



# Grange Park, Blackpool

## Transport Statement

*For Blackpool Council*

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# CONTENTS

1.	INTRODUCTION.....	1
1.1	Overview.....	1
1.2	Scoping.....	1
1.3	Site Location.....	2
1.4	Structure of Report.....	3
2.	EXISTING CONDITIONS.....	4
2.1	Highway Network.....	4
2.2	A587 St Walburgas Road.....	5
2.3	Chepstow Road.....	5
2.4	Fulwood Avenue.....	6
2.5	Dingle Avenue.....	7
2.6	Gateside Drive.....	7
2.7	Dinmore Avenue.....	8
3.	TRANSPORT POLICY CONTEXT.....	9
3.1	Preamble.....	9
3.2	National Planning Policy Framework [NPPF].....	9
3.3	Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking.....	9
3.4	Manual for Streets [MfS].....	10
3.5	Guidelines for Providing for Journeys on Foot.....	10
3.6	Blackpool Council Local Plan Part 1: Core Strategy (Adopted 2016).....	11
3.7	Blackpool Council Local Transport Plan.....	11
3.8	The Joint Lancashire Structure Plan - adopted March 2005.....	12
3.9	Blackpool Council Parking Standards.....	12
3.10	Summary.....	13
4.	SUSTAINABLE ACCESSIBILITY.....	14
4.1	Access on Foot.....	14
4.2	Access by Bicycle.....	16
4.3	Access by Bus.....	18
4.4	Access by Rail.....	19
4.5	Access by Blackpool Tram.....	19
4.6	Journey Times by Public Transport.....	19
4.7	Conclusions.....	21

5.	DEVELOPMENT PROPOSALS.....	22
5.2	Proposed Site Access Points .....	23
5.3	Schedule of Accommodation .....	24
5.4	Pedestrian and Cycle Access .....	24
5.5	Parking Provision.....	24
5.6	Servicing.....	25
5.7	Development Traffic Impact .....	25
6.	SUMMARY AND CONCLUSION .....	26
6.1	Summary.....	26
6.2	Conclusion .....	26

## Tables

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007).....	10
Table 3.2: Acceptable Walking Distances .....	10
Table 3.3: Blackpool Council Parking Standards .....	13
Table 4.1: Bus Timetable Summary.....	19
Table 5.1: Schedule of Accommodation - Site A .....	24
Table 5.2: Schedule of Accommodation - Site B .....	24

## Figures

Figure 1.1: Site A and Site B Location.....	2
Figure 2.1: Local Highway Network.....	4
Figure 2.2: Local Highway Network: A587 St Walkburgas Way .....	5
Figure 2.3: Local Highway Network: Chepstow Road.....	6
Figure 2.4: Local Highway Network: Fulwood Avenue .....	6
Figure 2.5: Local Highway Network: Dingle Avenue.....	7
Figure 2.6: Local Highway Network: Gateside Drive .....	8
Figure 2.7: Local Highway Network: Dinmore Avenue .....	8
Figure 4.1: 2km Walking Catchment - Site A.....	15
Figure 4.2: 2km Walking Catchment - Site B.....	15
Figure 4.3: 5km Cycling Catchment - Site A.....	17
Figure 4.4: 5km Cycling Catchment - Site B .....	17
Figure 4.5: Bus Stop Map .....	18
Figure 4.6: 60-minute Public Transport Catchment - Site A .....	20
Figure 4.7: 60-minute Public Transport Catchment - Site B .....	20
Figure 5.1: Proposed Site Plan - Site A .....	22
Figure 5.2: Proposed Site Plan - Site B.....	23

## Appendices

- Appendix A 2km Walking Catchment
- Appendix B 5km Cycling Catchment
- Appendix C 60-minute Public Transport Catchment
- Appendix D Proposed Site Layouts
- Appendix E Swept Path Analysis - Large 4-Axle Refuse Vehicle

## 1. INTRODUCTION

### 1.1 Overview

- 1.1.1 Hydrock have been instructed by Blackpool Council to prepare a Transport Statement [TS] relating to proposals for a residential development at Grange Park, Blackpool. This report has been prepared in support of a planning application.
- 1.1.2 The application concerns the erection of 131 residential dwellings (land classification use Class C3) across two parcels of land, hereinafter referred to as the Site A and Site B.
- 1.1.3 Both sites are located at Grange Park in Blackpool, circa 2.3km north of Blackpool Zoo and 3.8km to the north east of Central Blackpool Pier. The sites are located in a primarily residential area with excellent access to local amenities and both sites are highly accessible by sustainable transport.
- 1.1.4 Site A is located to the west of the existing Boundary Primary School, with Gateside Drive bounding the site to the north, Chepstow Road to the west and Dingle Avenue to the south. The northern parcel of Site A previously had extant planning permission associated with a church, hall and presbytery which was demolished in 2016/17. The southern parcel of Site A previously had extant planning permission associated with retail shops which have also been demolished. The development proposals for Site A comprise the erection of 53 dwellings.
- 1.1.5 Site B is located east of The Grange Community Centre, with the Boundary Primary School located the north, Dingle Avenue to the west and St Mary's Catholic Academy to the south. Site B previously had extant planning permission associated with a school/youth centre which has been demolished. The site is now an existing park facility. The development proposals for Site B comprise the erection of 78 residential dwellings.
- 1.1.6 A detailed breakdown of housing mix, public open space, and parking provision is outlined in Section 5. This TS will consider the impact of the proposed development on the local highway network.

### 1.2 Scoping

- 1.2.1 Hydrock have received a scoping response from Blackpool Council [BC] to the initial scope of assessment outlined by Hydrock in November 2020. In summary the Council confirmed that the following is not required as part of the transport related planning documentation:

- Transport Assessment - **Not required**;
- Undertake Accident Analysis - **Not required**;
- Develop any site access drawings - **Not required**;
- Undertake a trip generation analysis - **Not required**;
- Consider any committed developments in the area - **Not required**;
- Operational Capacity Assessments - **Not required**;
- Develop any site access drawings - **Not required**;
- Production of Noise/Air Quality Traffic Data - **Not required**;
- Construction Traffic Management Plan - **Not required (BC confirmed this can be done by the contractors[s] at the time as usual)**;

1.2.2 Therefore, based on the above scoping response from BC, this Transport Statement will be provided as a succinct summary of the following:

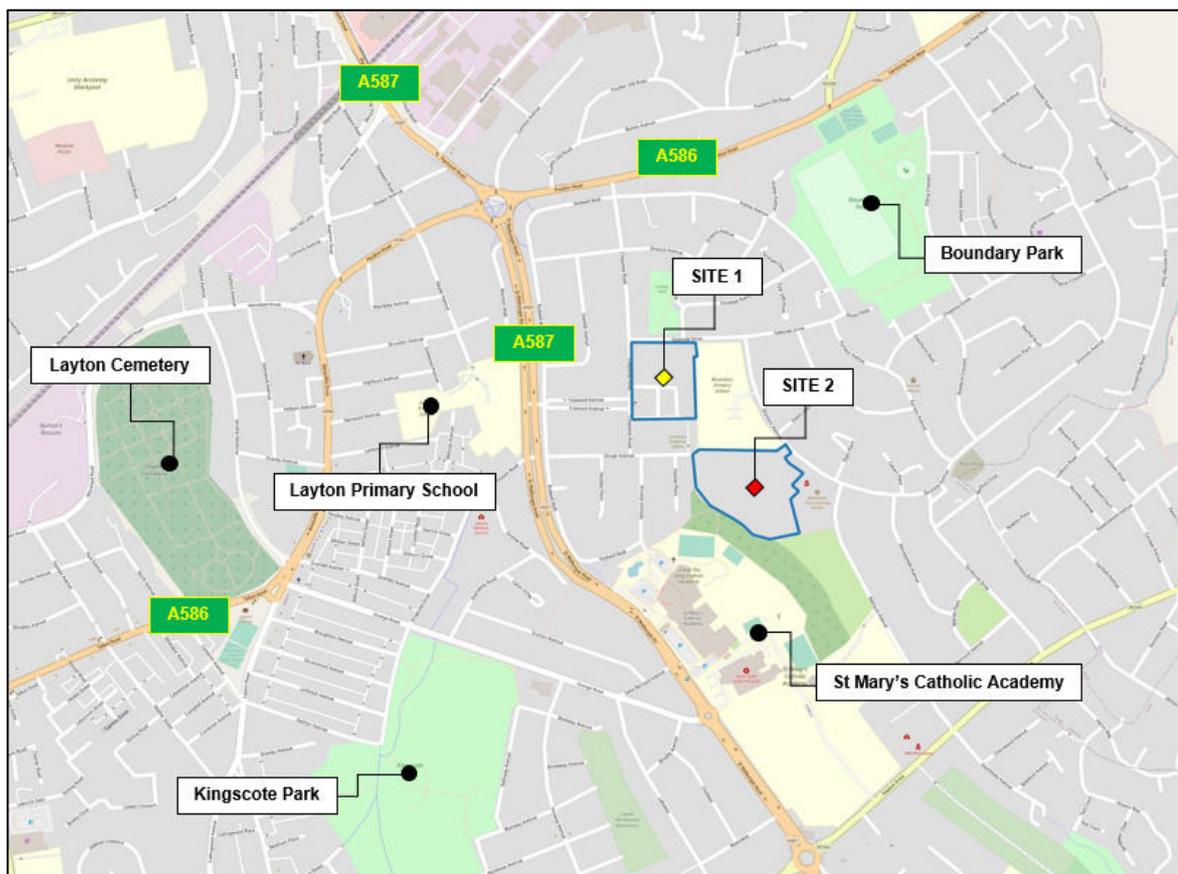
- A brief site description and review of existing conditions;
- A consideration into the national and local transport policy;
- Assessment of the sustainable accessibility of the site;
- Brief outline of the development proposals; and
- Summary and conclusion.

### 1.3 Site Location

1.3.1 Site A and Site B are both located at Grange Park in Blackpool, circa 2.3km north of Blackpool Zoo and 3.8km to the north east of Central Blackpool Pier. The sites are located in a primarily residential area with excellent access to local amenities and both sites are highly accessible by sustainable transport.

1.3.2 The location of Site A and Site B are illustrated in **Figure 1.1** below.

**Figure 1.1: Site A and Site B Location**



Source: Openstreetmaps ©

1.3.3 This TS has been prepared in accordance with various local and national guidance as well as considering Hydrock's previous experience of other similar sites. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.3.4 The report seeks to demonstrate that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed on foot, by cycle and by local public transport services.

## 1.4 Structure of Report

1.4.1 As previously stated above, this report comprises six sections, including this introduction:

- **Section 2** offers a site description and review of existing conditions;
- **Section 3** considers the national and local transport policy;
- **Section 4** assesses the sustainable accessibility of the site;
- **Section 5** briefly outlines the development proposals; and
- **Section 6** sets out the summary and conclusions.

## 2. EXISTING CONDITIONS

### 2.1 Highway Network

2.1.1 Site A is located to the west of the existing Boundary Primary School, with Gateside Drive bounding the site to the north, Chepstow Road to the west and Dingle Avenue to the south. The northern parcel of Site A had extant planning permission associated with a church, hall and presbytery which was demolished in 2016/17. The southern parcel of Site A has extant planning permission associated with retail shops which have also been demolished. The development proposals for Site A comprise the erection of 53 dwellings.

2.1.2 Site B is located east of The Grange Community Centre, with the Boundary Primary School located the north, Dingle Avenue to the west and St Mary's Catholic Academy to the south. Site B had extant planning permission associated with a school/youth centre which has been demolished. The site is now an existing park facility. The development proposals for Site B comprise the erection of 78 residential dwellings.

2.1.3 **Figure 2.1** highlights the key links surrounding Site A and Site B.

Figure 2.1: Local Highway Network



Source: Google Maps © - accessed 24/03/2021

## 2.2 A587 St Walburgas Road

- 2.2.1 The A587 St Walburgas Road is a dual carriageway road governed by a 30mph speed limit. The road is situated to the west of Site A and Site B and serves as an artery road from the A586 Poulton Road in the north to meet with the B5266 in the south.
- 2.2.2 The road has a grassed central reservation within the vicinity of the site. The A587 St Walburgas Road aids pedestrian movements through regularly spaced signalised pedestrian crossing facilities. There are also 2.0m wide pedestrian footways on the western side of the carriageway with regularly spaced street lighting, dropped kerbs and tactile paving at crossing points.
- 2.2.3 The A587 St Walburgas Road extends parallel with Rodwell Walk which is a single carriageway road serving the residential estates to the east. This provides the A587 St Walburgas Road with an eastern pedestrian footway.
- 2.2.4 **Figure 2.2** below illustrates the A587 St Walburgas Road in a southerly approach.

**Figure 2.2: Local Highway Network: A587 St Walkburgas Way**



Source: Google Street View © - accessed 25/03/2021

## 2.3 Chepstow Road

- 2.3.1 Chepstow Road is a single carriageway road governed by a 20mph speed limit located on the western border of Site A. The road primarily serves residential dwellings. The road extends from Dingle Avenue in the south to meet with the A586 Poulton Road in the north. The road has traffic calming measures in the form of speed cushions.
- 2.3.2 Chepstow Road aids pedestrian movement through 2m wide pedestrian footways, regularly spaced street lighting and dropped kerbs.
- 2.3.3 **Figure 2.3** below illustrates Chepstow Road from a southerly approach towards Dingle Avenue.

Figure 2.3: Local Highway Network: Chepstow Road



Source: Google Street View © - accessed 25/03/2021

## 2.4 Fulwood Avenue

2.4.1 Fulwood Avenue is a single carriageway road governed by a 20mph speed limit which extends from the A587 St Walburgas Road in the west to meet with Chepstow Avenue in the east. The road has a grassed tree-lined central reservation and benefits from 2m wide pedestrian footways with have a grassed buffer edge of an additional 2m.

2.4.2 **Figure 2.4** below illustrates Fulwood Avenue from an easterly approach.

Figure 2.4: Local Highway Network: Fulwood Avenue



Source: Google Street View © - accessed 25/03/2021

## 2.5 Dingle Avenue

- 2.5.1 Dingle Avenue is a single carriageway road governed by a 20mph speed limit located on the western border of Site B. The road primarily serves residential dwellings. The road extends from A587 St Walburgas Road in the west. The road has traffic calming measures in the form of speed cushions.
- 2.5.2 Dingle Avenue aids pedestrian movement through 2m wide pedestrian footways, regularly spaced street lighting and dropped kerbs.
- 2.5.3 **Figure 2.5** below illustrates Dingle Avenue from an easterly approach.

**Figure 2.5: Local Highway Network: Dingle Avenue**



*Source: Google Street View © - accessed 25/03/2021*

## 2.6 Gateside Drive

- 2.6.1 Gateside Drive bounds Site A to the north and extends from Chepstow Road in the west to meet with Boundary Park to the east. The road is governed by a 20mph speed limit. The road has traffic calming measures in the form of speed cushions.
- 2.6.2 The road aids pedestrian movements through 2m wide pedestrian footways, regularly spaced street lighting and dropped kerbs. In addition, there are pedestrian safety railings located on the southern side of the carriageway associated with the Boundary Primary School.
- 2.6.3 **Figure 2.6** below illustrates Gateside Drive from an easterly approach.

Figure 2.6: Local Highway Network: Gateside Drive



Source: Google Street View © - accessed 25/03/2021

## 2.7 Dinmore Avenue

- 2.7.1 Dinmore Avenue is a single carriageway road governed by a 20mph speed limit. The road extends from Gateside Drive in the south and loops round to meet with the A586 Garstang Road West in the north east. The road primarily serves the Boundary Primary School and surrounding residential estate. The road has traffic calming measures in the form of speed cushions.
- 2.7.2 The road aids pedestrian movements through 2m wide pedestrian footways, regularly spaced street lighting and dropped kerbs
- 2.7.3 **Figure 2.7** below illustrates Dinmore Avenue from a south easterly approach

Figure 2.7: Local Highway Network: Dinmore Avenue



Source: Google Street View © - accessed 25/03/2021

### 3. TRANSPORT POLICY CONTEXT

#### 3.1 Preamble

- 3.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 3.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

#### 3.2 National Planning Policy Framework [NPPF]

- 3.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 3.2.2 The most recent NPPF report was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 3.2.3 Paragraph 102 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 103 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 3.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 110).
- 3.2.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 3.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 3.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. The TS considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

#### 3.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

- 3.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.
- 3.3.2 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

### 3.4 Manual for Streets [MfS]

- 3.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.
- 3.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principle functions, namely:
- Place;
  - Movement;
  - Access;
  - Parking; and
  - Drainage and utilities.
- 3.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.
- 3.4.4 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.
- 3.4.5 In section 3 – the design process highlights that the design of a scheme should follow the user hierarchy shown in Table 3.1:

**Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)**

<b>Consider First</b>	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
<b>Consider Last</b>	Other motor vehicles

Source: MfS (2007)

### 3.5 Guidelines for Providing for Journeys on Foot

- 3.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation’s (CIHT’s) “Guidelines for Providing for Journeys on Foot”. Table 3.2 (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

**Table 3.2: Acceptable Walking Distances**

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

### 3.6 Blackpool Council Local Plan Part 1: Core Strategy (Adopted 2016)

3.6.1 The core strategy was adopted by the council on the 20 January 2016. Policies in the core strategy replace many of the policies of the Blackpool Local Plan 2001-2016. The core strategy is a key planning document for Blackpool. It sets out where new development (including housing, employment, retail and leisure) should be located to meet Blackpool's future needs to 2027. It also identifies areas which will be regenerated, protected or enhanced and sets out the key development principles such as design and affordable housing. The core strategy along with the 'saved' policies will be used to determine planning applications and priorities for the town over the plan period (2012-2027).

3.6.2 The policies contained in the local plan part 1, that are relevant and can be applied to the proposed development are as follows:

- Policy NPPF1: Presumption in favour of sustainable development states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- Policy CS2: Housing provision stated that provision will be made for the delivery of 4200 (net) new homes in Blackpool between 2012 and 2027. The Core Strategy housing policies aim to deliver an appropriate scale, type and tenure mix of good quality homes across the Borough, in areas where people want to live. This will improve choice and affordability issues to meet the future needs of the population, whilst creating more sustainable communities.
- Policy CS13: Housing Mix, Density and Standards- New residential development will be required to provide an appropriate mix of quality homes which help to rebalance Blackpool's housing supply and support sustainable communities. It is a priority for the Council, through its planning policies and wider housing strategy, to ensure there is an adequate supply of good quality affordable homes across the Borough, providing a choice of size, type and tenure that is suitable for family occupation in particular, and to help create mixed, balanced and stable communities.

### 3.7 Blackpool Council Local Transport Plan

3.7.1 Blackpool Council aims to control congestion, improve the public realm, reduce pollution and decrease accidents on the town's roads by managing traffic effectively, working with local transport operators and agencies, making Blackpool better for residents and businesses. Effective transport systems are essential to the resort's economy and vital to its regeneration. A local transport plan implementation strategy explains what the council's transport policies are. The current plan will be in force between 2018 and 2021

3.7.2 Blackpool's strategic objectives from the 2011 LTP remain in place:

- Objective 1 – Improve, maintain and make best use of Blackpool's transport network; in particular its roads, footways and bridges
- Objective 2 – Improve road safety by interventions that reduce the number of people, particularly children, killed and seriously injured on Blackpool's roads.
- Objective 3 – Manage congestion levels on Blackpool's roads, especially where it impacts on local economic performance.

- Objective 4 – Improve transport to and within the resort, particularly by more sustainable modes, to enhance the visitor experience and support the local economy.
- Objective 5 – Improve the efficiency and management of parking to support the local economy, especially for shoppers and visitors.
- Objective 6 - Improve access to healthcare, education, employment, shops, social/leisure opportunities and resort attractions, particularly by sustainable modes.

3.7.3 Good transport links to the wider economy are crucial to encouraging inward investment in Blackpool. Residents and businesses need good access to workplaces, shops, schools, education, health care and roads or public transport services to neighbouring towns. When any large developments are proposed in Blackpool, the council assesses what transport arrangements will be made throughout the duration of the works and after they have finished.

### 3.8 The Joint Lancashire Structure Plan - adopted March 2005

3.8.1 The Joint Lancashire Structure Plan 2001-2016 was prepared by Lancashire County Council, Blackburn with Darwen Borough Council and Blackpool Borough Council. The Plan aims to secure the efficient and effective use of land in the interests of the public. It sets out strategic policies and proposals for the development, use and conservation of land in Lancashire and for the management of traffic and waste. It establishes the amount and general location of development.

3.8.2 The vision is to fundamentally change the way in which development is accommodated in Lancashire. Rather than accepting a future that would see decline in the coastal resorts and East Lancashire Towns and excessive rates of greenfield development along the M6 corridor, we want to achieve a better balance between the County's sub-regions.

3.8.3 Accessibility to jobs, services and leisure for everyone, particularly by walking, cycling and public transport is a central strand of the Strategy. It is important that everyone can get to where jobs and services are. New development should be located with this in mind. Equally the social inclusion agenda has helped shape transport investment priorities. Locating development in town centres and other sites with good public transport access is fundamental. Marked improvements in urban public transport are a key feature of this Plan. Innovative provision of public transport in rural areas will promote accessibility in the countryside.

3.8.4 Policy 12- Housing Provision states there will be an increase in the amount of housing provided on brownfield sites from the 50% of recent years to at least 70%.

### 3.9 Blackpool Council Parking Standards

3.9.1 Blackpool Councils parking standards are contained in a Technical Appendix "Parking Standards" in the Joint Lancashire Structure Plan - adopted March 2005. Levels of car parking are set out as the maximum that may be allowed, rather than minimum levels which must be provided.

3.9.2 **Table 3.3** below outlines the Blackpool Council Parking Standards.

Table 3.3: Blackpool Council Parking Standards

C3 Dwelling Type	Baseline Standard (per sqm gross floor area or as stated)		
	Gross Floor Area <500sqm or low accessibility	Gross Floor Area >500sqm	
		Medium accessibility reduce baseline by 5-15%	High accessibility reduce baseline by 15-35%
Single Bed Housing	1 per dwelling	Reduce pro-rata	Reduce to average of 1.5 or less unless exceptional circumstances demonstrated.
Sheltered Housing	1 per 3 dwellings		
Family Housing (2-3 Bedrooms)	2 spaces		
Family Housing (4 + Bedrooms)	3 spaces		
Notes*	Average spaces per dwelling should equal 1.5 per dwelling for proposals of 30+ dwellings		

### 3.10 Summary

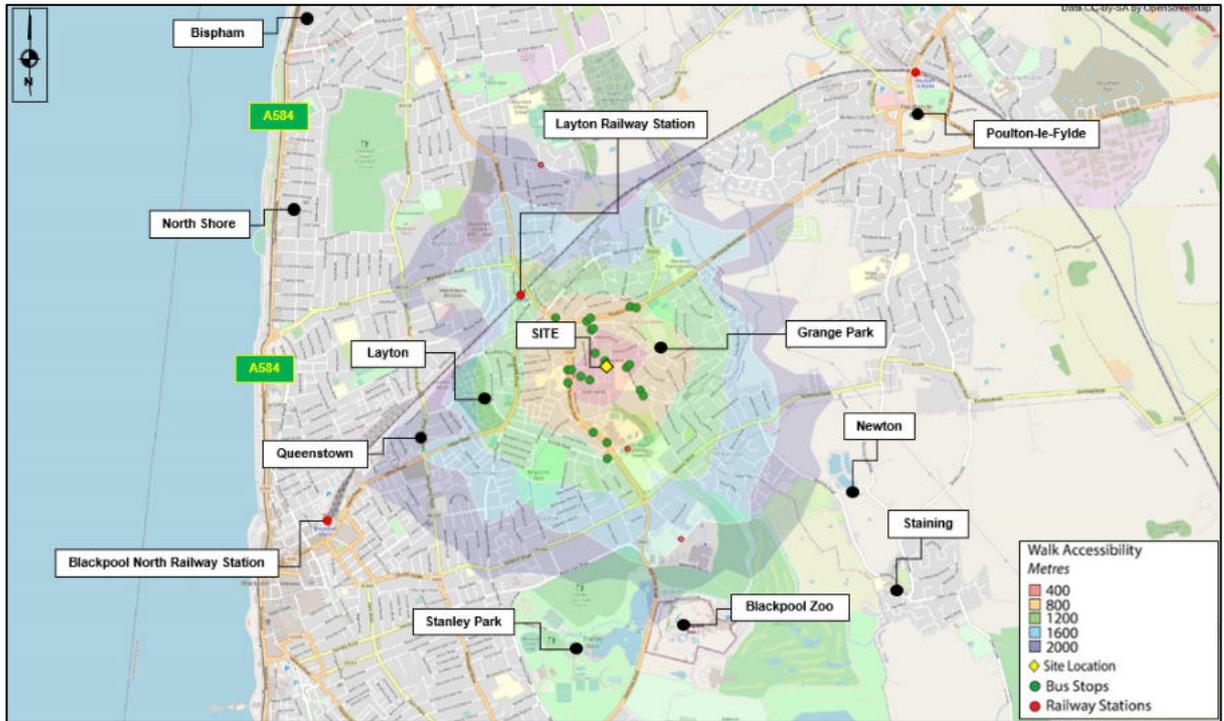
- 3.10.1 The above policy review summaries both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.
- 3.10.2 Access on foot, cycle and public transport is discussed in the following section of this report.

## 4. SUSTAINABLE ACCESSIBILITY

### 4.1 Access on Foot

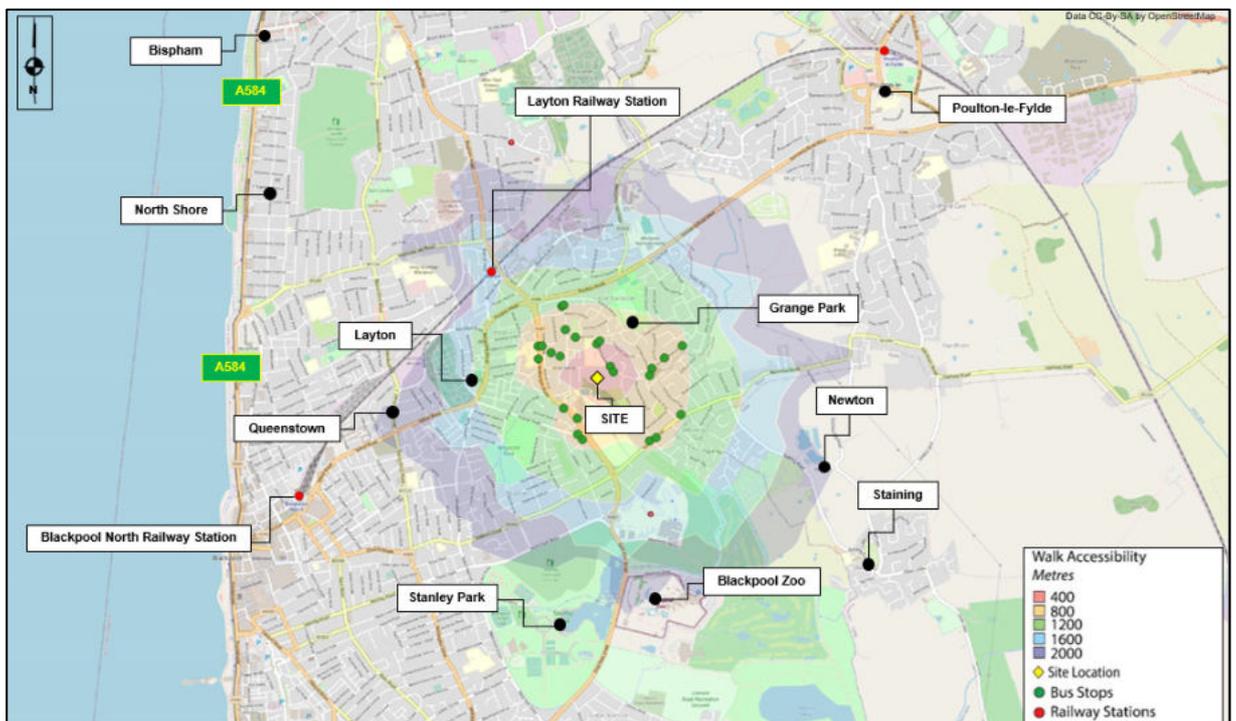
- 4.1.1 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.
- 4.1.2 Paragraph 2.3 of TA91/05 Provision for Non-Motorised Users states that 'Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles' (3.2km).
- 4.1.3 Paragraph 2.2 of TA91/05 states that 2 miles is 'a distance that could easily be walked by the majority of people' and (at paragraph 2.3) that 'Walking and rambling can also be undertaken as a leisure activity, often over longer distances.'
- 4.1.4 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile are made wholly on foot'.
- 4.1.5 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" should have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.
- 4.1.6 The location of development, within reach of the public transport network, is important in terms of encouraging travel by this mode and supporting the viability of public transport services.
- 4.1.7 The local highway network aids pedestrian movements through 2m wide pedestrian footways on both sides of the carriageway on the A587 St Walburgas Road, Chepstow Road, Fulwood Avenue, Dingle Avenue, Gateside Drive and Dinmore Avenue.
- 4.1.8 All the aforementioned links also include regularly spaced street lighting and dropped kerbs. On the A587 St Walburgas Road there are also signalised pedestrian crossings within the vicinity of the site. Being a predominantly residential area, pedestrian movements across the local highway network are aided. There are also a number of public parks (such as Gateside Park and Boundary Park) which offer the potential for pedestrian leisure walking.
- 4.1.9 **Figure 4.1** and **Figure 4.2** below provides an extract of the indicative walk catchment plan for Site A and Site B using GIS software - Basemap's Visography (TRACC) program which provides sustainable travel mapping. A copy of the full plan is provided at within **Appendix A**.

Figure 4.1: 2km Walking Catchment - Site A



Source: CC-BY-SA by openstreetmap©

Figure 4.2: 2km Walking Catchment - Site B



Source: CC-BY-SA by openstreetmap©

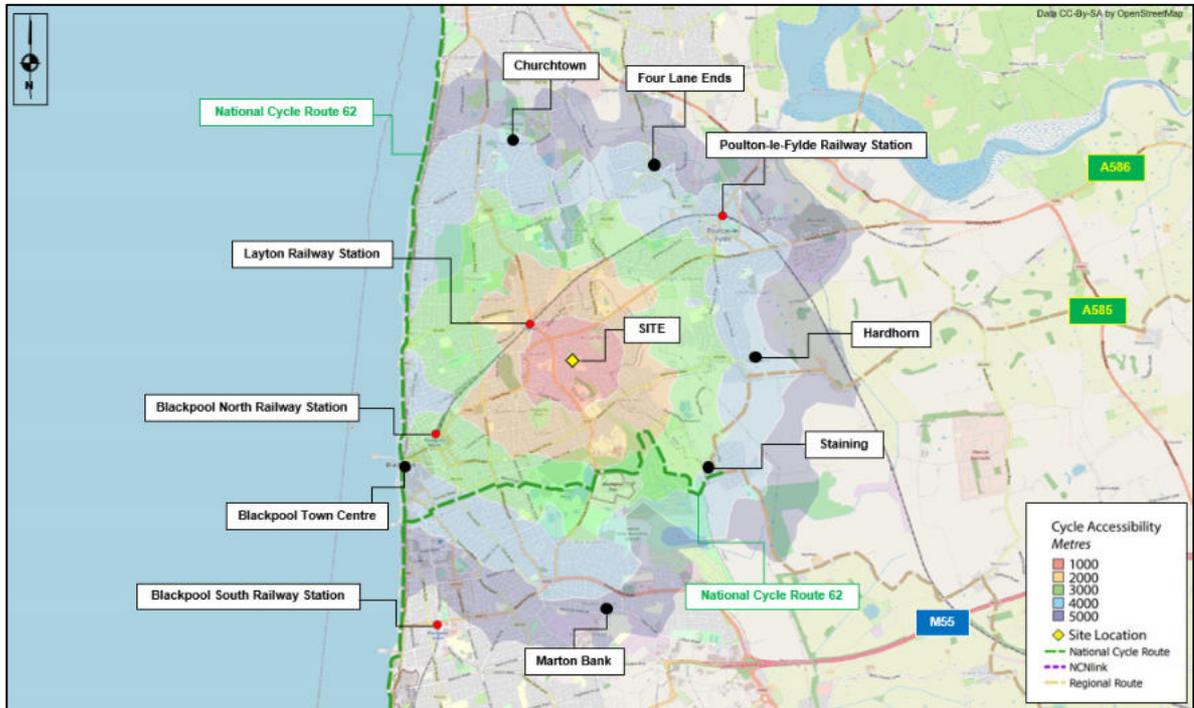
4.1.10 As can be seen from Figure 4.1 and Figure 4.2 there are a number of bus stops located within the catchment area which is considered to be within reasonable walking distance.

- 4.1.11 The proximity of the site to the local bus network provides significant opportunities to travel further afield using linked trips. This enables access to be gained to a variety of local destinations.
- 4.1.12 The site is within close proximity to a wide range of local amenities. The following list indicates some of the examples of local amenities / facilities within close proximity to the sites:
- Boundary Primary School - approximately 190m from the site;
  - Christ the King Catholic Church - approximately 400m from site;
  - The Grange Community Centre (inc. ATM, Pharmacy/One-Stop) - approximately 400m from site;
  - Whitworth Pharmacy - approximately 650m from site;
  - Layton Primary School - approximately 700m from site;
  - Co-op - approximately 1.2m from site;
  - Blackpool Victoria Hospital - approximately 1.2km from site; and
  - Lidl and Farmfoods - approximately 1.9km from site;
- 4.1.13 In summary, the site is extremely accessible on foot and within proximity to local amenities, which will reduce the requirement for residents to make short car journeys.

## 4.2 Access by Bicycle

- 4.2.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. With regard to cycling, TA91/05 states (paragraph 2.11) that ‘Cycling is used for accessing a variety of different destinations, including educational facilities shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances.’ At paragraph 2.9, TA91/05 states that 5 miles (8km) is a distance ‘that could easily be cycled by the majority of people’.
- 4.2.2 This is consistent with the statement in LTN02/08 Cycle Infrastructure Design (paragraph 1.5.1) that ‘for commuter journeys, a trip distance of over five miles is not uncommon’, and that ‘Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey.’
- 4.2.3 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.’
- 4.2.4 The 5km cycling catchment allows for travel to a wide range of local amenities, including Blackpool Town Centre, and a range of Tramline stops/Railway Stations which aids travel to locations further afield. This reduces the need for residents to make short car journeys.
- 4.2.5 **Figure 4.3** and **Figure 4.4** below provides an extract of the indicative cycle catchment plan for Site A and Site B using GIS software - Basemap’s Visography (TRACC) program which provides sustainable travel mapping. A copy of the full plan is provided at within **Appendix B**.

Figure 4.3: 5km Cycling Catchment - Site A



Source: CC-BY-SA by openstreetmap©

Figure 4.4: 5km Cycling Catchment - Site B



Source: CC-BY-SA by openstreetmap©

4.2.6 **Figure 4.3** and **Figure 4.4** further illustrates the wide availability of cycle routes in relation to the site and the potential for it to encourage cycling in the local area. National Cycle Route 62 is within the 5km catchment. National Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of The Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.

4.2.7 Cycling would therefore be a viable mode of transport for residents at the site commuting to work to these locations and further afield via Preston Railway Station within the 5km catchment, along with being able to access a range of local amenities and Preston City Centre.

### 4.3 Access by Bus

4.3.1 The site benefits from a number of bus stops accessible within the 2km catchment. The closest bus stops are location on A587 St Walburgas Road, Chepstow Road, Fulwood Avenue and Dinmore Avenue.

4.3.2 A map illustrating the closest bus stops in relation to the site location are provided in **Figure 4.5** below.

**Figure 4.5: Bus Stop Map**



Source: Google Maps © - accessed 25/03/2021

4.3.3 **Table 4.1** below summarises the frequency of services from the local bus stops. The services listed operate from stops in **Figure 4.5**. For simplicity and to avoid double counting, the times are taken at the nearest available pair of stops, for each service. For the purpose of **Table 4.1** the AM peak times for Monday-Friday are 8:00-9:00am and the PM peak times are from 17:00-18:00pm. For Saturday the peak time is 12:00-13:00pm.

Table 4.1: Bus Timetable Summary

Service Number	Route	Monday - Friday					Saturday	
		First	AM Peak	PM Peak	Last	Per Day	Peak	Per day
2C	Knott End to Blackpool via Poulton	07:52	3	1	21:52	18	1	18
	Blackpool to Knott End via Poulton	06:10	1	1	20:10	17	1	17
76	Blackpool - St Annes	07:41	1	1	19:56	13	1	13
	St Annes to Blackpool	07:10	1	1	19:29	13	1	13
6	Grange Park to Mereside via Blackpool	06:09	3	3	23:16	47	2	47
<b>Total</b>		-	<b>9</b>	<b>7</b>	-	<b>108</b>	<b>6</b>	<b>108</b>

4.3.4 The table shows that the sites are well served with over 100 buses passing the sites in the weekday and on Saturdays, which offer regular opportunities to travel to neighbouring towns and local amenities.

4.3.5 It is therefore concluded that the site benefits from access by bus, offering a viable alternative to single occupancy car journeys.

#### 4.4 Access by Rail

4.4.1 The nearest railway station is Layton Railway Station which is located circa 900m from Site A and 1km from Site B, therefore within extremely accessible walking distance to both sites. Layton Railway Station is on the Blackpool North to Preston railway line. The station has 2 platforms and is managed by Northern Rail.

4.4.2 There is a basic hourly service in each direction throughout the week (including Sundays for the first time in several years). Westbound trains originate at Manchester Airport, whilst services towards Manchester continue to Hazel Grove, though some Airport-bound trains also stop here during the weekday peaks. On Sundays, the service operates to and from Manchester Victoria.

#### 4.5 Access by Blackpool Tram

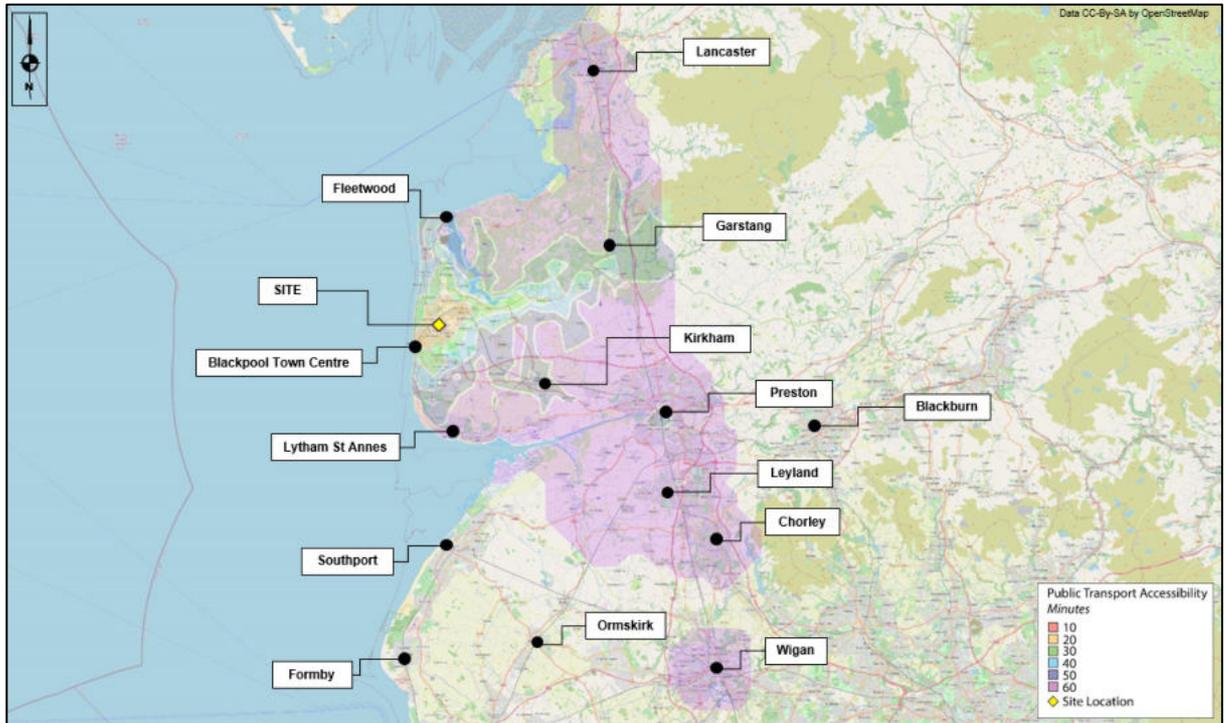
4.5.1 The site is also within close proximity to the Blackpool Tramline which runs from Blackpool to Fleetwood on the Fylde Coast. The nearest tram stop to both Site A and Site B is Pleasant Street and Wilton Parade which are both 3.1km to the west. The trams run approximately every 20 minutes and are accessible within cycling distance of the sites, therefore providing a viable alternative to single occupancy car journeys.

#### 4.6 Journey Times by Public Transport

4.6.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to the bus stops and railway stations and demonstrates that key areas such as Fleetwood, Wigan, Lytham St Annes and Preston are all within a 60-minute public transport journey.

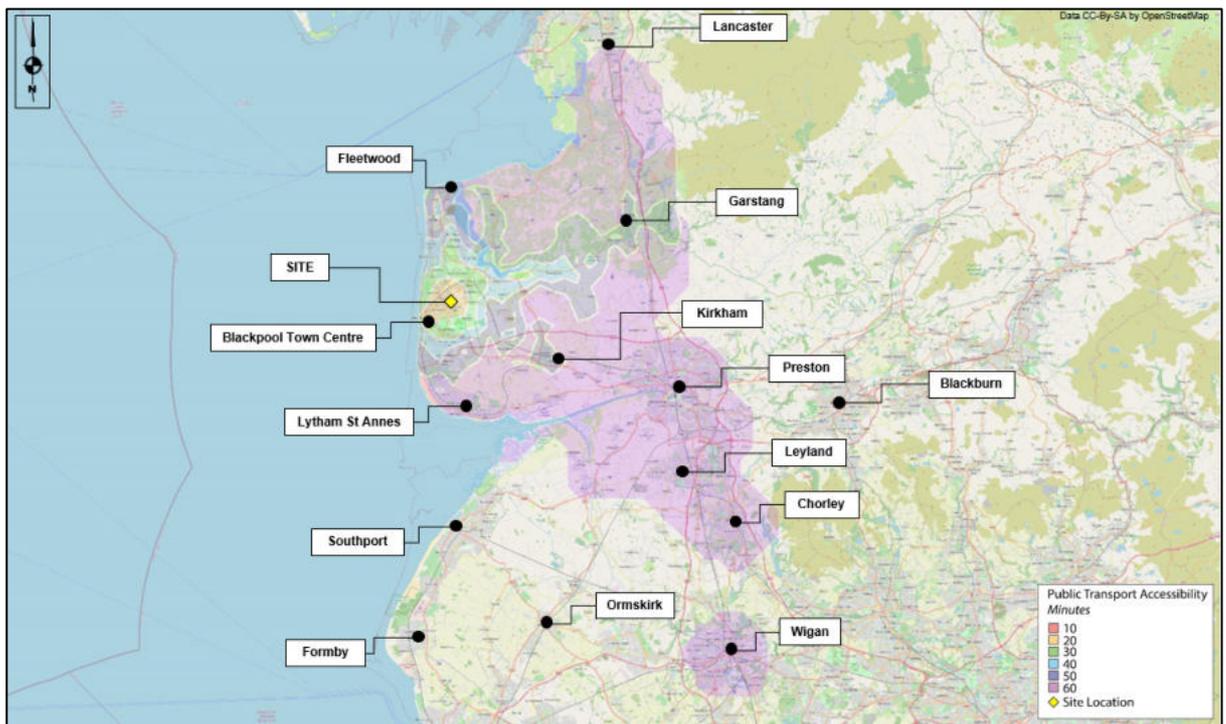
4.6.2 Figure 4.6 and Figure 4.7 below provides an extract of the public transport 60-minute catchment area for Site A and Site B. A copy of the full plan is provided within Appendix C.

Figure 4.6: 60-minute Public Transport Catchment - Site A



Source: CC-BY-SA by openstreetmap©

Figure 4.7: 60-minute Public Transport Catchment - Site B



Source: CC-BY-SA by openstreetmap©

## 4.7 Conclusions

- 4.7.1 In summary, both Site A and Site B are located in an accessible location in Blackpool and are well located to make use of the existing public transport links and pedestrian / cycle routes. As such, it complies with both the local and national policies summarised in Section 3.

## 5. DEVELOPMENT PROPOSALS

- 5.1.1 The application concerns the erection of 131 residential dwellings (land classification use Class C3) across two parcels of land, hereinafter referred to as the Site A and Site B.
- 5.1.2 Site A is located to the west of the existing Boundary Primary School, with Gateside Drive bounding the site to the north, Chepstow Road to the west and Dingle Avenue to the south. The northern parcel of Site A previously had extant planning permission associated with a church, hall and presbytery which was demolished in 2016/17. The southern parcel of Site A previously had extant planning permission associated with retail shops which have also been demolished. The development proposals for Site A comprise the erection of 53 dwellings.
- 5.1.3 Site B is located east of The Grange Community Centre, with the Boundary Primary School located the north, Dingle Avenue to the west and St Mary's Catholic Academy to the south. Site B previously had extant planning permission associated with a school/youth centre which has been demolished. The site is now an existing park facility. The development proposals for Site B comprise the erection of 78 residential dwellings.
- 5.1.4 The development proposals include associated landscaping, public open space and parking provision. The proposed site layout for Site A and Site B is illustrated in **Figure 5.1** and **Figure 5.2** below with a copy of the full plans located in **Appendix D**.

Figure 5.1: Proposed Site Plan - Site A



Source: Cassidy and Ashton Architects

Figure 5.2: Proposed Site Plan - Site B



Source: Cassidy and Ashton Architects

## 5.2 Proposed Site Access Points

### Site A

5.2.1 Site A is proposed to be accessed via Gateside Drive to the north and Chepstow Road to the south. Following scoping discussions with Blackpool Council, it has been confirmed that the proposed site access arrangement options have been agreed.

5.2.2 Notwithstanding, Hydrock have undertaken swept path analysis with the largest anticipated vehicle proposed to access the site (the large 4-axle refuse vehicle) to demonstrate that the proposed arrangement is suitable. A copy of the swept path analysis drawing is contained in **Appendix E**.

### Site B

5.2.3 Site B is proposed to be accessed via Dinmore Avenue. Following scoping discussions with Blackpool Council, it has been confirmed that the proposed site access arrangement options have been agreed.

5.2.4 Notwithstanding, Hydrock have undertaken swept path analysis with the largest anticipated vehicle proposed to access the site (the large 4-axle refuse vehicle) to demonstrate that the proposed site arrangement is suitable. A copy of the swept path analysis drawing is contained in **Appendix E**.

### 5.3 Schedule of Accommodation

5.3.1 The following schedule of accommodation proposed at the Site A and Site B as shown in **Table 5.1** and **Table 5.2** below.

**Table 5.1: Schedule of Accommodation - Site A**

Dwelling Type	Provision	Car Parking Provision
2-bedroom dwelling	27	54
3-bedroom dwelling	9	18
4-bedroom dwelling (terrace with ginnel)	9	27
5-bedroom dwelling	8	24
<b>Totals</b>	<b>53</b>	<b>123</b>

**Table 5.2: Schedule of Accommodation - Site B**

Dwelling Type	Provision	Car Parking Provision
1 bedroom flat	30	30
2-bedroom dwelling	28	56
3-bedroom dwelling	6	12
4-bedroom dwelling	7	21
5-bedroom dwelling	4	12
6-bedroom dwelling	3	9
<b>Totals</b>	<b>78</b>	<b>140</b>

### 5.4 Pedestrian and Cycle Access

5.4.1 It is proposed that the pedestrian and cycle access will be taken from the same access as the vehicular entry points for both Site A and Site B.

### 5.5 Parking Provision

5.5.1 As illustrated above in section 5.3, the following level of parking provision is allocated at the sites:

#### *Vehicular*

- » **Site A** - 123 x vehicular parking spaces;
- » **Site B** - 140 x vehicular parking spaces.

#### *Bicycle*

- » **Site A** - Cycle parking and cycle storage will be provided in the curtilage of each dwelling with secure parking in garages and rear gardens.
- » **Site B** - Cycle parking and cycle storage will be provided in the curtilage of each dwelling with secure parking in garages and rear gardens. For the flats, due to their nature, cycle parking will be provided within the associated scooter storage facility as illustrated in **Figure 5.2** above.

## 5.6 Servicing

- » **Site A** - it is envisaged that servicing vehicles will enter the site in forward gear to the north and exit the site to the south without any required manoeuvring. Given the scale of development, the frequency of a refuse vehicles utilising the site is expected to be modest. A swept path manoeuvre of a large 4-axle refuse vehicle has been undertaken to demonstrate that the refuse vehicle can safely enter the site and exit in a forward gear. As previously stated, the swept path manoeuvre of the large refuse vehicle is presented in **Appendix E**.
- » **Site B** - it is envisaged that servicing vehicles will enter the site in forward gear off Dinmore Avenue, manoeuvre within the site using the allocated turning heads and exit the site at the same proposed site access off Dinmore Avenue. Given the scale of development, the frequency of a refuse vehicles utilising the site is expected to be modest. A swept path manoeuvre of a large 4-axle refuse vehicle has been undertaken to demonstrate that the refuse vehicle can safely enter Site A and exit in a forward gear. As previously stated, the swept path manoeuvre of the large refuse vehicle is presented in **Appendix E**.

## 5.7 Development Traffic Impact

5.7.1 As previously stated, Hydrock have received a scoping response from BC to the initial scope of assessment outlined by Hydrock in November 2020. In summary the Council confirmed that the following is not required as part of the transport related planning documentation as these elements have already been considered by BC, therefore the development traffic impact has not been considered.

- Undertake a trip generation analysis - **Not required**;
- Consider any committed developments in the area - **Not required**; and
- Operational Capacity Assessments - **Not required**.

## 6. SUMMARY AND CONCLUSION

### 6.1 Summary

- 6.1.1 Hydrock have been instructed by Blackpool Council to prepare a Transport Statement [TS] relating to proposals for a residential development at Grange Park, Blackpool. This report has been prepared in support of a planning application.
- 6.1.2 The application concerns the erection of 131 residential dwellings (land classification use Class C3) across two parcels of land.
- 6.1.3 Site A is located to the west of the existing Boundary Primary School, with Gateside Drive bounding the site to the north, Chepstow Road to the west and Dingle Avenue to the south. The northern parcel of Site A previously had extant planning permission associated with a church, hall and presbytery which was demolished in 2016/17. The southern parcel of Site A previously had extant planning permission associated with retail shops which have also been demolished. The development proposals for Site A comprise the erection of 53 dwellings.
- 6.1.4 Site B is located east of The Grange Community Centre, with the Boundary Primary School located the north, Dingle Avenue to the west and St Mary's Catholic Academy to the south. Site B previously had extant planning permission associated with a school/youth centre which has been demolished. The site is now an existing park facility. The development proposals for Site B comprise the erection of 78 residential dwellings.
- 6.1.5 The swept path analysis undertaken has demonstrated that the proposed geometry is suitable and all access, turning and manoeuvres can be successfully performed.
- 6.1.6 The sustainability assessment shows that the proposed development site is located in an accessible location in Blackpool is within 2km proximity to a selection of local amenities. Along with this, the site is within a 2km access of a Railway Station which allows for a more sustainable mode of travel further afield. There are a range of pedestrian access features along with local bus services. Key areas are accessible such as Fleetwood, Wigan, Lytham St Annes and Preston are all within a 60-minute public transport journey. As such the site complies with national and local policy.

### 6.2 Conclusion

- 6.2.1 Having undertaken a comprehensive analysis of the development site and after reviewing planning policies, it has been demonstrated by this TS that the proposed development accords with highway access, design recommendations and sustainable values and hence there is no basis for highway and transportation objections to the proposals.

## Appendix A 2km Walking Catchment



Bispham

A584

Layton Railway Station

Poulton-le-Fylde

North Shore

A584

SITE

Grange Park

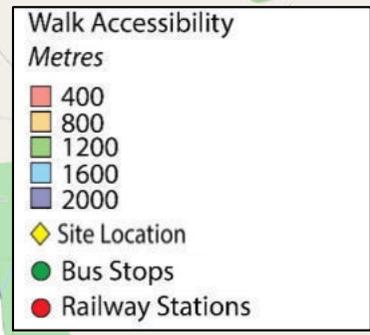
Layton

Newton

Queenstown

Staining

Blackpool North Railway Station



Stanley Park

Blackpool Zoo



Project Title  
Grange Park, Blackpool (Site 1)

Drawing Title  
Accessibility: 2km Walking Catchment

Job Number	C17786	By	SG
Date	12.03.2020	Checked	SD
Scale	NTS	Status	-

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

Drawing No.  
APPENDIX A

Figure  
1



Bispham

A584

Layton Railway Station

Poulton-le-Fylde

North Shore

A584

Layton

Grange Park

Queenstown

SITE

Newton

Blackpool North Railway Station

Staining

Stanley Park

Blackpool Zoo

**Walk Accessibility**  
*Metres*

- 400
- 800
- 1200
- 1600
- 2000

- Site Location
- Bus Stops
- Railway Stations



Project Title  
Grange Park, Blackpool (Site 2)

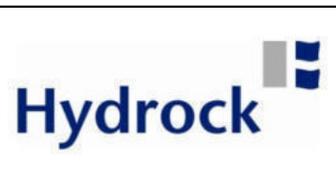
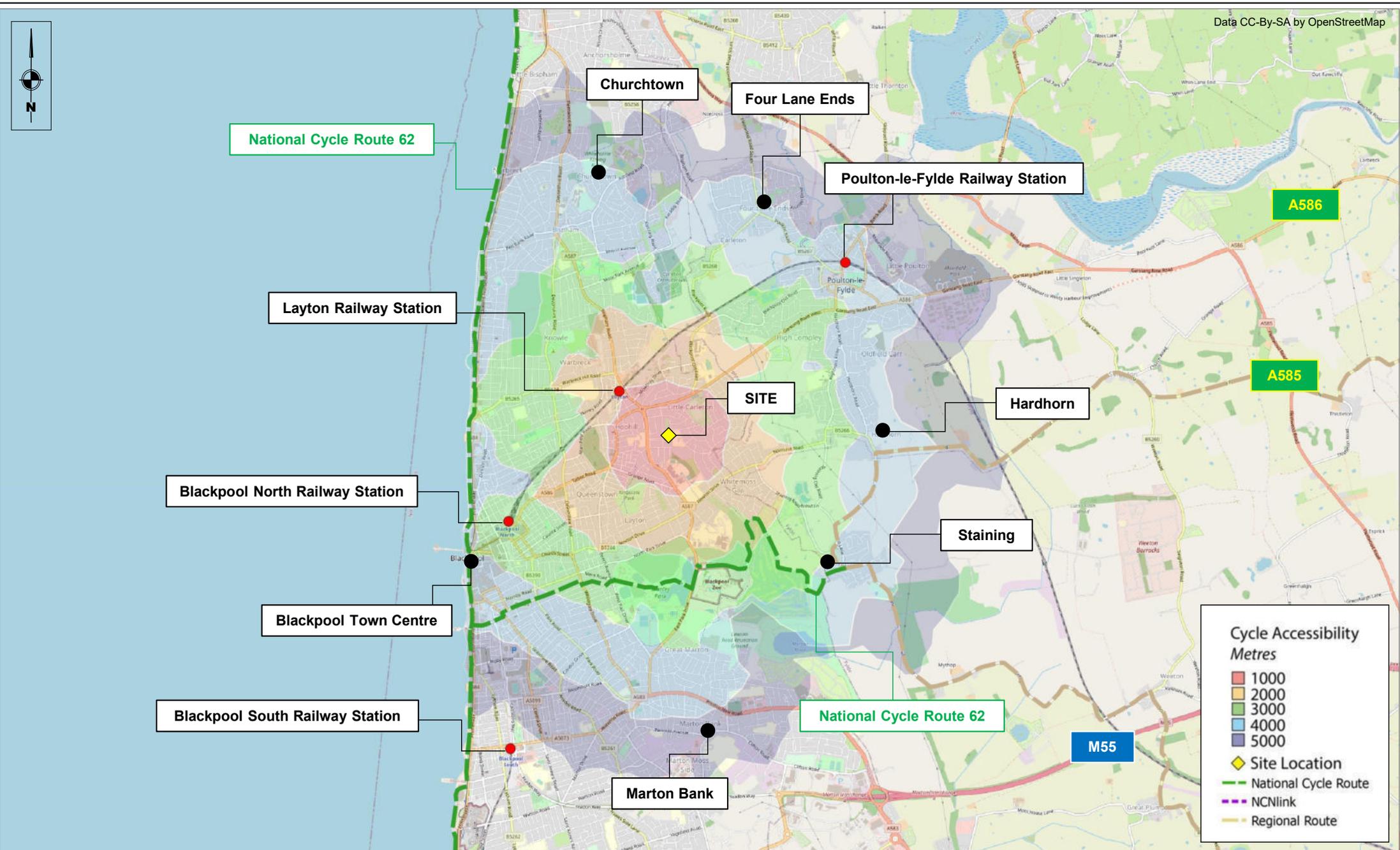
Drawing Title  
Accessibility: 2km Walking Catchment

Job Number	C17786	By	SG
Date	12.03.2020	Checked	SD
Scale	NTS	Status	-

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

Drawing No.  
APPENDIX A  
Figure 1

## Appendix B 5km Cycling Catchment



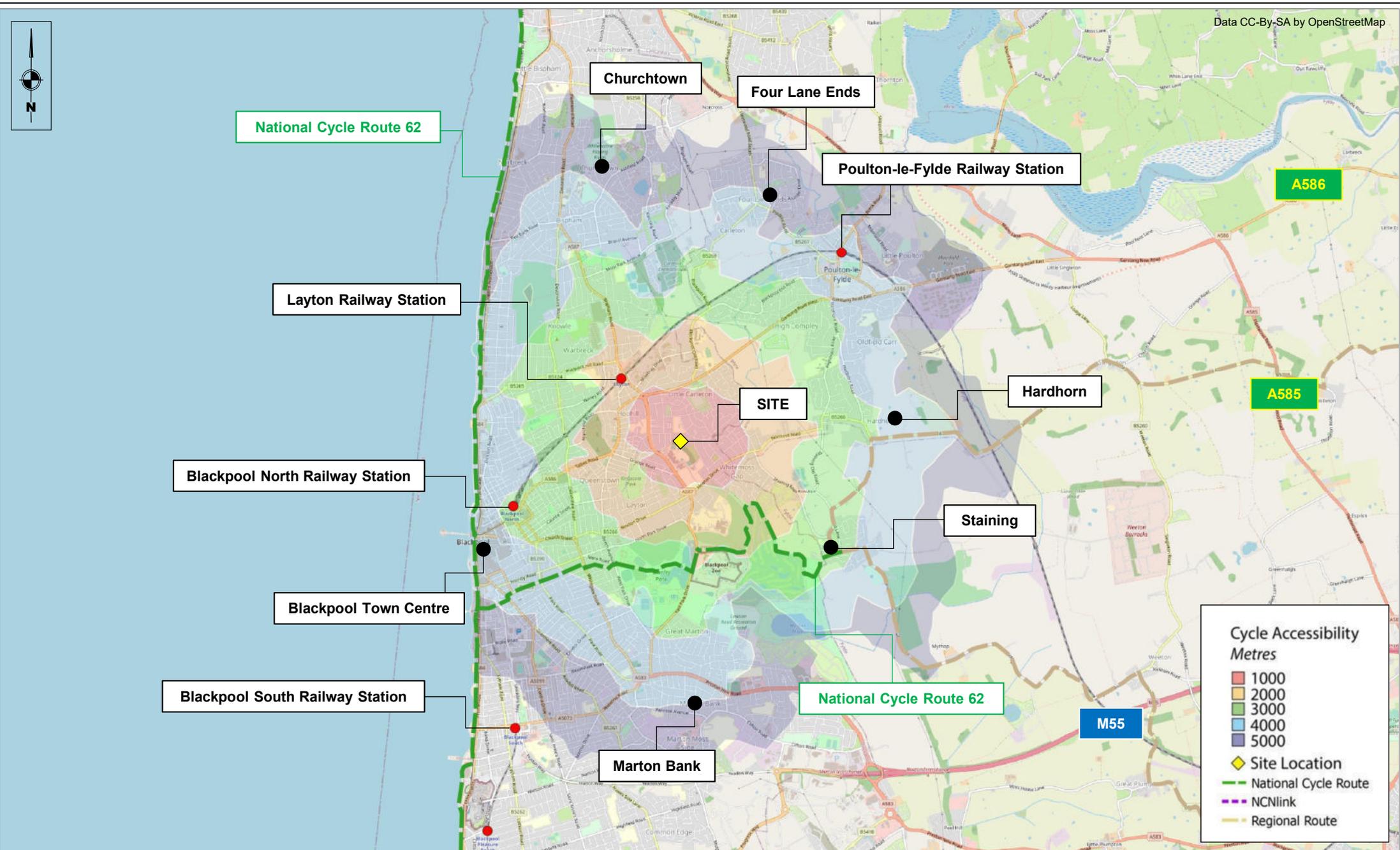
Project Title	Grange Park, Blackpool (Site 1)
---------------	---------------------------------

Drawing Title	Accessibility: 5km Cycling Catchment
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Job Number	C14846	By	SG
Date	12.03.2020	Checked	SD
Scale	NTS	Status	-

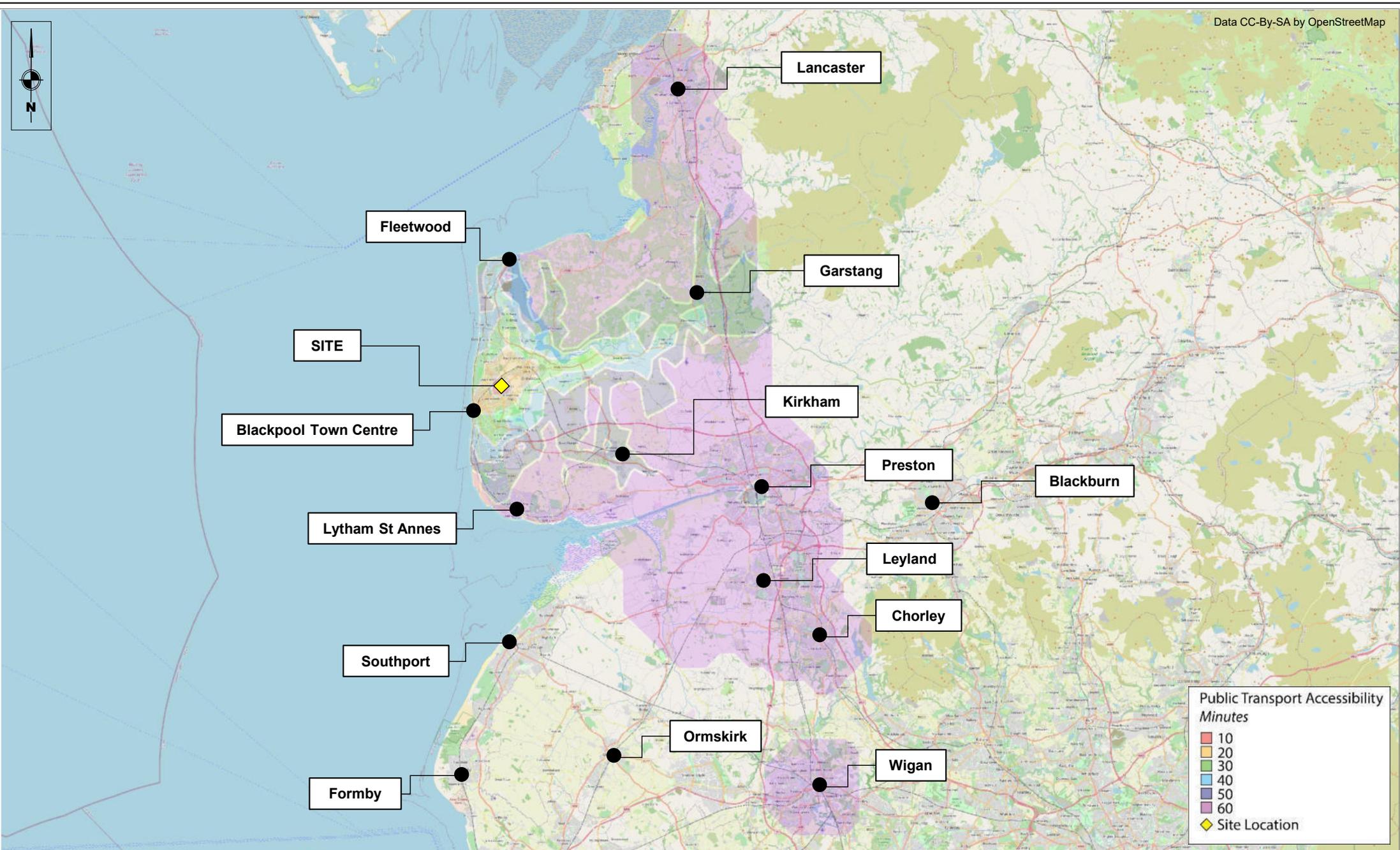
Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No.	APPENDIX B
Figure	2



Project Title Grange Park, Blackpool (Site 2)	Drawing Title Accessibility: 5km Cycling Catchment	Job Number C14846	By SG	Rev	Description	Date	By	Drawing No. APPENDIX B
		Date 12.03.2020	Checked SD	-		-	-	
		Scale NTS	Status -	-		-	-	

## Appendix C 60-minute Public Transport Catchment



**Public Transport Accessibility Minutes**

- 10
- 20
- 30
- 40
- 50
- 60
- Site Location



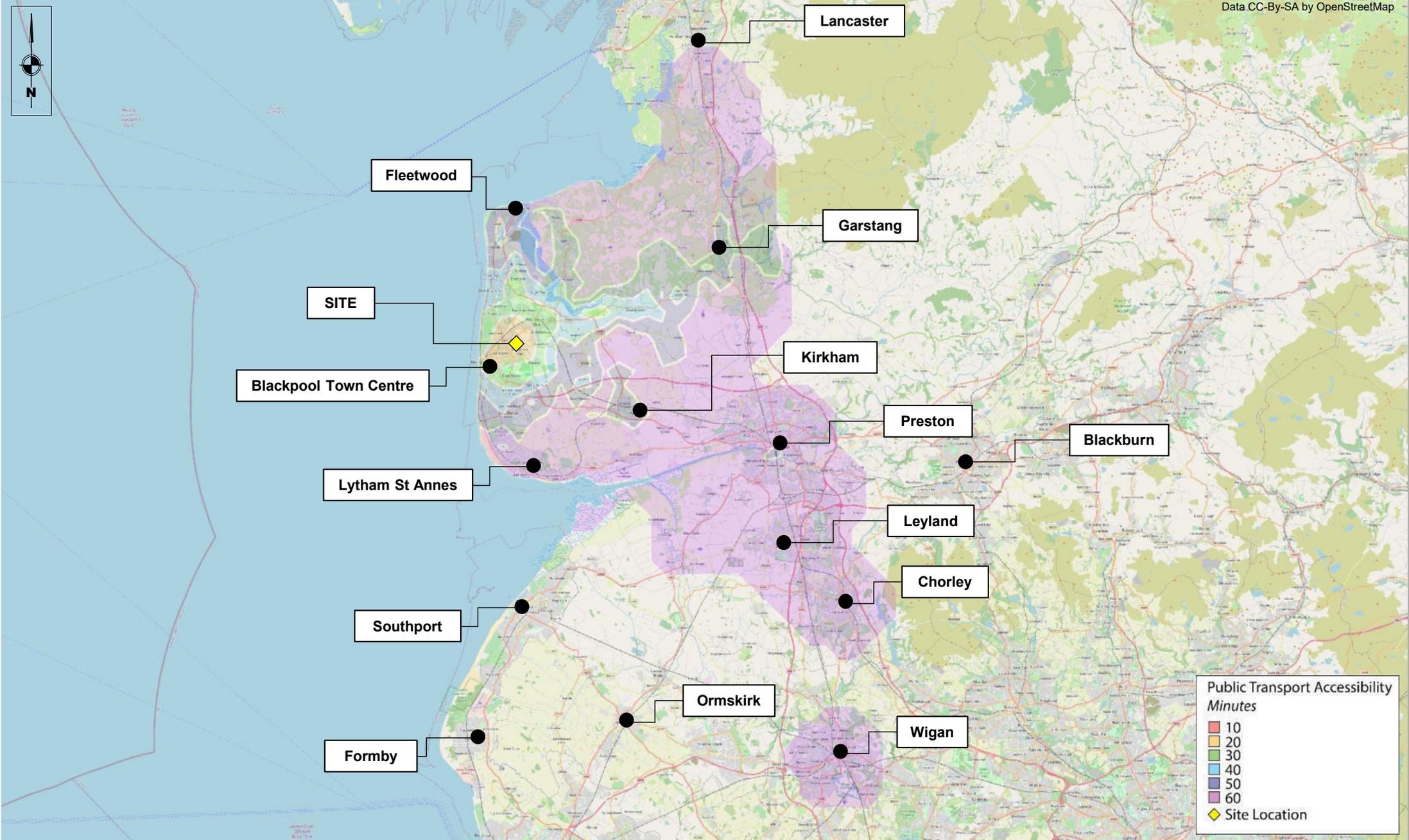
Project Title	Grange Park, Blackpool (Site 1)
---------------	---------------------------------

Drawing Title	Accessibility: 60minute Public Transport Catchment
---------------	--

Job Number	C14846	By	SG
Date	12.03.2020	Checked	SD
Scale	NTS	Status	-

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

Drawing No.	APPENDIX C
Figure	3



Project Title  
Grange Park, Blackpool (Site 2)

Drawing Title  
Accessibility: 60minute Public Transport Catchment

Job Number	C14846	By	SG
Date	12.03.2020	Checked	SD
Scale	NTS	Status	-

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

Drawing No.  
APPENDIX C  
Figure 3

## Appendix D Proposed Site Layouts



**Key**

- Existing Trees/ Hedges Retained
- Existing Trees/ Hedges Removed
- Proposed Trees/ Hedges
- Public Green Space
- Residential Gardens
- School Green
- Road
- Pedestrian
- Parking Space

**Housing Mix**

- DT2** 27 No.  
2 bed 4 person  
2 Storey Home
  - DT3** 9 No.  
3 bed 5 person  
2 Storey Home
  - DT4** 9 No.  
4 bed 6 person  
2 Storey Home
  - DT5** 8 No.  
5 bed 7 person  
3 Storey Home
- 53 Total**



Proposed Site Plan A

Client <b>Blackpool Council</b>			
Project <b>Grange Park Proposed Housing</b>			
Drawing Title <b>Proposed Site Plan A</b>			
Drawn by <b>DG</b>	Checked by <b>LMB</b>	Date <b>April 2021</b>	
Status <b>PLANNING</b>	Scale <b>@ A1</b>	As Indicated	
Job no. <b>10657</b>	Design <b>P02</b>	Rev. <b>-</b>	
Architecture + Building Surveying + Town Planning 7 East Cliff, Preston, Lancashire, PR1 3JE 01772 288 396 10 Hatters Walk, Carlisle Street, Chester, CH1 4EB 01244 402 800			



- Key**
- Existing Trees/ Hedges Retained
  - Existing Trees/ Hedges Removed
  - Proposed Trees/ Hedges
  - Public Green Space
  - Residential Gardens
  - Childrens Play
  - Pedestrian
  - Upgraded Cycle/ Pedestrian route
  - Parking Space

- Housing Mix**
- DT1** 30 No.  
1 bed 2 person  
Flats
  - DT2** 23 No.  
2 bed 4 person  
2 Storey Home
  - DT3** 6 No.  
3 bed 5 person  
2 Storey Home
  - DT4** 7 No.  
4 bed 6 person  
2 Storey Home
  - DT5** 4 No.  
5 bed 7 person  
3 Storey Home
  - DT6** 3 No.  
6 bed 8 person  
3 Storey Home
  - DT7** 5 No.  
2 bed 4 person  
Bungalow
- 78 Total**

Client <b>Blackpool Council</b>			
Project <b>Grange Park Proposed Housing</b>			
Drawing Title <b>Proposed Site Plan B</b>			
Drawn by <b>DG</b>	Checked by <b>LMB</b>	Date <b>April 2021</b>	
Status <b>PLANNING</b>		Scale @ A1 <b>As Indicated</b>	
SB no. <b>10657</b>	Dep no. <b>P03</b>	Rev. <b>-</b>	
Architecture + Building Surveying + Town Planning 7 East Cliff, Preston, Lancashire, PR1 3JH 01772 258 266 10 Norton Way, Colne Street, Chorley, CH1 4EB 01752 402 900			



Proposed Site Plan B



## Appendix E Swept Path Analysis - Large 4-Axle Refuse Vehicle

INSERT 1

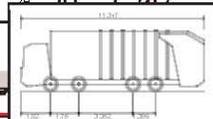
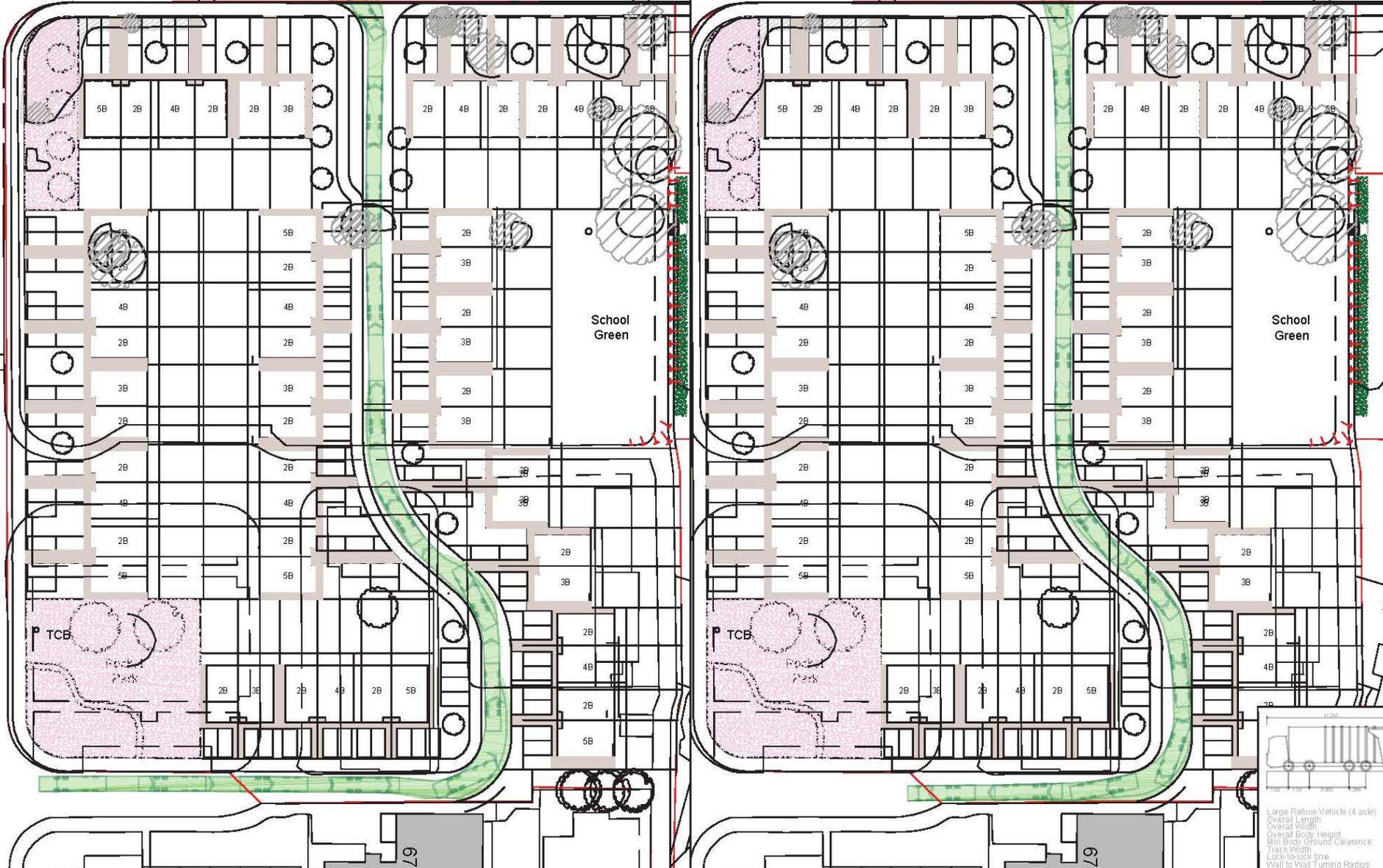
INSERT 2

GATES

GATESIDE DRIVE

CHEPSTOW + ROAD

13.1m



Large Refuse Vehicle (4 axle)

- Overall Length 11,347m
- Overall Width 2,500m
- Overall Body Height 3,751m
- Win Body Ground Clearance 0,544m
- Track Width 2,500m
- Lock-to-lock time 8.01s
- Wall to Wall Turning Radius 11,330m

CITY PLAN

	VEHICLE BODY IN FORWARD GEAR
	VEHICLE BODY IN REVERSE GEAR
	VEHICLE CHASSIS IN FORWARD GEAR
	VEHICLE CHASSIS IN REVERSE GEAR

NOTES

REVISIONS (CONTINUED)

REVISIONS

NO	DATE	BY	CHKD	APPD	DESCRIPTION
01	27.05.2022	SB			
02	27.05.2022	SB			
03	27.05.2022	SB			

**Hydrock**

CLIENT  
BLACKPOOL COUNCIL

PROJECT  
GRANGE PARK, BLACKPOOL

TITLE SWEEP PATH ANALYSIS - LARGE 4-AXLE REFUSE VEHICLE (SITE A)	HYDROCK PROJECT NO. C-17786	SHEET # OF #3 1.500
STATUS & DESCRIPTION SUITABLE FOR INFORMATION	STATUS SD	REVISION PO3
DRAWING NO. 1.7786-HYD-XX-XX-DR-0001		

