



# **Proposed Retail Development Norcross Lane, Thornton Cleveleys**

**Transport Statement**

**January 2018**

PROPOSED RETAIL DEVELOPMENT  
NORCROSS LANE  
THORNTON CLEVELEYS

KIER PROPERTY DEVELOPMENTS LTD

## **TRANSPORT STATEMENT**

Report by: Nick Calder

Bryan G Hall  
Consulting Civil & Transportation Planning Engineers  
Suite E15, Joseph's Well, Hanover Walk, Leeds, LS3 1AB

Ref: 16-214-005.02

January 2018

Report Reference No: 16-214-005.02

	Name	Signed	Date
Report prepared by	N Calder		15/1/18
Report checked by	A Cooper		15/1/18

Distribution of Copies

Revision	Electronic	Number of bound copies	Issued to	Date Issued
Draft .01	Y	-	Planning Team	9 <sup>th</sup> January 2018
Final .02	Y	-	Planning Team	15 <sup>th</sup> January 2018

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Site Location Plan

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Site Layout Plan

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Car Park Accumulation Exercise

## 1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Bryan G Hall (BGH) and forms part of a Section 73 planning application submitted by Kier Property Developments Ltd. The application seeks a minor material variation in the quantum and make up of retail provision previously granted consent under planning permission 17/00122/LMAJ on land at Norcross Lane, Thornton Cleveleys, Lancashire.
- 1.2 The site is located within Thornton Cleveleys, which itself is located to the east of the settlement of Cleveleys, south of Fleetwood and north of Blackpool. In the context of the highway network the site is bounded by Norcross Lane to the south, the A585 Amounderness Way, which forms part of the Strategic Road Network (SRN) to the east, White Carr Lane to the north and existing residential development served from Bescot Way to the west. A plan showing the location of the site in relation to the surrounding area is attached at **Appendix BGH1**.
- 1.3 The site is subject to a number of historic planning approvals. The whole site benefits from an extant planning permission which was granted by Wyre Council in December 2015 (application ref: 13/00200/OULMAJ) for a mixed use site comprising B1 office, C3 residential and a local centre consisting of a supermarket, class A1 through A5 uses inclusive, together with means of vehicular access.
- 1.4 Further planning permission was granted in December 2017 (application ref: 17/00122/LMAJ) which effected the retail elements of the December 2015 approval only and which increased the total retail floor area in addition to a change to the retail offer and mix. This application was supported by a Transport Assessment and Framework Travel Plan prepared by BGH in January 2017. These reports formed the basis of further post-application discussions with Lancashire County Council (LCC) as highway authority and Highways England (HE) custodians of the nearby Strategic Road Network (SRN) on various technical considerations including accident analysis, trip generation, trip distribution and impact on the highway network. All matters discussed within these post-application discussions were resolved.
- 1.5 Access to the retail element of the site, as granted in December 2017, will be unchanged. Access to the retail element (and retail service yard) will be taken from Norcross Lane at the eastern end of the Norcross Lane site frontage by way of a traffic signal controlled junction.
- 1.6 The current planning application, which this TS supports, is in respect to minor changes in the approved retail provision only as approved in December 2017 and

seeks permission to reduce the total retail floor area in addition to a change to the retail offer and mix at the site. The quantum of development associated with the extant residential and employment land uses on the wider development site will remain unchanged and as previously approved; these elements are therefore not considered in this TS.

1.7 A package of off-site improvements were agreed as part of the December 2017 planning permission and will still be delivered as part of this planning application. These improvements include:

- Partial signalisation of Norcross Roundabout – condition 9 of the December 2017 permission; and
- Improvements to the Warren Drive / White Carr Lane dumbbell roundabouts – condition 8.ii) of the December 2017 permission;

1.8 This TS provides details of the net change in traffic generation that is likely to result from the revised retail scheme. This TS is based upon guidance contained within the Communities and Local Government documents the ‘National Planning Policy Framework’ (March 2012) and the ‘Planning Practice Guidance’ notes (March 2014).

1.9 The remainder of this TS is structured in the following chapters:-

**Table 1.1**

**Transport Statement Report Structure**

Chapter	Title	Description
2.0	The development proposals	This section describes the proposed development.
3.0	Development trip generation	This section presents appropriate trip generation rates for the development.
4.0	Summary & conclusions	Finally, this section presents the conclusions drawn from the analysis contained within the Transport Note.

1.10 This TS will demonstrate that the development proposals do not result in any material highways or transportation concerns over and above those agreed as part of the extant December 2017 planning permission, and therefore should not be reasonably refused on highways or transportation grounds.

## 2.0 THE DEVELOPMENT PROPOSALS

2.1 The application seeks permission to reduce the retail floor area in addition to a change to the retail offer mix at the site. The overall floorspace will decrease from a total of 7,188 sqm gfa as approved, including a discount food store, traditional foodstore and various retail units, to 6,845 sqm gfa, including a frozen food store, traditional food store and various retail units. The proposed site plan is attached at **Appendix BGH2**.

2.2 The revised provision at the site will now provide the following:-

**Table 2.1**  
**Proposed Uses**

Unit	Use	Floor Area (Sqm GFA)
01	Non Food Retail	929
02	Non Food Retail	929
03	Food Retail	1,115
04	Non Food Retail	650
04a	Non Food Retail	464
05	Non Food Retail	929
06	Food Retail	1,096
07a, b, c and d	Café / Restaurant / Retail	391
08	Restaurant / Fast Food	176
09	Restaurant / Fast Food	167
<b>Total</b>		<b>6,845</b>

- 2.3 Access to the retail element of the site, as granted in December 2017, will be unchanged. Access to the retail element (and retail service yard) will be taken from Norcross Lane at the eastern end of the Norcross Lane site frontage.
- 2.4 With respect to car parking, the application seeks to provide car parking provision in accordance with the local standards as defined in the joint Lancashire Structure Plan (2001 to 2016) and adopted in March 2005. The document states the following maximum standards:
- 1 space per 15 sqm GFA for food retail;
  - 1 space per 21 sqm GFA for non-food retail; and
  - 1 space per 8.5 sqm GFA for restaurant / fast food.
- 2.5 On the basis of the floor areas outlined at Table 2.1 and the above standards, the site could provide a maximum of 418 spaces. The proposals will provide a total of 330 parking spaces (including 26 accessible, 13 parent & child and 24 staff spaces). This provision is within the maximum standards set out above and considered to be appropriate.
- 2.6 As further evidence of the appropriateness of the parking provision, a car park accumulation exercise has been undertaken using the TRICS data (discussed further in the following Chapter), this is attached at **Appendix BGH3**. This exercise demonstrates that the maximum accumulation would be in the order of 247 vehicles (75% of total capacity) occurring on a Saturday. Allowing for some spare circulation space, to maintain a good level of service and providing some spare capacity to cater for peak demand at busy times, such as at Christmas, the proposed level of provision is considered to be appropriate.
- 2.7 As for car parking with regard to disabled and parent & child bays, reference has been made to the local standards, which suggests that disabled and parent & child parking should be provided at a level of 1 in 10 spaces of the overall provision. Whilst 10% of the proposed provision would equate to 42 spaces, a total of 26 disabled bays and 13 parent & child bays will be provided (39 total). Whilst this is 3 spaces below the standard, the level of provision is considered appropriate on the basis that the guidance states that a lesser provision may be provided for some uses where it can be demonstrated that the proposals would cater for linked trips between retail outlets, which is clearly the case on the proposed development.
- 2.8 The standards require cycle parking and motorcycle parking at 1 space per 200 sqm GFA and 1 space per 500 sqm GFA respectively. 24 cycle spaces and 4 motorcycle spaces will be provided as part of the proposals and is considered to be appropriate.

### 3.0 DEVELOPMENT TRIP GENERATION

3.1 Current guidance set out within PPG states that any assessment should consider the scale of the proposed development and its potential to generate additional trips on the highway network.

3.2 As set out as part of the extant retail permission on the site as approved in December 2017, the revised retail scheme will generate trips during the weekday morning, weekday evening and Saturday peak periods, and it is these three key periods for which the impact of development related traffic has been assessed.

#### Trip Rates and Traffic Generation

3.3 With respect to the trip generation of the extant permission on the site, the overall scheme with a total floor area of 7,188 sqm gfa sought to provide an anchor discount food-store and a traditional foodstore with ancillary retail uses. The traffic generation rates as previously approved for the land use category 01/J – ‘Retail Park including Food’ are set out in the table below with the extant generations. These trip rates included sites with a mix of traditional and discount food and are therefore considered relevant to apply to the proposed scheme under consideration. The trip rates were previously agreed with LCC and HE.

**Table 3.1: Extant Trip Rates and Trip Generation**

Trip Rates and Traffic Generation	Morning Peak			Evening Peak			Saturday Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Rates	2.408	1.679	4.087	4.227	3.701	7.928	4.536	4.637	9.173
Trip Generation of extant permission, 7,188 sqm	173	121	294	304	266	570	326	333	659

3.4 The currently proposed retail scheme, as set out in the previous Section, seeks to reduce the retail floor area in addition to a change to the retail offer and mix at the site. The retail element is expected to decrease from a total of 7,188 sqm gfa as approved to 6,845 sqm gfa. The retail offer will also change from a discount food store with various non-food retail units to traditional food store, frozen food retail and various non-food retail units. The land uses are comparable and therefore the agreed trips rates are considered to remain appropriate.

3.5 Based upon the agreed trip rates, the new retail provision is expected to generate the following number of trips:-

**Table 3.2: Proposed Trip Rates and Traffic Generation**

Trip Rates and Traffic Generation	Morning Peak			Evening Peak			Saturday Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Rates	2.408	1.679	4.087	4.227	3.701	7.928	4.536	4.637	9.173
Trip Generation of proposals, 6,845 sqm	165	115	280	289	253	542	310	317	627

3.6 It can be seen that the proposed retail scheme is estimated to generate a total of 280, 542 and 627 two-way trips in the AM, PM and Saturday peak hour periods respectively.

3.7 Table 3.3 below sets out the difference in generated trips expected as a result of the proposals.

**Table 3.3: Net Difference in Generated Trips**

Trip Rates and Traffic Generation	Morning Peak			Evening Peak			Saturday Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
Extant Generated Trips	173	121	294	304	266	570	326	333	659
Proposed Generation Trips	165	115	280	289	253	542	310	317	627
Difference	-8	-6	-14	-15	-13	-28	-16	-16	-32

3.8 Table 3.3 above shows that the proposed scheme with amended retail offer has a negligible difference in likely traffic generation compared to the extant permission, with a net decrease in generated trips during the weekday morning, weekday evening and Saturday peak periods. The retail distribution agreed as part of the extant permission will remain unchanged, therefore the wider impacts will be the same proportionally.

3.10 It is therefore considered that the development proposals will not result in a material impact upon the future operation of the local highway network over those

identified as part of the extant December 2017 permission. The proposals remain committed to delivering the following junction improvements identified as part of the extant permission:

- Partial signalisation of Norcross Roundabout – condition 9 of the December 2017 permission; and
- Improvements to the Warren Drive / White Carr Lane dumbbell roundabouts – condition 8.ii) of the December 2017 permission;

3.11

Delivery of the above improvements are addressed by conditions within planning permission 17/00122/LMAJ and these conditions would be carried forward on the Section 73 applications.

## 4.0 SUMMARY AND CONCLUSIONS

- 4.1 This Transport Statement has been prepared by Bryan G Hall and forms part of a Section 73 planning application submitted by Kier Property Developments Ltd. The application seeks a change in the quantum and make up of retail provision previously granted consent on land at Norcross Lane, Thornton Cleveleys, Lancashire.
- 4.2 The site is located within Thornton Cleveleys, which is located to the east of the settlement of Cleveleys, south of Fleetwood and north of Blackpool. In the context of the highway network the site is bounded by Norcross Lane to the south, the A585 Amounderness Way, which forms part of the Strategic Road Network to the east, White Carr Lane to the north and existing residential development served from Bescot Way to the west.
- 4.3 The site is subject to a number of planning historic planning approvals. The whole site benefits from an extant planning permission which was granted by Wyre Council in December 2015 (application ref: 13/00200/OULMAJ) for a mixed use site comprising B1 office, C3 residential and a local centre consisting of a supermarket, class A1 through A5 uses inclusive, together with means of vehicular access.
- 4.4 Further planning permission was granted in December 2017 (application ref: 17/00122/LMAJ) which effected the retail elements of the December 2015 approval only and which increased the total retail floor area in addition to a change to the retail offer and mix. This application was supported by a Transport Assessment and Framework Travel Plan prepared by BGH in January 2017. These reports formed the basis of further post-application discussions with LCC as highway authority and HE as custodians of the nearby SRN on various technical considerations including accident analysis, trip generation, trip distribution and impact on the highway network. All matters discussed within these post-application discussions were resolved.
- 4.5 Access to the retail element of the site, as granted in December 2017, will be unchanged. Access to the retail element (and retail service yard) will be taken from Norcross Lane at the eastern end of the Norcross Lane site frontage by way of a traffic signal controlled junction.
- 4.6 The current planning application, which this TS supports, is in respect to a change in the approved retail provision only as approved in December 2017 and seeks permission to reduce the total retail floor area in addition to a change to the retail offer and mix at the site. The quantum of development associated with the extant

residential and employment land uses on the wider development site will remain unchanged and as previously approved; these elements are therefore not considered in this TS.

4.7 It has been shown that the proposed scheme with amended retail offer has a negligible difference in likely traffic generation compared to the extant permission, resulting in a net reduction in level of generated trips. It is therefore considered that the development proposals will not have any material impact upon the future operation of the local highway network over those identified as part of the extant December 2017 permission. The current proposals remain committed to delivering the following junction improvements identified as part of the extant permission:

- Partial signalisation of Norcross Roundabout – condition 9 of the December 2017 permission; and
- Improvements to the Warren Drive / White Carr Lane dumbbell roundabouts – condition 8.ii) of the December 2017 permission;

4.8 In conclusion, subject to the implementation of the above improvements, it is considered that there are no highway or transportation reasons which would prevent the proposed development being granted outline planning consent.

**BRYAN G HALL**  
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Registered in England & Wales  
Co No: 4104802

VAT No: 399 4601 07

Registered Office

Suite E15 Joseph's Well  
Hanover Walk  
Leeds LS3 1AB

Telephone: 0113 246 1555

Email: [highways@bryanghall.co.uk](mailto:highways@bryanghall.co.uk)

London Office

Lighterman House  
26-36 Wharfedale Road  
London N1 9RY

Telephone: 0203 553 2336

Website:  
[www.bryanghall.co.uk](http://www.bryanghall.co.uk)