

EG Group Ltd

Drive-Thru Restaurant Development, ASDA Superstore,
Cherry Tree Road, Blackpool

Transport Statement

3703621



FEBRUARY 2022

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by EG Group Ltd to report on the anticipated highways and transportation issues associated with the development of a drive-thru restaurant on land within the ASDA Superstore site, Cherry Tree Road, Blackpool.

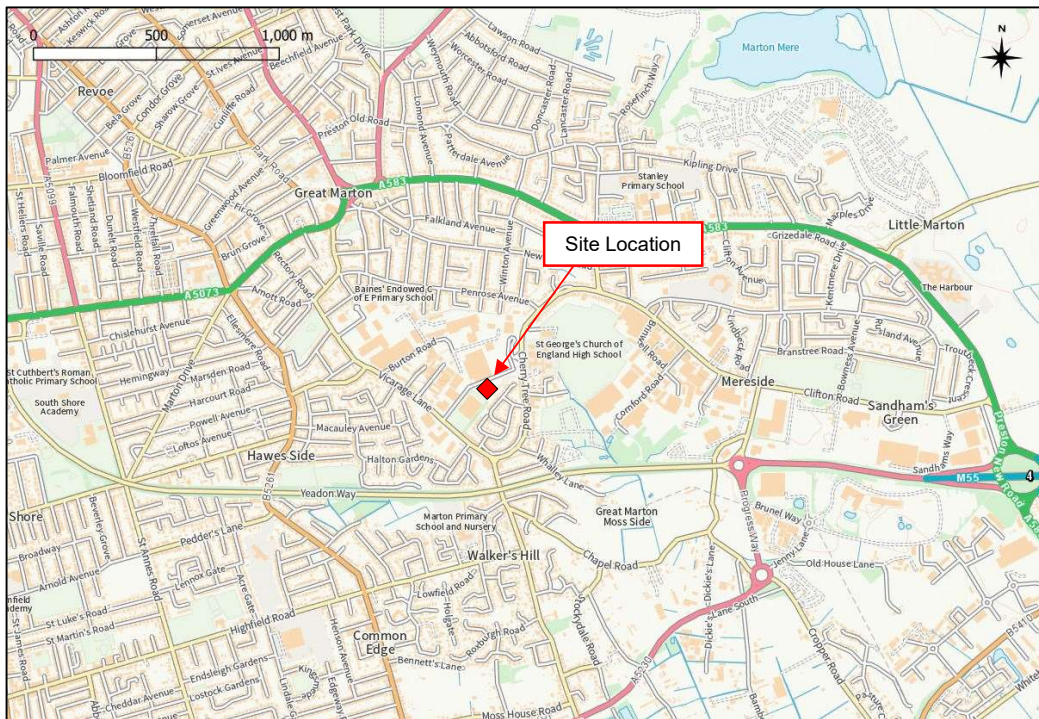
1.2 Site Location

The proposed development site is currently a segregated area of land marked as car parking in the south-east extent of the ASDA superstore car park.

The site is situated approximately 2.5km south-east of Blackpool Town Centre in the area of Little Marton and just over 2km west of M55 Junction 4 which provides connections east towards the M6 and Preston City Centre.

The location of the site is illustrated at **Figure 1.1** below:

Figure 1.1 – Site Location Plan



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1.3 Planning History

The site previously gained planning approval from Blackpool Council for the construction of a drive-thru coffee shop with an approximate Gross Floor Area of 220m², with associated car parking (ref. 21/0534) in October 2021.

1.4 Purpose and Structure of Report

The purpose of this report is to examine the development proposals in the context of the application site, review the site access proposals including swept path analysis, calculate the trip generating potential of the proposed development and review the accessibility of the site by all modes of transport.

In accordance with best practice this Transport Statement (TS) has been prepared in reference to the Department for Transport's (DfT's) "*Guidance on Transport Assessment*" document.

This report is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a description of the proposed development;
- Section 4 provides an appraisal of the site's accessibility by non-car modes of transport;
- Section 5 assesses the trip generating potential of the development proposals; and
- Section 6 presents the summary and conclusion.

2 Existing Conditions

2.1 General

The development site is located within the Local Planning Authority and Local Highway Authority of Blackpool Council (BC). The site is situated on land within an existing ASDA car park and adjacent to the signalised junction of the ASDA site access with Cherry Tree Road.

The current ASDA store provides 515 car parking spaces whilst the store has a Gross Floor Area (GFA) of around 9,335m². Approximately 469 of these spaces are standard with around 28 to mobility impaired standard and approximately 18 as parents and child spaces.

The ASDA superstore has a petrol filling station to the north of the application site and also includes a non-food retail store with a gross floor area of approximately 915m² to the north of the main car parking area.

The site is located approximately 2.5km south-east of Blackpool Town Centre and just over 2km north-west of J4 of the M55.

2.2 Surrounding Highway Network

2.2.1 ASDA Access Road

The primary access road leading into the ASDA car park meets Cherry Tree Road directly adjacent to the application site in the form of a signalised T junction. Within the ASDA site the access road turns ninety degrees north along the edge of the overall site before subsequently turning back one hundred and eighty degrees towards the car park and application site.

The ASDA site access road is formed of a single carriageway with short, flared approach as it joins Cherry Tree Road. The carriageway is generally around 10m wide with a hatched central area on the section passing the PFS with street lighting provided and is subject to a 10mph advisory speed limit.

Pedestrian access is available from Cherry Tree Road on the southern side of the access connecting directly to the ASDA superstore.

2.2.2 Cherry Tree Road

Cherry Tree Road sits to the east of the development site and provides access to the site via a signalised T junction.

Cherry Tree Road is formed of a single carriageway and subject to a 30mph speed limit. As it approaches the ASDA access a short dual-carriageway section is provided to assist with vehicle movements through the junction.

Significant cycle provision is provided at the junction with the ASDA access with a northbound on carriageway facility present along with a segregated off carriageway cycle lane provided on the eastern side of the junction.

Cherry Tree Road provides for local connections towards Marton Moss and Marton Fold to the south as well as connecting to A583 Preston New Road to the north and Mereside and M55 J4 to the east.

The road is also street lit with footway provision on both sides, supplementary to the cycle provision, with signalised pedestrian crossings available over Cherry Tree Road and the ASDA site access.

2.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the latest available three years data from the Department for Transport (DfT).

The accident data review identifies that a single accident has been recorded at the junction of Cherry Tree Road and the ASDA access road involving a single car and was classified as 'slight'.

On review of the data and given the nature of the local highway network and associated traffic volumes, it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

3 Proposed Development

3.1 General

The development proposals for the site consist of the construction of a new drive-thru restaurant, replacing an area of car parking within the existing wider site car park.

The proposed drive-thru unit would have a GFA of around 183m². The development will see the removal of 44 existing car parking spaces with 21 new spaces provided adjacent to the restaurant.

The proposed site layout is presented at **Appendix 1**.

3.2 Proposed Site Access and Servicing Arrangements

It is proposed that the existing ASDA site access and egress arrangements will be retained to serve the proposed development. The layout of the development has been designed to be incorporated harmoniously within the existing circulation arrangements of the wider site.

A pedestrian connection to the north of the proposed development will connect to the existing internal pedestrian route for the wider site.

A swept path analysis of the site using a 10m rigid and a large car around the drive-thru lane has been undertaken and demonstrates that the proposed layout will accommodate these vehicles.

The swept path analysis is included at **Appendix 2**.

3.3 Parking Provision

The development proposals include provision of 21 parking spaces in this part of the site, which will include two mobility standard bays, two electric vehicle charging bays and an order waiting bay.

With the removal of 44 existing parking spaces, the development proposals would result in an overall reduction of 23 parking spaces across the wider site, bringing total provision to 492 spaces.

A car parking accumulation exercise has been undertaken in Chapter 5 of this report evidencing that car parking provision is suitable for the proposed drive-thru restaurant and the existing supermarket and retail store.

4 Accessibility By Non-Car Modes

4.1 General

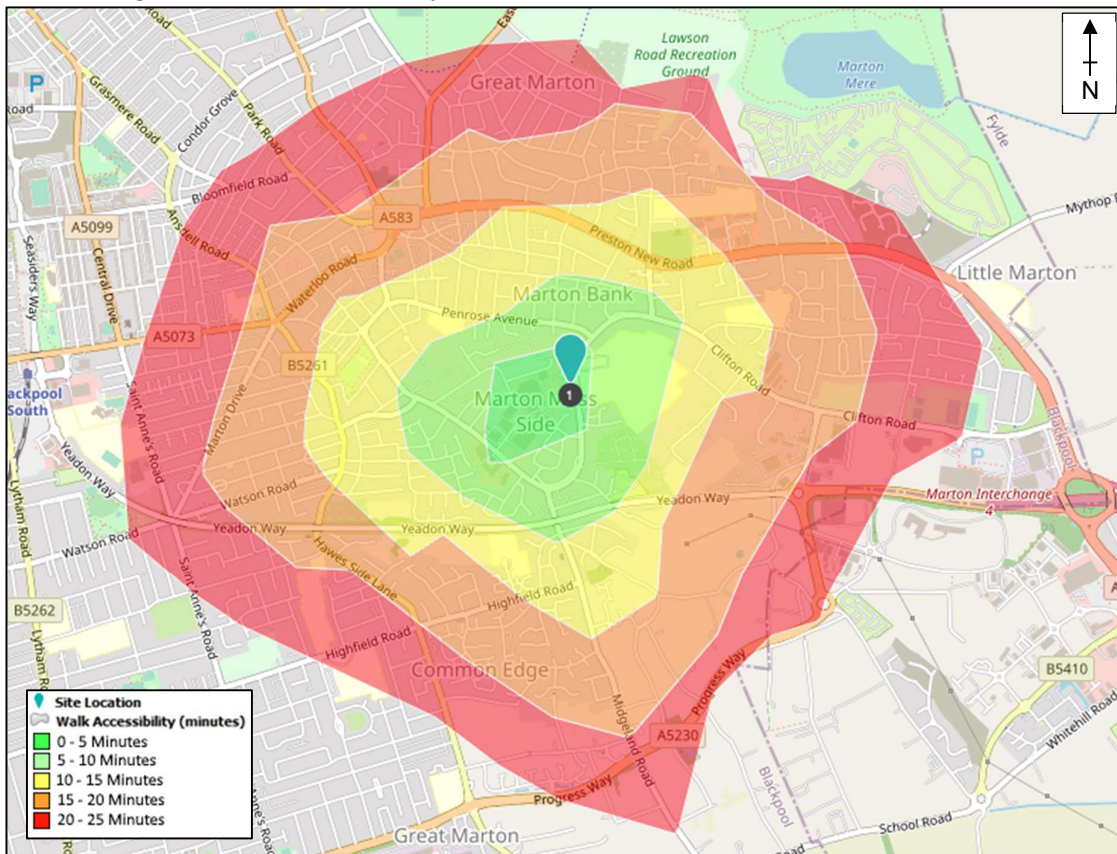
The development site offers potential for staff and customers to use sustainable modes of transport as an alternative to the private car to access the site. The options for accessing the site by sustainable modes of transport are discussed in more detail below.

4.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km.

A walk accessibility plan provided at **Figure 4.1** highlights the accessible walking area within approximately 2km of the site, equivalent to 25 minutes.

Figure 4.1: Walk Accessibility Plan



Source – OpenStreetMap Contributors (2022) Not to Scale

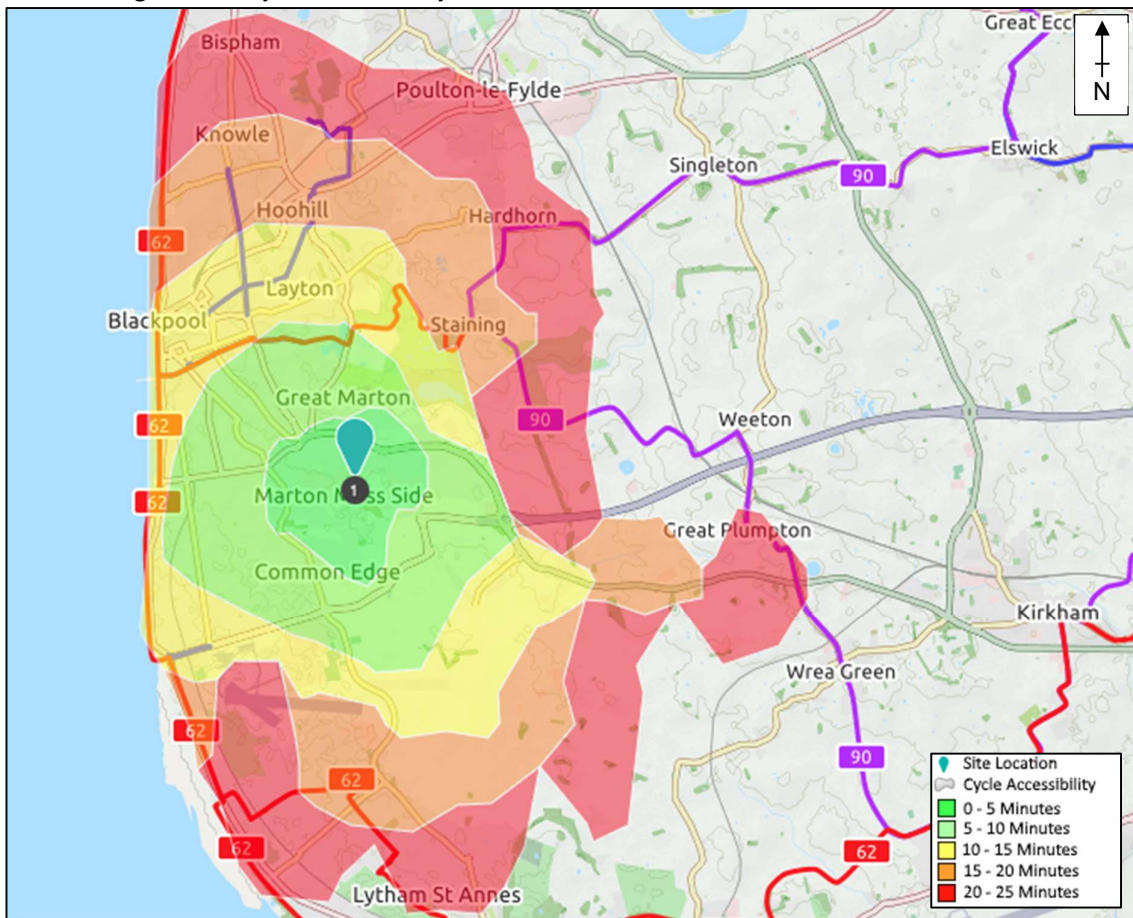
The walk accessibility plan illustrates that the areas of Marton Moss Side, Marton Bank and Common Edge can be accessed within a 20-minute walking journey of the site, in addition to the wider retail site adjacent to the ASDA store.

The area surrounding the development has a good level of footway provision supported by signalised pedestrian crossing facilities at the junction of the ASDA access road with Cherry Tree Road. Dropped kerbs and tactile paving are also provided at the junction with internal pedestrian routes provided once the site has been entered.

4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work and leisure purposes. A plan illustrating the areas located within 5km, a journey time of approximately 25-minutes, from the site is shown at **Figure 4.2:**

Figure 4.2: Cycle Accessibility Plan



Source – OpenStreetMap Contributors (2022) Not to Scale

The plan shows that Blackpool Town Centre and the surrounding residential areas can be accessed within a 25-minute cycle journey, including locations such as Layton, Staining and Hoohill.

Blackpool South Railway Station can be accessed within a 10-minute cycle journey, providing an attractive opportunity for journeys by staff. National Cycle Network Route (NCN) 62 runs to the north of the development site providing connection to NCN 90 known as the Lancashire Cycleway Northern Loop to the east of the site.

In the vicinity of the site Cherry Tree Road provides on road cycle lanes whilst the proposed development will also provide two Sheffield stands providing four cycle parking spaces at the front of the building.

4.4 Public Transport Access

4.4.1 Bus

The nearest bus stops are situated to the north and to the south of the junction with Cherry Tree Road. Both stops are reachable within a two-minute walk from the proposed development.

Service frequency information is provided in **Table 4.1** below:

Table 4.1: Bus Service Summary

Service	Route Description	Weekday Frequency
8	Mereside – Grange Park Via Layton	Every 20 minutes
18	Blackpool – Mereside via South Shore	Hourly

Source: Traveline

The above table shows that the adjacent bus stops provide frequent services to wider areas, including Blackpool Town Centre, Mereside, Layton and South Shore.

The services available will provide opportunities particularly for staff to travel to the site by bus.

4.4.2 Train

Blackpool South Railway Station is the nearest station to the site, situated less than 2.5km to the west, reachable within a ten-minute cycle time. The station is on the South Fylde Line managed by Northern Trains.

An hourly service is provided to and from Preston including stops at Blackpool Pleasure Beach, Kirkham and Wesham and St Annes-on-Sea.

The station is approximately 500m from the Blackpool Tramway at Waterloo Road, providing connections to ongoing journeys within the Blackpool area and towards Blackpool North Railway Station and onwards to Fleetwood.

4.5 Accessibility Summary

Overall, it can be summarised that the site is well located to offer the potential for journeys, particularly those by staff to be undertaken by modes other than car.

The development proposals will also incorporate measures which encourage sustainable travel such as the provision of internal pedestrian facilities, connections to external pedestrian facilities and cycle parking provision.

5 Trip Generation and Parking Accumulation

5.1 General

This chapter provides an estimation of the likely levels of trip generation and parking demand resulting from the proposed development.

5.2 Traffic Generation and Parking Provision

5.2.1 *Weekday TRICS Trip Generation and Parking Accumulation – Drive-Thru Restaurant*

The TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the development of the proposed drive-thru restaurant. The selection criteria applied to derive the comparative sites are listed below:

- Land use – Hotel, Food & Drink, sub-category – Drive Through Restaurant;
- All London and Ireland sites excluded;
- Weekday or Saturday surveys only (as appropriate); and
- Selection by GFA.

A summary of the trip rates is shown in **Table 5.1** with the full TRICS output provided at **Appendix 3**:

Table 5.1: TRICS Weekday Trip Rates (per 100m² GFA) proposed Drive-Thru Unit

Time Range	Arrivals	Departures	Total
05:00-06:00	0.417	0.000	0.417
06:00-07:00	1.366	1.155	2.521
07:00-08:00	2.786	2.371	5.157
08:00-09:00	4.031	3.616	7.647
09:00-10:00	5.394	5.276	10.670
10:00-11:00	8.135	7.801	15.936
11:00-12:00	11.348	10.471	21.819
12:00-13:00	18.732	17.105	35.837
13:00-14:00	15.227	17.063	32.290
14:00-15:00	10.805	11.097	21.902
15:00-16:00	9.554	10.430	19.984
16:00-17:00	12.015	11.640	23.655
17:00-18:00	12.557	12.349	24.906
18:00-19:00	15.227	14.685	29.912
19:00-20:00	13.475	13.684	27.159
20:00-21:00	9.053	10.972	20.025
21:00-22:00	7.801	7.968	15.769
22:00-23:00	5.973	6.107	12.080
23:00-24:00	4.918	6.339	11.257
Daily Trip Rates:	168.814	170.129	338.943

The above trip rates have been applied to the GFA of the development, which totals approximately 183m², to provide the anticipated vehicle movements, as shown in **Table 5.2**:

Table 5.2: Estimated Trip Generation – Weekday – Drive-Thru Unit (183m² GFA)

Time Range	Arrivals	Departures	Total	Parking Accumulation
05:00-06:00	1	0	1	1
06:00-07:00	2	2	5	1
07:00-08:00	5	4	9	2
08:00-09:00	7	7	14	3
09:00-10:00	10	10	20	3
10:00-11:00	15	14	29	3
11:00-12:00	21	19	40	5
12:00-13:00	34	31	66	8
13:00-14:00	28	31	59	5
14:00-15:00	20	20	40	4
15:00-16:00	17	19	37	3
16:00-17:00	22	21	43	3
17:00-18:00	23	23	46	4
18:00-19:00	28	27	55	5
19:00-20:00	25	25	50	4
20:00-21:00	17	20	37	1
21:00-22:00	14	15	29	0
22:00-23:00	11	11	22	0
23:00-24:00	9	12	21	0
Daily Total	309	311	620	

The results show that during the busiest peak hour (12:00-13:00) the proposed drive-thru unit development would result in around 66 two-way movements. This equates to approximately one vehicle per minute either arriving or departing the site during the busiest hour. The data also shows a peak parking accumulation of 8 vehicles between 12:00-13:00.

5.2.2 *Saturday TRICS Trip Generation and Parking Accumulation – Drive-Thru Unit*

The same assessment has been run for Saturday data and is summarised at **Table 5.3** with the full TRICS outputs included at **Appendix 3**:

Table 5.3: TRICS Saturday Trip Rates (per 100m² GFA) for the proposed Drive-Thru Unit

Time Range	Arrivals	Departures	Total
05:00-06:00	1.429	0.857	2.286
06:00-07:00	7.714	5.143	12.857
07:00-08:00	10.592	9.425	20.017
08:00-09:00	13.824	13.465	27.289
09:00-10:00	20.197	17.684	37.881
10:00-11:00	17.415	18.761	36.176
11:00-12:00	23.339	20.377	43.716
12:00-13:00	32.316	29.803	62.119
13:00-14:00	30.072	32.585	62.657
14:00-15:00	27.648	27.289	54.937
15:00-16:00	21.634	23.609	45.243
16:00-17:00	24.147	23.968	48.115
17:00-18:00	23.519	24.147	47.666
18:00-19:00	25.224	24.417	49.641
19:00-20:00	22.980	24.596	47.576
20:00-21:00	16.068	16.966	33.034
21:00-22:00	14.452	14.183	28.635
22:00-23:00	9.964	11.221	21.185
23:00-24:00	8.707	9.156	17.863
Daily Trip Rates:	351.241	347.652	698.893

The trip rates have been applied to the GFA of the development, which totals 183m², to provide the anticipated vehicle movements, as shown in **Table 5.4** below:

Table 5.4: Estimated Trip Generation – Saturday – Drive-Thru Unit (183m² GFA)

Time Range	Arrivals	Departures	Total	Parking Accumulation
05:00-06:00	3	2	4	1
06:00-07:00	14	9	24	6
07:00-08:00	19	17	37	8
08:00-09:00	25	25	50	9
09:00-10:00	37	32	69	13
10:00-11:00	32	34	66	11
11:00-12:00	43	37	80	16
12:00-13:00	59	55	114	21
13:00-14:00	55	60	115	16
14:00-15:00	51	50	101	17
15:00-16:00	40	43	83	13
16:00-17:00	44	44	88	13
17:00-18:00	43	44	87	12
18:00-19:00	46	45	91	14
19:00-20:00	42	45	87	11
20:00-21:00	29	31	60	9
21:00-22:00	26	26	52	10
22:00-23:00	18	21	39	7
23:00-24:00	16	17	33	7
Daily Total	643	636	1279	

The results show that during the busiest Saturday lunchtime peak hour (13:00 – 14:00) the proposed drive-thru unit development would result in around 115 two-way movements. The data also shows a peak parking accumulation of 21 vehicles between 12:00 – 13:00.

In terms of the types of trips that would be generated by the development, it is anticipated that the significant majority of trips would be linked with the existing uses present on the wider site and that there would be negligible further trips that would involve additional vehicle movements on the local public highway network. It is further noted that developments of this sort generate very low levels of 'new' or 'primary' vehicle trips.

5.2.3 Remaining Retail Site Provision - Weekday

The proposals will result in the loss of 44 existing parking spaces therefore resulting in 471 spaces across the wider site, although total provision will equate to 492 spaces with the inclusion of the new drive-thru provision.

In order to demonstrate that the remaining car parking provision is suitable to serve the retail site, the approved trip rates for the previous application have been demonstrated below. The selection criteria applied to derive these from TRICS were:

- Land use – Retail, sub-category – Food Superstore/Non-food Retail;
- All London and Ireland sites excluded;
- Weekday or Saturday surveys only (as appropriate) excluding Covid-19 dates;
- Selection by GFA.

A summary of the trip rates is shown below in **Table 5.5** with the full TRICS output provided at **Appendix 3**:

Table 5.5: TRICS Weekday Trip Rates (per 100m² GFA) for the Retail Park Uses

Time Range	Foodstore		Non-Food Retail	
	Arrivals	Departures	Arrivals	Departures
06:00-07:00	0.312	0.085	0	0
07:00-08:00	1.148	0.904	0.073	0
08:00-09:00	1.732	1.379	0.117	0.015
09:00-10:00	2.484	1.886	0.687	0.365
10:00-11:00	2.753	2.43	0.892	0.512
11:00-12:00	2.946	2.811	0.921	0.95
12:00-13:00	3.072	3.092	0.731	0.731
13:00-14:00	2.807	2.86	0.833	0.892
14:00-15:00	2.738	2.816	0.76	0.687
15:00-16:00	2.763	2.85	0.526	0.526
16:00-17:00	2.499	2.58	0.789	0.702
17:00-18:00	2.415	2.54	0.599	0.673
18:00-19:00	2.353	2.677	0.76	1.067
19:00-20:00	1.809	2.223	0.596	0.895
20:00-21:00	1.188	1.463	0	0.316
21:00-22:00	0.755	1.038	0	0
22:00-23:00	0.029	0.134	0	0
Daily Trip Rate	33.803	33.768	8.284	8.331

The above trip rates have been applied to the GFA of the foodstore, which totals approximately 9,335m², and the non-food retail unit, which totals 915m² GFA, to provide the anticipated vehicle movements, as shown in **Table 5.6**:

Table 5.6: Estimated Trip Generation – Weekday – Foodstore & Non-Food Retail

Time Range	Foodstore		Non-Food Retail		Parking Accumulation
	Arrivals	Departures	Arrivals	Departures	
06:00-07:00	29	8	0	0	21
07:00-08:00	107	84	1	0	45
08:00-09:00	162	129	1	0	79
09:00-10:00	232	176	6	3	137
10:00-11:00	257	227	8	5	171
11:00-12:00	275	262	8	9	183
12:00-13:00	287	289	7	7	181
13:00-14:00	262	267	8	8	176
14:00-15:00	256	263	7	6	169
15:00-16:00	258	266	5	5	161
16:00-17:00	233	241	7	6	154
17:00-18:00	225	237	5	6	142
18:00-19:00	220	250	7	10	109
19:00-20:00	169	208	5	8	68
20:00-21:00	111	137	0	3	39
21:00-22:00	70	97	0	0	13
22:00-23:00	3	13	0	0	3
Daily Trips	3156	3152	76	76	-

The above table shows a peak parking accumulation of 183 vehicles between 11:00-12:00 during the busiest weekday period.

5.2.4 Remaining Retail Site Provision - Saturday

The same assessment has been run for Saturday data and is summarised at **Table 5.7** below with the full TRICS outputs included at **Appendix 3**:

Table 5.7: TRICS Saturday Trip Rates (per 100m² GFA) for the Retail Park Uses

Time Range	Foodstore		Non-Food Retail	
	Arrivals	Departures	Arrivals	Departures
06:00-07:00	0.781	0.448	0	0
07:00-08:00	1.498	1.032	0.095	0
08:00-09:00	2.72	2.089	0.56	0.259
09:00-10:00	4.208	3.238	1.433	1.051
10:00-11:00	5.331	4.655	2.321	1.829
11:00-12:00	5.678	5.438	2.553	2.266
12:00-13:00	5.692	5.654	2.526	2.58
13:00-14:00	5.367	5.569	3.399	3.317
14:00-15:00	5.348	5.297	3.604	3.645
15:00-16:00	5.165	5.429	2.976	3.372
16:00-17:00	4.937	5.426	2.157	2.389
17:00-18:00	4.493	5.048	1.433	1.829
18:00-19:00	3.395	4.186	0.56	0.819
19:00-20:00	2.333	2.863	0.739	0.895
20:00-21:00	1.383	1.691	0.571	0.667
21:00-22:00	0.716	0.966	0	0.286
22:00-23:00	0.293	0.429	0	0
23:00-24:00	0.274	0.349	0	0
Daily Trip Rate	59.782	59.837	24.927	25.204

The above trip rates have been applied again to the GFA of the foodstore and non-food retail unit as shown in **Table 5.8**:

Table 5.8: Estimated Trip Generation – Saturday – Foodstore & Non-Food Retail

Time Range	Foodstore		Non-Food Retail		Parking Accumulation
	Arrivals	Departures	Arrivals	Departures	
06:00-07:00	73	42	0	0	44
07:00-08:00	140	96	1	0	89
08:00-09:00	254	195	5	2	150
09:00-10:00	393	302	13	10	244
10:00-11:00	498	435	21	17	312
11:00-12:00	530	508	23	21	337
12:00-13:00	531	528	23	24	340
13:00-14:00	501	520	31	30	322
14:00-15:00	499	494	33	33	326
15:00-16:00	482	507	27	31	298
16:00-17:00	461	507	20	22	250
17:00-18:00	419	471	13	17	195
18:00-19:00	317	391	5	7	119
19:00-20:00	218	267	7	8	68
20:00-21:00	129	158	5	6	38
21:00-22:00	67	90	0	3	15
22:00-23:00	27	40	0	0	2
23:00-24:00	26	33	0	0	0
Daily Trips	5581	5586	782	789	-

The data shows a peak parking accumulation of 340 vehicles between 12:00-13:00. Even when allowing for the loss of existing spaces and the addition of the parking demand of the drive-thru unit, there remains significant spare capacity within the revised total 492 space parking provision across the site.

5.3 Traffic Generation and Parking Provision Summary

The proposed drive-thru restaurant would provide an additional facility for the users of the retail area and in itself would not lead to any significant numbers of vehicle movements on the local highway network.

The provision of parking for the proposed drive-thru unit and the wider site has been reviewed and it is shown that significant spare capacity will remain available within the car park across the wider site.

6 Summary and Conclusions

Dynamic Transport Planning is instructed to provide transport and highways advice regarding the proposals by EG Group for the development of a new drive-thru restaurant development within the car parking area of the ASDA Superstore site, Cherry Tree Road, Blackpool.

The proposed development will provide a new drive-thru restaurant resulting in the net loss of 44 car parking spaces within the retail park car park, with 21 new parking spaces proposed to serve the drive-thru restaurant.

A review of the existing highway accident data within the vicinity of the site has been undertaken and shows that there are no pre-existing patterns or trends of incidents that could be impacted by the development proposals.

The accessibility of the site by non-car modes of travel has been reviewed and the site is shown to have excellent access by a number of sustainable modes of travel.

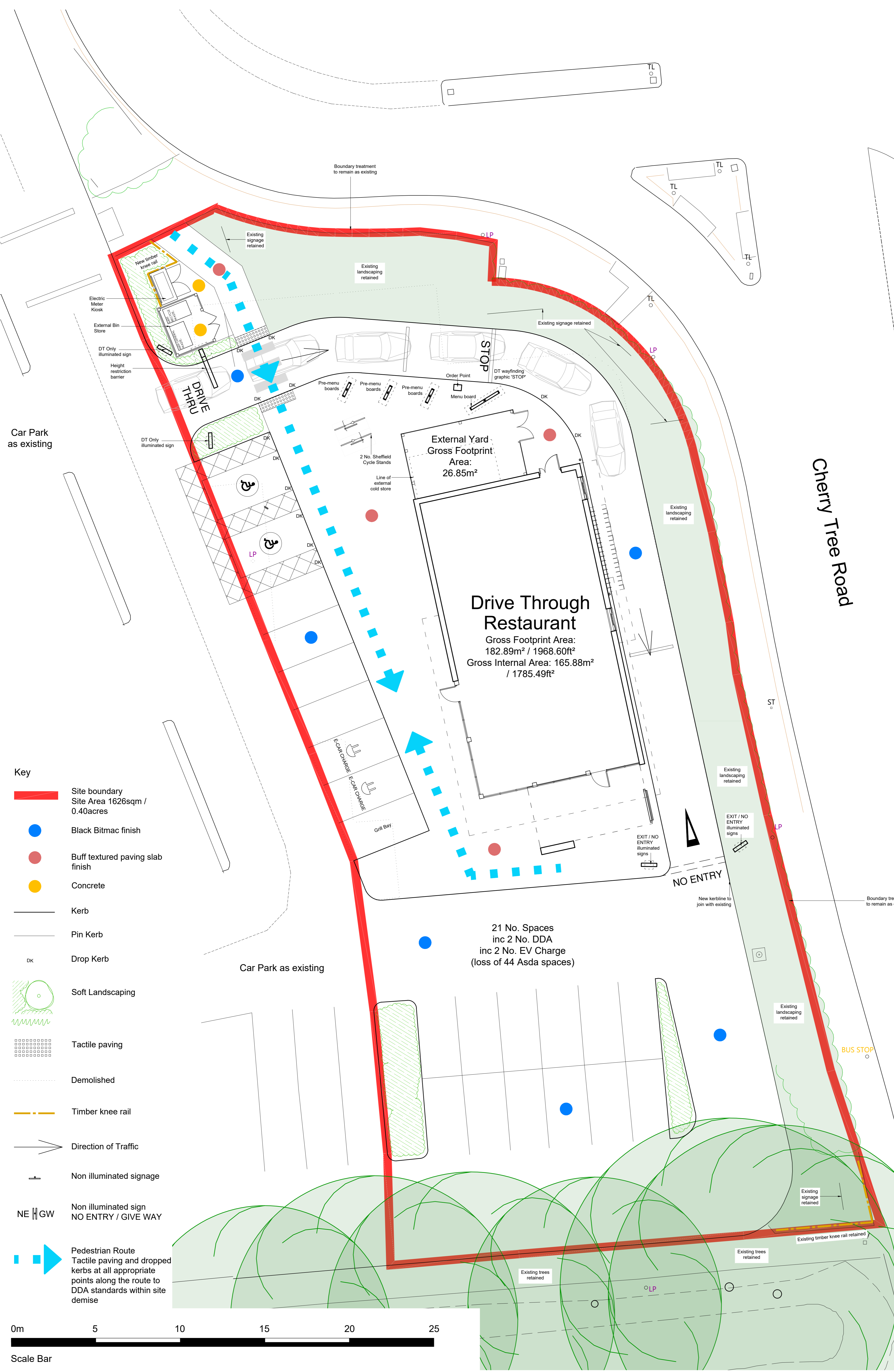
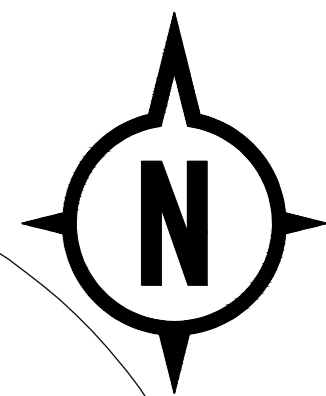
The TRICS database has been utilised to generate the net increase in anticipated vehicle movements associated with the proposed drive-thru. It is anticipated that the proposed development would result in 66 movements during the busiest weekday peak hour (lunchtime) in either direction. This increases to around 115 movements during the busiest Saturday peak hour, however, is anticipated that the significant majority of trips would be linked with the existing uses present on the wider site and that there would be negligible further trips that would involve additional vehicle movements on the local public highway network

The parking provision of the wider retail site has been reviewed and it is shown that significant spare capacity will be retained once the development is in place to cater for the proposed drive-thru unit and the existing retail units across the wider site.

Overall, the proposals will represent an additional facility to uses of the wider retail site and on the basis of the above assessment it is considered that there are no outstanding reasons why the development should not be granted planning permission.

Appendix 1

Proposed Site Layout



- Key**
- █ Site boundary
Site Area 1626sqm / 0.40acres
 - Black Bitmac finish
 - Buff textured paving slab finish
 - Concrete
 - Kerb
 - Pin Kerb
 - DK Drop Kerb
 - Soft Landscaping
 - Tactile paving
 - Demolished
 - Timber knee rail
 - Direction of Traffic
 - Non illuminated signage
 - NE || GW Non illuminated sign
NO ENTRY / GIVE WAY
 - Pedestrian Route
Tactile paving and dropped kerbs at all appropriate points along the route to DDA standards within site demise



Cherry Tree Road

Drive Through Restaurant
 Gross Footprint Area:
 182.89m² / 1968.60ft²
 Gross Internal Area: 165.88m² / 1785.49ft²

21 No. Spaces
 inc 2 No. DDA
 inc 2 No. EV Charge
 (loss of 44 Asda spaces)

REVISIONS	
B	01.02.22 EXTERNAL YARD REVISED
A	31.01.22 EXTERNAL BIN STORE ADDED PAVING NOTE REVISED

CLIENT **EURO GARAGES LTD**

PROJECT **CHERRY TREE
BLACKPOOL
FY4 4QH**

TITLE **PLANNING**

DATE **26.01.22**

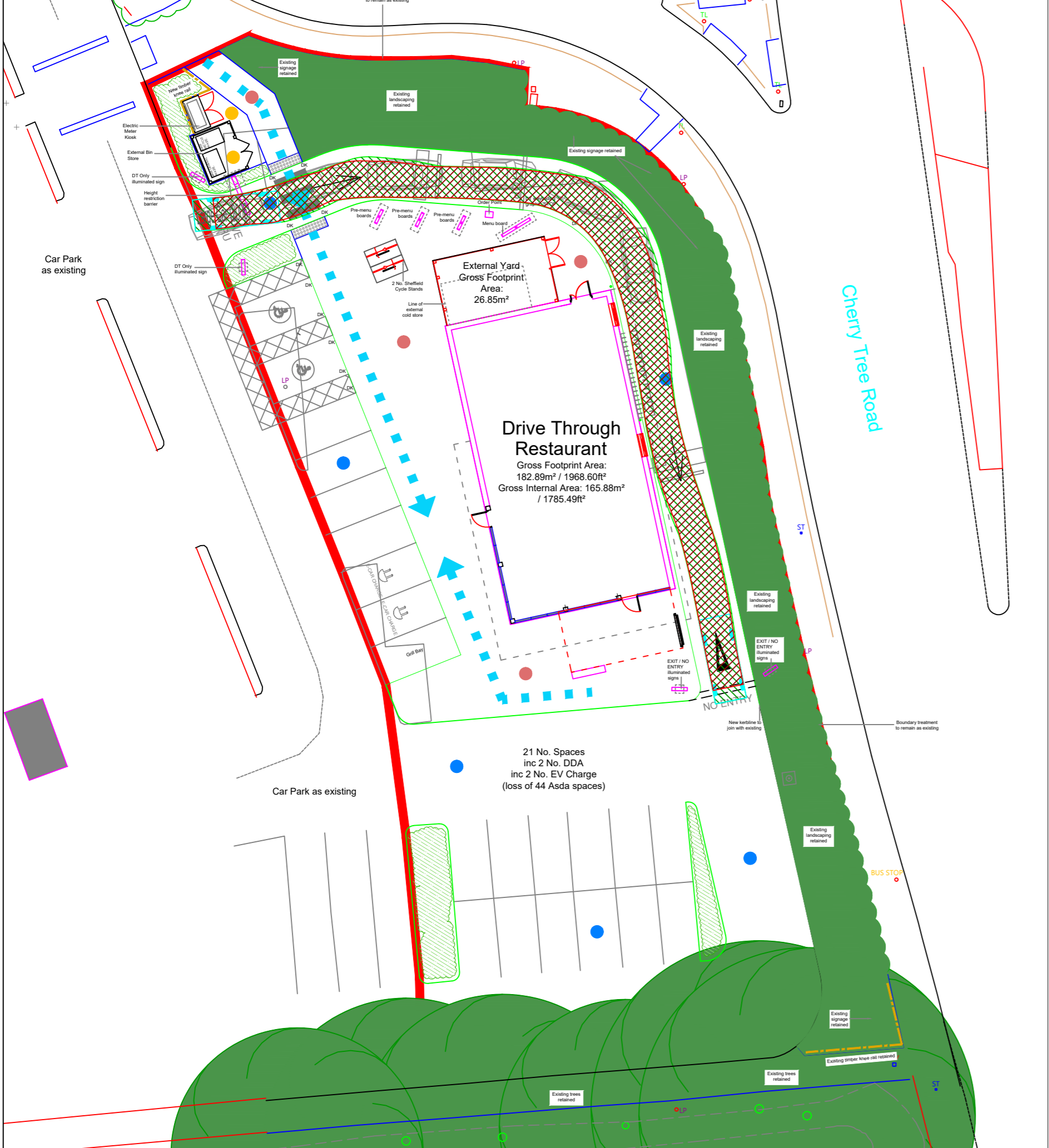
SCALE **1:100 @ A1**

JOB ID **1834**

DWG **15b**

Appendix 2 Swept Path Analysis

Notes



Swept Path Analysis - Large Car - Scale: 1/250

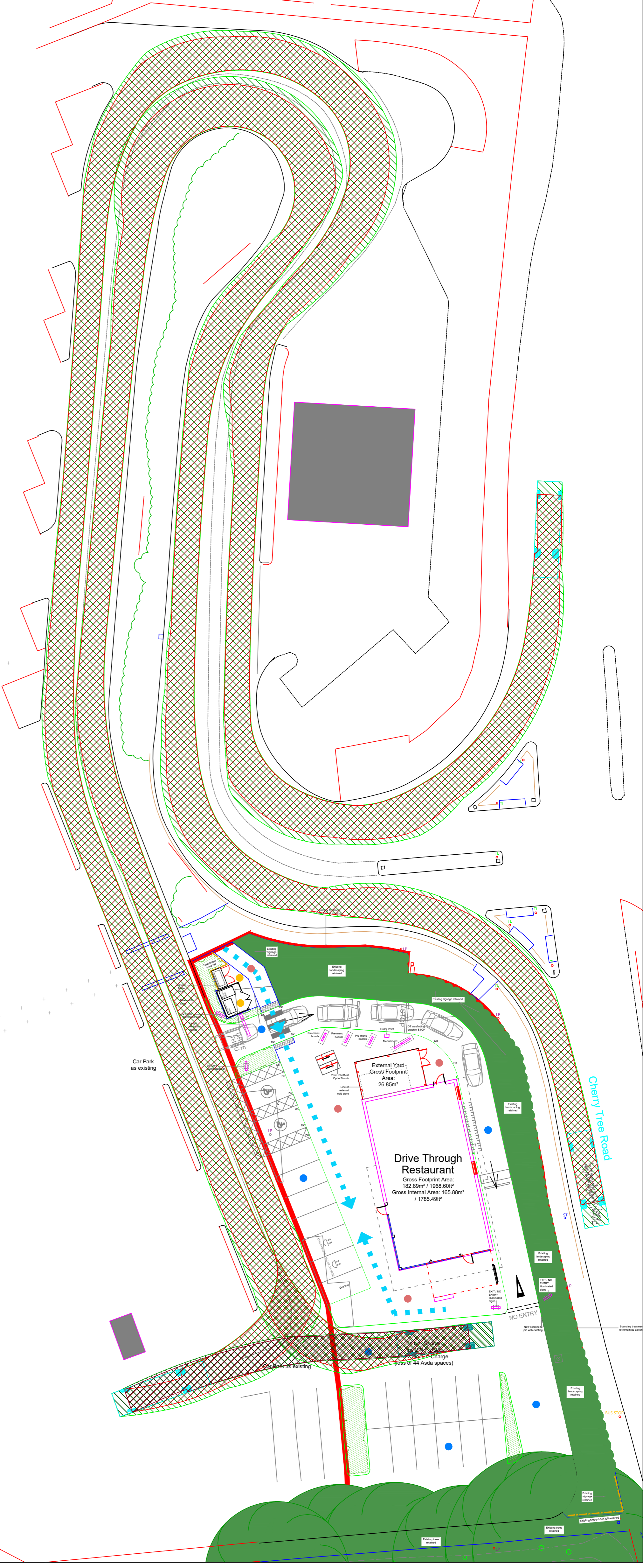
NTS

Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

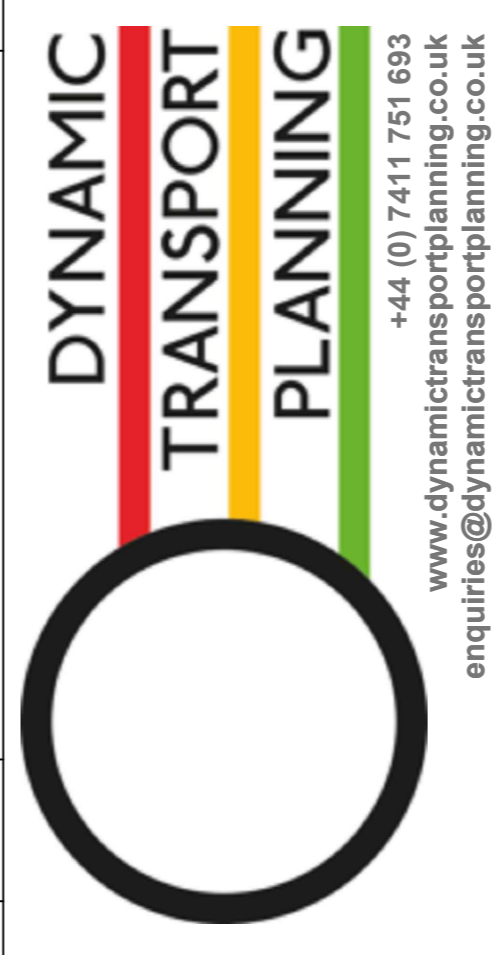
NTS

FTA Design 13/18 Tonne Rigid Vehicle (2016)
 Overall Length 10.000m
 Overall Width 2.550m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m

Swept Path Analysis - 10m Rigid - Scale: 1/250



Rev.	Date	Revisions	Drawn
A	09/02/22	Minor Layout Update	DA
-	18/05/21	First Issue	GS



Client	EG Group Ltd		
Project	Proposed Drive-Thru Restaurant Development, ASDA, Cherry Tree Road, Blackpool		
Drawing Title	Proposed Site Layout Swept Path Analysis 10m Rigid & Large Car		
Date	May 2021	Scale	As Specified @ A1
Drawn	GS	Approved	GS
Drawing Number	DTP/3703621/ATR001		Rev. A

Appendix 3 TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
SO SLOUGH	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
11 SCOTLAND	
AD ABERDEEN CITY	2 days
FI FIFE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 275 to 480 (units: sqm)
 Range Selected by User: 182 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 20/03/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	2
Retail Zone	1
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

<p>1 AD-06-D-01 MCDONALD' S BEDFORD ROAD ABERDEEN KITTYBREWSTER RET. PK Edge of Town Centre Retail Zone Total Gross floor area: 472 sqm <i>Survey date: TUESDAY 19/11/19</i></p>	<p>ABERDEEN CITY</p> <p><i>Survey Type: MANUAL</i></p>
<p>2 AD-06-D-02 BURGER KING WELLINGTON ROAD ABERDEEN ALTENS Edge of Town No Sub Category Total Gross floor area: 300 sqm <i>Survey date: FRIDAY 22/11/19</i></p>	<p>ABERDEEN CITY</p> <p><i>Survey Type: MANUAL</i></p>
<p>3 CA-06-D-02 MCDONALD'S NEWMARKET ROAD CAMBRIDGE</p> <p>Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 435 sqm <i>Survey date: TUESDAY 19/09/17</i></p>	<p>CAMBRIDGESHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>4 FI-06-D-02 KFC WHIMBREL PLACE DUNFERMLINE HALBEATH Edge of Town Development Zone Total Gross floor area: 275 sqm <i>Survey date: TUESDAY 22/03/16</i></p>	<p>FIFE</p> <p><i>Survey Type: MANUAL</i></p>
<p>5 LN-06-D-01 MCDONALD'S RUSTON WAY LINCOLN</p> <p>Edge of Town Centre Built-Up Zone Total Gross floor area: 435 sqm <i>Survey date: FRIDAY 28/06/19</i></p>	<p>LINCOLNSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>6 SO-06-D-01 MCDONALD'S WINDSOR ROAD SLOUGH</p> <p>Edge of Town Residential Zone Total Gross floor area: 480 sqm <i>Survey date: WEDNESDAY 21/11/12</i></p>	<p>SLOUGH</p> <p><i>Survey Type: MANUAL</i></p>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	480	0.417	1	480	0.000	1	480	0.417
06:00 - 07:00	2	476	1.366	2	476	1.155	2	476	2.521
07:00 - 08:00	4	422	2.786	4	422	2.371	4	422	5.157
08:00 - 09:00	4	422	4.031	4	422	3.616	4	422	7.647
09:00 - 10:00	4	422	5.394	4	422	5.276	4	422	10.670
10:00 - 11:00	6	400	8.135	6	400	7.801	6	400	15.936
11:00 - 12:00	6	400	11.348	6	400	10.471	6	400	21.819
12:00 - 13:00	6	400	18.732	6	400	17.105	6	400	35.837
13:00 - 14:00	6	400	15.227	6	400	17.063	6	400	32.290
14:00 - 15:00	6	400	10.805	6	400	11.097	6	400	21.902
15:00 - 16:00	6	400	9.554	6	400	10.430	6	400	19.984
16:00 - 17:00	6	400	12.015	6	400	11.640	6	400	23.655
17:00 - 18:00	6	400	12.557	6	400	12.349	6	400	24.906
18:00 - 19:00	6	400	15.227	6	400	14.685	6	400	29.912
19:00 - 20:00	6	400	13.475	6	400	13.684	6	400	27.159
20:00 - 21:00	6	400	9.053	6	400	10.972	6	400	20.025
21:00 - 22:00	6	400	7.801	6	400	7.968	6	400	15.769
22:00 - 23:00	4	373	5.973	4	373	6.107	4	373	12.080
23:00 - 24:00	2	458	4.918	2	458	6.339	2	458	11.257
Total Rates:			168.814			170.129			338.943

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 275 - 480 (units: sqm)
 Survey date range: 01/01/12 - 20/03/20
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-262601-220209-0259

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST	
DV DEVON	1 days
09 NORTH	
TW TYNE & WEAR	1 days
10 WALES	
CE CEREDIGION	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 317 to 447 (units: sqm)
 Range Selected by User: 182 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 20/03/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 1

This data displays the number of surveys per main location within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Retail Zone 2
 Built-Up Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days
20,001 to 25,000 1 days
25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000 1 days
125,001 to 250,000 1 days
500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days
1.1 to 1.5 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

<p>1 CE-06-D-01 MCDONALD'S FFORDD PARC Y LLYN ABERYSTWYTH</p> <p>Edge of Town Retail Zone Total Gross floor area: 350 sqm <i>Survey date: SATURDAY 09/05/15</i></p>	<p>CEREDIGION</p> <p><i>Survey Type: MANUAL</i></p>
<p>2 DV-06-D-01 MCDONALD'S HELE ROAD TORQUAY</p> <p>Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: 447 sqm <i>Survey date: SATURDAY 30/03/19</i></p>	<p>DEVON</p> <p><i>Survey Type: MANUAL</i></p>
<p>3 TW-06-D-01 KFC CLIFFORD STREET NEWCASTLE BYKER Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total Gross floor area: 317 sqm <i>Survey date: SATURDAY 14/11/15</i></p>	<p>TYNE & WEAR</p> <p><i>Survey Type: MANUAL</i></p>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	1.429	1	350	0.857	1	350	2.286
06:00 - 07:00	1	350	7.714	1	350	5.143	1	350	12.857
07:00 - 08:00	3	371	10.592	3	371	9.425	3	371	20.017
08:00 - 09:00	3	371	13.824	3	371	13.465	3	371	27.289
09:00 - 10:00	3	371	20.197	3	371	17.684	3	371	37.881
10:00 - 11:00	3	371	17.415	3	371	18.761	3	371	36.176
11:00 - 12:00	3	371	23.339	3	371	20.377	3	371	43.716
12:00 - 13:00	3	371	32.316	3	371	29.803	3	371	62.119
13:00 - 14:00	3	371	30.072	3	371	32.585	3	371	62.657
14:00 - 15:00	3	371	27.648	3	371	27.289	3	371	54.937
15:00 - 16:00	3	371	21.634	3	371	23.609	3	371	45.243
16:00 - 17:00	3	371	24.147	3	371	23.968	3	371	48.115
17:00 - 18:00	3	371	23.519	3	371	24.147	3	371	47.666
18:00 - 19:00	3	371	25.224	3	371	24.417	3	371	49.641
19:00 - 20:00	3	371	22.980	3	371	24.596	3	371	47.576
20:00 - 21:00	3	371	16.068	3	371	16.966	3	371	33.034
21:00 - 22:00	3	371	14.452	3	371	14.183	3	371	28.635
22:00 - 23:00	3	371	9.964	3	371	11.221	3	371	21.185
23:00 - 24:00	3	371	8.707	3	371	9.156	3	371	17.863
Total Rates:			351.241			347.652			698.893

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 317 - 447 (units: sqm)
 Survey date range: 01/01/12 - 20/03/20
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.