

CRP Ltd

Proposed Factory Extension and New Storage Unit, Todmorden Road, Littleborough

Transport Statement

241167

JANUARY 2025



SCP GENERAL NOTES

Project No.: 241167-TS (1.0)

Title: Proposed Factory Extension and New Storage Unit, Todmorden Road, Littleborough, Transport Statement

Client: CRP Ltd

Date: 29 January 2025

Office: Manchester

Author	<u>Esme Walker</u>	Reviewer	<u>Gemma Wheatley</u>
Date:	<u>19/12/24</u>	Date:	<u>29/01/25</u>

Revision	Date	Status	Prepared by	Approved by
00	19/12/24	Draft	EW	GW

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

CONTENTS

1	INTRODUCTION	2
2	EXISTING CONDITIONS	3
3	PROPOSED DEVELOPMENT	7
4	TRIP GENERATION.....	9
5	PARKING ACCUMULATION SURVEY	11
6	SUMMARY AND CONCLUSIONS.....	14

APPENDICES

APPENDIX 1- ACCIDENT DATA
 APPENDIX 2- PROPOSED SITE LAYOUT
 APPENDIX 3- VISIBILITY SPLAYS
 APPENDIX 4- PARKING BEAT SURVEY
 APPENDIX 5- SWEPT PATH ANALYSIS

1 INTRODUCTION

General

- 1.1 SCP have been instructed by CRP Ltd to produce a Transport Statement (TS) in support of a planning application for a part demolition and extension to an existing factory and the erection of a new storage unit located at CRP Ltd, Todmorden Road, Littleborough.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.

Planning History

- 22/00872/FUL – Erection of a detached single storey modular building to serve as a site canteen – Approved 8th February 2023
- 18/00959/FUL – Erection of 2 temporary buildings for storage and manufacturing (retrospective) – Approved 13th March 2019
- 18/00312/FUL – Extension to the existing manufacturing space of industrial works building – Approved 27th June 2018
- 03/D41174 – Erection Of Office Unit – Approved 3rd March 2003
- 94/D30838 – Two Storey Extension To Existing Factory And Formation Of Vehicular Access To A Classified Road – Approved 1st December 1994

Structure of This Report

- 1.3 The structure of this report is as follows:-
- Chapter 2 – describes the site location, local highway network and existing use of the site;
 - Chapter 3 – defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – presents a summary of the impact of the development on the local highway network;
 - Chapter 5 – reports on the parking accumulation to confirm that there will be sufficient car parking across the site; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

- 2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Existing Site

- 2.2 The site is currently occupied by an industrial unit which is occupied by CRP Ltd (Corrosion Resistant Products Ltd) who manufacture and distribute Fluoropolymer piping and equipment, for use in the chemical industry. The existing buildings on site have a GFA of 2776m².
- 2.3 The application site is located approximately 6km north east of Rochdale and 7.7km south of Todmorden. The site is bordered by industrial units to the north and south, the River Roch to the east and the A6033 Todmorden Road to the west.
- 2.4 There are two existing site accesses located directly off the A6033 Todmorden Road, with one accessed to the north and the other accessed to the south of the site. There are a total of 35 marked out spaces across the site, plus 1 disabled and 3 visitor spaces. There is space for a further 7 cars to park to the south of the site. The existing northern access is used solely for cars and small vans and the southern access is used for servicing and overflow parking.
- 2.5 A further historic access point is located towards the north of the site (north of Ferrand Road). All that remains of the access is the walls either side with the footways and kerbs made good when the access was closed off.
- 2.6 Figure 2.1 overleaf shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



Source: Google Maps

- 2.7 The site boundary is shown in relation to the local highway network in red on Figure 2.2 below.

Figure 2.2 – Site Location Plan – Local View



Source: Google Maps

Local Highway Network

A6033 Todmorden Road

- 2.8 The A6033 Todmorden Road is located to the west of the site and is subject to a 30mph speed limit. The road runs in a north east-south west direction, connecting Littleborough to Cross Roads via Todmorden and Hebden Bridge. Locally, the A6033 provides access to the A58 approximately 300m to the south west of the site.
- 2.9 Footways are provided on both sides of the carriageway and dropped kerbs are present at the side roads in the vicinity of the site. Bus stops are located on both sides of the carriageway, with the closest located outside the site at the existing former site entrance point.

A58

- 2.10 The A58 is located to the south west of the site and runs from Prescott to Wetherby. In the vicinity of the site, the A58 is subject to a 30mph speed limit and provides access into Rochdale to the south west of the site.
- 2.11 Footways are present on either side of the carriageway and there is a signalised pedestrian crossing approximately 70m west from its junction with the A6033.

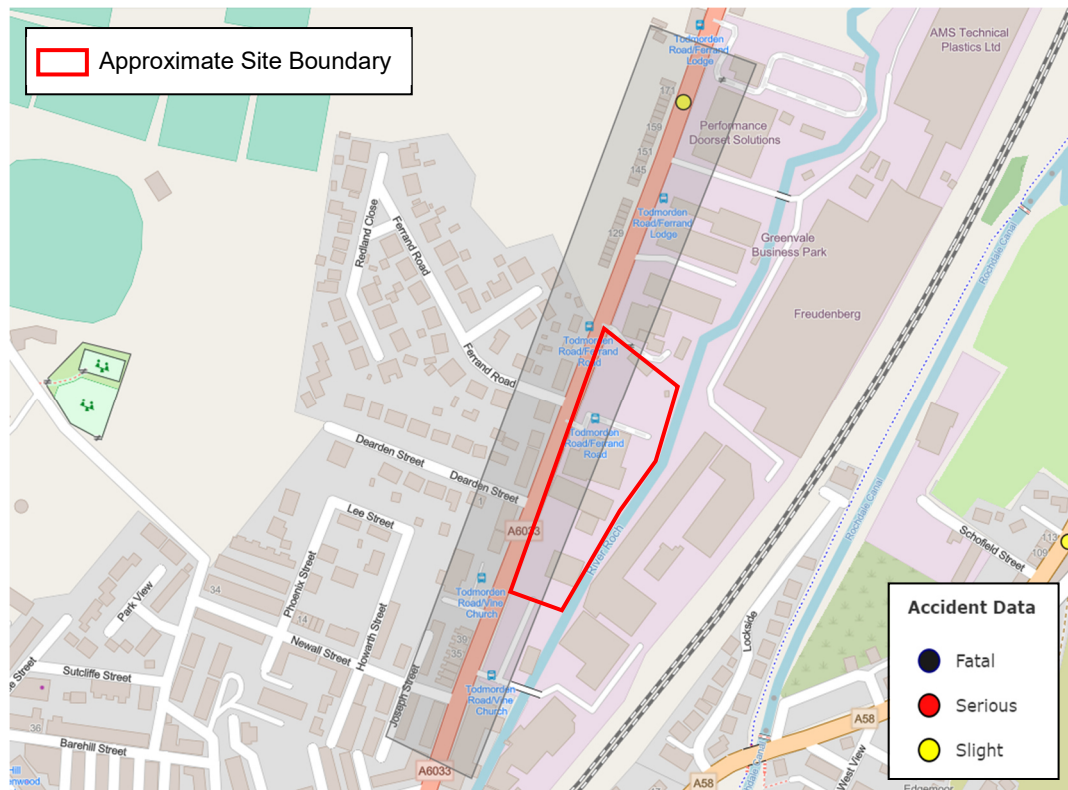
B6225

- 2.12 The B6225 is present approximately 400m to the south of the site to the east of the Calder Vale railway line. It runs for approximately 4.7km from its junction with the A58 to the north and Bridge Street/Dale Street to the south, providing a link for traffic between Littleborough and the M62.

Existing Road Safety Record

- 2.13 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.14 In order to identify critical locations on the network with a poor accident record, the Stats19 personal injury accident data has been obtained from ARCGIS, for the most recently available 5-year period (January 2019 – December 2023). The location and severity of any accidents within the study area during this period, are shown in **Figure 2.3**. The accident reports can be found in **Appendix 1**.

Figure 2.3 – Road Safety Record



Source: ArcGIS

- 2.15 The analysis shows that no accidents were recorded at either of the two existing site accesses along Todmorden Road. One accident was recorded approximately 210m to the north of the existing former site entrance point and was reported as slight in severity.
- 2.16 The incident occurred in July 2020 in darkness but with lights lit. It involved one car which was travelling south west along Todmorden Road until it collided into the rear end of a car which was moving off, which then collided into the nearside of a parked car. The driver of the car that was moving off suffered slight injuries as a result.
- 2.17 A total of 1 accident over a 5-year period (average of 0.2 accidents per year) is not considered to be a significant frequency. The evidence presented above and illustrated in **Figure 2.3** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of the part demolition and extension to the existing factory and the erection of a new storage unit at CRP Ltd.
- 3.2 The manufacturing unit extension in the northern part of the site will incorporate 1575sqm of additional floor area (this includes a mezzanine of 260m²), whilst the storage unit extension in the southern part of the site will incorporate 550m² of additional floor area. In total, the redevelopment will result in 877m² of existing floorspace being demolished.
- 3.3 There will be a total of 60 no. car parking spaces and a covered cycle parking area located across the site. The demolition of existing units on the southern parcel of the site will result in the creation of a turning space suitable for turning articulated vehicles.
- 3.4 The proposed site layout is included at [Appendix 2](#).

Proposed Access Arrangements

- 3.5 Vehicular access to the proposed development will be taken from two separate access points from Todmorden Road.
- 3.6 The existing site entrance point and gates located directly opposite Dearden Street in the southern part of the site will be retained. The other existing site entrance point located to the north of the site will be closed off and footways and kerbs made good. The existing former site entrance point will be re-opened in the northern part of the site as part of the reconfiguration of the car parking to accommodate the building extension.
- 3.7 As a result of the re-opening of the historic site access, the southbound bus stop will need to be relocated. It is proposed that the new bus stop is moved further south along the site frontage, immediately to the south of Ferrand Road, on the opposite side.
- 3.8 Visibility splays of 2.4m x 43m can be achieved in both directions at both access points and can be seen in [Appendix 3](#). This is acceptable for a 30mph speed limit.
- 3.9 Pedestrian and cycle access to the site will be provided from the same location as vehicular access. There will be two pedestrian crossings provided in the northern part of the site, one of which will be located across the northern site entrance point, and the other which will link Todmorden Road to the main entrance.

Parking

- 3.10 A parking accumulation survey was carried out at the two accesses to the CRP site on Tuesday 10th December 2024 between 07:00-19:00. The raw count data is included in **Appendix 4**.
- 3.11 In the northern part of the site, there are currently a total of 37 no. car parking spaces, comprising of 33 no. standard spaces, 1 no. wheelchair accessible space and 3 no. visitor spaces. The parking survey revealed that there were generally 34-37 vehicles parked in the northern part of the site across the survey day. No heavy vehicles entered or left the site using this access point.
- 3.12 In the southern part of the site, there are currently 2 no. marked spaces and an estimated 7 no. unmarked spaces. There were generally 7-9 vehicles parked in the southern part of the site across the survey day.
- 3.13 The peak period for the existing parking took place between 11:45am and 12:00pm with a total of 45 cars parked across both parts of the site.
- 3.14 The proposals incorporate 40 no. parking spaces located across the northern portion of the site comprising of 31 no. standard spaces, 7 no. electric vehicle charging spaces and 2 no. wheelchair accessible spaces. A further 20 parking spaces are located across the southern part of the site. The trip generation and parking accumulation of the proposed development are investigated further in the next two chapters.
- 3.15 Swept paths of a large car accessing/egressing the parking spaces can be found on Drawing Number SCP/241167/ATR03 in **Appendix 5**.
- 3.16 A total of 6 cycle parking spaces will be provided in a covered shelter within the northern car park. This provision is in line with Rochdale BC's cycle parking standards of 1 space per 700m².

Refuse / Servicing Arrangement

- 3.17 Servicing of the development will take place as per the existing arrangement via the southern site access point. A swept path analysis of an articulated vehicle entering and leaving the southern access in a forward gear is shown in drawing SCP/241167/ATR01 in **Appendix 5**.

4 TRIP GENERATION

General

- 4.1 This Chapter sets out the methodology used to estimate the number of trips generated by the existing factory in comparison to the proposed extension to the manufacturing unit and new storage unit and draws conclusions on the anticipated impact of the development on the local highway network.

Trip Generation – Existing Factory

- 4.2 The parking accumulation surveys include the in and out movements at each access. These are shown below for car and LV movements across both access points:

Table 4.1 – Peak Hour Car and LV Movements Associated with the Existing Factory		
	Arrivals	Departures
07:15-08:15	32	2
16:00-17:00	2	36

- 4.3 The peak hours for vehicle movements are between 07:15 and 08:15 with 34 two-way vehicle movements. The PM peak is recorded as being between 16:00-17:00 with 38 two-way movements.
- 4.4 The survey recorded a total of 9 HGV movements in and 9 out across the course of the day, with the first entering at 07:30 and the last leaving at 15:30.
- 4.5 The vehicle movements in the table above have been used to establish a trip rate per 100m² of development based on the existing development of 2776m². These are as follows:

Table 4.2 - Estimated Trip Rates Associated with the Existing Factory		
	Arrivals	Departures
07:15-08:15	1.225	0.144
16:00-17:00	0.072	1.333

- 4.6 These trip rates demonstrate that the site is currently intensively used. The redevelopment of the site will allow for a more efficient use of the site, as such there is not expected to be a significant increase in the number of staff on site day to day.

- 4.7 The trip rates have been used to establish the trip rate of the proposed development, minus the GFA of the floor area to be demolished and the proposed storage area which is not anticipated to generate any car trips. This equates to a net GFA of 698m². The additional car and LV trips are therefore as follows:

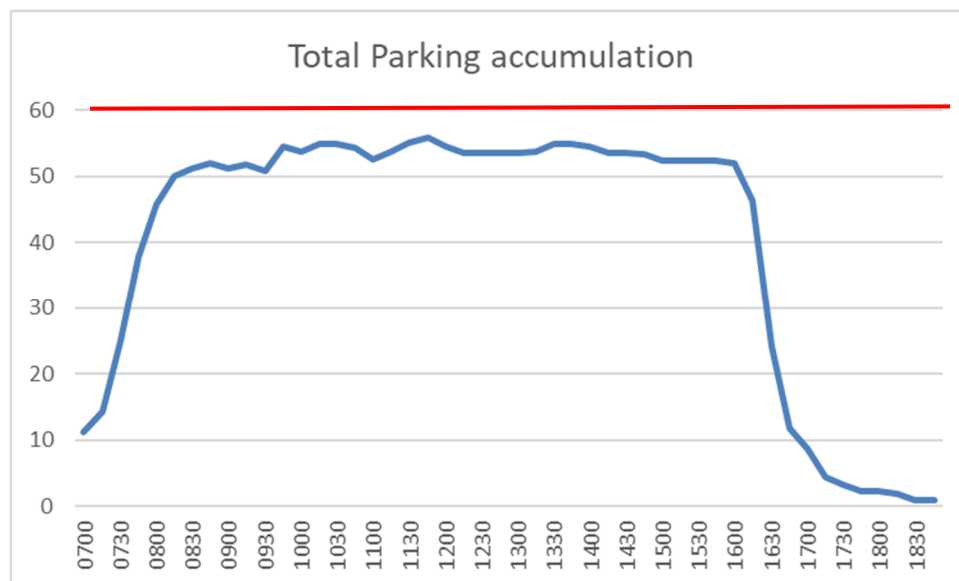
Table 4.3 - Peak Hour Car and LV Movements Associated with the Proposed Factory		
	Arrivals	Departures
07:15-08:15	9	1
16:00-17:00	1	9

- 4.8 The proposed extensions to the buildings would generate a further 10 vehicles (car and LV movements) two-way in each peak hour. The additional GFA equates to an additional 2 HGVS on and 2 out per day, which can comfortably be accommodated in the widened servicing area.
- 4.9 The effect of the additional traffic on the local highway network as a result of the extension and new storage unit would be barely perceptible during the peak hours and even less so outside of the peak periods. The level of traffic impact associated with the minimal uplift in staff and visitor numbers would therefore be negligible. Given the proposed expansion of the existing factory and the new storage unit, this would result in a more efficient operation of the factory and with more parking available. The parking provision is investigated further in the following chapter.
- 4.10 Having regard to the above, the proposed development is not anticipated to result in a material intensification on the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

5 PARKING ACCUMULATION SURVEY

- 5.1 As set out in Chapter 3, a total of 60 car parking spaces will be provided across the northern portion of the site. Of the 60 spaces, seven will be fitted with electric vehicle charging capabilities and two will be wheelchair accessible. Some of the spaces located in the southern parcel of the site will be tandem parking, however this area is classed as overspill parking and as such won't be in frequent use.
- 5.2 To assess the suitability of the proposed parking provision in relation to the proposed development, a parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the proposed development. Details on the trip rates and the estimated generated traffic are presented in the previous chapter.
- 5.3 Assessments have been carried out for a weekday and the results are shown in **Figure 5.1** below.

Figure 5.1: Estimated parking accumulation, weekday



- 5.4 During a weekday, the peak forecast car parking demand is 56 spaces between 11:45 and 12:00.
- 5.5 The table overleaf shows the existing parking accumulation across the whole site, plus the additional parking accumulation expected based on the trip rates calculated from the vehicle movements at both site accesses.

Table 5.1- Existing and Proposed Car Park Accumulation

Time Beginning	Existing Accumulation	Additional Accumulation	Total Accumulation
0700	9	2	11
0715	10	4	14
0730	18	7	25
0745	29	9	38
0800	36	10	46
0815	40	10	50
0830	41	10	51
0845	42	10	52
0900	41	10	51
0915	42	10	52
0930	40	11	51
0945	44	11	55
1000	43	11	54
1015	44	11	55
1030	44	11	55
1045	44	10	54
1100	42	11	53
1115	43	11	54
1130	44	11	55
1145	45	11	56
1200	44	11	55
1215	43	11	54
1230	43	11	54
1245	43	11	54
1300	43	11	54
1315	43	11	54
1330	44	11	55
1345	44	11	55
1400	44	11	55
1415	43	11	54
1430	43	11	54
1445	43	10	53
1500	42	10	52
1515	42	10	52
1530	42	10	52
1545	42	10	52
1600	42	10	52
1615	41	5	46
1630	22	2	24
1645	10	2	12
1700	8	1	9
1715	4	0	4
1730	3	0	3
1745	2	0	2
1800	2	0	2
1815	2	0	2
1830	1	0	1
1845	1	0	1

- 5.6 Rochdale Borough Council's maximum parking standards are set out in Appendix 5 of their Core Strategy (Adopted October 2016), which specifies the following car parking standards:

B2 General Industry

- 1 space per 60sqm

B8 Storage / Distribution

- 1 space per 100sqm

- 5.7 On the basis of the above, this would equate to a requirement of 60 car parking spaces on site (50 for the B2 and 10 for the B8). The proposed level of car parking is therefore deemed to be sufficient to meet the anticipated demand and is in line with the parking standards set out in Rochdale Borough Council's Core Strategy.
- 5.8 The additional parking has been added in order to meet parking standards as there is not expected to be a significant increase in staff numbers as a result of the redevelopment of the site. The parking accumulation exercise is based on the calculated trip rates which assumes the same level of trip generation per 100m², rather than the same operations being spread across a larger floor area. The investigations have shown that there will be more than adequate parking provision to accommodate day to day staffing and visitors.

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by CRP Ltd to produce a Transport Statement (TS) in support of a planning application for a part demolition and extension to an existing factory and the erection of a new storage unit located at CRP Ltd, Todmorden Road, Littleborough.
- 6.2 It is proposed that vehicular access will be taken via an existing access in the southern part of the site, whilst the existing access point to the north will be closed off, and an old access will be re-opened. This will allow for the extension of the building and car parking relocated further north within the site. Pedestrian and cycle access will be provided from the same location as the vehicular access.
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 6.4 It is estimated that the level of traffic associated with the uplift in GFA across the site would be negligible. Having regard to this, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required.
- 6.5 A total of 40 no. parking spaces will be located across the northern portion of the site comprising of 31 no. standard spaces, 7 no. electric vehicle charging spaces and 2 no. wheelchair accessible spaces. A further 20 parking spaces will be located in the southern part of the site. The total of 60 parking spaces is in line with Rochdale BC Parking Standards for industrial and warehousing developments. A total of 6 cycle parking spaces are provided within a covered shelter within the car park. This is also in line with Parking Standards.
- 6.6 To assess the suitability of the proposed parking provision on site, a parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the proposed development. The proposed parking provision on site has been demonstrated to be sufficient to meet the forecast demand of the proposed development. Furthermore, it offers some additional headroom to service any peaks in demand over the average forecasts.
- 6.7 Having regard to the analysis presented in this TS, there is no evidence to suggest that the proposals would result in an unacceptable impact on highway safety, nor a severe impact on the local road network. There is therefore no reason to prevent or refuse the application on traffic, transport or highways related grounds.

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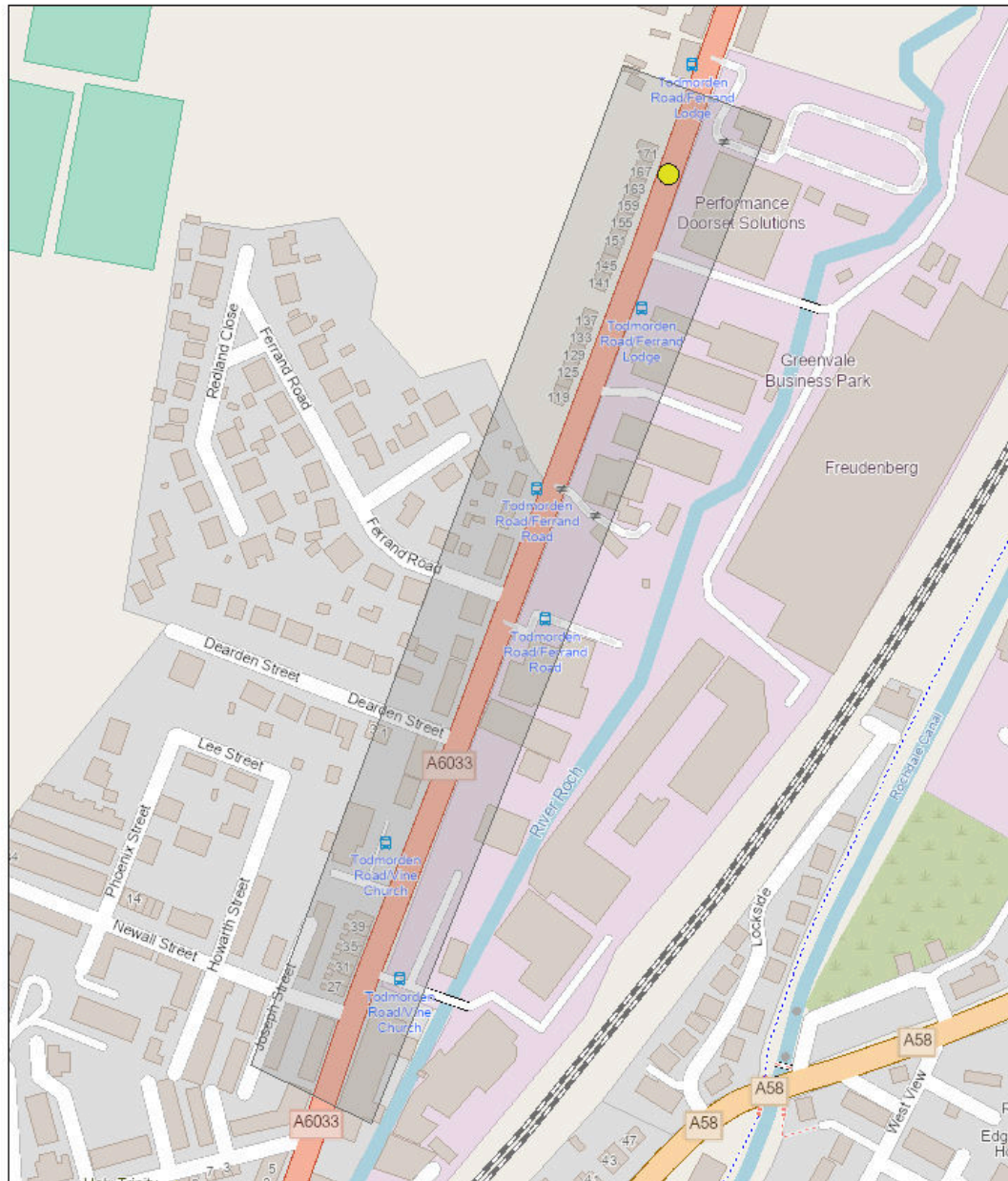
APPENDIX 1



Area of Interest (AOI) Information

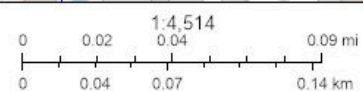
Area : 40,107.26 m²

Dec 20 2024 15:45:46 Greenwich Mean Time



Accidents - Last 5 Years

● Slight



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

Summary

Name	Count	Area(m²)	Length(m)
Accidents	1	N/A	N/A
Vehicles	3	N/A	N/A
Casualties	1	N/A	N/A

Accidents

#	Accident year	Accident reference	Location easting osgr	Location northing osgr	Longitude
1	2020	06P273891	394128	416963	-2.090307

#	Latitude	Police force	Accident severity	Number of vehicles	Number of casualties
1	53.649152	Greater Manchester	Slight	3	1

#	Day of week	Local authority district	Local authority ons district	Local authority highway	First road class
1	Tuesday	Rochdale	Rochdale	Rochdale	A

#	First road number	Road type	Speed limit	Junction detail	Junction control
1	6033	Single carriageway	30	Not at junction or within 20 metres	Data missing or out of range

#	Second road class	Second road number	Pedestrian crossing human control	Pedestrian crossing physical facilities	Light conditions
1	Not at junction or within 20 metres	Unknown	None within 50 metres	No physical crossing facilities within 50 metres	Darkness - lights lit

#	Weather conditions	Road surface conditions	Special conditions at site	Carriageway hazards	Urban or rural area
1	Fine no high winds	Dry	None	None	Urban

#	Did police officer attend scene of collision?	Trunk road flag	LSOA of accident location	Enhanced severity collision	Count
1	Yes	Non-trunk	E01005520	Data missing or out of range	1

Vehicles

#	Accident index	Accident year	Accident reference	Vehicle reference	Vehicle type
1	202006P273891	2020	06P273891	1	Car
2	202006P273891	2020	06P273891	2	Car
3	202006P273891	2020	06P273891	3	Car

#	Towing and articulation	Vehicle manoeuvre	Vehicle direction from	Vehicle direction to	Vehicle location restricted lane
1	No tow/articulation	Going ahead other	North East	South West	On main c'way - not in restricted lane
2	No tow/articulation	Moving off	North East	South West	On main c'way - not in restricted lane
3	No tow/articulation	Parked	Parked	Parked	On main c'way - not in restricted lane

#	Junction location	Skidding and overturning	Hit object in carriageway	Vehicle leaving carriageway	Hit object off carriageway
1	Not at or within 20 metres of junction	None	None	Did not leave carriageway	None
2	Not at or within 20 metres of junction	None	None	Did not leave carriageway	None
3	Not at or within 20 metres of junction	None	None	Did not leave carriageway	None

#	First point of impact	Vehicle left hand drive	Journey purpose of driver	Sex of driver	Age of driver
1	Front	No	Not known	Male	38
2	Back	No	Not known	Female	70
3	Nearside	No	Not known	Female	71

#	Age band of driver	Engine capacity cc	Propulsion code	Age of vehicle	Generic make model
1	36 - 45	2987	Heavy oil	15	MERCEDES E CLASS
2	66 - 75	998	Petrol	2	FORD FIESTA
3	66 - 75	998	Petrol	16	VAUXHALL CORSA

#	Driver IMD decile	Driver home area type	LSOA of driver	e-scooter flag	Driver distance banding
1	More deprived 40-50%	Urban area	E01005521	Vehicle was not an e-scooter	Collision occurred within 5km of drivers home postcode
2	Less deprived 30-40%	Urban area	E01005041	Vehicle was not an e-scooter	Collision occurred between 10.001 and 20km of drivers home postcode
3	More deprived 40-50%	Urban area	E01005520	Vehicle was not an e-scooter	Collision occurred within 5km of drivers home postcode

#	Dir from e	Dir from n	Dir to e	Dir to n	Location easting osgr	Location northing osgr	Count
1	No Data	No Data	No Data	No Data	394128	416963	1
2	No Data	No Data	No Data	No Data	394128	416963	1
3	No Data	No Data	No Data	No Data	394128	416963	1

Casualties

#	Accident index	Accident year	Accident reference	Vehicle reference	Casualty reference
1	202006P273891	2020	06P273891	2	1

#	Casualty class	Sex of casualty	Age of casualty	Age band of casualty	Casualty severity
1	Driver or rider	Female	70	66 - 75	Slight

#	Pedestrian location	Pedestrian movement	Car passenger	Bus or coach passenger	Pedestrian road maintenance worker
1	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable

#	Casualty type	Casualty home area type	Casualty IMD decile	LSOA of casualty	Enhanced casualty severity
1	Car occupant	Urban area	Less deprived 30-40%	E01005041	Data missing or out of range

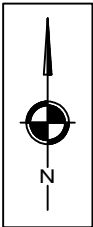
#	Casualty distance banding	Location easting osgr	Location northing osgr	Count
1	Collision occurred between 10.001 and 20km of casualties home postcode	394128	416963	1

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APPENDIX 2

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APPENDIX 3



-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
Rev	Description	Date	By
REVISIONS			

Client Name:	
CORROSION RESISTANT PRODUCTS LIMITED	
Drawn By:	Date:
LD	29.01.2025
Checked:	Scale@A3:
GW	1:500
Approved:	Status:
GW	PLANNING

Project Title:	
CRP LTD, TODMORDEN ROAD	
Drawing Title:	
SITE ACCESS VISIBILITY SPLAYS	
Drawing No.	Rev.
SCP/241167/D01	-

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

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APPENDIX 4

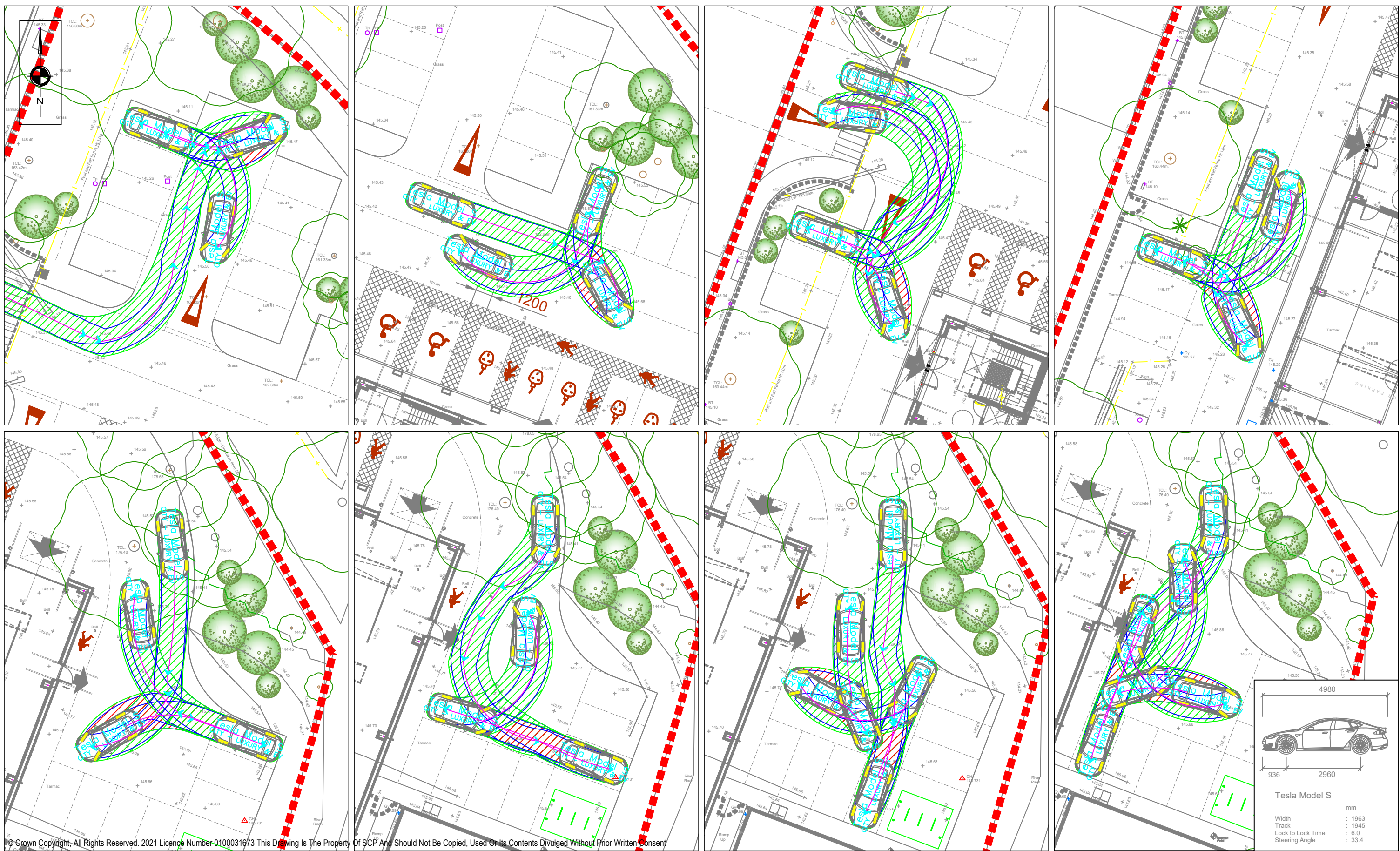
Time Beginning	Car Park Access - Tuesday 10th December 2024							
	IN 1			OUT 1			Accumulation	
	CAR	LV	HV	CAR	LV	HV	Veh	
0700	0	0	0	0	0	0	7	Beat @ 0700: 7
0715	7	0	0	0	0	0	7	
0730	8	0	0	1	0	0	14	
0745	7	0	0	0	0	0	21	
0800	5	0	0	1	0	0	28	
0815	1	0	0	0	0	0	32	
0830	1	0	0	0	0	0	33	
0845	0	0	0	1	0	0	34	
0900	1	0	0	0	0	0	33	
0915	1	0	0	2	0	0	34	
0930	3	0	0	0	0	0	33	
0945	0	0	0	1	0	0	36	
1000	1	0	0	0	0	0	35	
1015	0	0	0	0	0	0	36	
1030	1	0	0	0	0	0	36	
1045	0	0	0	2	0	0	37	
1100	1	0	0	0	0	0	35	
1115	0	0	0	0	0	0	36	
1130	1	0	0	0	0	0	36	
1145	0	0	0	1	0	0	37	
1200	1	1	0	2	1	0	36	
1215	1	0	0	1	0	0	35	
1230	1	1	0	1	1	0	35	
1245	0	0	0	0	0	0	35	
1300	0	0	0	0	0	0	35	
1315	1	0	0	0	0	0	35	
1330	0	0	0	0	0	0	36	
1345	1	0	0	1	0	0	36	
1400	0	0	0	1	0	0	36	
1415	0	0	0	0	0	0	35	
1430	0	0	0	0	0	0	35	
1445	1	0	0	2	0	0	35	
1500	1	0	0	1	0	0	34	
1515	0	0	0	0	0	0	34	
1530	0	0	0	0	0	0	34	
1545	0	0	0	0	0	0	34	
1600	0	0	0	2	0	0	34	
1615	1	0	0	16	0	0	32	
1630	0	0	0	10	0	0	17	
1645	0	0	0	1	0	0	7	
1700	0	0	0	3	0	0	6	
1715	0	0	0	1	0	0	3	
1730	0	0	0	1	0	0	2	
1745	0	0	0	0	0	0	1	
1800	0	0	0	0	0	0	1	
1815	0	0	0	1	0	0	1	Gate closed and locked by 1816
1830	0	0	0	0	0	0	0	
1845	0	0	0	0	0	0	0	
1900							0	Beat @ 1900: 0

Time Beginning	Delivery Access - Tuesday 10th December 2024							
	IN 1			OUT 1			Accumulation	
	CAR	LV	HV	CAR	LV	HV	Veh	
0700	1	0	0	0	0	0	2	Beat @ 0700: 2
0715	1	0	0	0	0	0	3	
0730	4	0	1	0	0	0	4	
0745	0	0	0	0	0	1	9	
0800	0	0	1	0	0	1	8	
0815	0	0	0	0	0	0	8	
0830	0	0	1	0	0	1	8	
0845	0	0	1	0	0	1	8	
0900	1	0	0	1	0	0	8	
0915	0	0	0	1	0	0	8	
0930	1	0	0	0	0	0	7	
0945	0	0	1	0	0	2	8	
1000	0	0	0	0	0	0	7	
1015	0	0	0	0	1	0	7	
1030	0	1	0	1	0	0	7	
1045	1	0	0	1	0	0	6	
1100	0	0	1	0	0	0	6	
1115	1	0	0	0	0	0	7	
1130	0	0	0	0	1	0	8	
1145	0	1	0	0	0	0	8	
1200	1	0	0	1	0	0	8	
1215	0	0	0	0	0	0	8	
1230	0	1	0	0	1	0	8	
1245	0	0	0	0	0	0	8	
1300	0	0	0	0	1	0	8	
1315	0	1	0	0	0	1	8	
1330	0	0	0	0	0	0	7	
1345	0	0	0	0	0	0	7	
1400	0	0	1	0	0	1	7	
1415	0	0	0	0	0	0	7	
1430	0	0	0	0	0	0	7	
1445	0	0	0	0	0	0	7	
1500	0	0	0	0	0	0	7	
1515	0	0	1	0	0	0	7	
1530	0	0	1	0	0	1	8	
1545	0	1	0	0	0	0	8	
1600	1	0	0	0	1	0	8	
1615	0	0	0	4	0	0	9	
1630	0	0	0	2	0	0	5	
1645	0	0	0	1	0	0	3	
1700	0	0	0	1	0	0	2	Gate closed and locked by 1701
1715	0	0	0	0	0	0	1	
1730	0	0	0	0	0	0	1	
1745	0	0	0	0	0	0	1	
1800	0	0	0	0	0	0	1	
1815	0	0	0	0	0	0	1	
1830	0	0	0	0	0	0	1	
1845	0	0	0	0	0	0	1	
1900							1	Beat @ 1900: 1

S|C|P

APPENDIX 5

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-	-	-	-
-	-	-	-
A	NEW SITE LAYOUT UNDERLAID	28.01.25	LD
Rev	Description	Date	By
REVISIONS			

Drawn By:	LD	Date:	06.01.2025
Checked:	GW	Scale@A3:	1:250
Approved:	GW	Status:	PLANNING

Client Name:	CORROSION RESISTANT PRODUCTS LIMITED
Project Title:	CRP LTD, TODMORDEN ROAD

Drawing Title:	SWEPT PATH ANALYSIS - LARGE CAR
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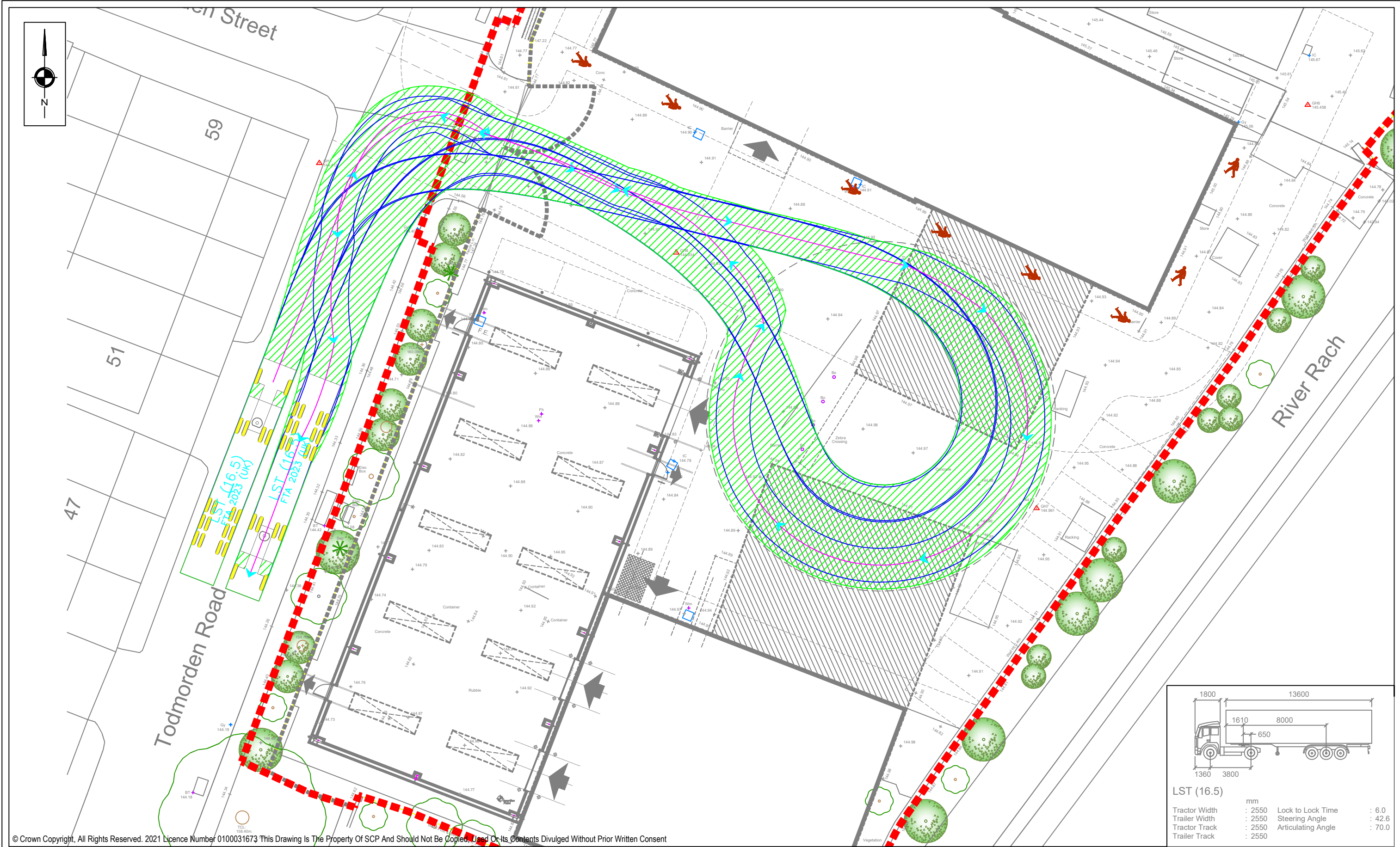
Drawing No.	SCP/241167/ATR03
Rev.	A

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-	-	-	-
-	-	-	-
A	NEW SITE LAYOUT UNDERLAID	28.01.25	LD
Rev	Description	Date	By
REVISIONS			

Drawn By:	LD	Date:	06.01.2025
Checked:	GW	Scale@A3:	1:250
Approved:	GW	Status:	PLANNING

Client Name:	CORROSION RESISTANT PRODUCTS LIMITED
Project Title:	CRP LTD, TODMORDEN ROAD

Drawing Title:	SWEPT PATH ANALYSIS - 16.5m ARTICULATED HGV
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Drawing No.	SCP/241167/ATR01
Rev.	A

LST (16.5)

Tractor Width	: 2550	Lock to Lock Time	: 6.0
Trailer Width	: 2550	Steering Angle	: 42.6
Tractor Track	: 2550	Articulating Angle	: 70.0
Trailer Track	: 2550		

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