

**PROPOSED REDEVELOPMENT OF NS&I SITE, PRESTON NEW ROAD, BLACKPOOL (656)
SUMMARY OF RESPONSE TO BLACKPOOL COUNCILS HIGHWAY COMMENTS DATED 22ND FEBRUARY
2016**

Introduction

This summary note will provide responses on the comments raised by the highways officers at Blackpool Council in their note dated the 22nd February 2016. A meeting was held on Monday 7th March 2016 with the highways and planning officers where these issues were discussed and resolved.

Issue 1 – I have a number of fundamental problems with the proposal in the fact that all vehicle trips, new and existing are concentrated at the proposed signalised junction. Why? A signalised junction to serve a development on this site was acceptable many years but the situation has clearly changed with the development of The Harbour and future development connected to the wider Whyndyke Development. The new junction may create additional delay and congestion along this key corridor, more so if all trips are concentrated to one single point of entry and exit. The junction appears to operate within capacity and that is largely due to the fact that the junction is very simple with only three stages and lacking controlled pedestrian and cycle facilities.

Response/Agreement – The provision of new vehicular access onto the Preston New Road will reduce vehicles movements at the Preston New Road/Mythop Road junction. The reduction in traffic on the critical movements i.e. right-turn off Preston New Road into Mythop Road and off Mythop Road onto Preston New Road.

The junction analysis undertaken as part of the determination of the planning application has demonstrated that the traffic generated by the development proposals can be accommodated on the local highway network. The review of the modelling undertaken by Pell Frischmann concludes that;

“Results derived from the model do not highlight any significant issues directly attributable to the proposed NS&I development.”

During the meeting with Blackpool Council the local highways authority requested that pedestrian and cycle facilities be provided on each of the junction. These have been incorporated into the revised site access arrangement shown in Drawing 0656-F02-RevB.

Issue 2 - Within the LINSIG Model, the flare lengths do not appear to be long enough, this will result in potential problems for the right turners into the site during busy periods as they may block back and obstruct north bound traffic.

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Response/Agreement – As detailed above it has been agreed that the proposed development can be accommodated on the local highway network and in fact there is likely to be improvements to the operation of the Preston New Road/Mythop Road junction as a result of the development proposals.

With regard to the vehicle queuing at the proposed site access junction this was discussed during the meeting and it was confirmed by Croft that the forecast queuing can be accommodated at the site access junction. Further design work of the junction will be undertaken as part of the S278 process.

Issue 3 - Another key issue is how pedestrians and cyclists, including future occupiers of the residential units and staff (who may walk or cycle) associated with the B1 use expected to negotiate the junction and the busy dual carriageway. The nearest controlled pedestrian crossings are around 400m to the west and 700m to the east.

Response/Agreement – As detailed above pedestrian/cycle facilities are to be provided at the site access junction to facilitate safe crossing over Preston New Road and to link with the existing infrastructure along Preston New Road.

Issue 4 - The loss of the internal link onto Mythop Road cannot be supported as removing this link will concentrate all movements on the new junction which is likely to lead to further delays along Preston New Road. It could be argued that this may improve the situation at Preston New Road/Mythop Road junction, which currently operates over capacity. All it will do is shift the problem with congestion to the new junction. The model is based on a high cycle time of 120seconds, the maximum practical cycle time.

A simple fix to this would be to close the controlled access at the Toby Carvery, with agreement with the pub operator, seeking alternative access solutions. This change could improve capacity by 30% in the pm peak at Preston New Road/Mythop Road junction – see attached Linsig review report prepared by Pell Frischmann.

Response/Agreement – The junction modelling has demonstrated that the proposed site access junction can accommodate the development traffic and the removal of site traffic from Mythop Road will have highway capacity and safety benefits. However, in principle the applicants would be happy to consider retaining Mythop Road as an exit, however it is not part of the scheme currently proposed for the site.

The Transport Assessment which has accompanied the application has clearly demonstrated that there is no requirement for the scheme to use Mythop Road, as all traffic will use the proposed signal controlled site access traffic off Preston New Road. The applicants would be happy to maintain the ability to utilise the existing junction off Mythop Road in the future should this be required.

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There is no scope to provide the alterations to the Toby Carvery arm of the Preston New Road/Mythop Road arm discussed within Pell Frischmann Review.

Issue 5 - The width of the access road scales to be approximately 5500mm - drawing no: R073/3. Acceptable for the residential estate road but not for the shared section with the B1 use. The layout connected to the loop serving the B1(c) use scales to be 6000mm. Problems may occur with access if the shared link is not of a suitable width. I do appreciate at this stage that end operators may not have been identified.

Response/Agreement – It is not proposed to offer the internal road layout of the employment element for adoption and therefore will remain private. As agreed with the local authority the main access road will be widened to a width of 6 metres to a point approximately 5 metres north of the main access road/employment junction. This will be agreed with the local highway authority during the S38 Process.

Issue 6 - The layout of the footways and verge areas to be re-considered, in particular where paths run behind verge areas. It is advisable to rearrange this layout so that footways are continuous with carriageway areas. Areas that require a review are as follows:

- New junction to Plot 9
- New junction to Block A & B
- Plot 102 to plot 113

Response/Agreement – The areas of the internal layout to be adopted by the local highway authority will be agreed during the S38 process. However, it was agreed to remove areas where footways run behind verge areas.

Issue 7 - How will the new development layout tie-in with the existing road which serves the current/retained use? The width of the existing internal access road is wider than the proposed new road. Also, there is nothing stopping a barrier being placed across the existing 7000mm wide road, leaving no safe and suitable turning facility.

Response/Agreement – This will be dealt with as part of the S38 process, it is not proposed that a gate/barrier will be provided at the vehicle entrance to the remaining NS&I operation, therefore the existing layout can be used as a turning head.

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Issue 8 - Future residential occupiers may not be so keen to have commuters (retained use) drive past their properties each and every day. Added to this will be traffic generated by the new B1 uses.

Response/Agreement – Although not necessarily a highway or planning issue, future residents will be aware of the existing NS&I use when they purchase their house.

Issue 9 - The TA has forecasted growth until 2019 (only 5 years), this would seem a very minimum requirement and I would have expected forecast to 2024 and possibly 2029.

Response/Agreement – The analysis of the Preston New Road corridor includes committed Wyndyke Farm. Therefore it was agreed that including these traffic flows together with 5 years traffic growth is appropriate as including further growth would result in over estimation of the traffic flows on the local highway network.

Issue 10 - How will the works affect the Public Right of Way which runs to the west of the proposal site and leading to the caravan park?

Response/Agreement – The Public Right of Way will either be retained or diverted as part of the development proposals.

Issue 11 - Parking spaces have been quantified, however I am unable to identify the split between the current use, residential use and B1 uses. The residential use must allow for 3 car parking spaces per unit based on the size of the units, there is no scope to reduce as the proposal site scores an accessibility score of 14, not 16, which make the site low accessibility with the reliance on the use of the private car being greater. Low accessibility score given as the bus service is a 20 minute bus frequency, not 15 minutes as stated.

Response/Agreement – It was agreed that improvements will be made to the closest bus stops to the site as part of the development; these will be secured through a S106 Agreement.

The car parking for the employment element will be confirmed at the time of a full application for this element. With regard to the car parking provision this has been agreed between the Highway Authority and the applicant (Rowland Homes).

Issue 12 - Turning facilities should cater for bin wagons, the largest size vehicle used by Waste collection operators in Blackpool is 11mx3m. Waste collection strategy to be discussed and agreed with Waste Services.

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Response/Agreement – Swept path analysis based on the 11 metre refuse vehicle have been submitted to Waste Services.

Summary

Following the submission of the additional information as detailed above there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.