existing hedge extended to frame access point

Macadam road surface

New trees to landscaped frontage

10 spaces + 1 disabled

10 spaces + 1 disabled

Permeable macadam road surface

Permeable macadam surface to paths and parking bays

Grassed areas

Existing hedge retained

Infill gap in existing hedge

Block 1

Block 2

Block 3

Block 4

Bin store

20 spaces + 2 disabled

20 spaces + 2 disabled

13 spaces + 2 disabled + 4 EV spaces

10 spaces + 2 disabled + 4 EV spaces

Infill gap in existing hedge

Covered cycle (5) & motorcycle(2) parking

Covered cycle (5) & motorcycle(2) parking

Maintenance Store

Battery Store

Development Summary

40 x 750 sq ft commercial units comprising of 4 no buildings each containing 10 units. Total 30,000 sq ft
1 x 1,500 sq ft unit comprising of battery storage for PV system and general maintenance store

Parking:
Standard spaces - 83
Mobility spaces - 10
EV charging spaces - 8
Total - 101

Bicycles - 10 (10%)
Motorbikes - 4 (25%)

› REVISION	› DATE	› DESCRIPTION
C2	13.12.23	Parking to south amended
C1	18.10.23	Footpath amended

› CLIENT
Ribble Valley Property Ltd

› PROJECT
Proposed Development of Land at
Higher College Farm, Longridge, PR3 2YY

› DRAWING TITLE
Proposed Site Plan

› SCALE	› DATE	› DRAWN	› CHECKED
1:500@A3	Aug '23	PRH	

› DRG NO.	› REVISION
EAD_203_03	C2

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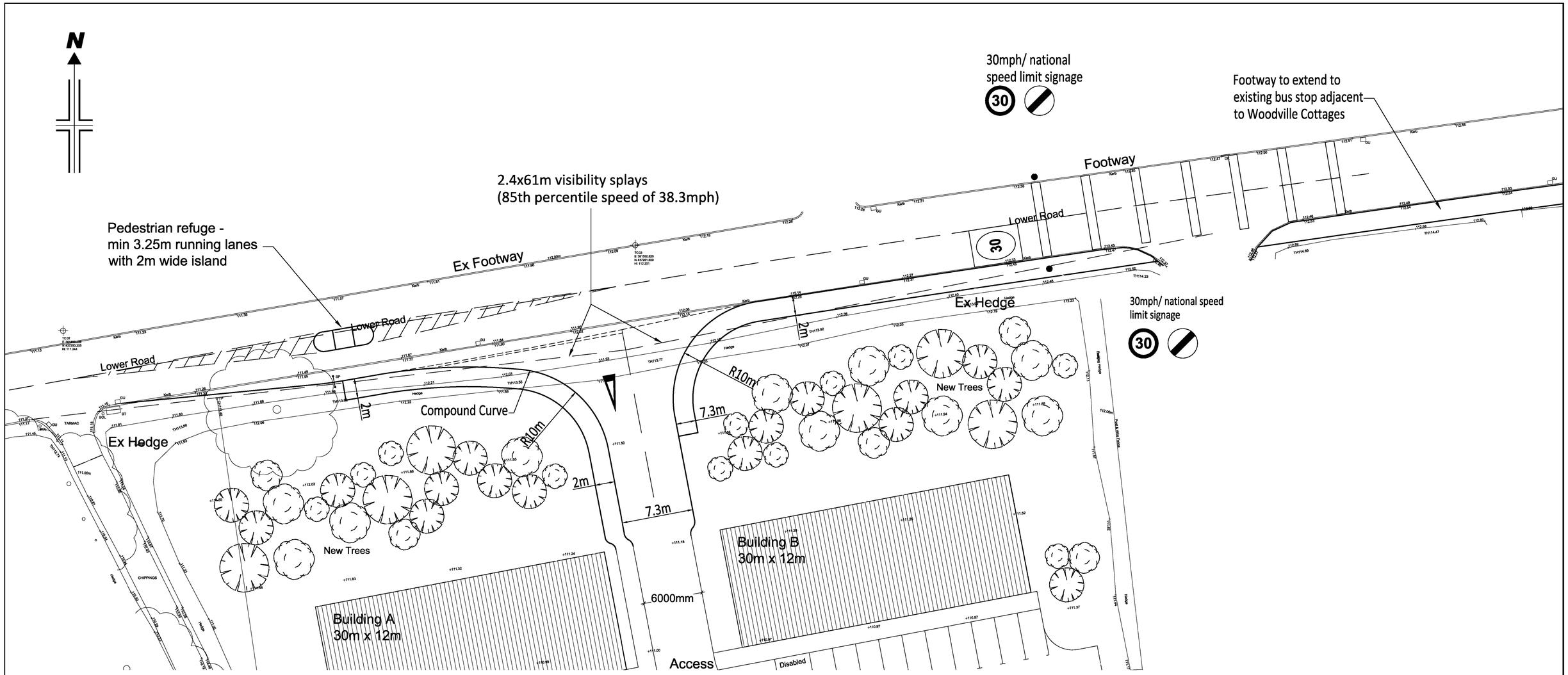
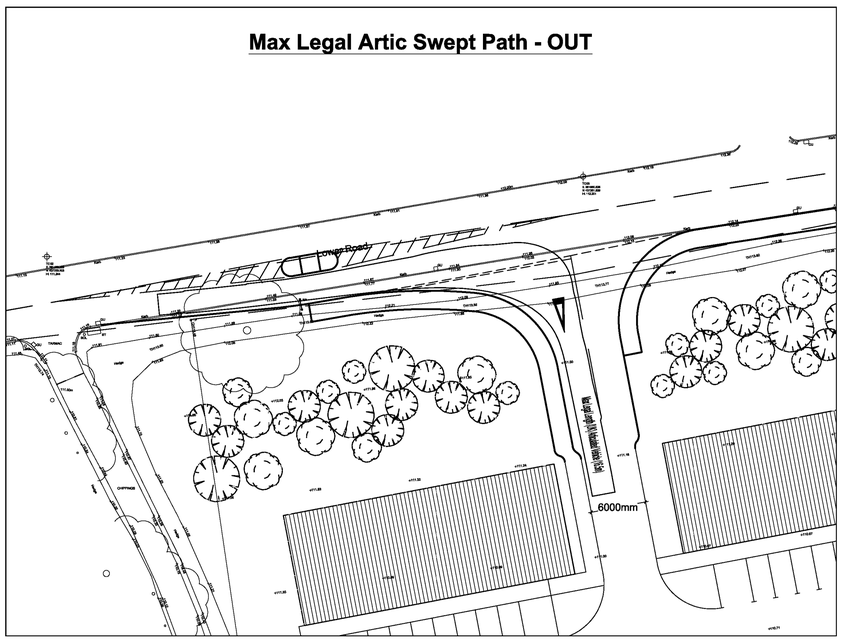
Evolve

Appendix B

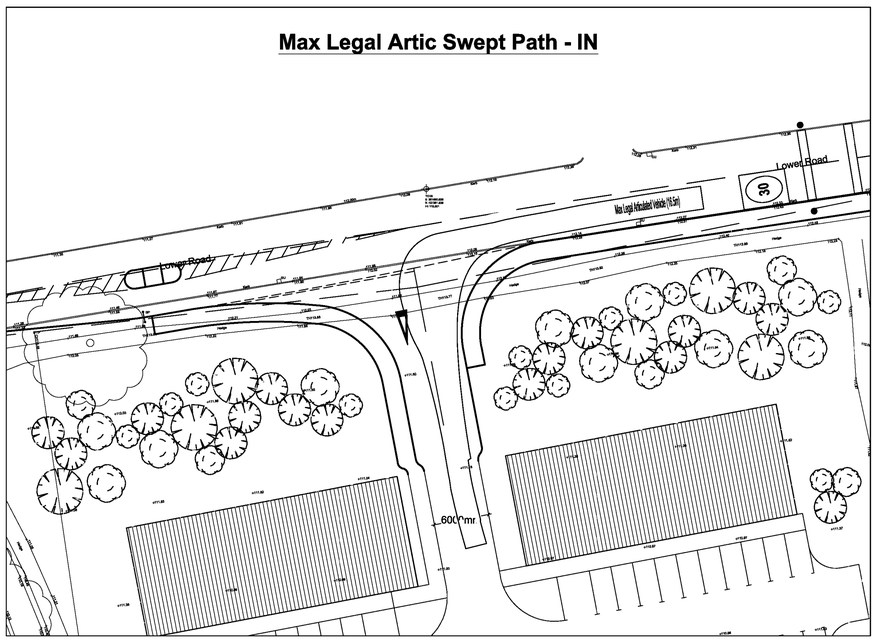
Proposed Access Plan (as previously approved)



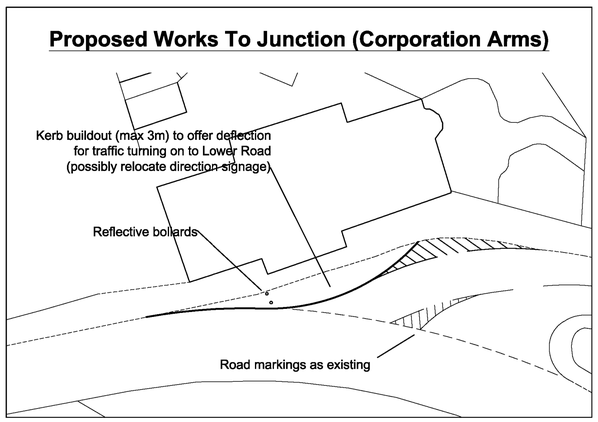
Max Legal Artic Swept Path - OUT



Max Legal Artic Swept Path - IN



Proposed Works To Junction (Corporation Arms)

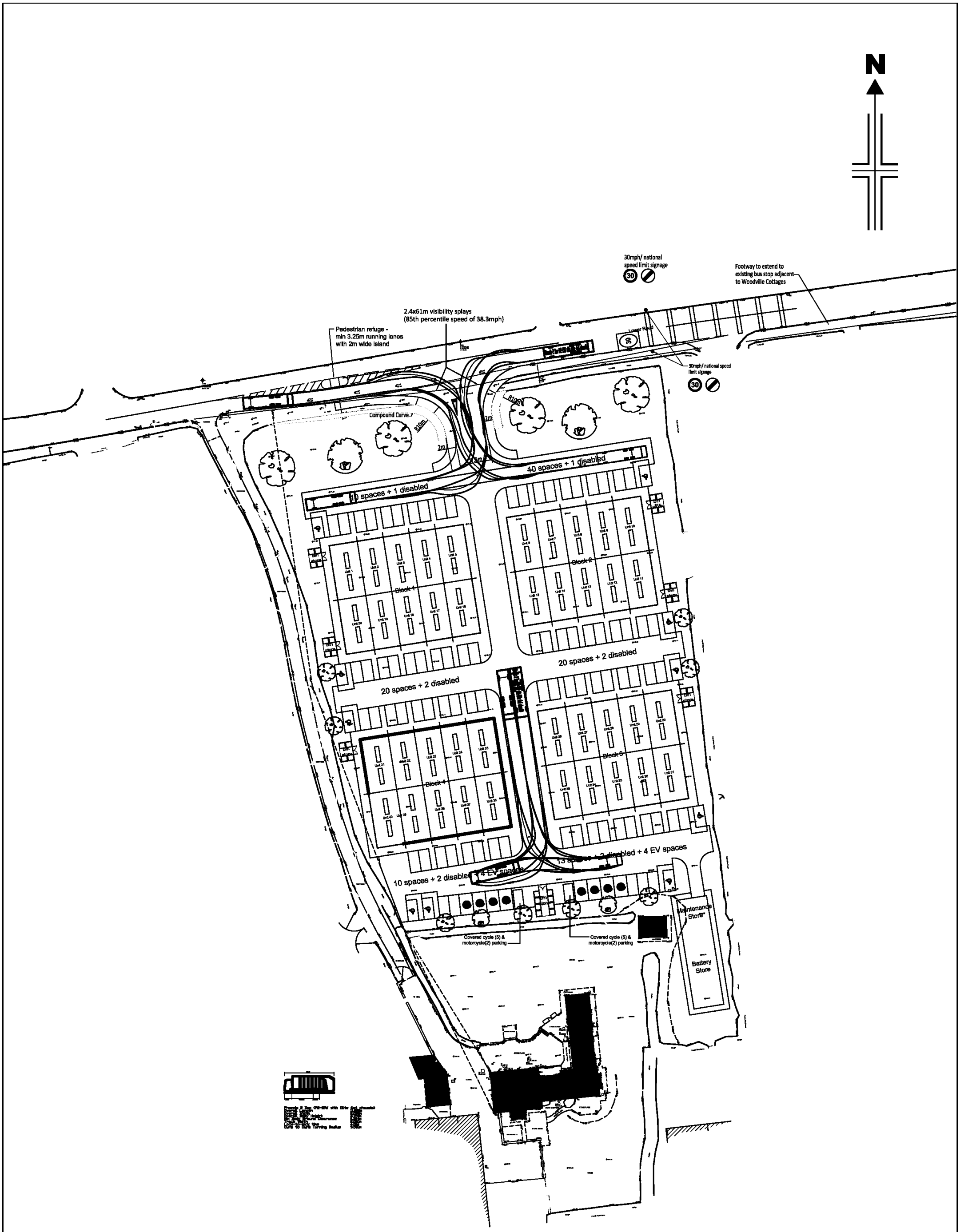


Mr. M Hurst			
Land at Higher College Farm, Longridge Proposed Access Drawing		Scale Plan 1:200 @ A1 Inserts N.T.S.	
		Drawn AR	Checked DW / Approved DW
Rev A - 15 Nov 2017 Running lanes increased to 3.25m	www.psadesign.co.uk mail@psadesign.co.uk PSA DESIGN engineering your environment CIVIL, STRUCTURAL, GEOTECHNICAL, TRANSPORT	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066 Fax. 01772 786265	Drwg No. H2683-01 Date 08 Nov 2017 Rev. A

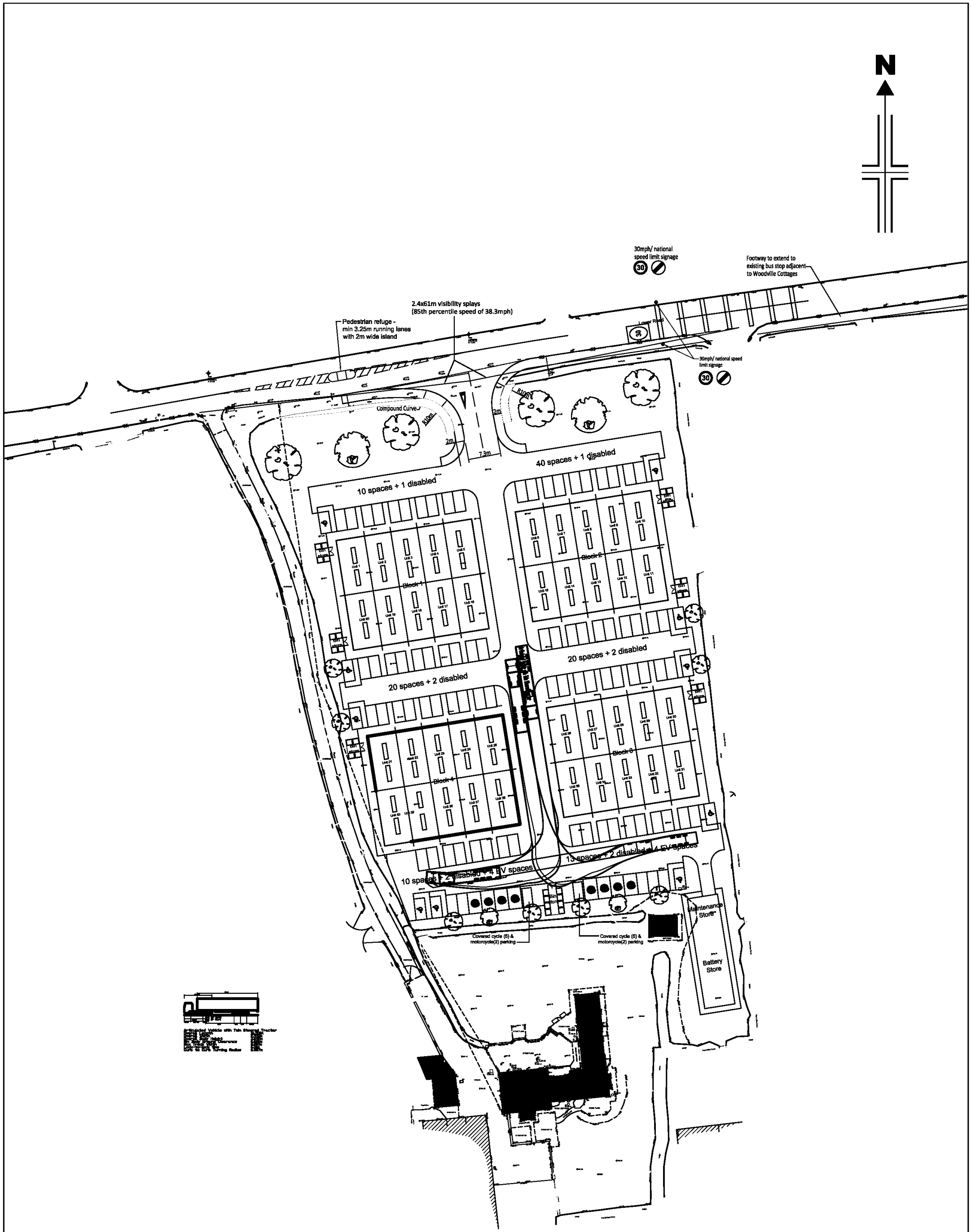
P:\Jobs\Highways\H2683 - Land at Higher College Farm, Longridge\CAD\Drawings\H2683-01 - Rev A - Access Road Drawing.dwg

Appendix C

Swept Path Assessments



PSA DESIGN	PSA Design Ltd The Old Bank House, 6 Berry Lane Longridge, Preston, PR3 3JA Tel. 01772 786066 www.psadesign.co.uk mail@psadesign.co.uk	Client	**Mr T Myers**	Drawn **CH**	Date **13/12/23**	Scale	Drwg No. **S4246-001**
		Job	**Land at Higher College Farm, Longridge**	Check **-**	Appr. **-**	Sheet Size **A3**	Rev. **P1**
		Title	**PSA Swept Path (Refuse Wagon)**				



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		Job	**Land at Higher College Farm, Longridge**	Check **-**	Appr. **-**	Sheet Size **A3**	Rev. **P1**
		Title	**PSA Swept Path (Max Length artic lorry)**				