



James Hall and Co. Ltd

Proposed Development at Alston Dairy, Preston Road, Longridge

Transport Statement

T4213-R-01 Rev 1

Date December 2023

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Document Control Sheet

Proposed Development at Alston Dairy, Preston Road, Longridge

Transport Statement

Job	Date	Issue	Copy
T4213	November 2023	1	
	December 2023	2	

Originator.....PB.....

Checker.....DW.....

Approver..... DW

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Contents

- 1.0** Introduction
- 2.0** Existing Conditions
- 3.0** Proposed Development
- 4.0** Traffic Impact of Proposed Development
- 5.0** Summary and Conclusions

Figures & Drawings

- Figure 1 – Site Location Plan
- Figure 2 – Site Area Plan
- Figure 3 – 1km and 2km Pedestrian Catchment Areas
- Figure 4 – 5km cycling Catchment Area

Appendices

- A Proposed Site Layout
 - B Proposed Swept Path Assessments
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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 a proposed development at the Alston Dairy on Preston Road in Longridge near Preston. The proposed development consists of:

- A 640 sqm farm shop with car park and first floor café (140sqm);
- A 2,380 sqm extension to the existing dairy;
- A new replacement staff car park; and
- A small storage building to the north of the site including new access / circulation space.

1.2. 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 Alston Dairy site is shown in **Figure 1**. It is located to the east of the B6243 Preston Road approximately 1.75km south of Longridge town centre and 8.5km north east of Preston city centre. The proposed development site is shown in more detail in **Figure 2**. As can be seen it is situated to the north of the existing dairy with Preston Road forming the western boundary to the south and Pinfold Lane the northern boundary.
- 2.2. The site is served by the existing vehicular access to Alson Dairy from Preston Road which is in the form of a ghost island priority junction, which satisfactorily accommodates all vehicles, including HGV's, associated with the operation of the dairy.
- 2.3. The existing dairy operation has a mission of producing high quality yoghurt from farm to pot within 24 hours. The facility has recently been purchased by James Hall and Co. Ltd who has confirmed that Alston Dairy will continue to purchase the milk from the family farm to maintain the product's unique characteristic by using the freshest milk possible.
- 2.4. The proposed development which is the subject of this application is to facilitate the growth of the dairy within the local economy.

Local Highway Network

- 2.5. The B6243 Preston Road is a main route in the area and linking Longridge to Preston city centre and the motorway network at J31A of the M6. In the vicinity of the site, it is a single carriageway road approximately 8m wide with a footway on its western side. It is subject to a 30mph speed limit at the existing site access location and is also a bus route.
- 2.6. Taking the above into account, it is considered that the site has good links to the local and principal road network in the area.

Accessibility by Non-Car Modes of Travel

Accessibility by Foot

- 2.7. As stated above Preston Road has a footway on its western side, the opposite side of the road from the site, which links into the existing pedestrian infrastructure serving the existing and proposed residential areas to the north. Whilst, it is acknowledged that the footway in the vicinity of the site is slightly substandard in width it is adequate for current levels of pedestrian traffic.

Accordingly, it is considered that future staff and customers will have the opportunity to walk to the site from nearby residential areas.

- 2.8. 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 (1.2km) 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.
- 2.9. The 1km and 2km walking catchments for the site are shown in **Figure 3** and show that the site is within walking distance of existing residential areas particularly to the north of the site..

Accessibility by Cycle

- 2.10. An alternative mode of travel to and from the site could be by cycle. It should be noted that there are no formal cycle routes in the area although it is considered that experienced cyclists could access the site by cycle.
- 2.11. In relation to cycling, the former PPG13 recognised that cycling can substitute for car trips; particularly for journeys under 5km. The 5km cycle catchment area for the site is shown in **Figure 4** and clearly shows a wide area is within cycling distance of the site for experienced cyclists, particularly staff.

Accessibility by Public Transport

- 2.12. There are bus stops located on Preston Road approximately 275m to the south of the site access. These bus stops are served by the Route 1 bus which travels between Preston city centre and Longridge at a 10 minute frequency Monday to Saturday and a 30 minute frequency on a Sunday. It is considered therefore, that the site is served by excellent frequency bus services to many local and regional destinations.
- 2.13. To summarise, it is considered that the location of the site ensures future staff and customers have the opportunity to use sustainable modes of travel to and from the proposed development, particularly by bus.

Accident Data

- 2.14. By reference to the Lancashire County Council Mario Mapping website it is shown that there have been no recorded personal injury accidents on the road network in the vicinity of the site access during the period shown on the mapping.
- 2.15. It is considered therefore, that there are no inherent road safety issues on the local road network in the vicinity of the site.

3. Proposed Development

Development Proposals

- 3.1. The proposed development site layout is included at Appendix A and as shown consists of:
- A 640 sqm farm shop with car park and first floor café (140sqm);
 - A 2,380 sqm extension to the existing dairy;
 - A new staff car park; and
 - A small storage building to the north of the site including new access / circulate space.
- 3.2. The farm shop with associated parking and servicing areas is located to the west of the site along the Preston Road site frontage, the dairy extension is located to the north of the existing facility with the staff car park located to the north of the extension. The proposed storage building is located on the northern boundary of the site.
- 3.3. As shown on the site layout the farm shop, dairy extension and the staff car park will all be accessed from the existing site access on Preston Road. A new access from Pinfold Lane will be provided to serve the new building to the north of the site. The existing internal roads within the site will be widened as shown to ensure all vehicles can satisfactorily manoeuvre without conflict.
- 3.4. A new pedestrian crossing point and central island refuge is proposed on the Preston Road frontage in order to provide a convenient and safe access route for pedestrians to the proposed shop.
- 3.5. The new access from Pinfold Lane will be provided with appropriate visibility splays in both directions to ensure any vehicles needing to access the small storage building are able to do so safely. It should be noted that this building will be used to store logs/machinery used by the wider business. As such it will only be accessed occasionally.

Parking

- 3.6. With regards to the proposed farm shop, it is shown that 26 customer car parking spaces are proposed which includes 4 accessible spaces and 2 electric vehicle charging spaces. Motorcycle spaces are also provided as set out below. It is considered that the proposed number of parking spaces will be sufficient to meet the demand of staff and customers.

- 3.7. The proposed staff car park is to be a replacement for the existing car parking areas that will be lost as a result of the proposed development and will provide 44 spaces including 2 electric charging vehicle spaces. In addition, 4 accessible parking spaces will be provided to the south of the proposed extension as shown on the proposed site layout.
- 3.8. In addition to the proposed car parking spaces it should be noted that motorcycle (2 for the shop and 2 for the dairy extension) and bicycle parking (3 stands for the shop and 12 space shelter for the dairy extension) is also be proposed for use by both staff and customers.

Servicing

- 3.9. With regards to deliveries, a segregated service area is provided to the south of the shop to ensure the risk of conflict between customers and delivery vehicles is minimised. It is envisaged that delivery vehicles will enter the service area and reverse into the loading bay and then leave in a forward direction.
- 3.10. Swept path assessments have been undertaken to demonstrate that these manoeuvres can be undertaken satisfactorily and these are included at **Appendix B**.
- 3.11. With regards to the proposed dairy extension a new access road and service area will be provided to enable service vehicles to satisfactorily access and egress the proposed and existing buildings without compromising safety. Swept path assessments have been undertaken to demonstrate that these manoeuvres can be undertaken satisfactorily, and these are also included at **Appendix B**.
- 3.12. With regards to the proposed small storage building, swept path assessments have been undertaken to demonstrate that access, turning and egress can be undertaken satisfactorily for the small vans that will use this facility.

4. Transport Impact of the Proposed Development

- 4.1. It is considered that the main trip generator of the proposed development will be the farm shop, which has a retail floor area (RFA) of 380sqm. From our experience of working on other sites for this applicant the likely weekday AM and PM peak hour trip generation rates for the proposed shop are as shown in **Table 1**, whilst **Table 2** shows the resultant trip generation for the proposed shop.

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Total Vehicles	12	12	24	11	11	22

Table 1 – Weekday Trip Generation Rates for Convenience Store (per 100sqm RFA)

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Proposed Shop	46	46	92	42	42	84

Table 2 – Weekday Trip Generation for Proposed Shop (380sqm RFA)

- 4.2. The likely trip generation for the Saturday peak hour is shown in **Table 3** whilst **Table 4** shows the resultant trip generation for the proposed shop.

Mode	Saturday Peak (12:00 – 13:00)		
	In	Out	Total
Total Vehicles	11	11	22

Table 3 – Saturday Trip Generation Rates for Convenience Store (per 100sqm RFA)

	Saturday Peak (16:00 – 17:00)		
	In	Out	Total
Proposed Shop	42	42	84

Table 4 – Saturday Trip Generation for Proposed Shop (380sqm RFA)

- 4.3. **Tables 2 and 4** show that the proposed shop will result in a likely trip generation of 92 and 84 two-way vehicular trips in the weekday AM and PM peak hours respectively and 84 two-way trips during the Saturday peak hour.
- 4.4. However, it should be noted that trips associated with a new shop are not new trips but are generally transfer trips from other shops in the area and are therefore already on the road network passing or routeing close to the site in any event.
- 4.5. Taking the above into account it is considered that the proposed shop will not generate a significant volume of new trips on the road network, particularly when considering there is already an existing shop on the site. It is concluded therefore, that the volume of new trips that will be generated by the proposed development can be satisfactorily accommodated on the local road network with minimal impact on its operation or road safety.
- 4.6. With regards to the proposed extension to the existing dairy facility, it is confirmed that this proposal will result in an increase in staff numbers of circa 40. The current shifts for production staff vary depending on the Department, however, the majority of production staff start between 6am-7am & finish between 2pm-3pm (Monday to Friday only) well outside traditional peak periods on the local highway network. The proposed dairy extension will enable a second shift, likely to be between 2pm and 10pm (also Monday to Friday only) which will also result in arrivals and departures outwith the local highway peak periods. The second shift will be staffed by the additional staff employed.
- 4.7. Therefore, any increase in vehicle movements as a result of the proposed dairy extension will not have a significant/material impact on the operation of the local road network.
- 4.8. It should also be noted that the proposed storage building will also generate minimal vehicular movements as it will only be for occasional use.
- 4.9. In relation to the proposed café element, this will be ancillary/linked to the shop and is unlikely to generate trips in its own right. In any event, there is already an implemented planning consent on the site (3/2008/0227) which includes a café element so there would be no additional related trips over that which already has planning consent.
- 4.10. In terms of servicing trips, it is evident that the existing vehicle access already satisfactorily accommodates movements by large HGV's associated with the existing dairy operations. It is

considered that the increase HGV trips to and from the site will be minimal and not result in a detrimental impact on the operation of the local road network.

4.11. Overall, it is concluded that the proposed development of the site would not have any material impact on the operation of the local road network or on road safety.

Construction Phase

4.12. The site is accessed from a main route that is a bus route and already serves the dairy and, therefore, the construction phase is unlikely to have a significant impact on the transport network. 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.

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

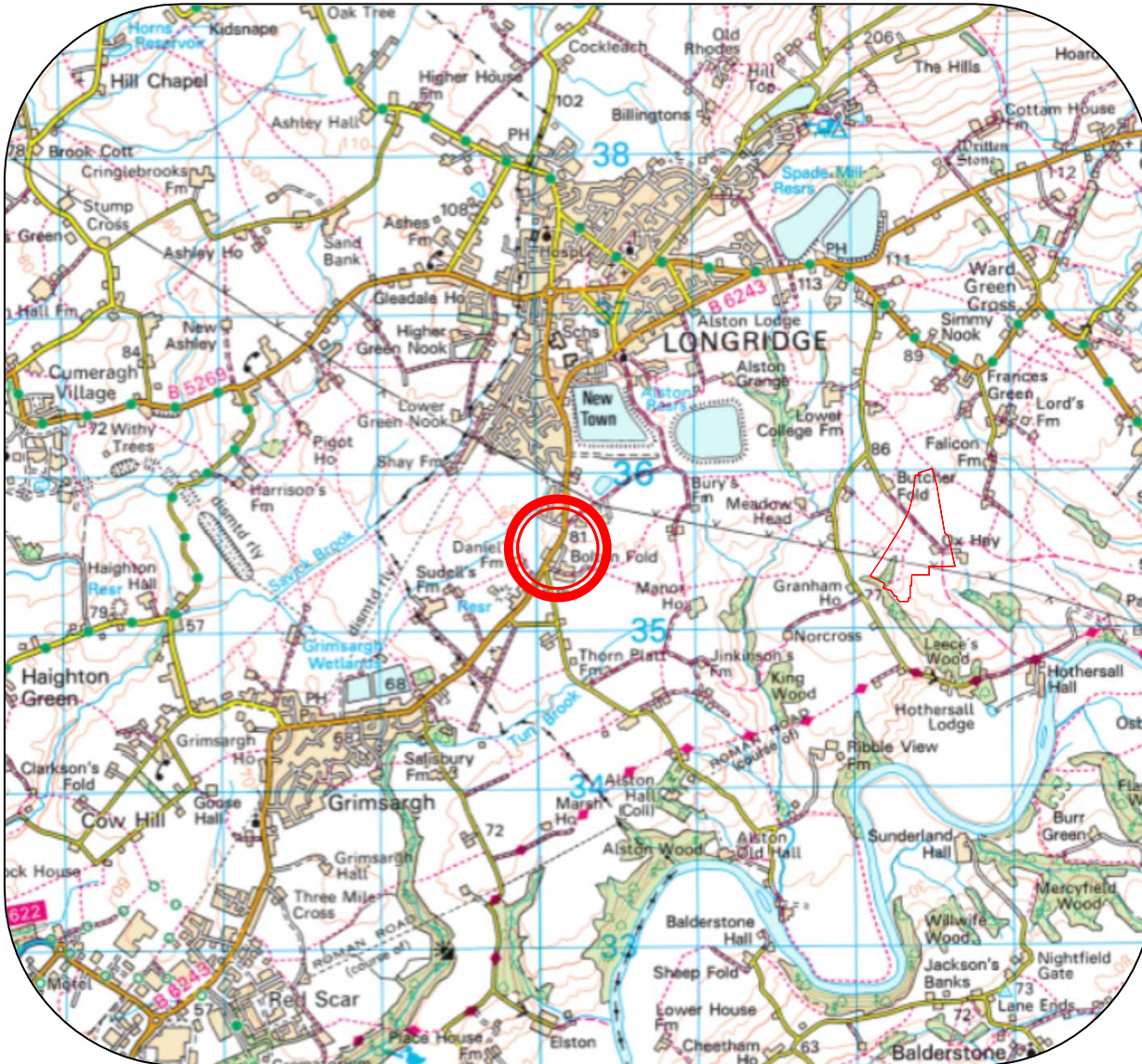
5. Summary and Conclusions

5.1. This Transport Statement has considered the transport implications of a proposed development at Alston Dairy, Preston Road, Longridge. The information presented can be summarised as follows:


- **Site Description** – The site is located to the east of the B6243 Preston Road approximately 1.75km south of Longridge town centre and 8.5km north east of Preston city centre. The location of the site ensures future staff and customers have the opportunity to use sustainable modes of travel to and from the proposed development, particularly by bus. It is considered that there are no inherent road safety issues on the local road network in the vicinity of the site .
- **Proposed Development** – The application proposals consist of a farm shop with car parking and cafe, an extension to the existing dairy, a new staff car park and a new small storage building. It is considered that the proposed access, parking and servicing arrangements are satisfactory to serve the proposed development.
- **Transport Impact** – It is considered that the proposed development would have minimal impact on the operation of the local road network or on road. Therefore, no highway improvements are proposed as a result of the application.

5.2. **It is concluded therefore, that the proposed development will have no material impact on the operation of the local road network or on road safety.**

Figures

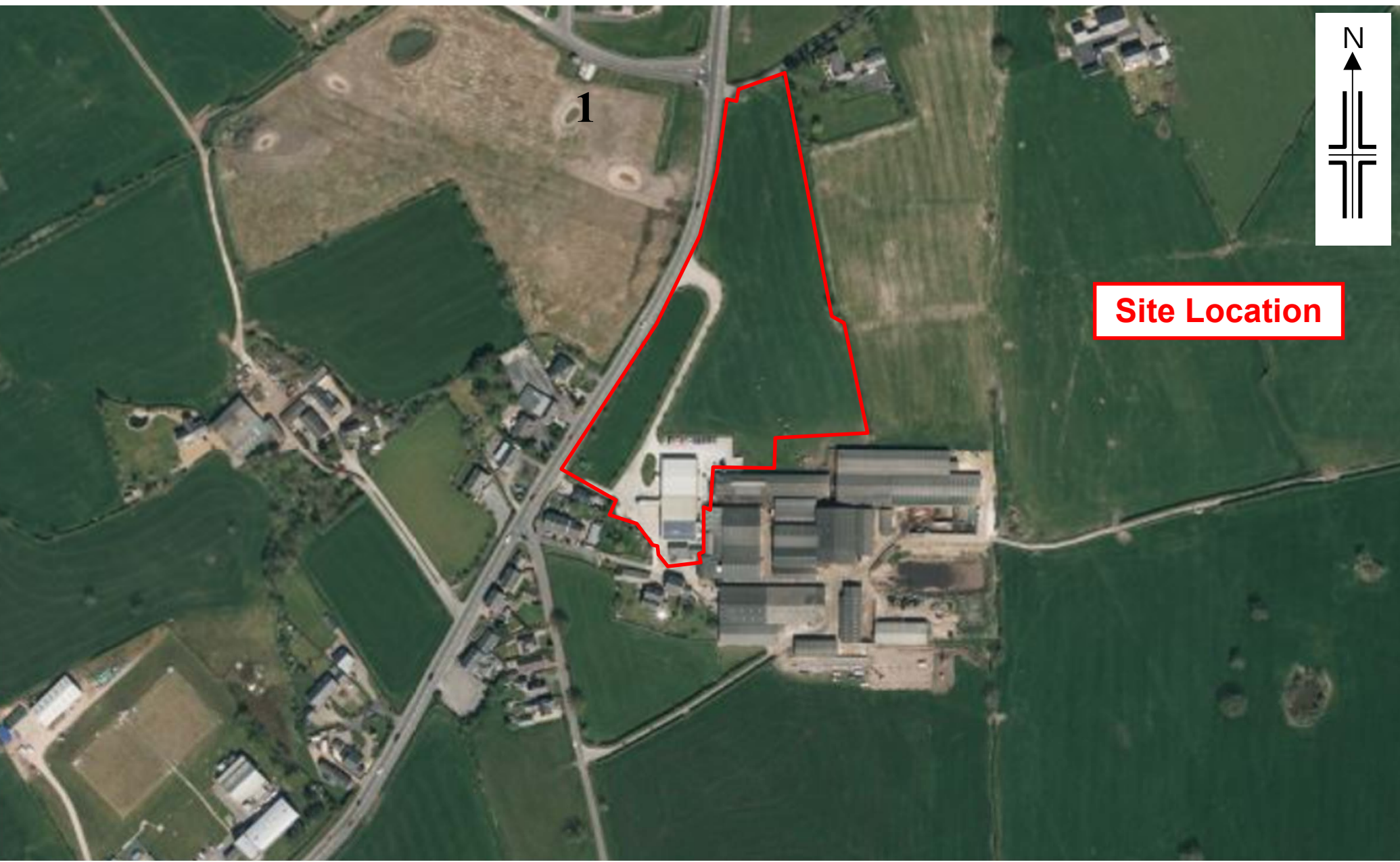


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		Job	SPAR Preston Road, Longridge	Checked	DLW	Scale	NTS	Figure 1			
		Title	Site Location Plan (indicative site boundaries shown)	Approved	DLW			Rev			



Site Location



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Client	James Hall & Co Ltd
Job	SPAR Preston Road, Longridge
Title	Site Area Plan

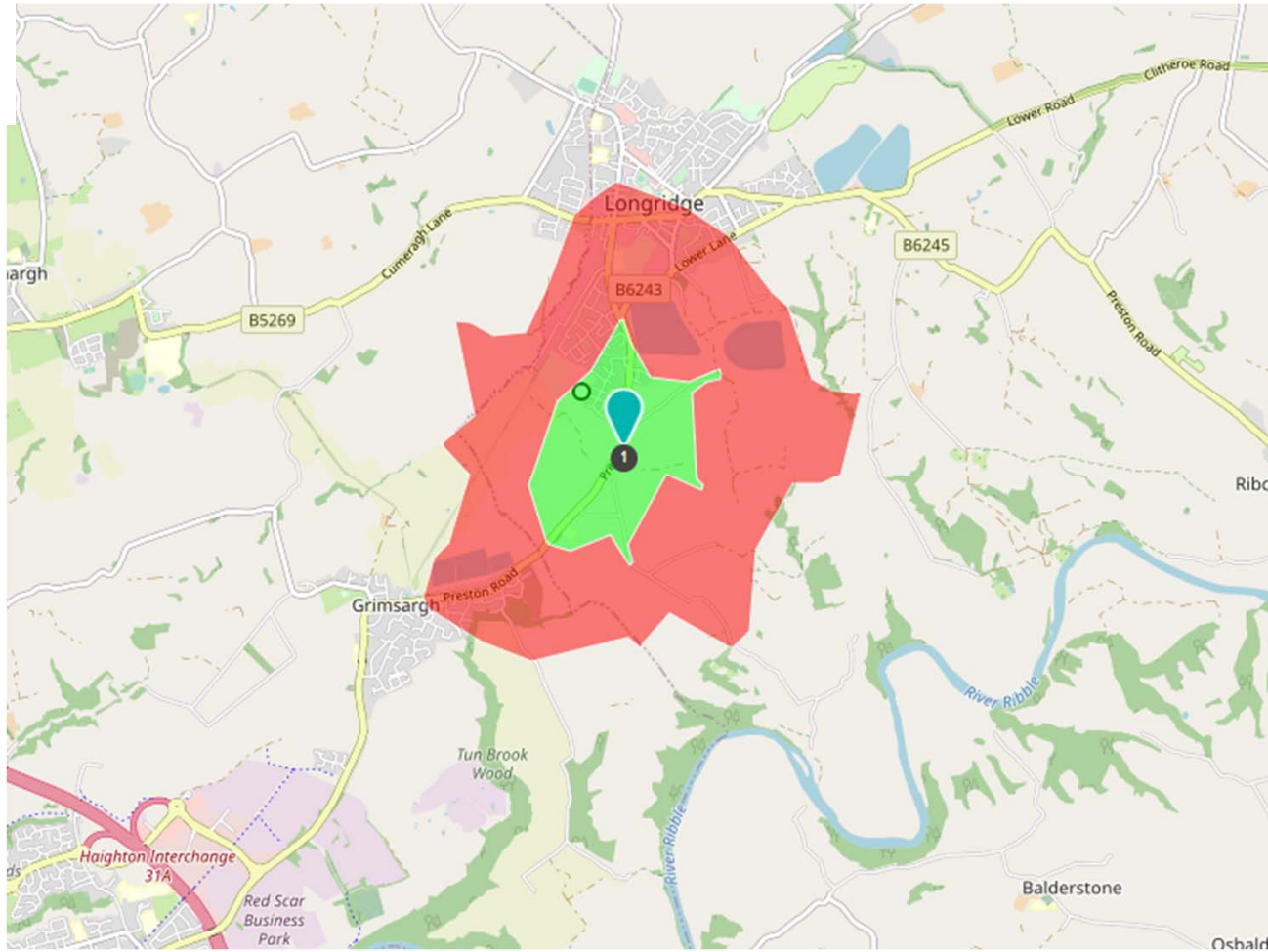
Drawn	CH
Checked	DLW
Approved	DLW

Date	OCT 2023
Scale	NTS

Drawing No.	Figure 2				
Rev					

 1km Pedestrian Catchment Area

 2km Pedestrian Catchment Area



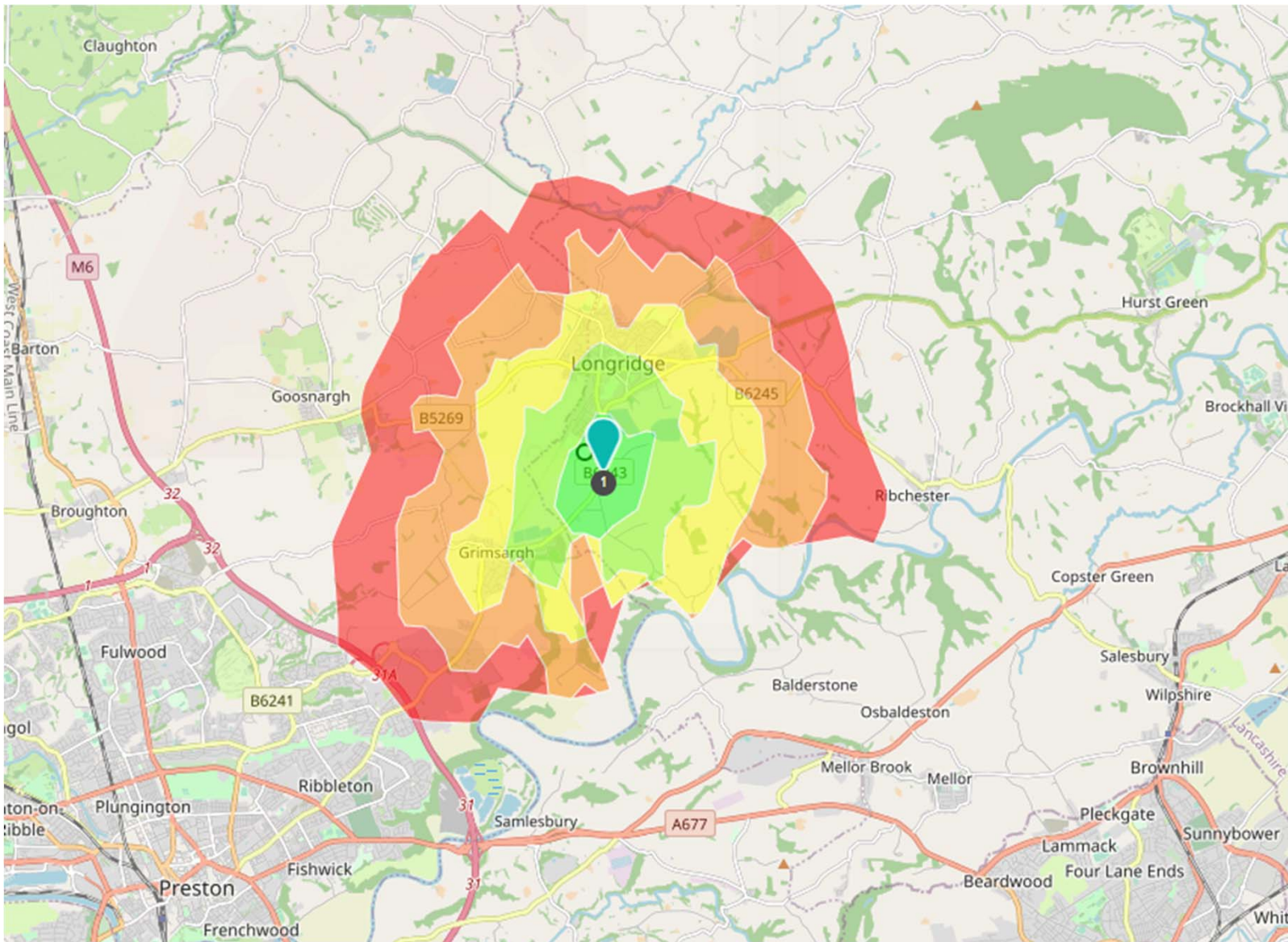
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Client	James Hall & Co Ltd
Job	SPAR Preston Road, Longridge
Title	1km & 2km Walking Catchment Areas

Drawn	CH
Checked	DLW
Approved	DLW

Date	OCT 2023
Scale	NTS

Drawing No.	Figure 3						
Rev	<table border="1"><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr></table>						



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Client	James Hall & Co Ltd
Job	SPAR Preston Road, Longridge
Title	5km Cycling Catchment Area (1km increments)

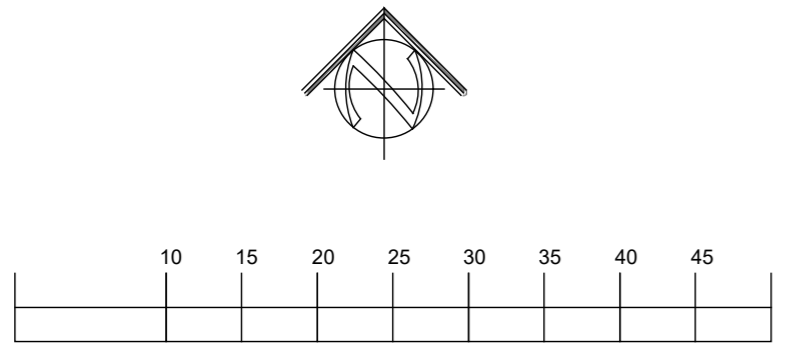
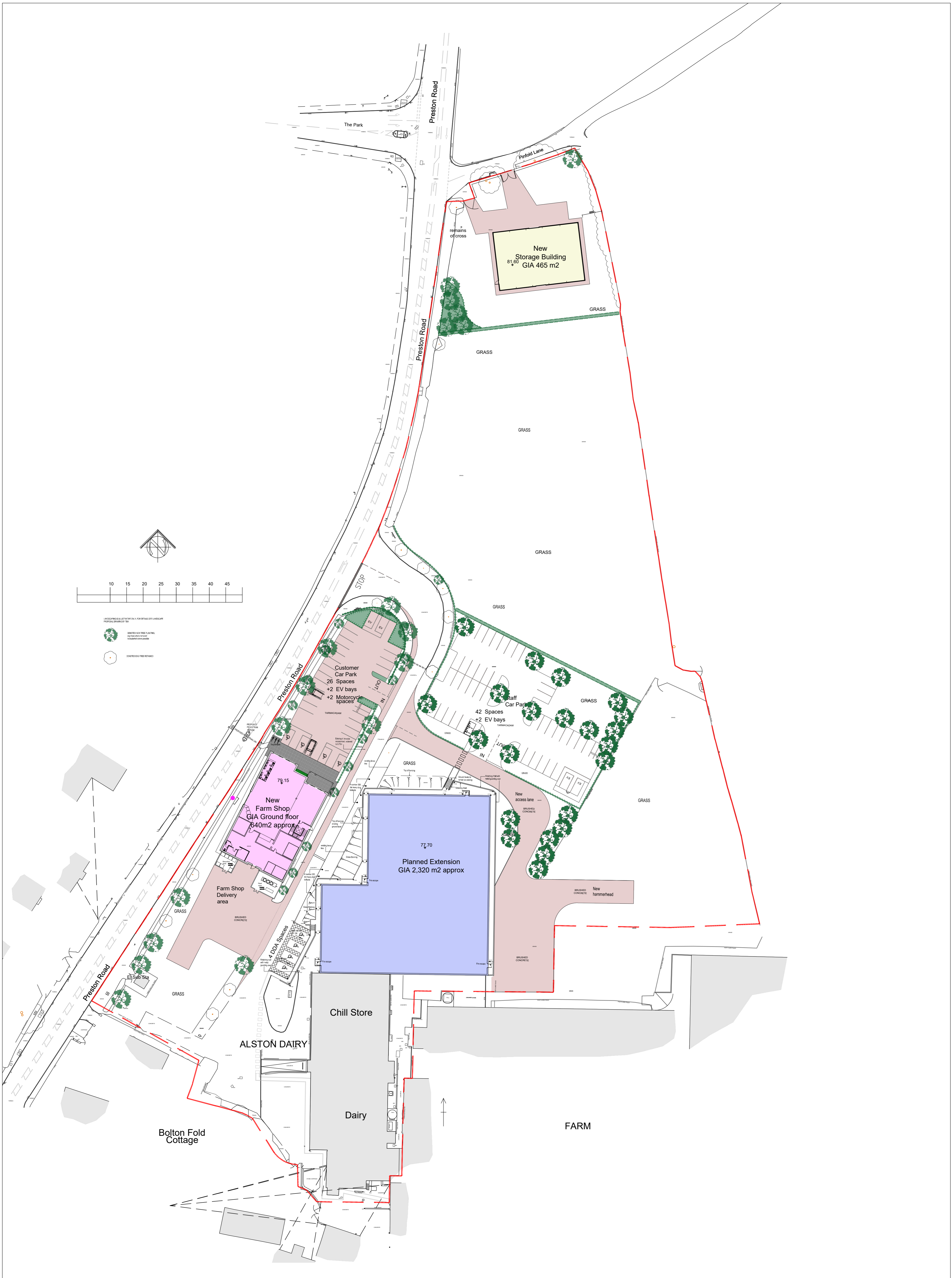
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Checked	DLW
Approved	DLW

Date	OCT 2023
Scale	NTS

Drawing No.	Figure 4			
Rev				

Appendix A

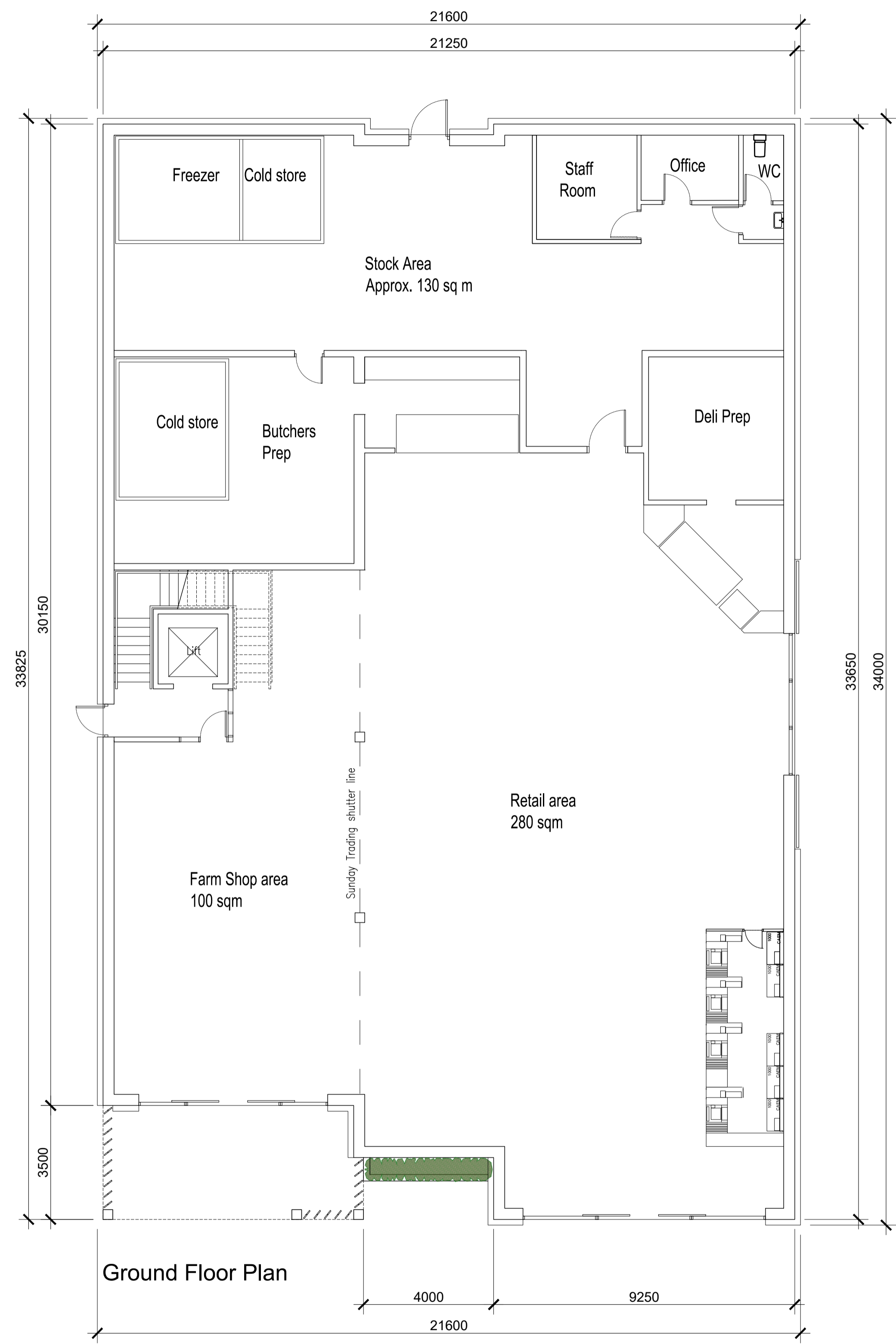
Proposed Site Layout



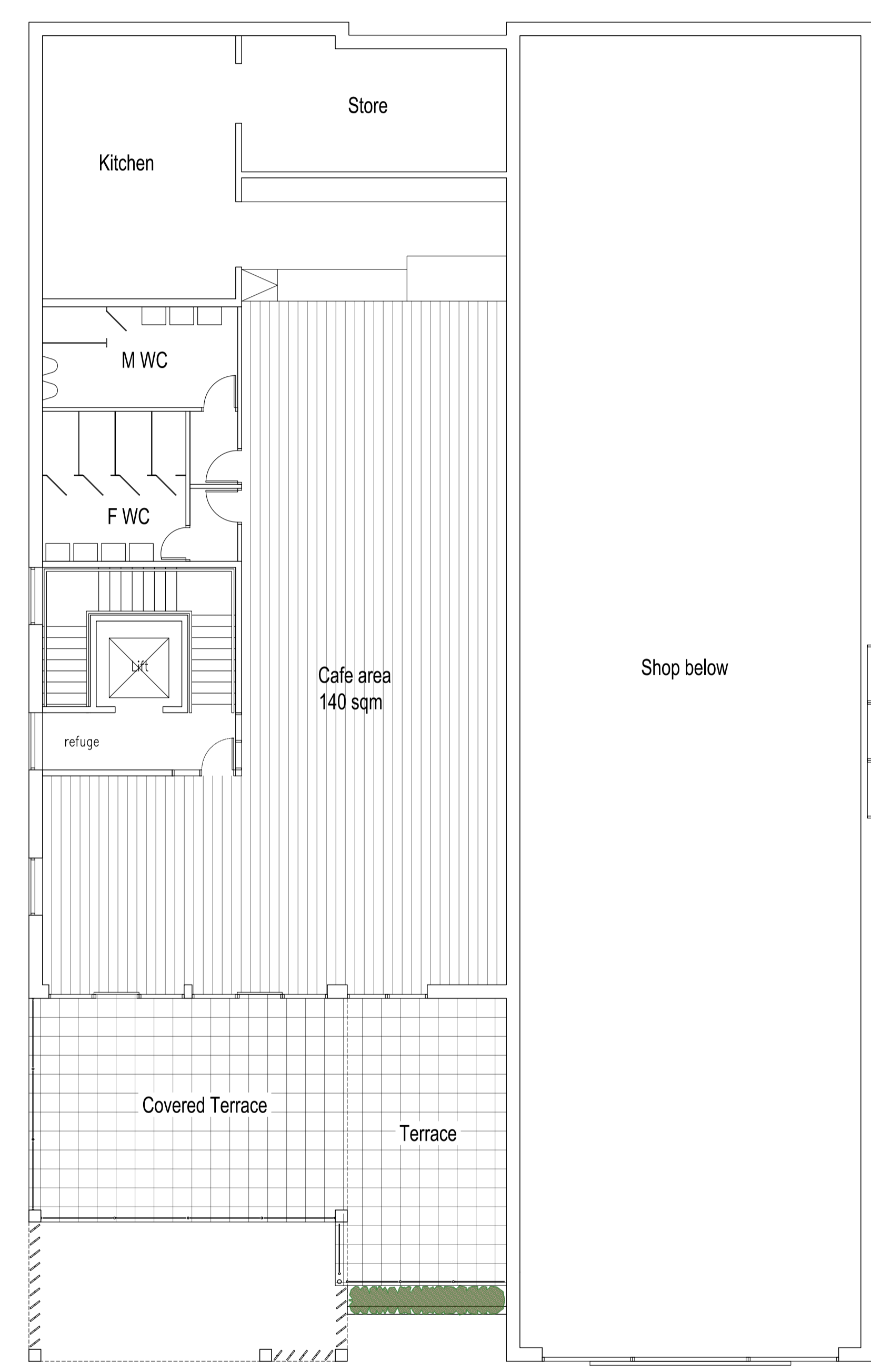
- LANDSCAPING SCHEDULE ONLY FOR DETAILS OF LANDSCAPE PROPOSED, DRAWN BY: 101
- SITES FOR TREE PLANTING (to be confirmed with the landscape architect)
 - CENTRES FOR TREE RETAINS

CLIENT	James Hall & Co	PROJECT NAME	Alston Dairy
DRAWING NAME	Proposed Site Plan	SCALE	1:500 @ A1
DATE	Aug 2023	JOB NUMBER	702
		DWG No	PL-05
		REV No	R4
Registered Office • James Hall Spar Distribution Centre Bowland View Fulwood • Preston • Lancashire • PR2 5QT • Company No. 0225823		K.M. McFadyen, Dip. Arch. R.I.B.A. Tel No: 01772 706696 Email: office@HWL1.com	

HWL
HARRY WALTERS & LIVESEY Ltd



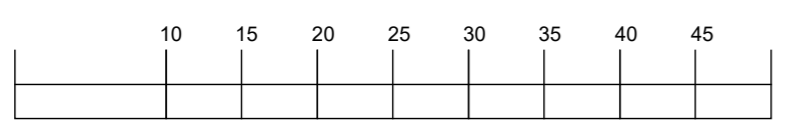
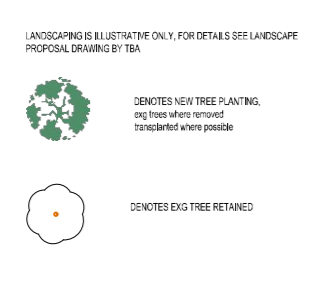
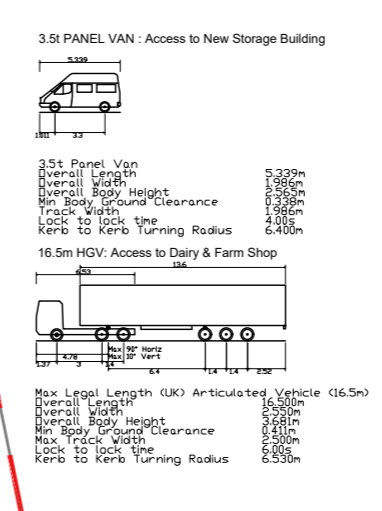
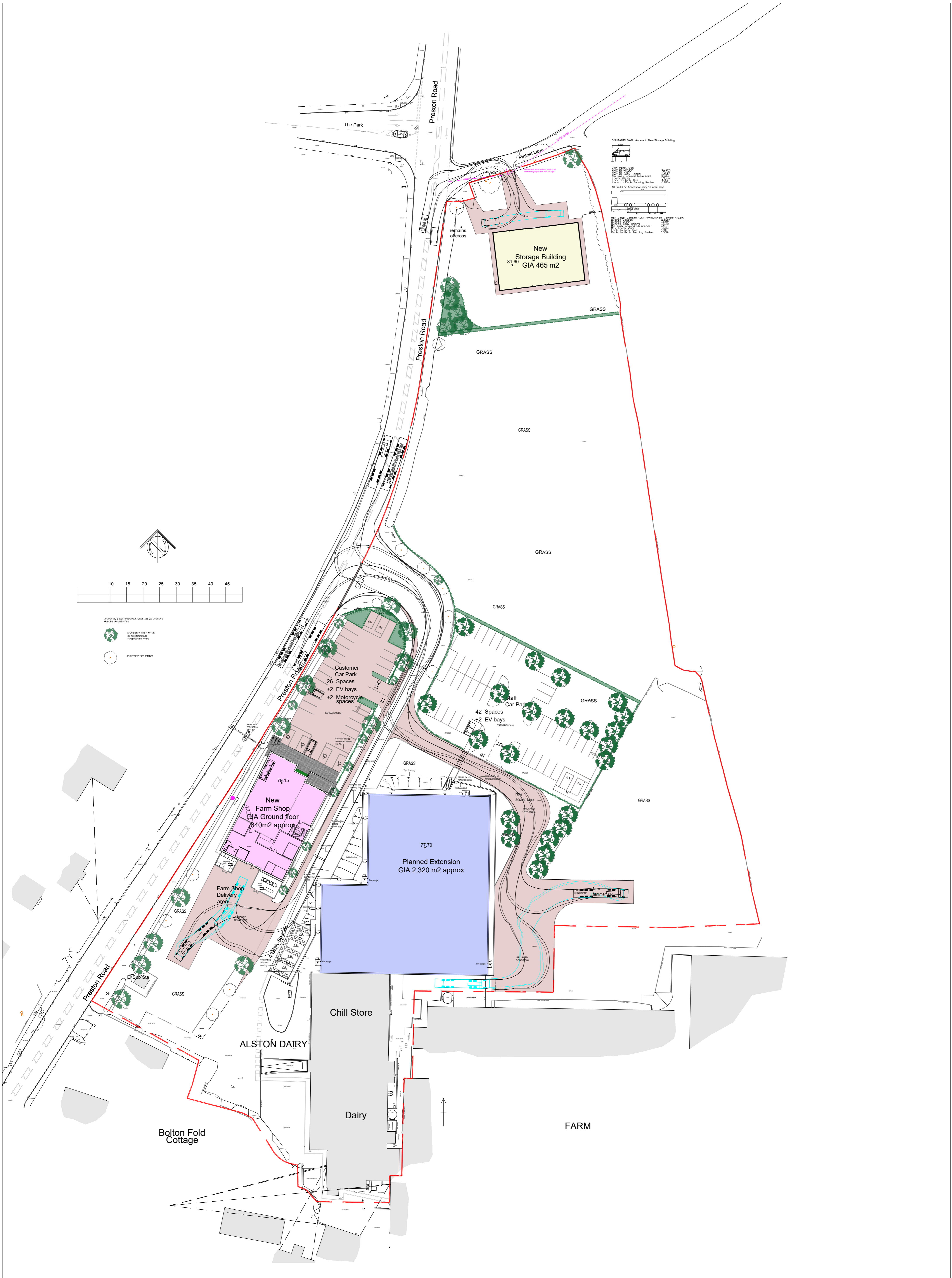
Ground Floor Plan



First Floor (Cafe) Plan

Appendix B

Swept Path Assessments



CLIENT James Hall & Co	PROJECT NAME Alston Dairy	DRAWN BY KMc
DRAWING NAME Proposed Site Plan Tracking	SCALE 1:500 @ A1	REV No R4
DATE Aug 2023	JOB NUMBER 702	PL-06
Registered Office • James Hall Spar Distribution Centre Bowland View Fulwood • Preston • Lancashire • PR2 5QT • Company No. 0225823		K.M. McFadyen, Dip. Arch. R.I.B.A. Tel No: 01772 706696 Email: office@HWL1.com

