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**FULL PLANNING APPLICATION FOR THE ERECTION
OF A PART SINGLE STOREY, PART TWO-STOREY
BUILDING TO INCORPORATE A CLASS E RETAIL
UNIT ALONG WITH CAR PARKING, NEW VEHICULAR
ACCESS, SERVICING ARRANGEMENTS AND
LANDSCAPING**

TRANSPORT STATEMENT

**LAND AT THE JUNCTION OF RIVERSFIELD DRIVE
AND HIGH STREET, ROCESTER, STAFFORDSHIRE,
ST14 5JU**

ON BEHALF OF SEP PROPERTIES LIMITED



Pegasus Group

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Edinburgh | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough | Solent

DESIGN ENVIRONMENT PLANNING ECONOMICS HERITAGE

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Pegasus Group on behalf of SEP Properties Limited (SEP). It addresses the transport issues associated with a full planning application for the erection of a part single storey, part two-storey building to incorporate a Class E retail unit along with car parking, new vehicular access, servicing arrangements and landscaping. Access is proposed Riversfield Drive with a total of 14 car parking spaces provided, including one accessible bay.
- 1.2 This TS has been prepared further to a site visit and the scope has been informed further to submission of a Highway Pre-Application enquiry submitted on 22nd November 2021 to Staffordshire County Council.
- 1.3 This TS will consider the following key transportation issues:
- i. Highway safety on the local network;
 - ii. Proposed access arrangements;
 - iii. Proposed parking provision;
 - iv. Forecast trips attracted to the site;
 - v. Impact on the local highway network and need for junction modelling;
 - vi. Compliance with local and national policy.
- 1.4 This TS concludes that the proposed site access is considered appropriate for all anticipated vehicle sizes to enter and egress the site, with the appropriate visibility splays achieved.
- 1.5 This TS also concludes that the internal site layout, including parking provision, is appropriate to cater for the number of vehicles that are anticipated to access the site. It also concludes that the trip impact of the proposed scheme is not material as it will predominantly attract vehicles already on the local highway network.
- 1.6 It is also concluded in this TS that the servicing arrangements proposed are appropriate for the site.
- 1.7 It is therefore concluded that there are no valid highway or transportation reasons to the object the proposed development of the site.

2.0 PRE-APPLICATION ADVICE

2.1 A Highway Pre-Application enquiry was submitted on 22nd November 2021 to Staffordshire County Council. This comprised a Scoping Note including an initially proposed access from High Street. It also set out justification of the on-site parking provision of 14 spaces based on trip rates initially derived from the TRICS database. The Scoping Note also detailed multiple servicing options for the site, favouring the construction of a loading bay directly northeast of the site, on the southern side of the High Street carriageway within publicly maintainable land.

2.2 A detailed response from the highway authority at Staffordshire County Council was received on 12th January 2022; this is included at **Appendix A**. The response noted the following:

- The proposed access and servicing options could cause highway safety issues;
- Clarification on the parking demand calculations was required to justify the parking provision on site; and
- Junction modelling may be required at the roundabout junctions at either end of the High Street.

2.3 The response also suggested trip rates to be used within the Transport Statement. It was agreed that a store of the proposed size is unlikely to generate a significant number of new trips and rely predominantly on diverted or pass-by trips.

2.4 In response to the comments received, the site layout has been revised to seek to respond and address the pre-app comments provided by the local highway authority with a new access proposed from Riversfield Drive, and internal servicing proposed using a 10 metre rigid vehicle. These is expanded upon in **Chapter 5**.

3.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK

Site Location

- 3.1 The site is situated in the western part of Rocester village, within the wider Rocester Conservation Area. The site is within a two kilometre walking distance of the entire village and JCB World Headquarters.
- 3.2 The site is located immediately to the southeast of the junction of High Street and Riversfield Drive. The High Street runs parallel to the northern site boundary and Riversfield Drive runs parallel to the eastern site boundary. It is bounded by walls along the red line boundary.
- 3.3 The site is surrounded by residential areas to the south, east and west. On the immediate northern border of the site, there is an existing bus stop with a shelter, named 'Riverfield Drive'. Adjacent to the bus stop is a millennium monument, also located on the footway on the northern border of the site. Part of the northern wall of the site is a historical stopped up vehicular footway crossover leading onto the High Street, with dropped kerbs still intact. Properties to the south of the site are accessed via a vehicular footway crossover and access road routing parallel to the eastern site boundary. This carriageway is approximately three metres wide.
- 3.4 The Primitive Methodist Chapel, Rocester Village Hall and First Steps Pre School are located to the north of the site on the opposite side of High Street.
- 3.5 The High Street hosts retail facilities such as Rocester Post Office, a SPAR convenience store, The Red Lion public house and Abbeyfields Veterinary Centre. The High Street leads to Ashbourne Road and Mill Street to the northeast and southeast of the site respectively, where additional amenities, such as Manor House hotel, are situated. To the west, the JCB World Headquarters is located approximately one kilometre walking distance from the site, to the west of the B5030.

- 3.6 The location of the site in relation to the surrounding facilities and amenities are shown in **Figure 3.1**.

Existing Highway Network

- 3.7 The local highway network within Rocester is subject to a 30mph speed limit and illuminated with footways generally provided on both sides of the vehicular carriageways.

High Street

- 3.8 The High Street is a single carriageway approximately six metres in width within the vicinity of the site. It is one of the main routes through the village of Rocester. The High Street links to the B5030 to the west and to Mill Street to the east.
- 3.9 There are continuous footways on both sides of the carriageway, measuring between one and 9.5 metres in width, although generally measuring 1.5 metres. There are uncontrolled pedestrian crossings located at the High Street / Mill Street / Ashbourne Road roundabout located approximately 140 metres east of the site. Dropped kerbs and tactile paving are provided on all arms of the junction, with a traffic-calming give-way priority feature on the northern arm.
- 3.10 The majority of the carriageway is marked with a double yellow line Traffic Regulation Order (TRO), preventing parking at any time. However, there are on street parking opportunities on the High Street on the northern side of the carriageway approximately 50 metres west of the site, and on the southern side of the carriageway approximately 30 metres east of the site. Assuming a large car length of five metres, each stretch could accommodate 10 and 6 cars respectively, giving a total of 16 cars able to park on-street within the vicinity of the site. Off-street parking is also available at the village hall, which is located approximately 50 metres north of the site. This provides approximately 24 car parking spaces, including three accessible bays.

Riversfield Drive

- 3.11 Riversfield Drive is approximately five metres wide with continuous footways provided on both sides of the carriageway measuring between one and two metres wide. Dropped kerbs are provided at private driveway vehicular footway crossovers within the vicinity of the site, with tactile paving introduced at pedestrian crossing points within the main residential area located approximately 400 metres to the south of the site.
- 3.12 There are no TROs along Riversfield Drive, with the vast majority of residences provided with off-street parking. Minimal on-street parking was observed to occur at the time of our site visit on 20th December 2021.

B5030

- 3.13 The B5030 is a single carriageway road located approximately 270 metres west of the site, measuring approximately seven metres in width. It is restricted to a speed limit of 40mph within the vicinity of the site, and links to the A52 to the north and to the A50 to the south.

Highway Safety

- 3.14 From an initial review of crashmap.co.uk, there are no incidents recorded within the vicinity of the site on High Street or on Riversfield Drive over the most recent five year period. It is therefore considered that there are no existing highway safety patterns or issues in the vicinity of the site and that the local highway network is generally operating safely.

4.0 ACCESSIBILITY

Pedestrian and Cycle Facilities

- 4.1 There are continuous footways within the vicinity of the site, ranging from one metre to 9.5 metres in width. Dropped kerbs and tactile paving is located at junction pedestrian crossings. These footways give access to the entire village and link to the JCB Academy to the east and to the JCB Headquarters to the northwest.
- 4.2 Footways are continuous between the site and JCB World Headquarters, with footways on both sides of the High Street and a pedestrian subway under the northern arm of the B5030. This footway then continues into JCB Headquarter grounds and buildings, at a lower level than the surrounding carriageways.
- 4.3 Public Rights of Way (PRoW) route 11 is located approximately 200 metres to the west of the site. This links from the High Street to Ashbourne Road to the north. PRoW route 13 links from route 11 to Ashbourne Road to the east.
- 4.4 There are no national cycle network routes within the vicinity of the site, however the topography of the local area is considered to be generally flat and appropriate for most to cycle.

Public Transport Opportunities

Bus

- 4.5 The closest bus stop to the site is located directly north of the site on the High Street, named 'Riversfield Drive'. This is provided with a shelter, flag, pole and timetable information. This is served by the Swift bus service, travelling from Uttoxeter to Derby at hourly intervals from 06:32 to 17:40 on weekdays and Saturdays. The X41 also serves this stop once a day on weekdays at 17:47, travelling from Stafford to Alton Towers.

4.6 *Rail*

4.7 The nearest train station to the site is located in Uttoxeter, approximately 7.2 kilometres south of Rocester. This station is operated by East Midlands Railway and has a car park capacity of 46 spaces. Sheltered, secure cycle parking is also located in the car park, with capacity for 18 cycles.

4.8 Services from Uttoxeter Railway Station to Crewe and Newark Castle operate frequently, at hourly intervals throughout the day.

Accessibility Conclusion

4.9 It is concluded that the site provides the opportunity for future staff and customers to walk, cycle and use public transport facilities to access the site as a genuine alternative to single occupancy vehicular travel.

5.0 DEVELOPMENT PROPOSALS

- 5.1 It is proposed for the site to be developed for the erection of a part single storey, part two-storey building to incorporate a Class E retail unit along with car parking, new vehicular access, servicing arrangements and landscaping. It is proposed that the retail unit will have a total Ground Floor Area (GFA) of 437sqm. It is proposed that there will be 14 parking spaces on site, including one accessible parking bay. Access is proposed from Riversfield Drive via the construction of a new vehicular footway crossover at the western boundary of the site.
- 5.2 The proposed opening hours of the development are from 0700 to 2300, seven days a week.
- 5.3 It is anticipated that a total of between 20 and 25 full-time staff equivalents will be employed at the unit.

Existing and Proposed Vehicular Access

- 5.4 The initial pre-application submitted to Staffordshire County Council proposed site vehicular access from the High Street, via the stopped up vehicular footway crossover aforementioned at **Chapter 2**. Comments received from the highway authority in January 2022 raised concerns over the safety of the access being located within close proximity of the High Street / Riversfield Drive priority junction.
- 5.5 As a result, and following a design review process taking into account all of the site constraints, the most suitable access to the site would be via the provision of a new vehicular footway crossover at the western boundary of the site from Riversfield Drive; this is shown on the proposed site plan at **Appendix B**.
- 5.6 The proposed new access will provide dropped kerbs for circa eleven metres to accommodate the turning manoeuvres of both cars and delivery vehicles as shown on **Figures 5.1** and **5.2** respectively. The entrance point to the site at

the rear of the eastern Riversfield Drive footway is proposed to be approximately six metres wide into the site. It will have proposed radii of five metres and three metres on the north and southern side of the access respectively. **Figure 5.1** demonstrates that large cars are able to enter and egress the site simultaneously at the proposed access in both directions.

5.7 **Figure 5.3** shows that a visibility splay can be achieved from the proposed access at 2.4 x 43 metres to the nearside kerb looking left out of the site to south, which is commensurate with the Manual for Streets (MfS) guidance for vehicle speeds of 30mph .

5.8 Visibility looking right out of the site to the north is 2.4 x 30.6 metres, meeting with the Riversfield Drive / High Street priority T junction. This equates to visibility requirements of approximately 23mph. It is considered that this is suitable as the speed of vehicles are likely to be lower than this when taking into account requiring to slow down to turn into Riversfield Drive from the High Street.

5.9 It is therefore considered that a safe and appropriate access arrangement can be provided to serve the proposed scheme from Riverfield Drive.

Car Parking Provision

5.10 Local car parking guidance is set out in East Staffordshire Borough Council Parking Standards Supplementary Planning Document (2020). This advises that a minimum of one car space per 14sqm gross floor area of the building should be provided for Class A1 food stores. Where the number of disabled staff is unknown, the total number of accessible spaces should equate to 5% of those available.

5.11 From the above guidance, this equates to approximately 31 parking spaces required for the proposed development. Paragraph 2.1 of the document states that these are the minimum standards unless exceptional circumstances can be demonstrated.

5.12 There are 14 spaces provided on the proposed site plan. This is considered appropriate based on trip rate and parking demand calculations set out in **Chapters 6 and 7**.

5.13 It is not anticipated that any overspill parking will occur as a result of the development. However, if it were to occur, unrestricted parking is available for the length of Riversfield Drive, the High Street and in the Village Hall car park, located opposite the site to the north.

Cycle Parking Provision

5.14 The minimum cycle standards are set out for Class A1 use (as amended). It states that one cycle stand should be provided per 10 employees, in a secure and weatherproof shelter, and one visitor stand should be provided per 200sqm gross floorspace.

5.15 With a gross floorspace of 437sqm, this equates to two visitor stands and three covered, secure stands for employees required on site.

5.16 It is proposed that a total of 10 cycle spaces will be provided on site in a secure shelter for both staff and visitors. This is considered to be appropriate.

Deliveries and Servicing

5.17 Due to the size of the site, the end occupier has confirmed that it will service the site using a 10 metre rigid vehicle.

5.18 As shown at **Figure 5.2**, a vehicle of this size entering and egressing the site in a forward gear would require approximately five car parking spaces at both the north and east of the car park to be cornered off during delivery times. It is anticipated that these spaces will be coned off by staff on shift.

5.19 These vehicles will be used for both delivery and refuse purposes because the most likely end operator will be the Co-op who backhaul their waste and

recycling on delivery HCVs.

- 5.20 It is considered that deliveries and servicing at the site can be scheduled to outside the peak hours of operation.
- 5.21 If considered necessary by the highway authority, a servicing and delivery management plan further detailing the proposed arrangements can be secured via an appropriately worded planning condition.

6.0 FORECAST VEHICULAR TRIP RATES

6.1 As demonstrated at **Figure 3.1** and in **Chapter 3**, there are many education and commercial sites within walking and cycling distance of the site. It is therefore considered that there is potential for high levels of walk-in trade. A trip assessment has been carried out using the TRICS database (version 7.8.4) to establish the forecast number of vehicular trips that could be associated with the proposed convenience store.

6.2 The following parameters have been applied:

- Land Use 01 – Retail;
- Category O – Convenience Store;
- Edge of Town location;
- Surveys undertaken over the most recent 10 year period;
- No active Travel Plan.

6.3 The above trip rate parameters have been applied to get as close as possible to the suggested trip rates received in the highway comments received on 12th January 2022.

6.4 The forecast trip attraction of the proposed development is summarised below at **Table 6.1** and the full TRICS report is included at **Appendix C**.

Table 6.1 – Forecast Vehicular Trip Attraction

	Trip Rate per 100sqm			Trip Rate Proposed Development (437 sqm)		
	Arrival	Departure	Total	Arrival	Departure	Total
Network AM Peak (0900-1000)	5.750	4.250	10.000	25	19	44
Operational Peak (1200-1300)	13.500	12.500	26.000	59	55	114
Network PM Peak (1700-1800)	9.000	9.000	18.000	39	39	79
Daily	108.250	107.000	215.250	473	468	941

6.5 **Table 6.1** demonstrates that the proposed development is forecast to attract 44 two-way movements and 79 two-way movements in the network AM and PM peak respectively. In the operational peak hour it is estimated that 114 two-way movements will be associated with the development; this is equivalent to 2, two-way movements every minute.

Pass By, Diverted and Linked Trips

6.6 It is considered that a large percentage of trips attracted to the proposed convenience store will comprise existing trips already on the local highway network, due to the nature of the proposal. Owing to the fact the site is located on the periphery of Rocester town centre, close to surrounding residential areas and withing walking distance of JCB Headquarters, it is considered that few 'new' trips will be attracted by the proposed development.

6.7 It is considered that an estimated 30% of trips associated with the site will be pass by or linked trips, which would equate to the scheme being associated with 31 and 55 new two-way vehicle movements in the morning and evening weekday peak periods respectively.

6.8 In reality, the number of pass by and linked trips are likely to be higher than this as the store will be serving an existing village, and it is possible that trips will be transferred from existing stores to the proposed store. It is generally acknowledged that new retail stores will not be associated with a material number of new trips, which is considered to be the case at this site.

6.9 The number of turning movements at the High Street / Riversfield Drive priority junction is likely to increase, due to the access being located on the western boundary of the site. As stated at **paragraph 6.6**, the majority of trips associated with the site are anticipated to be already existing on the local highway network, however these are anticipated to be diverted into Riversfield Drive rather than continuing along the High Street. It is considered that this junction currently has sufficient residual capacity to accommodate the anticipated increase in turning movements.

7.0 FORECAST PARKING DEMAND

Parking Demand

- 7.1 Given the nature of the development being a convenience store, with the likely end-user being Co-op, it is understood that parking surveys previously undertaken at three separate Co-op stores reported an average customer dwell time of 5.5 minutes.
- 7.2 Parking demand has been determined from the hourly arrivals set out in the TRICS report (**Appendix C**) for the network and operational peak hours. To ensure a robust assessment, dwell times of up to 10 minutes have been calculated. The parking demands for the peak times are summarised below in **Table 7.1**, with the calculations set out at **Appendix D**.

Table 7.1 – Forecast Parking Demand at Peak Times Summary

	Dwell Time		
	5.5 Minutes	7 Minutes	10 Minutes
Network AM Peak (0800-0900)	2	3	4
Operational Peak (1200-1300)	5	7	10
Network PM Peak (1700-1800)	4	5	7

- 7.3 **Table 7.1** shows that the peak parking demand for the proposed development will be 10 cars at the operational peak time between 1200 and 1300, assuming a 10-minute dwell time. It is considered that this is a robust assessment.
- 7.4 The proposed site plan includes 14 car parking spaces, demonstrating that there is the appropriate parking provided on site, with no overspill parking on the local network anticipated.

8.0 TRANSPORTATION POLICY AND GUIDANCE

8.1 Relevant transportation policies are set out in the following documents:

- National Planning Policy Framework (NPPF) (2021);
- National Planning Practice Guidance (NPPG) (2014);
- Staffordshire Local Transport Plan 2011;
- East Staffordshire Borough Local Plan (2015);
- East Staffordshire Borough Integrated Transport Strategy 2014 – 2031 (2014); and
- East Staffordshire Borough Council Waste, Storage and Collection Guidance Document (2012).

8.2 Paragraph 110 of the NPPF states that *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree"*.

8.3 Paragraph 111 states that *"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"*.

8.4 **Chapter 4** confirms that the site is located within convenient walking and cycling distance of the village of Rocester and JCB World Headquarters, and is accessible to public transport routes. It is therefore considered that the site provides the opportunity for future staff and customers to access the development by non-car modes of travel as a genuine alternative to the car.

8.5 **Chapter 5** confirms that suitable access arrangements can be achieved for all modes of travel and the proposed cycle parking arrangements, as well as the proposed servicing arrangements, are considered to be appropriate.

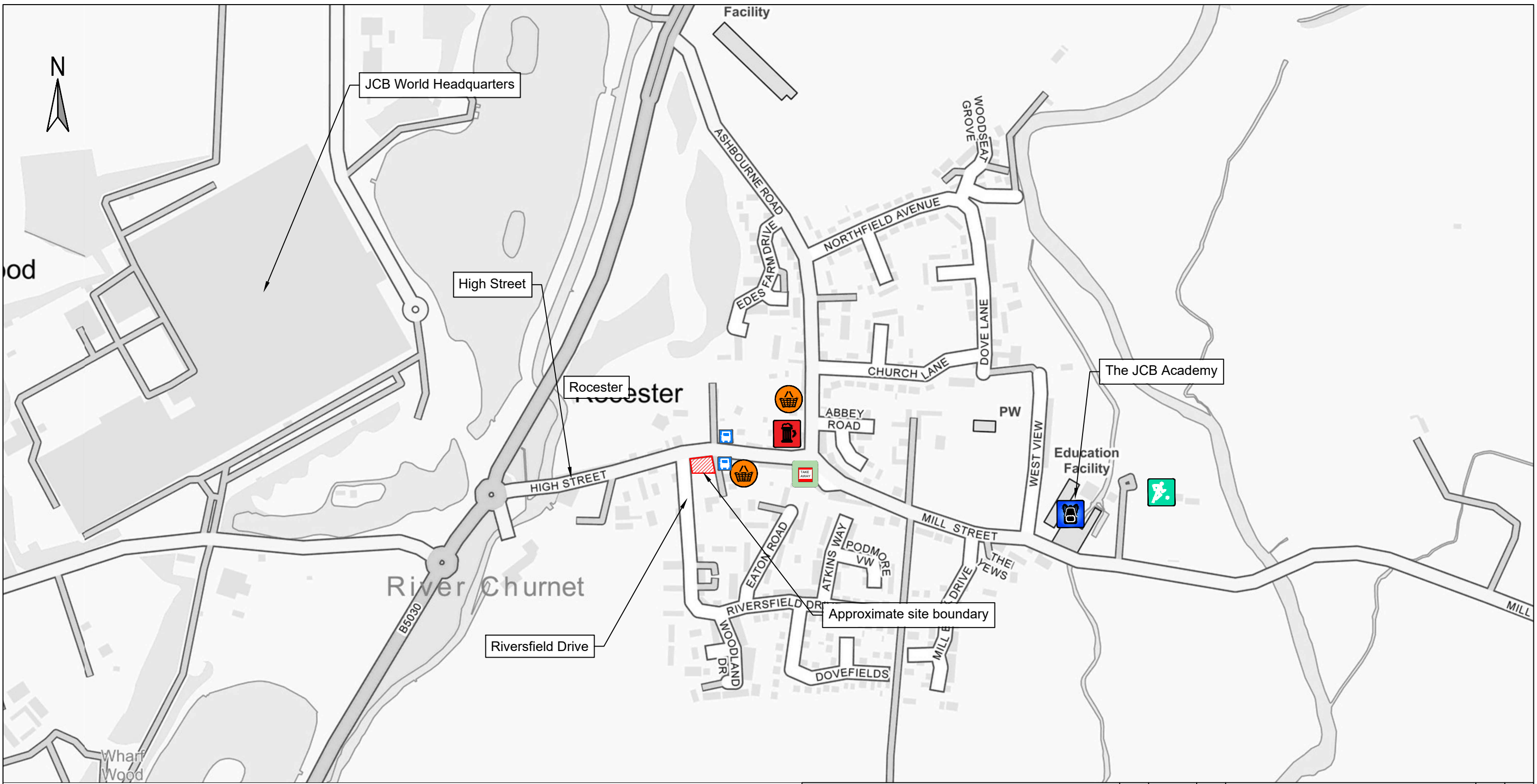
8.6 **Chapter 6** confirms that the development proposals will not be associated with a material increase in vehicle trips and in reality, a high percentage of the associated vehicle trips will be transferred from from the existing retail opportunities located within Rocester and will be existing trips already be using the local highway network and new trips.








9.0 CONCLUSIONS

- 9.1 This TS has been prepared by Pegasus Group on behalf of SEP Properties. It addresses the transport issues associated with a full planning application for the erection of a part single storey, part two-storey building to incorporate a Class E retail unit along with car parking, new vehicular access, servicing arrangements and landscaping on land at the junction of High Street and Riversfield Drive in Rocester.
- 9.2 It is concluded that the site is accessible by potential customers and staff of the proposed development, with the whole of the village of Rocester within a two kilometre distance of the site. It is considered that a high proportion of staff and customers will be located within Rocester and therefore walking and cycling are likely to be frequently utilised to access the development.
- 9.3 It is concluded that suitable access, parking and servicing arrangements can be achieved for all vehicle types which will be associated with the proposed development.
- 9.4 It is also concluded that the proposed development will not generate a material increase in vehicle trips on the local highway network. Based on the evidence presented, it is considered that a large proportion of the trips associated with the development will already be using the local highway network in Rocester and will be transferred from the existing retail opportunities, and thus not new trips.
- 9.5 It is finally concluded that there are no valid highway or transportation reasons which should prevent the proposed development of the site in Rocester.

FIGURES

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- Key:**
-  Approximate Site Boundary
 -  Bus Stop
 -  Convenience Store
 -  The Red Lion Public House
 -  Take Away
 -  The JCB Academy School
 -  Rocester Football Club

First Floor, South Wing, Equinox
 North Great Park Road,
 Almondsbury, Bristol, BS32 4QL

Pegasus Group

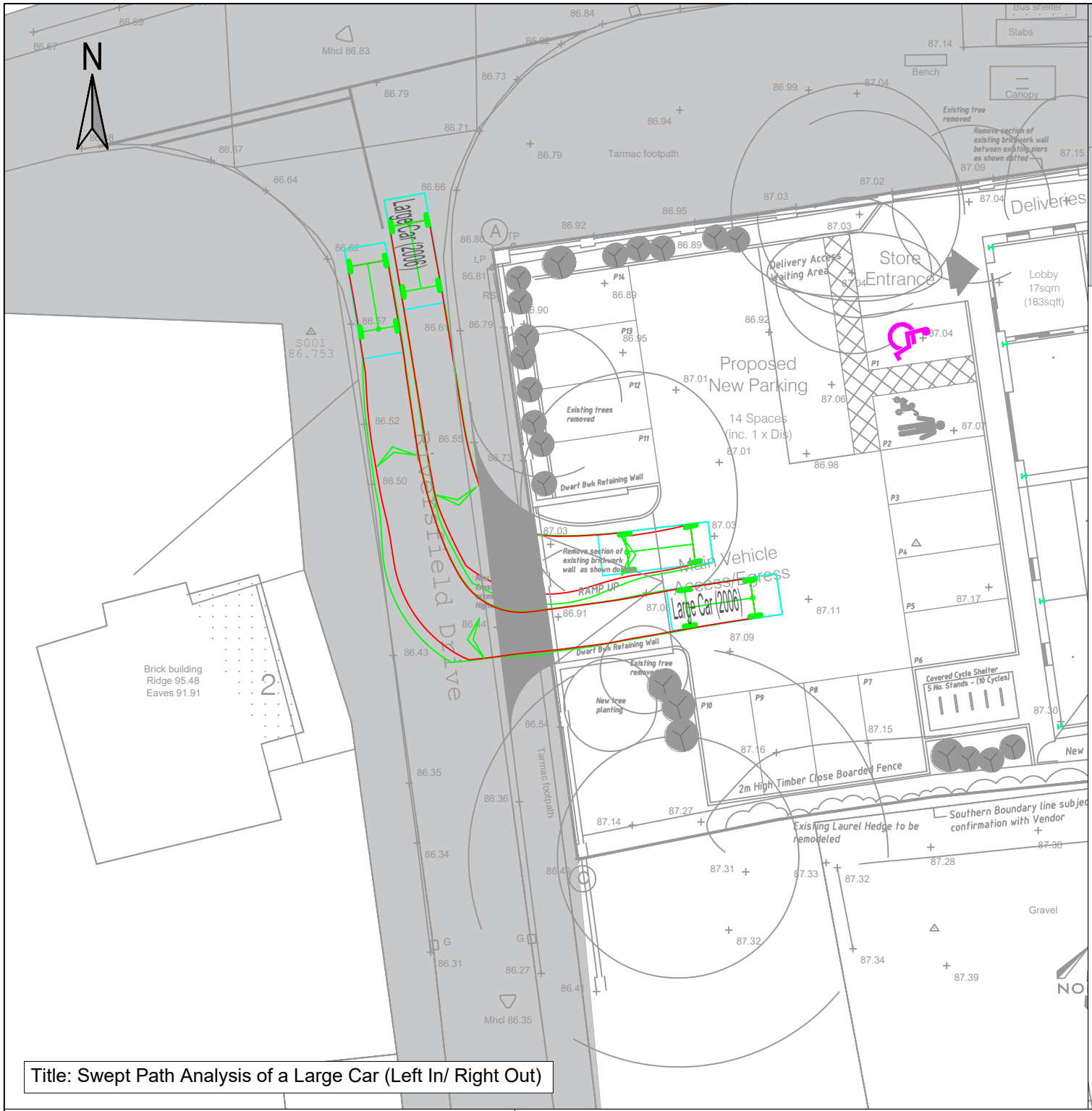
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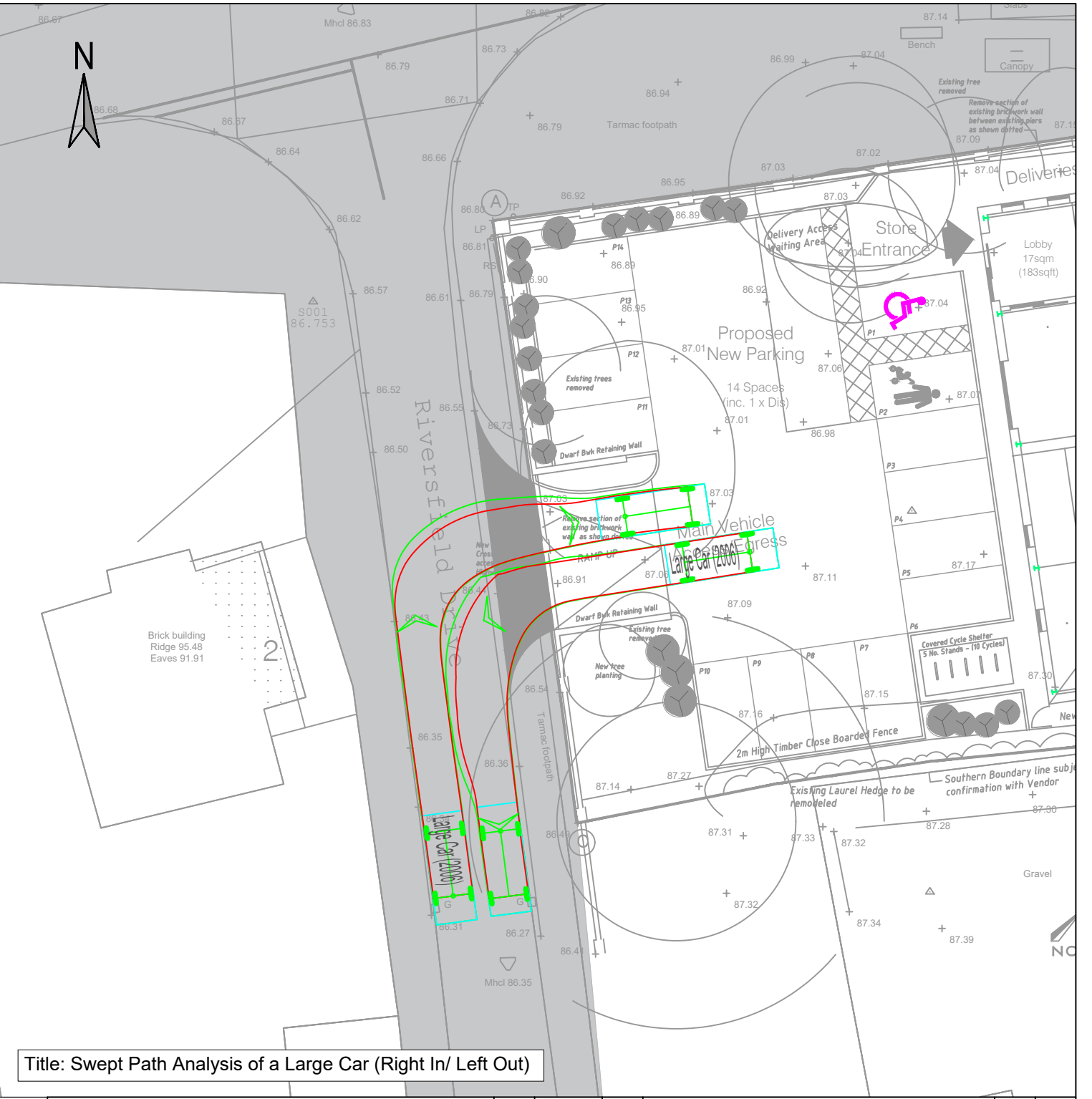
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TITLE: SITE LOCATION PLAN			PROJECT No: P21-0850	DRAWING No: FIGURE 3.1	REV:

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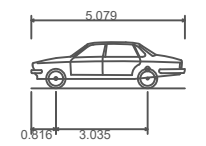


Title: Swept Path Analysis of a Large Car (Left In/ Right Out)



Title: Swept Path Analysis of a Large Car (Right In/ Left Out)

Key:
 Adopted Highway Extents

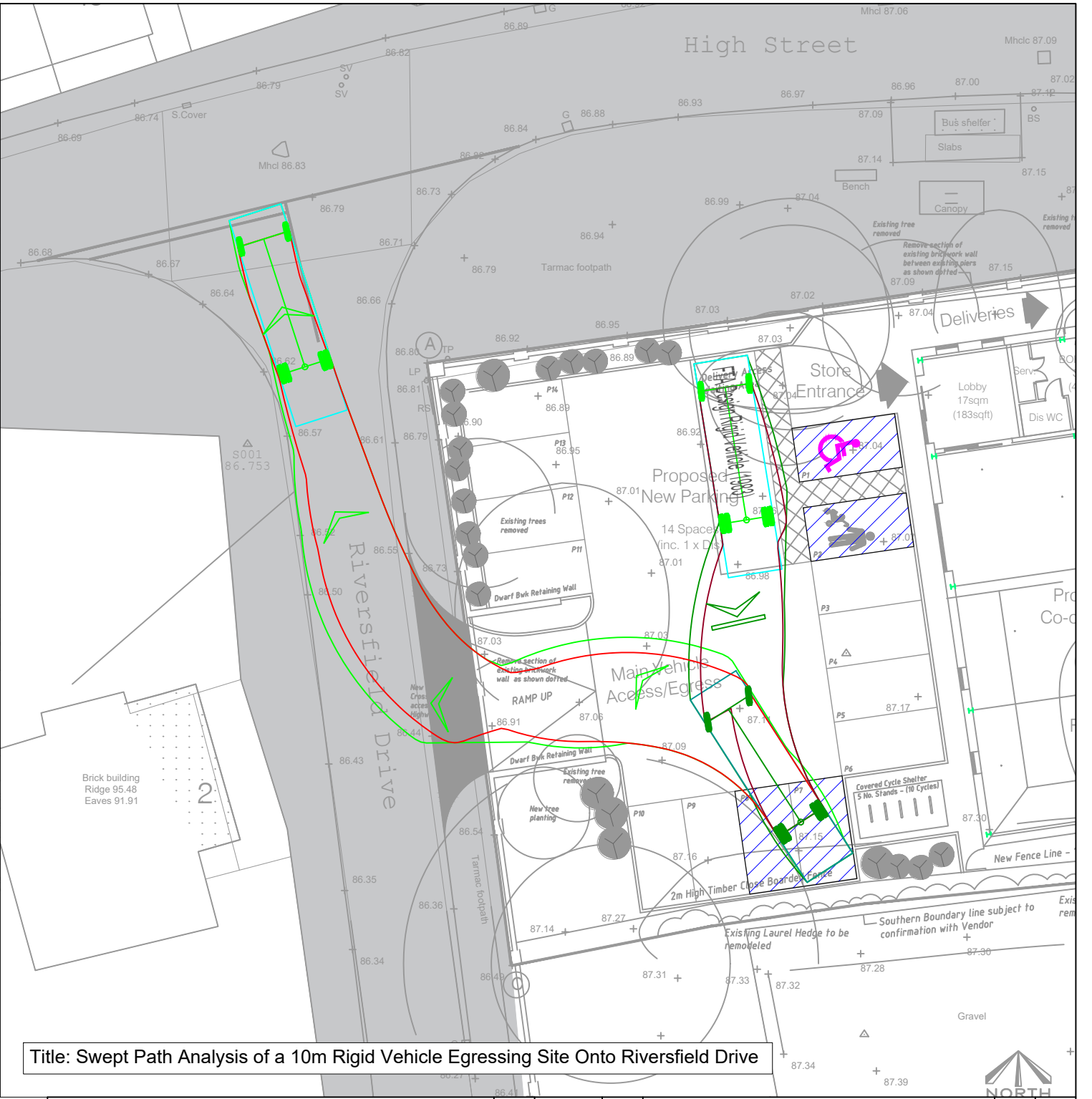
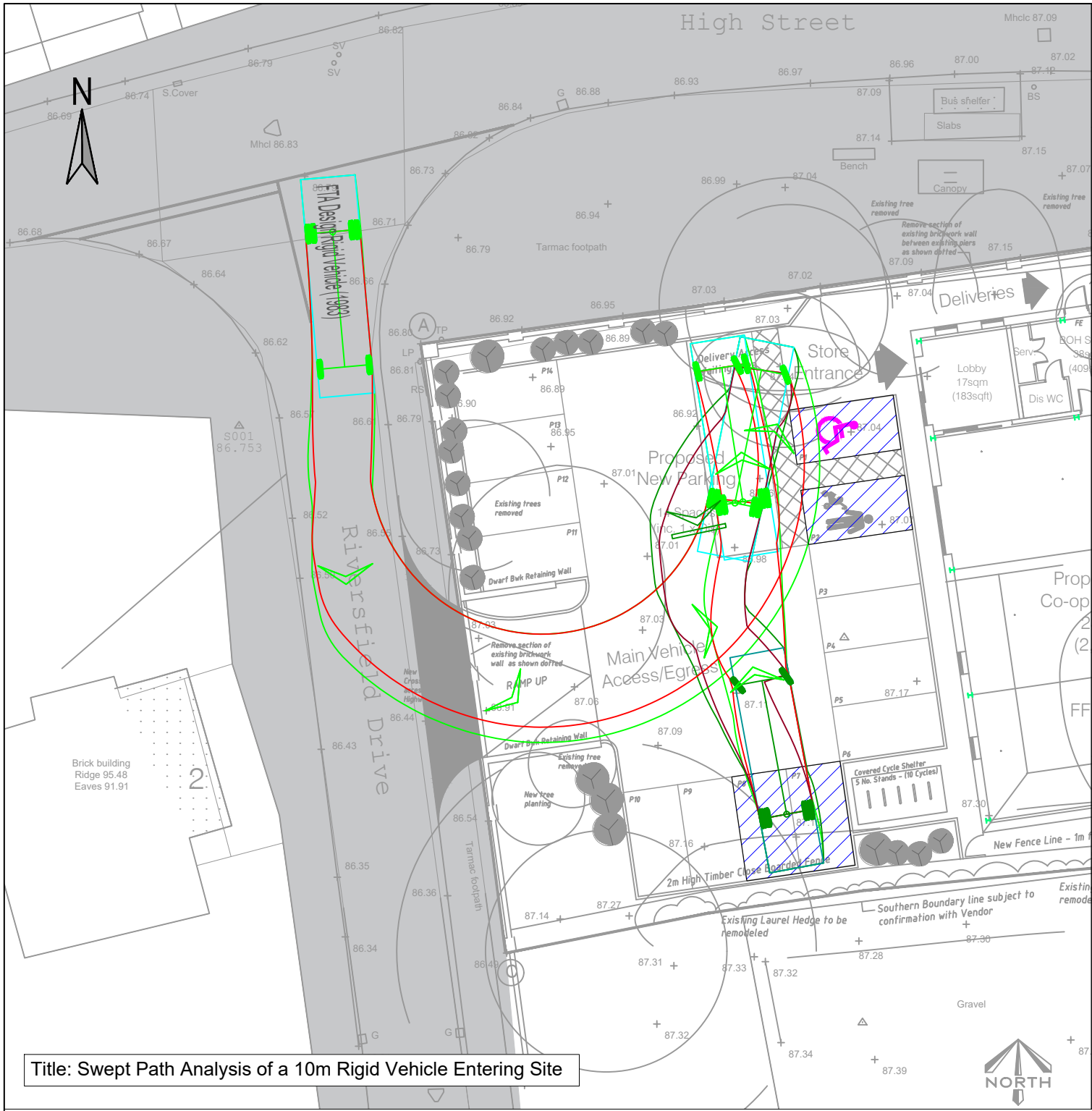


Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 5.900m

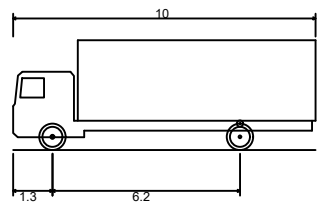
First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL 01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics				REV	DATE	BY	DESCRIPTION	CHK	APD
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PROJECT: HIGH STREET, ROCESTER		DATE: 07/03/2022		DESIGN-DRAWN: JAN		DRAWING-STATUS: SK			
TITLE: SWEEP PATH ANALYSIS OF PROPOSED ACCESS FOR LARGE CARS		PROJECT No: P21-0850		DRAWING No: FIGURE 5.1		REV:			

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- Key:**
- Spaces unavailable when unloading delivery vehicles
 - Adopted highway extents




FTA Design Rigid Vehicle (1983)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.427m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 12.000m

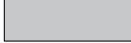
First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL 01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics			REV	DATE	BY	DESCRIPTION	CHK	APD
			CLIENT: SEP PROPERTIES			SCALE @ A3: 1:250	CHECKED: LH	APPROVED: AJ
PROJECT: HIGH STREET, ROCESTER			DATE: 07/03/2022	DESIGN-DRAWN: JAN	DRAWING-STATUS: SK			
TITLE: SWEPT PATH ANALYSIS OF A 10m RIGID DELIVERY VEHICLE			PROJECT No: P21-0850	DRAWING No: FIGURE 5.2	REV:			


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Key:

 Visibility Splay

 Adopted Highway Extents

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL 01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics				REV	DATE	BY	DESCRIPTION	CHK	APD
CLIENT: SEP PROPERTIES					SCALE @ A3: 1:250		CHECKED: LH		APPROVED: AJ
PROJECT: HIGH STREET, ROCESTER					DATE: 07/03/2022		DESIGN-DRAWN: JAN		DRAWING-STATUS: SK
TITLE: VISIBILITY SPLAYS FOR PROPOSED ACCESS					PROJECT No: P20-0850		DRAWING No: FIGURE 5.3		REV:

X:\BRISTOL PROJECTS\BRISTOL - LIVE PROJECTS\IP21\IP21-0801-0900\IP21-0850 - BEAUMANOR - HIGH STREET, ROCESTER\TRANSPORT\2. DRAWINGS\B. FIGURES\IP21-0850 - FIGURE 5.3.DWG

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APPENDIX A

Lydia Dean

From: Jones, Malcolm (Place) <malcolm.jones@staffordshire.gov.uk>
Sent: 12 January 2022 11:42
To: Lydia Dean
Cc: Tony Jones; Alan Harvey
Subject: RE: Pre Application 110007, Rocester

Follow Up Flag: Follow up
Flag Status: Completed

Hi Lydia,

I have considered your plan Feas -1 and your Transport Technical Note in providing my personal opinion of the proposed development off High Street, Rocester.

The proposed development is described as:

It is proposed for the site to be developed as a Class E development with a total Ground Floor Area (GFA) of 437sqm. It is proposed that there will be 14 parking spaces on site, including one accessible parking bay.

I have assumed that there will be a condition imposed on any permission limiting the use of the site to this type of retail to limit changes within the use class and therefore removing the need to make an assessment of other possible uses within that use class

In summary I would conclude that the site is not suitable for the development as proposed primarily because it is too small to safely accommodate the required level of car parking and servicing facilities and the deficiencies of the proposed access.

I will address the various relevant headings from the Technical Note in turn below:

Forecast Vehicular Trip Attraction

The Technical Note does not include the predicted traffic generation figures but whilst your parameters are not totally unreasonable in a very quick assessment I included a few more counts which gave me rates of: ARR 103.2/DEP 103.2/TOT 207.1 which for a store with a floor area of 437sqm gives flows of: ARR 451/DEP 451/ TOT 902. With a peak hour rate of 15/100sqm or 66 trips in the hour.

Whilst there may be some difference in the precise figures I think we get a reasonable prediction of the likely traffic generation from these calculations although I do not anticipate highway capacity to be an issue with this proposal as whilst High Street is frequently not in free flow I would anticipate a store of this size to not be a significant generator of new trips but be reliant primarily on diverted or pass by trips. However changes in flow patterns as a result of changes in movements at the roundabouts at either end of High Street may need to be considered.

Existing and Proposed Access

The claim to an existing access into the site will need to be justified as it appears that whilst there may be a dropped kerb on high street the wall fronting the site appears to have been in place for some considerable time and is understood to be a heritage structure within the conservation area and therefore its "reopening" is not straightforward.

The radii of the proposed access "overlap" with those from Riversfield Drive and that is not an acceptable layout. The lack of spacing between the two junctions and particularly with the likely flows into the site is likely to result in driver uncertainty in the area with drivers being unsure of which junction is being used which is likely to lead to vehicle/vehicle conflict to the detriment of highway safety.

Visibility from the proposed access is obstructed by the bus stop on the High Street. It is argued that as the bus stop is currently clear it is not a permanent obstruction but this is based on an assumption that it remains so and that there are no advertisements or a new stop provided at any time in the future.

Parking

It is acknowledged in the Technical Note that in order to comply with ESBC adopted Parking Standards Policy the development would be required to provide 31 parking spaces which the site is too small to provide. It is suggested that 14 spaces, a reduction in the standard of more than 50%, can be justified by a parking accumulation calculation assuming an average 15 minute dwell time leading to a demand for 13 spaces. It is suggested that there will be a high number of walk-ins due to the proximity of the college but it is not clear if this has been used in the parking accumulation calculations as they haven't been included in the Note. The calculation is heavily reliant on the assumptions from data from other sites being replicated on this site with no evidence that that will be the case.

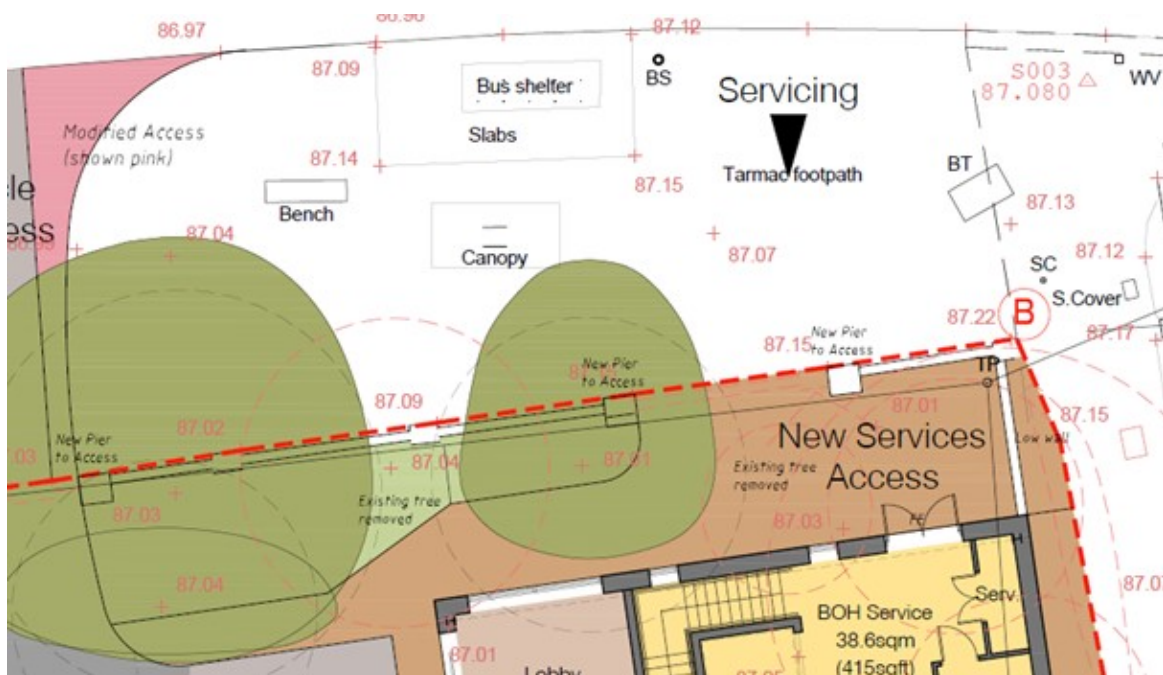
The site has double yellow lines across the frontage and into Riversfield Drive and the on-street parking further down High Street is frequently at our near capacity, and so whilst an assumed short dwell time may help in an accumulation calculation it does mean that should the car park be full, illegal, dangerous or inconsiderate parking on the surrounding highway is more likely as drivers are likely to take the view that they are only there for a short time and the risk of penalty is extremely low. It will probably be argued that that is an enforcement rather than a planning issue but it must be acknowledged that unless the developer funds the parking enforcement it is extremely unlikely that limited resource will be regularly deployed here.

Servicing

It is stated that the vehicles servicing the site will be "10.3m rigid or 12.1m articulated HCVs"

Having demonstrated that the site is too small to be serviced internally (option A) and impractical to be serviced from Riversfield Drive (option B) the suggested servicing option is to provide a parking space for delivery vehicles across the public highway blocking the footway which is stated as being 9.5m wide at this point.

The drawing clearly shows piers constructed at this point which will stop the service vehicle entering the site so it is unclear how a 10m or 12m vehicle will access the service yard without completely blocking the footway and encroaching on the carriageway.



This is unacceptable in safety terms and as a principle of using highway land as the service yard for a new development.

Junction Modelling

As stated earlier consideration will need to be given to the impact of traffic and changed movements at the roundabouts but it may be that modelling is not required depending on how the distribution data is calculated. This is an issue that cannot be confirmed either way at this stage and will come out as the scheme is developed.

I trust this makes my position clear at this time and whilst this is my personal opinion at this time it has been reached without consultation with other officers or members of the Council and cannot therefore be held as binding on Staffordshire County Council.

Regards

Malcolm

From: Lydia Dean <Lydia.Dean@pegasusgroup.co.uk>
Sent: 11 January 2022 16:53
To: Jones, Malcolm (Place) <malcolm.jones@staffordshire.gov.uk>
Cc: Tony Jones <Tony.Jones@pegasusgroup.co.uk>
Subject: RE: Pre Application 110007, Rocester

CAUTION: This email originated from outside of Staffordshire County Council. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Malcolm.

Thank you for talking to me on the phone this afternoon.

Further to our conversation this afternoon, I understand that you will issue detailed formal comments by the end of this week, prior to you going on annual leave. Please find the pre-app submission transport documents attached to this email for ease of reference.

With reference to the Staffordshire Highway Pre-Application Guidance, we anticipate a written response reflecting the level of detail provided in the submitted documents. The technical note details site access arrangements, trip rates, parking provision and servicing arrangements for which we seek guidance, as well as the site layout provided. We would request particular guidance on the access and servicing arrangements.

We are seeking to work with you, the local highway authority, as closely as possible.

If you require any further information please contact myself or Tony Jones.

Kind regards,
Lydia

Lydia Dean
Transport Planner

Pegasus Group

PLANNING | DESIGN | ENVIRONMENT | ECONOMICS | HERITAGE

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DD 01454 454084 | EXT 2050

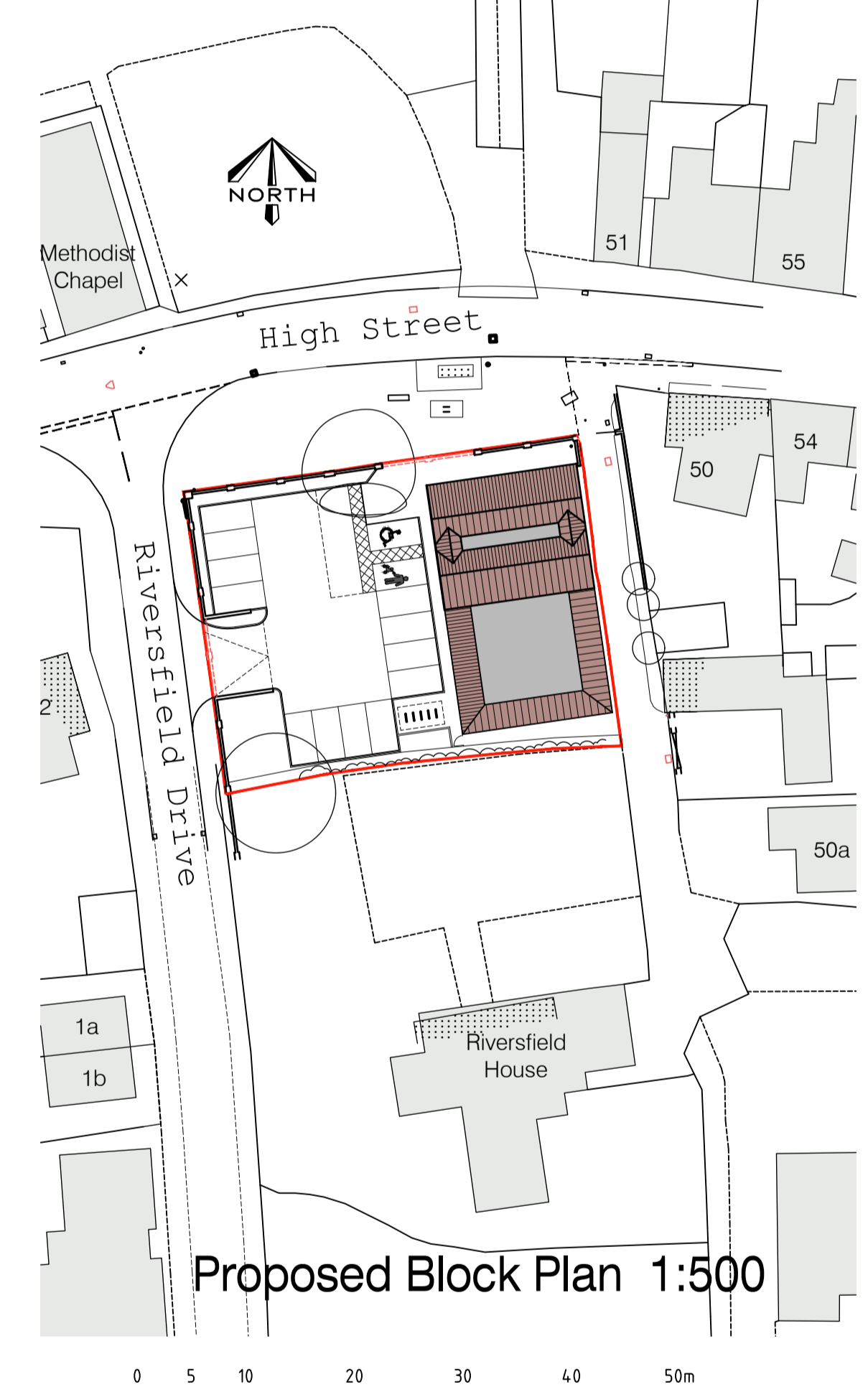
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APPENDIX B



- EXTERNAL MATERIALS/FINISHES:**
- PROPOSED LANDSCAPING/PLANTING - Details TBA
 - EXISTING LANDSCAPING/PLANTING TO BE RETAINED
 - INDICATIVE NEW PLANTING - Details TBA
 - NEW SLIP RESISTANT CONC PAVING TO FOOTPATHS (Permeable paving around Ex tree root protection area)
 - BLOCK PAVING TO PARKING SPACES
 - TARMAC ACCESS ROADS/CAR PARK
- Thermoplastic white lining to Car Park Spaces
- APPROX. SITE AREA - 1.024sqm (0.25Acre)
- SITE REFERENCE POINTS TO DEVELOPMENT BOUNDARY
- PROPOSED PARKING - 14 SPACES (INC. 1 X DIS)
- PROPOSED NEW CO-OP RETAIL STORE:**
PROPOSED FFL: +87.20
- Total Approx. GF GIA - 293sqm (3,154sqft)
Total Approx. FF GIA - 141sqm (1,518sqft)
Total Approx. GF & FF GIA - 434sqm (4,672sqft)



Planning Drawing

Rev B	04.03.22	Approx. window positions added to adj property Old Coach House	DB
Rev A	28.02.22	Approx. eastern boundary line updated - TBC on site.	DB
rev.	date	drawn	chk'd
1:100@A1		Land off High Street	
Feb 2022		Rocester	
		Uttoxeter	
		ST14 5JU	
DB	GSA	Proposed Site Plan	
21-1875/10b			

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APPENDIX C

Calculation Reference: AUDIT-563501-220209-0217

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : 0 - CONVENIENCE STORE
 TOTAL VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
 WY WEST YORKSHIRE 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: 400 to 400 (units: sqm)
 Range Selected by User: 70 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 09/02/12 to 09/02/22

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:

Thursday 1 days

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

Selected survey types:

Manual count 1 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 1

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:

Residential 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:

E(a) 1 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 1 days

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

Population within 5 miles:

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 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.

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	WY-01-O-01	SAINSBURY'S LOCAL	WEST YORKSHIRE
	KEIGHLEY ROAD		
	BRADFORD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: THURSDAY	06/12/12	Survey Type: MANUAL

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 01 - RETAIL/O - CONVENIENCE STORE
 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									
06:00 - 07:00									
07:00 - 08:00	1	400	4.000	1	400	3.000	1	400	7.000
08:00 - 09:00	1	400	5.750	1	400	4.250	1	400	10.000
09:00 - 10:00	1	400	5.000	1	400	5.250	1	400	10.250
10:00 - 11:00	1	400	7.000	1	400	7.250	1	400	14.250
11:00 - 12:00	1	400	10.250	1	400	9.750	1	400	20.000
12:00 - 13:00	1	400	13.500	1	400	12.500	1	400	26.000
13:00 - 14:00	1	400	7.000	1	400	6.250	1	400	13.250
14:00 - 15:00	1	400	8.750	1	400	8.750	1	400	17.500
15:00 - 16:00	1	400	9.500	1	400	11.000	1	400	20.500
16:00 - 17:00	1	400	8.000	1	400	6.250	1	400	14.250
17:00 - 18:00	1	400	9.000	1	400	9.000	1	400	18.000
18:00 - 19:00	1	400	8.750	1	400	9.750	1	400	18.500
19:00 - 20:00	1	400	7.750	1	400	9.250	1	400	17.000
20:00 - 21:00	1	400	2.500	1	400	2.500	1	400	5.000
21:00 - 22:00	1	400	1.500	1	400	2.250	1	400	3.750
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			108.250			107.000			215.250

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: 400 - 400 (units: sqm)
 Survey date date range: 09/02/12 - 09/02/22
 Number of weekdays (Monday-Friday): 1
 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TAXIS

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									
06:00 - 07:00									
07:00 - 08:00	1	400	0.250	1	400	0.250	1	400	0.500
08:00 - 09:00	1	400	0.500	1	400	0.500	1	400	1.000
09:00 - 10:00	1	400	0.250	1	400	0.250	1	400	0.500
10:00 - 11:00	1	400	0.500	1	400	0.500	1	400	1.000
11:00 - 12:00	1	400	0.000	1	400	0.000	1	400	0.000
12:00 - 13:00	1	400	0.250	1	400	0.250	1	400	0.500
13:00 - 14:00	1	400	0.000	1	400	0.000	1	400	0.000
14:00 - 15:00	1	400	0.250	1	400	0.000	1	400	0.250
15:00 - 16:00	1	400	0.500	1	400	0.750	1	400	1.250
16:00 - 17:00	1	400	0.500	1	400	0.250	1	400	0.750
17:00 - 18:00	1	400	0.000	1	400	0.250	1	400	0.250
18:00 - 19:00	1	400	0.000	1	400	0.000	1	400	0.000
19:00 - 20:00	1	400	0.250	1	400	0.250	1	400	0.500
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.250			3.250			6.500

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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

OGVS

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									
06:00 - 07:00									
07:00 - 08:00	1	400	0.000	1	400	0.000	1	400	0.000
08:00 - 09:00	1	400	0.500	1	400	0.500	1	400	1.000
09:00 - 10:00	1	400	0.000	1	400	0.000	1	400	0.000
10:00 - 11:00	1	400	0.000	1	400	0.000	1	400	0.000
11:00 - 12:00	1	400	0.000	1	400	0.000	1	400	0.000
12:00 - 13:00	1	400	0.000	1	400	0.000	1	400	0.000
13:00 - 14:00	1	400	0.250	1	400	0.250	1	400	0.500
14:00 - 15:00	1	400	0.000	1	400	0.000	1	400	0.000
15:00 - 16:00	1	400	0.000	1	400	0.000	1	400	0.000
16:00 - 17:00	1	400	0.000	1	400	0.000	1	400	0.000
17:00 - 18:00	1	400	0.250	1	400	0.250	1	400	0.500
18:00 - 19:00	1	400	0.000	1	400	0.000	1	400	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.000			1.000			2.000

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.

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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

CYCLISTS

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									
06:00 - 07:00									
07:00 - 08:00	1	400	0.000	1	400	0.000	1	400	0.000
08:00 - 09:00	1	400	0.000	1	400	0.000	1	400	0.000
09:00 - 10:00	1	400	0.500	1	400	0.250	1	400	0.750
10:00 - 11:00	1	400	0.500	1	400	0.750	1	400	1.250
11:00 - 12:00	1	400	0.000	1	400	0.000	1	400	0.000
12:00 - 13:00	1	400	0.250	1	400	0.000	1	400	0.250
13:00 - 14:00	1	400	0.000	1	400	0.250	1	400	0.250
14:00 - 15:00	1	400	0.000	1	400	0.000	1	400	0.000
15:00 - 16:00	1	400	0.000	1	400	0.000	1	400	0.000
16:00 - 17:00	1	400	0.750	1	400	0.500	1	400	1.250
17:00 - 18:00	1	400	0.000	1	400	0.250	1	400	0.250
18:00 - 19:00	1	400	0.250	1	400	0.250	1	400	0.500
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.250			2.250			4.500

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.*

APPENDIX D

Time	Trip Rate		Trip Number		Parking Accumulation	PD (5.5 mins)	Parking demand (7 mins)	PD (10 mins)
	Arr	Dep	Arr	Dep				
0700-0800	4.000	3.000	17	13	1	2	2	3
0800-0900	5.750	4.250	25	19	3	2	3	4
0900-1000	5.000	5.250	22	23	2	2	3	4
1000-1100	7.000	7.250	31	32	2	3	4	5
1100-1200	10.250	9.750	45	43	3	4	5	7
1200-1300	13.500	12.500	59	55	4	5	7	10
1300-1400	7.000	6.250	31	27	4	3	4	5
1400-1500	8.750	8.750	38	38	4	4	4	6
1500-1600	9.500	11.000	42	48	3	4	5	7
1600-1700	8.000	6.250	35	27	5	3	4	6
1700-1800	9.000	9.000	39	39	5	4	5	7
1800-1900	8.750	9.750	38	43	4	4	4	6
1900-2000	7.750	9.250	34	40	2	3	4	6
2000-2100	2.500	2.500	11	11	2	1	1	2
2100-2200	1.500	2.250	7	10	1	1	1	1