

**GLOUCESTER CITY COUNCIL**

**COMMITTEE** : **PLANNING**

**DATE** : **31st MAY 2016**

**ADDRESS/LOCATION** : **126 TREDWORTH ROAD, GLOUCESTER**

**APPLICATION NO. & WARD** : **15/00797/COU  
MORELAND**

**EXPIRY DATE** : **2<sup>nd</sup> MARCH 2016**

**APPLICANT** : **MR SHAUKAT PATEL**

**PROPOSAL** : **PROPOSED CHANGE OF USE FROM  
FLORIST TO TAKEAWAY AND  
CONSTRUCTION OF EXTRACT FLUE**

**REPORT BY** : **FIONA RISTIC**

**NO. OF APPENDICES/** : **1. SITE LOCATION PLAN  
2. COMMITTEE REPORT 1<sup>st</sup> MARCH 2016  
3. COMMITTEE REPORT 12<sup>th</sup> APRIL 2016  
4. CONSULTANTS HIGHWAY REPORT**

This application was deferred at the committee on 1<sup>st</sup> March 2016 for the reason that “there was insufficient information on road safety particularly pedestrian safety”. The application was then deferred again at the Committee on 12<sup>th</sup> April 2016 to enable an external consultant to undertake an assessment of the highway safety in relation to the current planning application. This report will summarise the findings of the external consultant (Cotswold Transport Planning).

Since the April committee the Highways Engineer has been re-consulted and has the following comments. They include the details of a collision which was noted by the public speaker at the committee in April.

**1. HIGHWAYS ENGINEER**

The road safety partnership have provided me with details of a collision at the junction on the 31<sup>st</sup> January 2016 from the police which had yet to be recorded on the collision database mapping. The details of the collision are as follows;

Reference: 210264, 31-Jan-2016 @ 16:43, Serious injury accident with 1 Casualty – Details/Causation Factor: VEHICLE 1 WAS TRAVELLING ALONG TREDWORTH ROAD TOWARDS THE CITY AND VEHICLE 2 WAS TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE 1 STOPPED AT THE TRAFFIC LIGHTS AT THE JUNCTION WITH HATHERLEY ROAD AND THEN BEGAN TO MAKE A RIGHT TURN WHEN THE LIGHTS WERE RED VEHICLE 2 ALSO WENT

THROUGH A GREEN LIGHT AND COLLIDED WITH THE FRONT SIDE OF VEHICLE 1.

The cause of collision is therefore a result of driver error.

This would not alter the highways authority response as this cannot be attributed to the site. As per my previous comments the A5 use is estimated to result in less trips than could be generated by the existing A1 use, sustainably located with no alterations to existing highway arrangements. Therefore providing the basis for the recommendation of no objection on highway grounds according with the National Policy Planning Framework paragraph 14 for a presumption in favour of sustainable development unless there are adverse impacts would significantly and demonstrably outweigh benefits.

The road safety partnership have provided the following details on the collision recording process as follows including what is recorded which as stated involves a number of steps and illustrates why there is period of delay between collisions appearing on the database, however the process is being continually reviewed to reduce the delay in collisions appearing on the database;

*The national process has been developed by the Standing Committee on Road Accident Statistics (SCRAS). SCRAS comprises representatives from the Department for Transport (DfT), Police Forces, Local Authority associations and other Government departments with an interest in the collation of road accident data.*

*The national process used to collect and collate the data is called Stats 19. The collision data collected through the Stats 19 process is limited to personal injury collisions on public roads (including footways) which become known to the Police within 30 days. In particular, damage-only collision, with no human casualties or accidents on private roads or car parks are not included. The information is collected by Police at the scene of a collision or in some cases reported by a member of the public at a Police Station (Section 170 of the Road Traffic Act 1988 requires driver/riders to report to a Police Officer or Police station that they have been involved in an accident).*

*Some 50 different data items are collected for every collision, including the time and location of the accident, the types of vehicles involved and what they were doing at the time of the accident, and some information on the drivers and casualties involved. The information is processed and then passed by the police to the Road Safety Partnership for final checking and analysis. The validated information is passed on to the Department for Transport and the Highways Agency for use in regional and national comparisons as well as for publications such as Reported Road Casualties Great Britain.*

*It has long been known and reported that police data does not provide a complete record of all injury accidents and resulting casualties. This is always borne in mind when using and analysing STATS19 data. However, STATS19 remains the most detailed, complete and reliable single source of information on road casualties covering Gloucestershire and the whole of Great Britain.*

*The following web link displays a map of the reported collisions for the County. If there are any specific collisions which Council members feel have been wrongly located or are missing altogether particularly the road safety partnership would be pleased to receive details and amend records as necessary.*

*<http://roadsafety-gloucestershire.org.uk/data/incident-map/>*

## **2. CONSULTANTS REPORT (see Appendix 4)**

2.1 Cotswold Transport Planning have analysed the proposed change of use and have looked at the junction, parking in the immediate area and the recorded accident. They have concluded that the proposed development will **not** have a severe impact upon the safety or operation of the local highway network and as such there are no significant highways and transportation matters that would preclude the Local Planning Authority from approving this planning application.

## **3. ANALYSIS AND CONCLUSION**

3.1 The application was deferred from the March and April committee's to enable further information to be sought on road safety particularly pedestrian safety. The accident mentioned by the public speaker has also been investigated and it was concluded to be driver error therefore not related to the surrounding uses. This view was corroborated by the external Highways Consultant at Cotswold Transport Planning. The County Highways Engineer was re-consulted and has provided further clarification of his view in the comments above. It must be noted that this application has to be considered in terms of the potential fall back position which in this case would be for an A1 use which could be a retail unit open 24 hours. As discussed by the Highways Engineer this type of use could have a higher traffic generation than that proposed with this application so his view remains as no objection.

3.2 As requested by planning committee in April an external highways consultant was employed to give a third party view on the highways issues. Their report is appended and it must be noted that they agree with the County Council Highways Engineer and conclude that there are no significant highways and transportation matters that would preclude the Local Planning Authority from approving this planning application.

3.2 It was reported in the late material for the March committee that the applicant has amended the plans to move the flue as far back from the street frontage as possible. The applicant has also proposed to clad the flue in GRP and paint the top of the flue to ensure that it blends in with the side elevation as much as possible. With these changes we do not consider that there would be significant impact on the street scene. It is therefore recommended that the application is granted with the following conditions.

## **RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER (Unchanged from the Committees 1<sup>st</sup> March 2016 and 12<sup>th</sup> April 2016)**

Grant permission subject to the following conditions:

### **Condition 1**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**Reason**

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

**Condition 2**

The development hereby permitted shall be carried out in accordance with the application form, and drawing numbers 1220/01, 1220/05, 1220/07, 1220/11, 1220/12, 1220/13 received by the Local Planning Authority on 26<sup>th</sup> June 2015 and the supporting statement received 11th September 2015, extract details received 21<sup>st</sup> December 2015 and drawing number 1220/03 rev B received by the Local Planning Authority on 5<sup>th</sup> January 2015 and any other conditions attached to this permission.

**Reason**

To ensure that the development is carried out in accordance with the approved plans and in accordance with policies contained within the Second Deposit City of Gloucester Local Plan (2002).

**Condition 3**

During the construction phase no machinery shall be operated, no process shall be carried out and no deliveries taken at or despatched from the site outside the following times: Monday-Friday 8.00 am-6.00pm, Saturday 8.00 am-1.00 pm nor at any time on Sundays, Bank or Public Holidays.

**Reason**

To protect the amenity of local residents in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 4**

Prior to first use of the development hereby permitted, a noise assessment shall be carried out (by a competent person i.e. member of the IOA) to ensure that the rating level of any noise generated by mechanical plant associated with the development shall not exceed the pre-existing background level by more than 5dB(A) at any time. The noise levels shall be determined at nearby noise sensitive premises, and measurements and assessment shall be made in accordance with BS4142: 2014 Method of Rating Industrial Noise Affecting Mixed Residential and Industrial Areas. This report shall be submitted to the Local Planning Authority and approved in writing before the use commences.

**Reason**

To protect the amenity of local residents in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 5**

The extraction flues hereby permitted must be a minimum of 1 metre above the roof's eaves of the application site.

**Reason**

To ensure adequate dispersal of fumes in the interests of the amenity of occupiers of nearby properties, in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 6**

The extraction equipment installed in pursuance with this permission shall be regularly maintained to ensure its continued satisfactory operation and the cooking process shall cease to operate if at any time the extraction equipment ceases to function to the satisfaction of the Local Planning Authority.

**Reason**

To ensure that the use does not result in excessive cooking odours outside the premises and that the amenity of occupiers of nearby properties is protected, in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 7**

Prior to the use of the extraction flue hereby permitted, the odour neutralisation equipment, as detailed within the document entitled “**KITCHEN EXTRACT SYSTEM DETAILS**” submitted on the 7<sup>th</sup> January 2016, to suppress and disperse fumes and/or smell produced by cooking and food preparation, shall be installed and be in full working order to the satisfaction of the Local Planning Authority and shall be effectively operated for as long as the use of the building as a hot food shop continues.

**Reason**

To ensure that unsatisfactory cooking odours outside the premises are minimised in the interests of the amenity of occupiers of nearby properties, in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 8**

The use hereby permitted shall only be allowed to operate between the hours of 10.00- 23:00 Monday to Sunday including bank holidays.

**Reason**

In the interests of the amenities of existing residential property in the locality in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 9**

The loading and unloading of service and delivery vehicles together with their arrival and departure from the site shall not take place outside the following times: Monday-Friday 8.00 am-6.00pm, Saturday 8.00 am-1.00 pm nor at any time on Sundays, Bank or Public Holidays.

**Reason**

To safeguard the amenities of the locality in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 10**

Prior to the commencement of development a scheme for the provision of refuse recycling and storage shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development hereby permitted and thereafter maintained for the life of the development.

**Reason**

In the interests of amenity in accordance with policy BE.4 of the Second Deposit City of Gloucester Local Plan (2002). This information needs to be submitted before the use commences as it is fundamental to the waste management of the site.

**Condition 11**

The proposed cladding and painting of the flue shall be completed in accordance with drawing number 1220/03 E before the building is brought into use

**Reason**

To preserve the character of the area in accordance with policy BE.21 of the Gloucester City Council Second Deposit Local Plan 2002

**NPPF**

In accordance with the requirements of the NPPF the Local Planning Authority has sought to determine the application in a positive and proactive manner by offering pre-application advice, publishing guidance to assist the applicant, and publishing to the council's website relevant information received during the consideration of the application, thus enabling the applicant to be kept informed as to how the case was proceeding.

**Notes to Applicant**

1. Your attention is drawn to the requirements of the Building Regulations, which might be needed as a separate consent to this planning decision. You are advised to contact the Gloucester City Council Building Control Team on 1452 396771 for further information.

Decision: .....

Notes: .....

.....

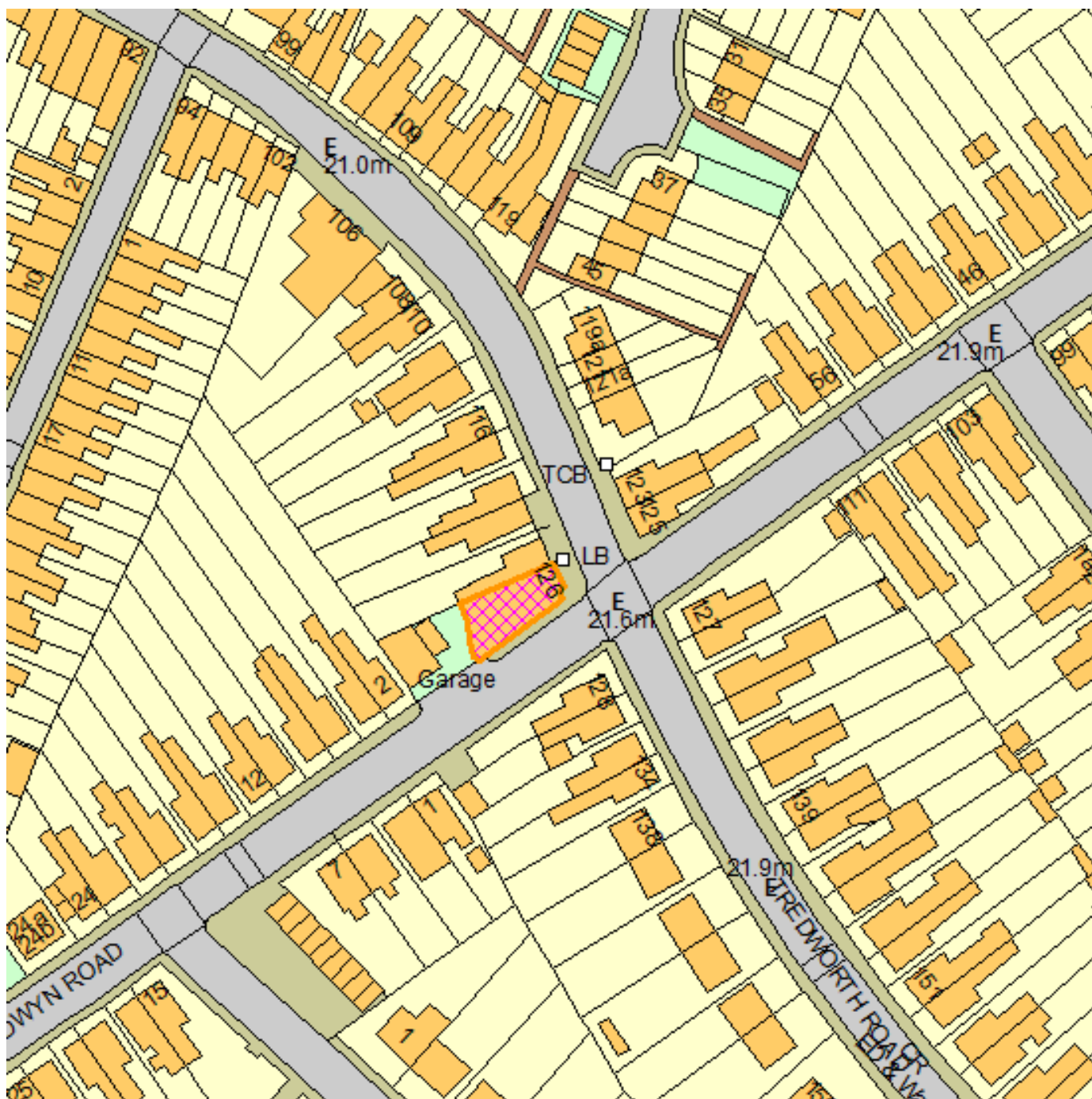
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Person to contact: Fiona Ristic  
(Tel: 396716)

15/00797/COU

126 Tredworth Road  
Gloucester  
GL1 4QY

Planning Committee



**GLOUCESTER CITY COUNCIL**

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**REPORT BY** : **FIONA RISTIC**

**NO. OF APPENDICES/** : **SITE LOCATION PLAN**

**1.0 SITE DESCRIPTION AND PROPOSAL**

1.1 The application site is located to the west of Tredworth Road near the junction with St. Aldwyn Road. The property is a two storey semi-detached unit that is currently vacant. The unit was previously a flower shop which closed on 1/1/12 due to a lack of business. The existing florist takes up 124 and 126 Tredworth Road, but this proposal plans to subdivide the unit into two. The first floor is split into a number of flats accessed via a metal staircase to the rear of number 124 Tredworth Road. This would be unchanged with the proposal.

1.2 There is a recent permission for number 124 Tredworth Road to change the use to a Launderette (sui generis). This application is for 126 Tredworth Road and proposes to change the use from a florist to a takeaway. There would also be the construction of an extract flue. The applicant has supplied details of the proposed extract system. The proposed takeaway would operate from 11:00 to 23:00 seven days per week. There is no off street parking at the site. The layout of the building would be the takeaway seating area and a store at the front with the food preparation and cold store at the rear with another store area at the rear. This would have access to the yard behind the launderette which would contain the refuse store.

**2.0 RELEVANT PLANNING HISTORY**

39316(P/271/54):- CHANGE OF USE FRONT ROOM OF HOUSE TO POST OFFICE – APPROVED – 21/09/54

39316(AP/8/55):- ADVERT HOARDING – REFUSED – 25/01/55



39316(P/408/58):- SHOP FRONT – APPROVED – 18/11/58  
39316(P/231/63):- EXT TO EXISTING STOCKROOM – APPROVED – 23/05/63  
39316/01:- COU OF PART OF RESIDENTIAL TO EXTENSION TO RETAIL SHOP – APPROVED – 11/12/84  
39316(44335/03):- (NOS 124+126)SINGLE STOREY EXTENSION AT REAR – ALLOWED – 24/04/90  
44335/01:- INST OF NEW SHOPFRONT & EREC OF EXT FIRE ESCAPE AT REAR – ALLOWED- 17/11/87  
44335/03:- (NOS 124+126)SINGLE STOREY EXTENSION AT REAR – ALLOWED – 24/04/90  
39316(44335/04):- EXTENSION AT FIRST FLOOR AT REAR – GRANTED – 04/09/90  
90/00321/FUL-Extension at first floor at rear to extend flat. – AGREED – 05/09/90

**124 Tredworth Road** - 15/00795/FUL - Proposed change of use from Florists (A1) to Launderette (sui generis) – granted – 06/11/15

### **3.0 PLANNING POLICIES**

- 3.1 The statutory development plan for Gloucester remains the 1983 City of Gloucester Local Plan. Regard is also had to the policies contained within the 2002 Revised Deposit Draft Local Plan which was subject to two comprehensive periods of public consultation and adopted by the Council for development control purposes. The National Planning Policy Framework has been published and is also a material consideration.
- 3.2 For the purposes of making decisions, the National Planning Policy Framework sets out that policies in a Local Plan should not be considered out of date where they were adopted prior to the publication of the National Planning Policy Framework. In these circumstances due weight should be given to relevant policies in existing plans according to their degree of consistency with the National Planning Policy Framework.
- 3.3 The policies within the 1983 and the 2002 Local Plan remain therefore a material consideration where they are consistent with the National Planning Policy Framework.
- 3.4 In terms of the emerging local plan, the Council has prepared a Joint Core Strategy with Cheltenham and Tewkesbury Councils and published its Submission Document which was submitted to the Planning Inspectorate on 20<sup>th</sup> November 2014. Policies in the Submission Joint Core Strategy have been prepared in the context of the NPPF and are a material consideration. The weight to be attached to them is limited by the fact that the Plan has not yet been the subject of independent scrutiny and does not have development plan status. In addition to the Joint Core Strategy, the Council is preparing its local City Plan which is taking forward the policy framework contained within the City Council's Local Development Framework Documents which reached Preferred Options stage in 2006.

3.5 On adoption, the Joint Core Strategy and City Plan will provide a revised planning policy framework for the Council. In the interim period, weight can be attached to relevant policies in the emerging plans according to

- The stage of preparation of the emerging plan
  - The extent to which there are unresolved objections to relevant policies; and
  - The degree of consistency of the relevant policies in the emerging plan to the policies in the National Planning Policy Framework
- Relevant policies from the City of Gloucester Second Deposit Local Plan (2002) are:
- BE.21 – Safeguarding Amenity
  - BE.6 – Access for all
  - BE.11 – Shopfronts, shutters and signs
  - TR.9 – Parking standards
  - S.15 – Shopping parades and single shops
  - TR.31- Road Safety

3.6 All policies can be viewed at the relevant website address:- Gloucester Local Plan policies – [www.gloucester.gov.uk/planning](http://www.gloucester.gov.uk/planning); and Department of Community and Local Government planning policies - [www.communities.gov.uk/planningandbuilding/planning/](http://www.communities.gov.uk/planningandbuilding/planning/).

#### **4.0 CONSULTATIONS**

##### *4.1 Highways*

The proposed hot food take-away is on the site of an existing A1 unit previously used as a florist. A TRICS analysis of hot-food takeaways illustrates an estimated trip generation based on the floorspace of 344 daily two-way vehicle trips compared to 415 trips for an A1 retail convenience store use that would not require planning permission and therefore a decrease in potential daily vehicles on the network. In terms of am peak hour trips as the proposed take-away opening hours of 11am are after the am typical network peak period from 8-9am this would again illustrate a potential decrease in impact compared to the existing A1 use generating 24 am peak hour two-way vehicle trips from 8-9am. Regarding pm peak hour trips the take-away could generate a minimal increase in two-way trips of 42 two-way trips compared to 41 two-way trips for the A1 use during the typical network peak period from 5-6pm which would be negligible.

4.2 There have been objections raised of the impact of increased traffic and parking resulting from the proposed development. However as illustrated above potential traffic impact would be not be significantly greater than an A1 convenience store which could be established on site without planning permission. In addition as the site is within walking distance of the significant local residential area it is expected that a large proportion of trips will be by foot using established footways and therefore sustainably located in an inner city area of existing local shops and amenities and on a regular city bus service route.

- 4.3 There is no parking provided for the proposed unit although as stated above the potential vehicle trip generation would be overall no greater than for a permitted A1 convenience store. There are however existing parking restrictions immediately adjacent due to the site being located adjacent a signal controlled junction to prevent unsafe parking. It should be noted that although there may be concerns regarding customer calling traffic parking immediately adjacent the site on parking restrictions, if this occurred it would be an enforcement and not a planning matter. On-street parking is available further along roads from the junction nearby although this is noted as per objections to be limited in availability at certain times during the day. The applicant has submitted supporting parking survey information illustrating available on-street parking space nearby during a Thursday, Friday and Saturday lunchtime and evening. It is noted that these surveys do not provide the dates these surveys were carried out or times. However the TRICS analysis illustrates peak two-way vehicle trips as being 12pm-1pm and 6pm-7pm which could fall within the time of these surveys and illustrate on-street parking spaces available for calling vehicle traffic. In terms of servicing and staff vehicle trips these would occur as existing on-street and would again not be expected to be significantly greater than that expected for an A1 convenience store.
- 4.4 Regarding parking it should be noted there are no minimum or maximum parking requirements within current planning policy as part of the National Planning Policy Framework and although there may be a short term on-street parking demand at certain times of day this would not significantly change the existing traffic generated by the A1 unit or the existing on-street parking situation. In accordance with paragraph 32 of the Framework, development should only be refused where the residual impacts of the development are severe. There is illustrated to be no significant increase in potential vehicle trips generated, associated impact on the existing parking situation or safe and adequate access, located such that the opportunities for sustainable transport modes can be taken up. Therefore in conclusion I find no severe impact created by the proposed takeaway to warrant refusal and recommend no objection.
- 4.5 *Environmental Health*- No objections subject to the following conditions being attached –
1. Restriction of hours during construction
  2. Submission of noise assessment
  3. Extraction flues minimum of 1m above the roof's eaves
  4. Maintenance of Extraction Equipment
  5. Odour Neutralisation Equipment
  6. Restriction on hours of opening
  7. Restriction on hours of delivery
  8. Scheme of refuse storage and recycling
- 4.6 *Policy* – No comments received

## 5.0 **PUBLICITY AND REPRESENTATIONS**

5.1 A site notice was erected and forty one neighbouring properties were consulted. **8 letters of objection have been received with the following points –**

1. *Object to lack of parking* – very concerned about parking allocations in St. Aldwyn Road which for 80% to 90% days there is no parking and parking has been allocated outside my building at night so how do I access out of hours. One resident stated that they often have to park in Highworth Road as there is no parking places in the evening in St. Aldwyn Road. One neighbour responded to the Highway Engineers comments stating that it is not easy for visitors to the area to find somewhere to park. He rents the shop at 122 Tredworth Road and people find it difficult to park. Tredworth Road is treated like a race track. Additional parking problems to an already busy area. Where will the commercial vehicles unload deliveries if it is surrounded by double yellow lines on a busy crossroads
2. *Noise* – late night opening. It may create a gathering place for people to congregate
3. *Smell* – cooking and extract flue. The position of the extraction unit/chimney is very close to my property noise/smell and pollution issues I am concerned and also obvious litter concern issues. How much noise does the extractor make and will it smell. The extractor is positioned close to the forecourt of St. Aldwyn Garage could cause noise and smell issues.
4. The property is opposite a bus top on a crossroads which is a poor location
5. There are other takeaways in the area
6. *Pests* - Concerned about smell and pests from waste bins and possible health and safety faults with storage of refuse from the takeaway.
7. *Possible shop* - Try to make it a shop that will do some good for the community and the area
8. *Devaluation* - Possible devaluation of all properties in the immediate area due to unsociable working times
9. *Litter* -Additional litter adding to a problem which already exists
10. *Fire hazard* - if anything went wrong in the future (situated by a garage with an oil storage tank under)
11. *Parking* – has a disabled son and there are plans for a parking space outside their house. There are already parking problems on St. Aldwyn Road. Also concerned her son would be kept awake with the noise and anti-social behaviour. There are also plans to keep food waste next to my garden where the children play, this will result in odours and rats and mice. The children's bedrooms back onto this property.

### **LETTER OF SUPPORT**

1 comment from Cllr Patel with the following points – No objection to the above application for the following reasons –

-Proposed change of use is highly unlikely to increase any risk of flooding in the area

-Proposed applications are highly unlikely to result in any increase in crime and/or anti- social problems

- 2 new businesses at this prime location will be both a positive and beneficial asset to the local community and area.
- The ground floor building has lain empty and derelict for several years and has become an eyesore.
- I am aware that the property owner has been unsuccessful for several years in trying to let the shop
- The vast majority of customers will be local residents who live within walking distance of this property, and would therefore walk to the shop.
- There is usually sufficient on road parking spaces available on Hatherley Rd, St. Aldwyn Road and other nearby roads.
- The proposed opening hours should not significantly impact neighbouring residents.
- I have received many positive comments from local residents about the proposed applications.

5.2 The full content of all correspondence on this application can be inspected at the Herbert Warehouse reception, The Docks, Gloucester, prior to the Committee meeting.

<http://planningdocs.gloucester.gov.uk/default.aspx?custref=15/00797/COU>

## 6.0 **OFFICER OPINION**

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

6.2 It is considered that the main planning issues with regard to this application are:

- Loss of retail unit
- Highway safety
- Neighbouring residential Amenity
- Extract flue and smells

### 6.3 Loss of retail unit

The application site is one of three retail units on the corner of Tredworth Road and St. Aldwyn's Road. The small group is not big enough to be regarded as a local centre but does provide an important service to local people. The Local Planning Authority therefore seeks to restrict the change of use of corner shops and shops in shopping parades with policy S.15.

*Under policy S.15 ('Shopping Parades and Single Shops') of the Gloucester Second Stage Deposit Local Plan (2002), the change of use of shops outside designated centres will only be permitted where:*

1. *The property is vacant and the developer is able to demonstrate that the property has been marketed unsuccessfully for a reasonable period of time, or*

2. *The new development is a dwelling, or*
3. *The new development would enhance the role of a shopping parade.*

6.4 Dealing with the first criteria, the applicant has stated that the property has been vacant since 1/1/12. The application states that the properties have not been formally marketed, but the owner has been informally marketing the property since September 2012 in the local community and also a 'To Let' sign in the window. There has been no genuine interest in this location. Criteria 2 is not relevant as it refers to conversion to a dwelling.

6.5 The applicant has also given evidence under criteria 3 to support that there are a diverse range of retail uses in close proximity to the site. The closest takeaway is 350m away from the application site. There is also a 'typical' corner shop that serves the local community on the opposite side of Tredworth Road. As the unit is opposite an existing convenience store this is likely to hinder the timely occupation of this unit by a retailer. Regard also has to be given to the NPPF which seeks to encourage regeneration and economic development. The application would allow for the building to be brought back into beneficial use and would create full-time jobs. In addition it would result in a visual improvement to the property which has significantly deteriorated since it became vacant. I consider these benefits sufficiently outweigh the requirements of criteria 1 of policy S.15 for the property to be formally marketed and bringing the unit back into use would enhance the area in accordance with criteria 3.

6.6 Highways Safety and Parking

There have been some neighbour objections regarding the lack of parking in the area. The Highways Engineer has seen the comments and produced a detailed highways response. The main issue to consider is that the potential traffic impact would not be significantly greater than an A1 convenience store which could be established at the site without planning permission. In addition as the site is within walking distance of the significant local residential area it is expected that a large proportion of trips would be by foot and the site is on a regular city bus service route. It is therefore concluded that no severe highway impact is likely to be created by the proposal and the proposal is not contrary to policy TR.31.

6.7 Neighbouring amenity

There are residential flats above the unit and dwelling houses to the rear in St..Aldwyn Road so the amenity of the neighbouring occupiers must be considered in terms of noise, location of refuse and smells. Environmental Health have assessed the application and in terms of noise have no objection subject to restrictions on the hours of opening and deliveries in the interests of the amenity of the neighbours. The adjoining neighbour had concerns about refuse storage and possible smells and pests, in terms of refuse the applicant has shown an area for the storage of refuse at the rear of the building which will be enclosed by timber fencing. A condition could be attached to any permission asking for more details of this which would be assessed by Environmental Health. Regarding the neighbour's concerns about smells, the applicant has submitted extract flue details which have been assessed by

Environmental Health. These details are concerned to be acceptable and the suggested conditions by Environmental Health will ensure the equipment is installed and in full working order whilst the use operates from the premises. There is also a condition recommended for the submission of a noise assessment prior to the first use to ensure that the noise levels do not harm the amenity of the neighbouring occupiers. With the suggested conditions it is not considered that the proposal would significantly harm the amenity of the neighbouring properties and is therefore in accordance with policy BE.21 of the Gloucester City Council Second Deposit Local Plan.

## **7.0 CONCLUSION/REASON FOR APPROVAL**

- 7.1 It is therefore considered that in terms of retail the proposal is in accordance with criteria 3 of policy S.15. The Highways Engineer has assessed the proposal and there would be no severe highway impact and with the suggested conditions the proposal would not significantly harm the amenity of the neighbouring properties. For the reasons cited above, the proposed change of use is considered to be acceptable and is in accordance with policies BE.21, S.15, BE.11 and TR.31 and it is recommended that planning permission is granted subject to conditions

## **8.0 RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER**

### **Condition 1**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

### **Reason**

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

### **Condition 2**

The development hereby permitted shall be carried out in accordance with the application form, and drawing numbers 1220/01, 1220/05, 1220/07, 1220/11, 1220/12, 1220/13 received by the Local Planning Authority on 26<sup>th</sup> June 2015 and the supporting statement received 11th September 2015, extract details received 21<sup>st</sup> December 2015 and drawing number 1220/03 rev B received by the Local Planning Authority on 5<sup>th</sup> January 2015 and any other conditions attached to this permission.

### **Reason**

To ensure that the development is carried out in accordance with the approved plans and in accordance with policies contained within the Second Deposit City of Gloucester Local Plan (2002).

### **Condition 3**

During the construction phase no machinery shall be operated, no process shall be carried out and no deliveries taken at or despatched from the site

outside the following times: Monday-Friday 8.00 am-6.00pm, Saturday 8.00 am-1.00 pm nor at any time on Sundays, Bank or Public Holidays.

**Reason**

To protect the amenity of local residents in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 4**

Prior to first use of the development hereby permitted, a noise assessment shall be carried out (by a competent person i.e. member of the IOA) to ensure that the rating level of any noise generated by mechanical plant associated with the development shall not exceed the pre-existing background level by more than 5dB(A) at any time. The noise levels shall be determined at nearby noise sensitive premises, and measurements and assessment shall be made in accordance with BS4142: 2014 Method of Rating Industrial Noise Affecting Mixed Residential and Industrial Areas. This report shall be submitted to the Local Planning Authority and approved in writing before the use commences.

**Reason**

To protect the amenity of local residents in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 5**

The extraction flues hereby permitted must be a minimum of 1 metre above the roof's eaves of the application site.

**Reason**

To ensure adequate dispersal of fumes in the interests of the amenity of occupiers of nearby properties, in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 6**

The extraction equipment installed in pursuance with this permission shall be regularly maintained to ensure its continued satisfactory operation and the cooking process shall cease to operate if at any time the extraction equipment ceases to function to the satisfaction of the Local Planning Authority.

**Reason**

To ensure that the use does not result in excessive cooking odours outside the premises and that the amenity of occupiers of nearby properties is protected, in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 7**

Prior to the use of the extraction flue hereby permitted, the odour neutralisation equipment, as detailed within the document entitled "**KITCHEN EXTRACT SYSTEM DETAILS**" submitted on the 7<sup>th</sup> January 2016, to suppress and disperse fumes and/or smell produced by cooking and food preparation, shall be installed and be in full working order to the satisfaction of



the Local Planning Authority and shall be effectively operated for as long as the use of the building as a hot food shop continues.

**Reason**

To ensure that unsatisfactory cooking odours outside the premises are minimised in the interests of the amenity of occupiers of nearby properties, in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 8**

The use hereby permitted shall only be allowed to operate between the hours of 10.00- 23:00 Monday to Sunday including bank holidays.

**Reason**

In the interests of the amenities of existing residential property in the locality in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 9**

The loading and unloading of service and delivery vehicles together with their arrival and departure from the site shall not take place outside the following times: Monday-Friday 8.00 am-6.00pm, Saturday 8.00 am-1.00 pm nor at any time on Sundays, Bank or Public Holidays.

**Reason**

To safeguard the amenities of the locality in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 10**

Prior to the commencement of development a scheme for the provision of refuse recycling and storage shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development hereby permitted and thereafter maintained for the life of the development.

**Reason**

In the interests of amenity in accordance with policy BE.4 of the Second Deposit City of Gloucester Local Plan (2002). This information needs to be submitted before the use commences as it is fundamental to the waste management of the site.

**NPPF**

In accordance with the requirements of the NPPF the Local Planning Authority has sought to determine the application in a positive and proactive manner by offering pre-application advice, publishing guidance to assist the applicant, and publishing to the council's website relevant information received during the consideration of the application, thus enabling the applicant to be kept informed as to how the case was proceeding.

**Notes to Applicant**

1. Your attention is drawn to the requirements of the Building Regulations, which might be needed as a separate consent to this planning decision. You are advised to contact the Gloucester City Council Building Control Team on 1452 396771 for further information.

Decision: .....

Notes: .....

.....

.....

Person to contact: Fiona Ristic  
(Tel: 396716)

**GLOUCESTER CITY COUNCIL**

**COMMITTEE** : **PLANNING**

**DATE** : **12<sup>th</sup> APRIL 2016**

**ADDRESS/LOCATION** : **126 TREDWORTH ROAD, GLOUCESTER**

**APPLICATION NO. & WARD** : **15/00797/COU  
MORELAND**

**EXPIRY DATE** : **2<sup>nd</sup> MARCH 2016**

**APPLICANT** : **MR SHAUKAT PATEL**

**PROPOSAL** : **PROPOSED CHANGE OF USE FROM  
FLORIST TO TAKEAWAY AND  
CONSTRUCTION OF EXTRACT FLUE**

**REPORT BY** : **FIONA RISTIC**

**NO. OF APPENDICES/** : **1. SITE LOCATION PLAN  
2. COMMITTEE REPORT 1<sup>st</sup> MARCH 2016**

**This application was deferred at the previous committee on 1<sup>st</sup> March 2016 for the reason that “there was insufficient information on road safety particularly pedestrian safety”**

**Since the March committee the Highways Engineer has been re-consulted and has the following comments**

**1. HIGHWAYS ENGINEER**

1.1. The following further comments are made on the proposed change of use from florist to a takeaway. As previously stated the take-away would following a TRICS analysis result in a decrease in estimated daily trips from 415 trips to 344 trips, am peak hour from 24 to 0 based on opening hours being after 9am at 11am, and only a minor increase in pm peak hour trips between 5pm-6pm from 41 to 42 which would have no impact on the highway network.

1.2 As previously stated there have been objections raised of the impact of increased traffic and parking resulting from the proposed development. As illustrated above potential traffic impact would not be not materially greater than an A1 convenience store which could be established on site without planning permission. As the site is within walking distance of the significant local residential area it is expected that a large proportion of trips will be by foot using established pedestrian facilities and on a regular city bus service route reducing reliance on private vehicle trips. The site is therefore sustainably located in an inner city area of existing local shops and amenities in accordance with paragraph 35 of the NPPF.

1.3 There is no parking provided for the proposed unit although as stated above the

potential vehicle trip generation would be overall no greater than for a permitted A1 convenience store. There are existing parking restrictions immediately adjacent due to the site being located adjacent a signal controlled junction to prevent unsafe parking. Checking collision records there have been no recorded collisions at the junction in the vicinity of the site in the past 3 years. It should be noted that although there may be concerns regarding customer calling traffic parking immediately adjacent the site on parking restrictions, if this occurred it would be an enforcement and not a planning matter.

1.4 On-street parking is available further along roads from the junction nearby although this is noted as per objections to be limited in availability at certain times during the day. The applicant has submitted supporting parking survey information illustrating available on-street parking space nearby during a Thursday, Friday and Saturday lunchtime and evening. It is noted that these surveys do not provide the dates these surveys were carried out or times. However the TRICS analysis illustrates peak two-way vehicle trips as being 12pm-1pm and 6pm-7pm which could fall within the time of these surveys and illustrate on-street parking spaces available for calling vehicle traffic. In terms of servicing and staff vehicle trips these would occur as existing on-street and would again not be expected to be significantly greater than that expected for an A1 convenience store.

1.5 Regarding parking it should be noted there are no minimum or maximum parking requirements within current planning policy as part of the National Planning Policy Framework and although there may be a short term on-street parking demand at certain times of day this would not significantly change the existing traffic generated by the A1 unit or the existing on-street parking situation. In accordance with paragraph 32 of the Framework development should only be refused where the residual impacts of the development are severe. There is illustrated to be no significant increase in potential vehicle trips generated, associated impact on the existing parking situation or safe and adequate access, the site is located such that the opportunities for sustainable transport modes can be taken up.

**Therefore in conclusion there would be no severe impact created by the proposed takeaway to warrant refusal and therefore I recommend no objection on highway grounds**

## **2. PARKING ENFORCEMENT**

2.1 Parking Enforcement at the County Council have confirmed that there are double yellow lines outside number 126. They do make regular patrols of this road and the general area. They also vary the times in order to encourage compliance.

## **3. ANALYSIS AND CONCLUSION**

3.1 The application was deferred from the March committee to enable further information to be sought on road safety particularly pedestrian safety. The County Highways Engineer was re-consulted and has provided further clarification of his view in the comments above. It must be noted that this application has to be considered in terms of the potential fall back position which in this case would be for an A1 use which could be a retail unit open 24 hours. As discussed by the Highways Engineer this type of use could have a higher traffic generation than that proposed with this application.

3.2 It was reported in the late material for the March committee that the applicant has amended the plans to move the flue as far back from the street frontage as possible. The applicant has also proposed to clad the flue in GRP and paint the top of the flue to ensure that it blends in with the side elevation as much as possible. With these changes we do not consider that there would be significant impact on the street scene. It is therefore recommended that the application is granted with the following conditions.

**RECOMMENDATIONS OF THE DEVELOPMENT CONTROL MANAGER**  
**(Unchanged from the Committee 1<sup>st</sup> March 2016)**

**Condition 1**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**Reason**

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

**Condition 2**

The development hereby permitted shall be carried out in accordance with the application form, and drawing numbers 1220/01, 1220/05, 1220/07, 1220/11, 1220/12, 1220/13 received by the Local Planning Authority on 26<sup>th</sup> June 2015 and the supporting statement received 11th September 2015, extract details received 21<sup>st</sup> December 2015 and drawing number 1220/03 rev B received by the Local Planning Authority on 5<sup>th</sup> January 2015 and any other conditions attached to this permission.

**Reason**

To ensure that the development is carried out in accordance with the approved plans and in accordance with policies contained within the Second Deposit City of Gloucester Local Plan (2002).

**Condition 3**

During the construction phase no machinery shall be operated, no process shall be carried out and no deliveries taken at or despatched from the site outside the following times: Monday-Friday 8.00 am-6.00pm, Saturday 8.00 am-1.00 pm nor at any time on Sundays, Bank or Public Holidays.

**Reason**

To protect the amenity of local residents in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 4**

Prior to first use of the development hereby permitted, a noise assessment shall be carried out (by a competent person i.e. member of the IOA) to ensure that the rating level of any noise generated by mechanical plant associated with the development shall not exceed the pre-existing background level by more than 5dB(A) at any time.

The noise levels shall be determined at nearby noise sensitive premises, and measurements and assessment shall be made in accordance with BS4142: 2014 Method of Rating Industrial Noise Affecting Mixed Residential and Industrial Areas. This report shall be submitted to the Local Planning Authority and approved in writing before the use commences.

**Reason**

To protect the amenity of local residents in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 5**

The extraction flues hereby permitted must be a minimum of 1 metre above the roof's eaves of the application site.

**Reason**

To ensure adequate dispersal of fumes in the interests of the amenity of occupiers of nearby properties, in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 6**

The extraction equipment installed in pursuance with this permission shall be regularly maintained to ensure its continued satisfactory operation and the cooking process shall cease to operate if at any time the extraction equipment ceases to function to the satisfaction of the Local Planning Authority.

**Reason**

To ensure that the use does not result in excessive cooking odours outside the premises and that the amenity of occupiers of nearby properties is protected, in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 7**

Prior to the use of the extraction flue hereby permitted, the odour neutralisation equipment, as detailed within the document entitled "**KITCHEN EXTRACT SYSTEM DETAILS**" submitted on the 7<sup>th</sup> January 2016, to suppress and disperse fumes and/or smell produced by cooking and food preparation, shall be installed and be in full working order to the satisfaction of the Local Planning Authority and shall be effectively operated for as long as the use of the building as a hot food shop continues.

**Reason**

To ensure that unsatisfactory cooking odours outside the premises are minimised in the interests of the amenity of occupiers of nearby properties, in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 8**

The use hereby permitted shall only be allowed to operate between the hours of 10.00- 23:00 Monday to Sunday including bank holidays.

**Reason**

In the interests of the amenities of existing residential property in the locality in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 9**

The loading and unloading of service and delivery vehicles together with their arrival and departure from the site shall not take place outside the following times: Monday-Friday 8.00 am-6.00pm, Saturday 8.00 am-1.00 pm nor at any time on Sundays, Bank or Public Holidays.

**Reason**

To safeguard the amenities of the locality in accordance with policy BE.21 of the Second Deposit City of Gloucester Local Plan (2002).

**Condition 10**

Prior to the commencement of development a scheme for the provision of refuse recycling and storage shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the first occupation of the development hereby permitted and thereafter maintained for the life of the development.

**Reason**

In the interests of amenity in accordance with policy BE.4 of the Second Deposit City of Gloucester Local Plan (2002). This information needs to be submitted before the use commences as it is fundamental to the waste management of the site.

**Condition 11**

The proposed cladding and painting of the flue shall be completed in accordance with drawing number 1220/03 E before the building is brought into use

**Reason**

To preserve the character of the area in accordance with policy BE.21 of the Gloucester City Council Second Deposit Local Plan 2002

**NPPF**

In accordance with the requirements of the NPPF the Local Planning Authority has sought to determine the application in a positive and proactive manner by offering pre-application advice, publishing guidance to assist the applicant, and publishing to the council's website relevant information received during the consideration of the application, thus enabling the applicant to be kept informed as to how the case was proceeding.

**Notes to Applicant**

1. Your attention is drawn to the requirements of the Building Regulations, which might be needed as a separate consent to this planning decision. You are advised to contact the Gloucester City Council Building Control Team on 1452 396771 for further information.

Decision: .....

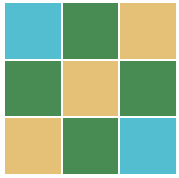
Notes: .....

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Person to contact: Fiona Ristic  
(Tel: 396716)





COTSWOLD  
TRANSPORT  
PLANNING

## GLOUCESTER CITY COUNCIL

126 Tredworth Road, Gloucester -  
Proposed Change of Use from A1 to A5  
(Take-away Restaurant)

### Transport Statement

May 2016



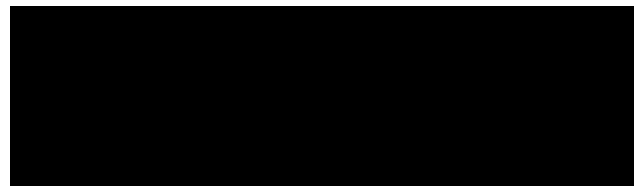
## DOCUMENT REGISTER

<b>CLIENT:</b>	<b>GLOUCESTER CITY COUNCIL</b>
<b>PROJECT:</b>	<b>126 TREDWORTH ROAD, GLOUCESTER</b>
<b>PROJECT CODE:</b>	<b>CTP-16-230</b>

<b>REPORT TITLE:</b>	<b>TRANSPORT STATEMENT</b>		
<b>PREPARED BY:</b>	<b>BRENDAN QUINN</b>	<b>DATE:</b>	<b>MAY 2016</b>
<b>CHECKED BY:</b>	<b>ADAM PADMORE</b>	<b>DATE:</b>	<b>MAY 2016</b>

<b>REPORT STATUS:</b>	<b>ISSUE 02</b>
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Prepared by **COTSWOLD TRANSPORT PLANNING LTD**  
121 Promenade  
Cheltenham  
Gloucestershire  
GL50 1NW





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**APPENDIX A – Site Location Plan**

**APPENDIX B – Correspondence relating to Personal Injury Accident Data**

**APPENDIX C – TRICS Reports (A1 Convenience Store)**

**APPENDIX D – TRICS Report (A5 Take-away Restaurant)**



# 1 Introduction

## Brief

- 1.1 Cotswold Transport Planning Ltd. have been instructed by Gloucester City Council to prepare a Transport Statement (TS) as part of a planning application for a proposed change of use from A1 Florist use to A5 hot food takeaway use.

## Background and Consultation

- 1.2 The application site is located at 126 Tredworth Road that has planning permission for A1 retail use and which is currently used as a Florist. The existing gross internal floor area of the site is 193m<sup>2</sup>. The proposal that forms this planning is for a change of use from the A1 retail use to A5 hot food takeaway use at 126 Tredworth Road. The gross internal floor area will reduce to 138m<sup>2</sup> as a result of the change of use, a net reduction of 55m<sup>2</sup>.
- 1.3 A planning application has been submitted for the change of use and whilst no TS has been submitted to date, consultation comments have been provided by Mr Mark Sweet, Senior Technician, Highways Development Management at Gloucestershire County Council (GCC) and the latest comments from March 2016 (ref G/2016/035432) are summarised below:
- A TRICS analysis of estimated trips associated with a take away use of the site would result in a decrease in the daily trips from 415 trips to 344 trips, a decrease in the AM (between 0900-1100) from 24 to 0 and only a minor increase in the PM peak hour trips (between 1700-1800) from 41 to 42, which would have no impact on the highway network;
  - No parking is provided for the proposed unit and objections have been raised based on a perceived increase in traffic and parking resulting from the proposed development. However, the TRICS analysis showed that the traffic impact associated with A5 hot food takeaway would be overall no greater than for a permitted A1 convenience store.
  - The site is sustainably located in an inner city area of existing local shops and amenities, in accordance with paragraph 35 of the NPPF, within walking distance of a significant local residential area. It is expected that a large proportion of trips will be by foot; furthermore the

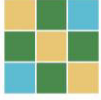


site is located on a city bus service route reducing reliance on private vehicle trips;

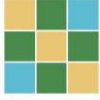
- Existing parking restrictions are in place immediately adjacent to the site due to the site being located adjacent to a signal controlled junction to prevent unsafe parking. It was noted that there were concerns regarding customer calling traffic parking immediately adjacent to the site on the parking restrictions, however, if this occurred this would be an enforcement and not a planning matter.
- A supporting on-street parking survey was submitted illustrating available on-street parking space nearby on a Thursday, Friday and Saturday lunchtime and evening. A TRICS analysis was also undertaken to validate the results of the survey and this illustrated confirmed that there would be on-street parking spaces available for calling vehicle traffic.
- Servicing and staff vehicle trips would occur as existing on-street and would not be significantly greater when compared to an A1 convenience store.
- The proposed use would therefore not change significantly in terms of traffic generated or the existing on-street parking situation.
- In accordance with paragraph 32 of the NPPF, development should only be refused where the residual impacts of the development are severe.
- It was concluded that there would be no severe impact created by the proposed A5 takeaway and therefore there is no objection on highway grounds.

#### **Additional Information**

- 1.4 It is understood that at the time of the consultation comments, the data available identified that there were no recorded collisions in the vicinity of the site for the previous 3 years. Subsequently to the consultation comments, an accident has occurred at the adjacent junction and this will be assessed as part of this Transport Statement.



- 1.5 Taking into consideration that a collision has recently occurred adjacent to the site, which has not yet been brought to the attention of the local highway authority, and that no highway and transportation assessment has been submitted as part of the planning application, this TS therefore provides an independent review of the impact of the change of use from A1 retail to A5 hot food takeaway.



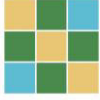
## 2 Site Location and Existing Conditions

### Site Location and Composition

- 2.1 The application site is located at 126 Tredworth Road, which is approximately 1.5km south east of Gloucester City Centre. The current planning permission relates to A1 retail use, which has a floor area of 193sq.m and was most recently in operation as a florist.
- 2.2 Immediately opposite the side on Tredworth Road is a convenience store and hair salon, however the area surrounding the site is predominantly residential. There is no vehicular access to the site nor is there is on-site parking provision.
- 2.3 A site location plan is appended to this report in **Appendix A**.

### Local Highway Network

- 2.4 The application site is situated on the corner of Tredworth Road and St Aldwyn Road, immediately adjacent to the Tredworth Road/St Aldwyn Road/Hatherley Road signal controlled crossroads junction.
- 2.5 Tredworth Road is the main distributor road from the A38 Eastern Avenue/Finlay Road/Reservoir Road/Cotteswold Road roundabout to the south leading to the B4072 Stroud Road to the north, which connects to the A430 Bruton Way in to the centre of Gloucester.
- 2.6 St Aldwyn Road leads to the B4072 Stroud Road to the south west. Hatherly Road connects with B4073 Barton Street to the north east. The B4073 Barton Street leads to the A430 Trier Way to the north (and to the City centre) and the A38 Eastern Avenue to the south.
- 2.7 All roads surrounding the site are well lit with footways on both sides of the carriageway.
- 2.8 Immediately adjacent to the site on Tredworth Road, Double Yellow Line (DYL) Traffic Regulations are in place restricting parking, predominantly within the vicinity of the traffic signal junction. However, areas of on-street parking are observed to be in place further along Tredworth Road, and will be available for future visitors to the take-away shop to park within.



- 2.9 Immediately north and south of the traffic signal junction, further DYL Traffic Regulations are in place for approximately 20m, however these change to on-street parking.

### **Local Highway Safety**

- 2.10 As identified in **Section 1**, the most recent collision that occurred within the vicinity of the application site was not available at the time of Mr Sweet's consultation comments. This has subsequently been made available and is summarised as follows, and the relevant correspondence appended to this report in **Appendix B**:

Reference: 210264 Date: 31<sup>st</sup> January 2016. Time: 16:43 Severity: Serious.

Details / Causation:

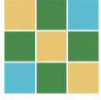
*VEHICLE 1 WAS TRAVELLING ALONG TREDWORTH ROAD TOWARDS THE CITY AND VEHICLE 2 WAS TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE ONE STOPPED AT THE TRAFFIC LIGHTS AT THE JUNCTION WITH HATHERLEY ROAD AND THEN BEGAN TO MAKE A RIGHT TURN WHEN THE LIGHTS WERE RED. VEHICLE 2 WENT THROUGH A GREEN LIGHT AND COLLIDED WITH THE FRONT SIDE OF VEHICLE 1.*

- 2.11 Examination of this information has identified that the accident was classified as 'serious' and occurred a vehicle travelling along Tredworth Road manoeuvred to turn right into Hatherley Road when the lights at the junction for this manoeuvre were on red. This vehicle was subsequently hit by a vehicle travelling southbound on Tredworth Road on a green light.

- 2.12 The accident records indicate one incident has occurred within the vicinity of the proposed site in the most recent three year period available, which is not considered to represent any discernible pattern. Furthermore, the incident appears to have resulted from either driver error or temporary misjudgement, with one driver failing to give way to another.

- 2.13 Therefore, it can be concluded that there are no discernible highway safety patterns or concerns within the vicinity of the site which need to be considered as part of this assessment, and with the proposed traffic generation





anticipated from the site proposed to be broadly the same as the existing use, this is expected to continue.



### **3 Accessibility and Opportunities for Sustainable Travel**

#### **Introduction**

- 3.1 When considering the overall sustainability of a site, with regards to highways it is important that a site can be demonstrated to be accessible for all potential employees and customers without resulting in a heavy reliance on travel by car, particularly single occupancy journeys. Within the local context of the site, this can be assessed against the proximity to local services and amenities, which site employees and/or visitors may create linked transport trips to. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the site.

#### **Proximity to Local Services and Amenities**

- 3.2 The site is in close proximity to several existing local services and amenities which may provide an element of linked trips to the proposed development. The following local services and facilities may support and provide an element of linked trips to the proposed site, which in summary are:

- Convenience Stores;
- Take Away Outlets;
- Tredworth Junior School;
- Finlay Community School;
- Oasis Dental Care;
- Betting Shop; and
- Café.

- 3.3 In addition, the proposed development benefits from being located within Tredworth a large residential area of Gloucester. The site is within 1km of the majority of the residential area of Tredworth which is considered appropriate for walking or cycling to the proposed development.

#### **Walking and Cycling**

- 3.4 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhood are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, it states that this



is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.5 All of the facilities set out in **paragraph 3.2** above fall comfortably within this threshold, and furthermore many fall within the desirable walking catchment of 1 mile (equivalent to a ten-minute walk), which is also used for assessing how accessible a development is.

3.6 **Public Transport Accessibility**

Local Bus Services

3.7 The nearest northwest and southeast bound bus stops in relation to the development site are located 40m and 30m respectively on Tredworth Road, to the southeast and northwest of the site.

3.8 Both the northwest and southeast bound stops comprise of a flag with timetable information and a cage. A summary of the Bus Services and Frequencies is provided at **Table 3.1**.

Service No.	Operator	Route/Destinations Served	Operates	Daily Frequency
7	Stagecoach West	Gloucester – Tredworth – White City – Tredworth – Gloucester	Monday – Saturday	Approximately every 15 to 30 Minutes (Hourly after 7pm)
			Sunday	Approximately every Hour

**Table 3.1: Bus Services and Frequencies**

3.9 **Table 3.1** indicates that the application site is well served by bus throughout the week. It is therefore considered that customers and staff will be able to utilise public transport throughout the day to access proposed development site within Gloucester.

3.10 The earliest weekday and Saturday service arrives at the bus stops on Tredworth Road from Gloucester City Centre at 6.18am. The last weekday and Saturday service departs the bus stops on Tredworth Road to Gloucester at 10.48pm. The earliest Sunday service arrives at the bus stops on Tredworth Road from Gloucester City Centre at 9.38am. The last Sunday service departs the bus stops on Tredworth Road to Gloucester at 6.02pm.



## **Summary**

- 3.11 Cotswold Transport Planning assesses the site is considered to be sustainably located with site supported by a suitable range of services and amenities and with suitable pedestrian and cycle linkages between the site local bus stops and local residential areas.



## 4 Proposed Development and Net Trip Impact Assessment

### Planning Application

- 4.1 Planning permission is sought for a change of use at 126 Tredworth Road from A1 (open use) use to A5 hot food takeaway use. The current floor area is 193sq.m, which will be reduced to 138sq.m as part of the development proposals.
- 4.2 Access to the site will remain unchanged and parking will be available on-street, as per the existing situated.
- 4.3 Refuse and recycling will be collected kerbside as per the existing arrangements in the area. The refuse and recycling collection will be within the recommended carry distance to a waiting refuse lorry as set out in Manual for Streets.

### Net Trip Impact Assessment

- 4.4 In order to consider the net trip impact associated with the proposed redevelopment, it is necessary to compare the permitted and proposed uses of the site. Set out below is a TRICS-based assessment and a comparative study setting out the overall net impact.

#### Existing Vehicle Trip Generation (Open A1 Use)

- 4.5 Under permitted development rights of the site, there are number of uses that come under A1 use and to enable a robust assessment of the existing A1 use and from which to provide a baseline to compare against the trip generation of the proposed A5 takeaway use, it is generally recognised that the most intensive A1 use is 'convenience store'. Taking this forward reference has been made to the category 'Retail-Convenience Store' in the TRICS database. Only sites that were located in 'suburban' and 'neighbourhood centre' were used.
- 4.6 A summary of resulting vehicle trip rates and predicted traffic generation in relation to A1 convenience store use of the site is set out in **Table 4.1** below, and a full copy of the TRICS output is attached as **Appendix C**.



Period	Trip Rate per 100m <sup>2</sup>			Trip Generation based on 193m <sup>2</sup>		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM 0800-0900	9.923	10.180	20.103	19	20	39
PM 1700-1800	11.598	12.887	24.485	22	25	47
Daily	155.952	153.737	309.689	300	296	596

**Table 4.1 – TRICS Trip Rates and Traffic Generation - A1 Convenience Store Use**

Proposed Trip Generation (A5 Take-away)

4.7 The following **Table 4.2** summarises the TRICS results in relation to a proposed A5 hot food takeaway use of the site, whilst the full output report is attached as **Appendix D**. For robustness and for ease of comparison, the existing floor are of 193sq.m has been used for the TRICS analysis rather than the reduced 138sq.m floor area.

**Table 3.1- Proposed A5 Hot Food Takeaway Use**

Period	Trip Rate per 100m <sup>2</sup>			Trip Generation based on 193m <sup>2</sup>		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM 0800-0900	0	0	0	0	0	0
PM 1700-1800	14.729	15.349	30.078	28	30	48
Daily	117.295	117.055	234.350	226	226	452

**Traffic Generation Comparison**

4.8 From the existing A1 use trip generation identified in **Table 4.1** and the proposed trip generation resulting from the proposed change of use as, detailed in **Table 4.2**, a trip generation comparison can be made and this is shown in **Table 4.3**.



Time Period	Trip Generation		
	Arrivals	Departures	Total
<b>AM Peak (0800-0900)</b>			
Existing A1 Use	19	20	<b>39</b>
Proposed A5 Use	0	0	<b>0</b>
<i>Net Impact</i>	<i>-19</i>	<i>-20</i>	<b><i>-39</i></b>
<b>PM Peak (1700-1800)</b>			
Existing A1 Use	22	25	<b>47</b>
Proposed A5 Use	28	30	<b>58</b>
<i>Net Impact</i>	<i>+6</i>	<i>+5</i>	<b><i>+11</i></b>
<b>Daily</b>			
Existing A1 Use	300	296	<b>596</b>
Proposed A5 Use	226	226	<b>452</b>
<i>Net Impact</i>	<i>-74</i>	<i>-70</i>	<b><i>-144</i></b>

**Table 4.3 – A Comparison of Trips Generated by the Permitted Use and of the Proposed Use**

- 4.9 **Table 4.3** shows that the proposed change of use will result in a reduction of vehicle trips in the AM peak period whilst there would be a slight increase during the PM peak period. However, it is considered that an increase of 11 vehicle trips would be immaterial in real terms over the course of an hour.
- 4.10 Over the course of a day when compared to an A1 use of the site there would be significantly less vehicle trips associated with the proposed use. It can therefore be concluded that that there will be no intensification of use in relation to the proposed A5 use of the application site and that it is likely that there will be a material benefit to the local highway network and the surrounding residential amenity.



## 5 Summary and Conclusion

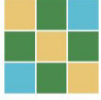
### Summary

- 5.1 Cotswold Transport Planning Ltd has been instructed by Gloucester City Council to prepare a Transport Statement for submission as part of a planning application concerning the change of use at 126 Tredworth Road in Gloucester from A1 use to A5 hot food takeaway use.
- 5.2 The Transport Statement has demonstrated the following:
- i. A review of the local highway network and accident data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways.
  - ii. The site is sustainably located and accessible to a range of services and amenities in addition to public transport linkages.
  - iii. Parking for the site will be provided as per the existing arrangement, on street within existing parking areas.
  - iv. Forecast trip generation indicates that, overall, the proposed A5 use will result in less vehicle trips than the permitted A1 use, which will benefit the safety and operation of the local highway network.

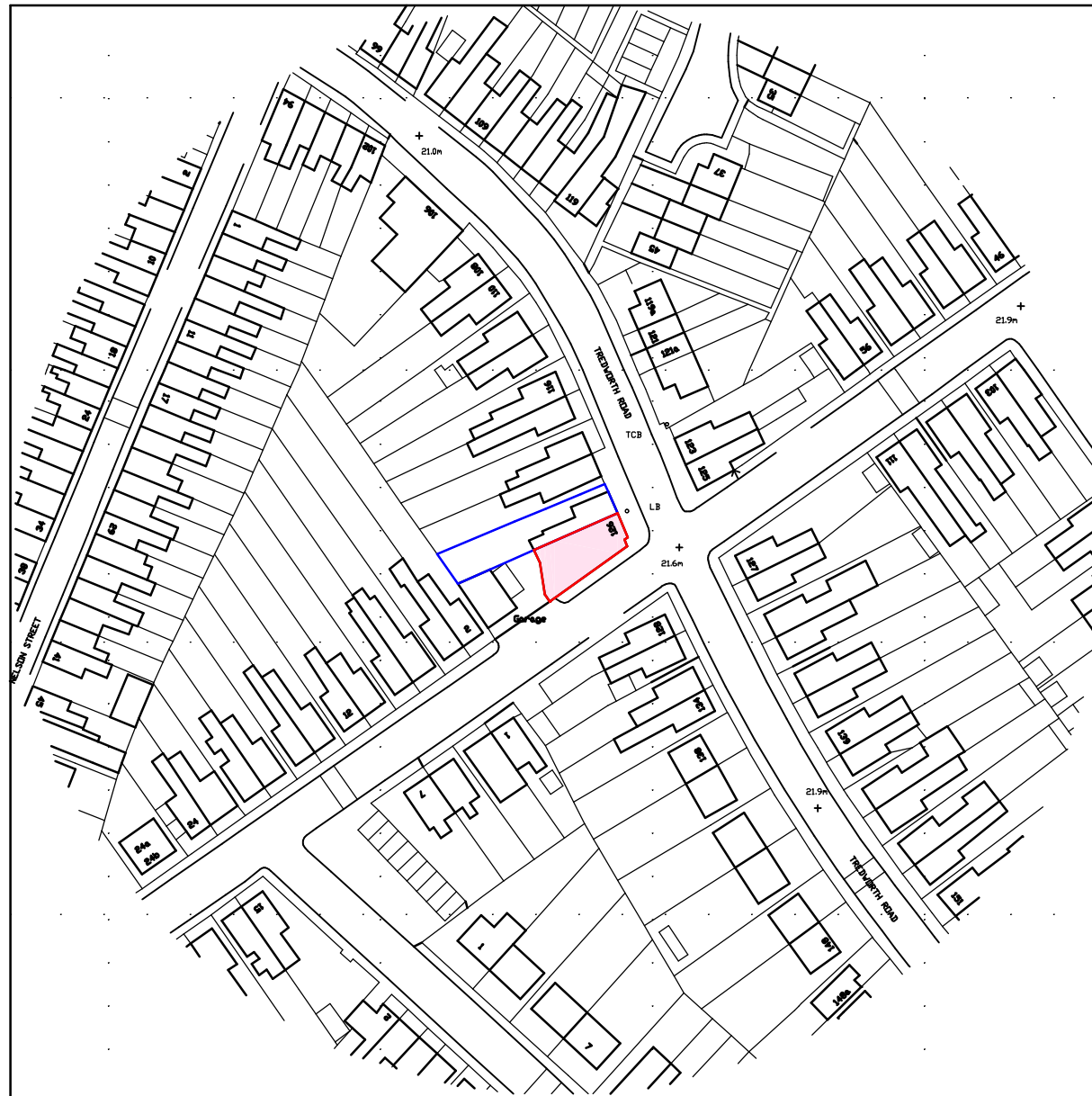
### Conclusion

- 5.3 Cotswold Transport Planning concludes that the proposed development will not have a severe impact upon the safety or operation of the surrounding local highway network and as such, there are no significant highways and transportation matters that would preclude the Local Planning Authority from approving this planning application.





## **Appendix A – Site Location Plan**



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0 M 10 M 20 M 30 M 40 M 50 M



SCALE BAR 1:1250

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rev	details of revision	by	ch'd	date
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136 SQ M

**AS SUBMITTED TO GCC  
PLANNING DEPARTMENT**



Winarth House, Lower Newmarket Road, Newmarket,  
Nailsworth, Stroud, Gloucestershire GL6 0RW  
Tel: 01453 836511 Mobile: 07825 050944  
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www.anderson-architecture.co.uk

client

MR S PATEL

project

PROPOSED CHANGE OF USE AT  
126 TREDWORTH ROAD, GLOUCESTER

description

SITE LOCATION PLAN

scale

1:1250

date

JUNE 2015

drawn

checked

drawing no

drg.size

AMA

MJA

1220/05

A 4



**Appendix B – Correspondence relating to Personal Injury Accident Data**

**From:** SWEET, Mark [REDACTED]  
**Sent:** 25 April 2016 09:36  
**To:** Fiona Ristic  
**Cc:** Thompson, Chris (Glosfire)  
**Subject:** Tewdworth Road/Hatherley Road/St Aldwyn Road junction collisions

Dear Fiona,

Following my previous email and our conversation the road safety partnership have provided me with details of a collision at the junction on the 31<sup>st</sup> January 2016 from the police which had yet to be recorded on the collision database mapping. The details of the collision are as follows;

Reference: 210264, 31-Jan-2016 @ 16:43, Serious injury accident with 1 Casualty – Details/Causation Factor: VEHICLE 1 WAS TRAVELLING ALONG TREDWORTH ROAD TOWARDS THE CITY AND VEHICLE 2 WAS TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE 1 STOPPED AT THE TRAFFIC LIGHTS AT THE JUNCTION WITH HATHERLEY ROAD AND THEN BEGAN TO MAKE A RIGHT TURN WHEN THE LIGHTS WERE RED VEHICLE 2 ALSO WENT THROUGH A GREEN LIGHT AND COLLIDED WITH THE FRONT SIDE OF VEHICLE 1.

The cause of collision is therefore a result of driver error.

This would not alter the highways authority response as this cannot be attributed to the site. As per my previous comments the A5 use is estimated to result in less trips and than could be generated by the existing A1 use, sustainably located with no alterations to existing highway arrangements. Therefore providing the basis for the recommendation of no objection on highway grounds according with the National Policy Planning Framework paragraph 14 for a presumption in favour of sustainable development unless there are adverse impacts would significantly and demonstrably outweigh benefits.

The road safety partnership have provided the following details on the collision recording process as follows including what is recorded which as stated involves a number of steps and illustrates why there is period of delay between collisions appearing on the database, however the process is being continually reviewed to reduce the delay in collisions appearing on the database;

*The national process has been developed by the Standing Committee on Road Accident Statistics (SCRAS). SCRAS comprises representatives from the Department for Transport (DfT), Police Forces, Local Authority associations and other Government departments with an interest in the collation of road accident data.*

*The national process used to collect and collate the data is called Stats 19. The collision data collected through the Stats 19 process is limited to personal injury collisions on public roads (including footways) which become known to the Police within 30 days. In particular, damage-only collision, with no human casualties or accidents on private roads or car parks are not included. The information is collected by Police at the scene of a collision or in some cases reported by a member of the public at a Police Station (Section 170 of the Road Traffic Act 1988 requires driver/riders to report to a Police Officer or Police station that they have been involved in an accident).*

*Some 50 different data items are collected for every collision, including the time and location of the accident, the types of vehicles involved and what they were doing at the time of the accident, and some information on the drivers and casualties involved. The information is processed and then passed by the police to the Road Safety Partnership for final checking and analysis. The validated information is passed on to the Department for Transport and the Highways Agency for use in*

*regional and national comparisons as well as for publications such as Reported Road Casualties Great Britain.*

*It has long been known and reported that police data does not provide a complete record of all injury accidents and resulting casualties. This is always borne in mind when using and analysing STATS19 data. However, STATS19 remains the most detailed, complete and reliable single source of information on road casualties covering Gloucestershire and the whole of Great Britain.*

*The following web link displays a map of the reported collisions for the County. If there are any specific collisions which Council members feel have been wrongly located or are missing altogether particularly the road safety partnership would be pleased to receive details and amend records as necessary.*

*<http://roadsafety-gloucestershire.org.uk/data/incident-map/>*

If there are further enquires about the police collision recording process I recommend contacting Steve Norgate at [REDACTED] in Gloucestershire Police Constabulary he should be help or direct you further.

Kind regards

**Mark Sweet**

**Senior Technician**

Development Management (Highways)

Gloucestershire County Council

Shire Hall

Gloucester

GL1 2TH

[REDACTED]  
[REDACTED]  
Alternatively go to [www.gloucestershire.gov.uk](http://www.gloucestershire.gov.uk) to find information on any County Council service and highway planning guidance at <http://www.gloucestershire.gov.uk/mfgs>  
It couldn't be easier to find information instantly and in some case apply for services online.

**From:** Thompson, Chris [REDACTED]

**Sent:** 22 April 2016 12:21

**To:** SWEET, Mark

**Subject:** FW: Recording of Road Traffic Accidents

Hi Mark

Details of the collision at Tredworth Rd/Hatherley Rd/ StAldwyns Rd:-

210264, 31-Jan-2016 @ 16:43, Serious injury accident with 1 Casualty - VEHICLE 1 WAS TRAVELLING ALONG TREDWORTH ROAD TOWARDS THE CITY AND VEHICLE 2 WAS TRAVELLING IN THE OPPOSITE DIRECTION. VEHICLE 1 STOPPED AT THE TRAFFIC LIGHTS AT THE JUNCTION WITH HATHERLEY ROAD AND THEN BEGAN TO MAKE A RIGHT TURN WHEN THE LIGHTS WERE RED VEHICLE 2 ALSO WENT THROUGH A GREEN LIGHT AND COLLIDED WITH THE FRONT SIDE OF VEHICLE 1

Below is an extract that explains why we don't record damage only accidents and why there is a delay between the collision occurring and it appearing on our database:-

I hope the following explanation of the process that we follow is of use.

The national process has been developed by the Standing Committee on Road Accident Statistics (SCRAS). SCRAS comprises representatives from the Department for Transport (DfT), Police Forces, Local Authority associations and other Government departments with an interest in the collation of road accident data.

The national process used to collect and collate the data is called Stats 19. The collision data collected through the Stats 19 process is limited to personal injury collisions on public roads (including footways) which become known to the Police within 30 days. In particular, damage-only collision, with no human casualties or accidents on private roads or car parks are not included. The information is collected by Police at the scene of a collision or in some cases reported by a member of the public at a Police Station (Section 170 of the Road Traffic Act 1988 requires driver/riders to report to a Police Officer or Police station that they have been involved in an accident).

Some 50 different data items are collected for every collision, including the time and location of the accident, the types of vehicles involved and what they were doing at the time of the accident, and some information on the drivers and casualties involved. The information is processed and then passed by the police to the Road Safety Partnership for final checking and analysis. The validated information is passed on to the Department for Transport and the Highways Agency for use in regional and national comparisons as well as for publications such as Reported Road Casualties Great Britain.

It has long been known and reported that police data does not provide a complete record of all injury accidents and resulting casualties. This is always borne in mind when using and analysing STATS19 data. However, STATS19 remains the most detailed, complete and reliable single source of information on road casualties covering Gloucestershire and the whole of Great Britain.

The following web link displays a map of the reported collisions for the County. If there are any specific collisions which the Parish Council members feel have been wrongly located or are missing altogether particularly from the Rodborough area I would be pleased to receive details and amend as necessary.

<http://roadsafety-gloucestershire.org.uk/data/incident-map/>

Should you have any further queries please let me know

Any other question, please come back to me.

Kind Regards

**Chris Thompson**  
**Road Safety Auditor**  
**Accident Investigation and Prevention Team**  
**Gloucestershire Road Safety Partnership**  
Tri Service Centre, Waterwells Drive, Quedgeley, Gloucester, GL2 2AX

[www.roadsafety-gloucestershire.org.uk](http://www.roadsafety-gloucestershire.org.uk)

# RoadSafety



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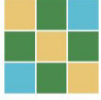
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**Appendix C - TRICS Report (A1 Convenience Store)**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 01 - RETAIL  
 Category : O - CONVENIENCE STORE

**MULTI-MODAL VEHICLES**Selected regions and areas:

<b>03</b>	<b>SOUTH WEST</b>	
	DC DORSET	1 days
	DV DEVON	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	CA CAMBRIDGESHIRE	1 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	SY SOUTH YORKSHIRE	1 days

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

**Filtering Stage 2 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: Retail floor area  
 Actual Range: 55 to 800 (units: sqm)  
 Range Selected by User: 55 to 1225 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 23/06/15

*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:

Monday	1 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	4 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)	2
Neighbourhood Centre (PPS6 Local Centre)	2

*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	3
High Street	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.*

**Filtering Stage 3 selection:**Use Class:

A1	4 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 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	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:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
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	4 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	4 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	4 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.*

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>CA-01-O-01</b>	<b>CO-OP</b>		<b>CAMBRI DGESHI RE</b>
	MAYORS WALK			
	NETHERTON			
	PETERBOROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Retail floor area:		300 sqm	
	Survey date: MONDAY		17/10/11	Survey Type: MANUAL
<b>2</b>	<b>DC-01-O-01</b>	<b>LONDIS</b>		<b>DORSET</b>
	MAUD ROAD			
	DORCHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Retail floor area:		150 sqm	
	Survey date: FRIDAY		04/07/08	Survey Type: MANUAL
<b>3</b>	<b>DV-01-O-01</b>	<b>PREMIER</b>		<b>DEVON</b>
	MELROSE AVENUE			
	PLYMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Retail floor area:		55 sqm	
	Survey date: WEDNESDAY		18/07/12	Survey Type: MANUAL
<b>4</b>	<b>SY-01-O-02</b>	<b>SAI NBURY'S LOCAL</b>		<b>SOUTH YORKSHIRE</b>
	ECCLESALL ROAD			
	SHEFFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Retail floor area:		271 sqm	
	Survey date: FRIDAY		14/12/12	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

**MULTI-MODAL VEHICLES**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	178	5.634	2	178	4.225	2	178	9.859
07:00 - 08:00	4	194	9.665	4	194	9.794	4	194	19.459
08:00 - 09:00	4	194	9.923	4	194	10.180	4	194	20.103
09:00 - 10:00	4	194	10.180	4	194	10.052	4	194	20.232
10:00 - 11:00	4	194	9.794	4	194	9.278	4	194	19.072
11:00 - 12:00	4	194	10.438	4	194	9.923	4	194	20.361
12:00 - 13:00	4	194	11.856	4	194	12.500	4	194	24.356
13:00 - 14:00	4	194	10.696	4	194	10.180	4	194	20.876
14:00 - 15:00	4	194	10.052	4	194	9.149	4	194	19.201
15:00 - 16:00	4	194	11.856	4	194	11.340	4	194	23.196
16:00 - 17:00	4	194	11.082	4	194	10.825	4	194	21.907
17:00 - 18:00	4	194	11.598	<b>4</b>	<b>194</b>	<b>12.887</b>	4	194	24.485
18:00 - 19:00	<b>4</b>	<b>194</b>	<b>13.531</b>	4	194	12.242	<b>4</b>	<b>194</b>	<b>25.773</b>
19:00 - 20:00	4	194	10.954	4	194	11.340	4	194	22.294
20:00 - 21:00	3	240	6.241	3	240	5.687	3	240	11.928
21:00 - 22:00	2	286	2.452	2	286	2.802	2	286	5.254
22:00 - 23:00	1	300	0.000	1	300	1.333	1	300	1.333
23:00 - 24:00									
Total Rates:			155.952			153.737			309.689

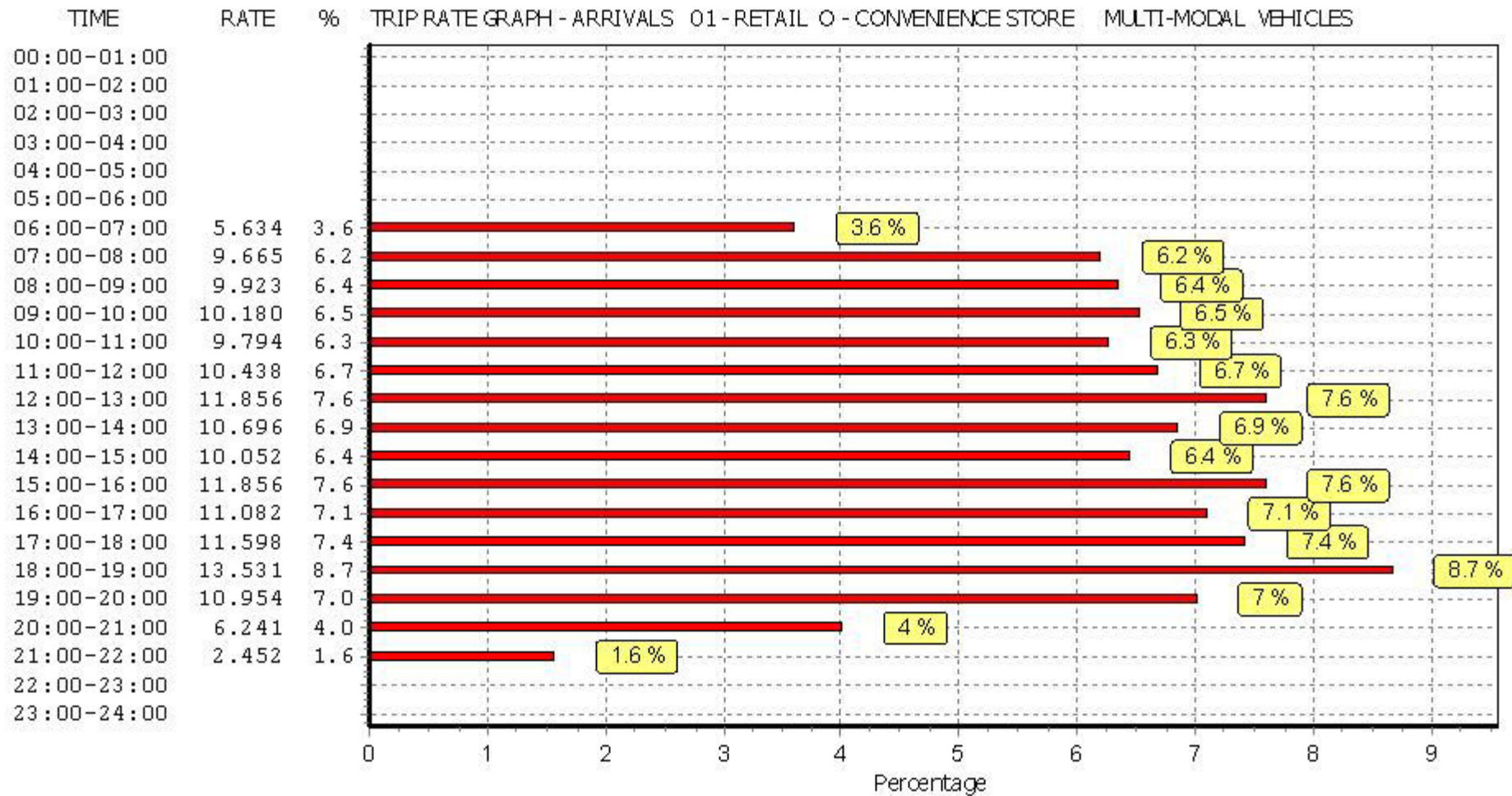
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

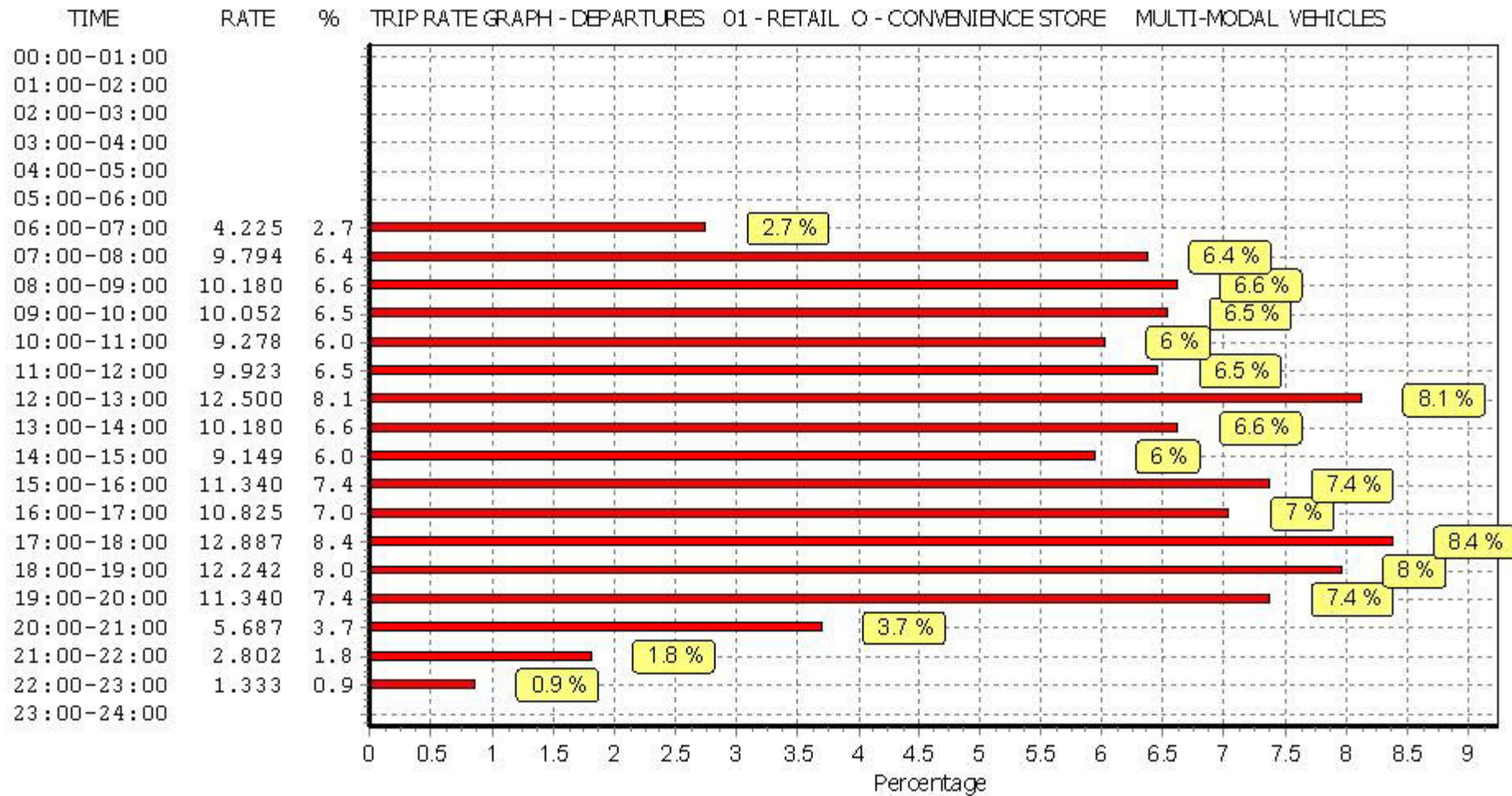
**Parameter summary**

Trip rate parameter range selected: 55 - 800 (units: sqm)  
Survey date date range: 01/01/08 - 23/06/15  
Number of weekdays (Monday-Friday): 7  
Number of Saturdays: 1  
Number of Sundays: 0  
Surveys manually removed from selection: 4

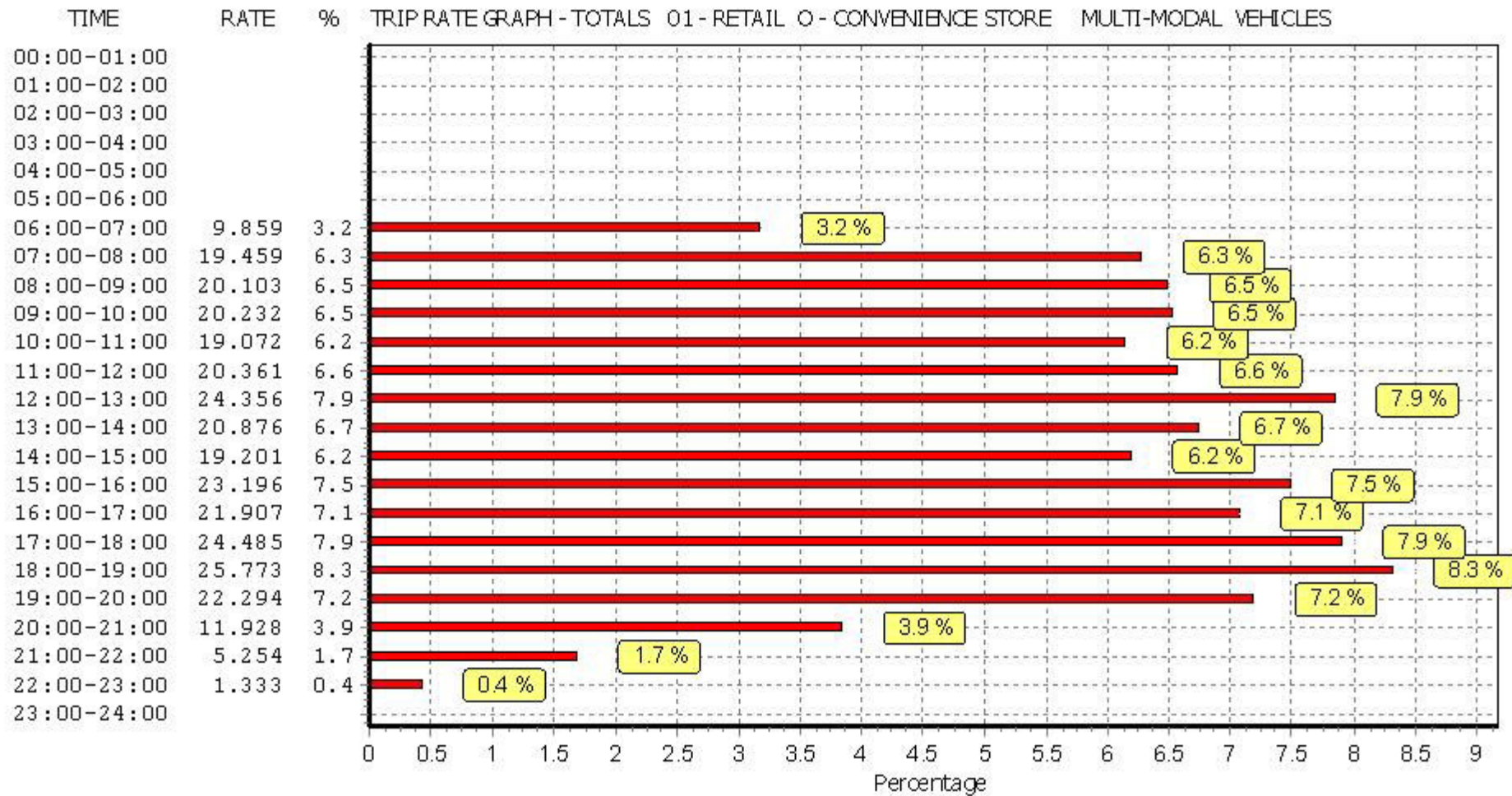
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

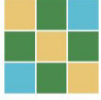


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*





**Appendix B – TRICS Report (A5 Take-away Restaurant)**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : G - TAKE-AWAY SHOPS (eg. fish bars etc)

**VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	HF HERTFORDSHIRE	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
<b>08</b>	<b>NORTH WEST</b>	
	CH CHESHIRE	1 days
<b>10</b>	<b>WALES</b>	
	RC RHONDDA CYNON TAFF	1 days
<b>11</b>	<b>SCOTLAND</b>	
	GC GLASGOW CITY	1 days

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

**Filtering Stage 2 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: 30 to 250 (units: sqm)  
 Range Selected by User: 27 to 500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 23/11/09

*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:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	2 days
Saturday	1 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:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	5

*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	3
Village	2
High Street	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*

**Filtering Stage 3 selection:**Use Class:

A5	6 days
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*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 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
15,001 to 20,000	3 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
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 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	2 days
1.1 to 1.5	3 days
1.6 to 2.0	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.*

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.*

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>CH-06-G-02</b>	<b>CHINESE</b>	<b>CHESHI RE</b>
	CREWE ROAD		
	WINTERLEY		
	NEAR CREWE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	90 sqm	
	Survey date: <i>FRIDAY</i>	28/11/08	Survey Type: <i>MANUAL</i>
<b>2</b>	<b>GC-06-G-01</b>	<b>PIZZA HUT</b>	<b>GLASGOW CI TY</b>
	POLLOKSHAW STREET		
	STRATHBUNGO		
	GLASGOW		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Gross floor area:	250 sqm	
	Survey date: <i>TUESDAY</i>	17/06/08	Survey Type: <i>MANUAL</i>
<b>3</b>	<b>HF-06-G-01</b>	<b>CHIP SHOP</b>	<b>HERTFORDSHI RE</b>
	COURTLANDS DRIVE		
	WATFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	100 sqm	
	Survey date: <i>MONDAY</i>	14/07/08	Survey Type: <i>MANUAL</i>
<b>4</b>	<b>LE-06-G-01</b>	<b>FISH BAR</b>	<b>LEI CESTERSHI RE</b>
	HIGHCROFT AVENUE		
	OADBY		
	LEICESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	75 sqm	
	Survey date: <i>FRIDAY</i>	19/06/09	Survey Type: <i>MANUAL</i>
<b>5</b>	<b>NR-06-G-01</b>	<b>CHIP SHOP</b>	<b>NORTHAMPTONSHI RE</b>
	OCCUPATION ROAD		
	CORBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	100 sqm	
	Survey date: <i>WEDNESDAY</i>	19/11/08	Survey Type: <i>MANUAL</i>
<b>6</b>	<b>RC-06-G-01</b>	<b>CHINESE</b>	<b>RHONDDA CYNON TAFF</b>
	OXFORD STREET		
	NANTGARW		
	NEAR CARDIFF		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	30 sqm	
	Survey date: <i>SATURDAY</i>	20/09/08	Survey Type: <i>MANUAL</i>

*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 &amp; DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)

**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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	250	0.000	1	250	0.000	1	250	0.000
11:00 - 12:00	4	131	2.857	4	131	2.476	4	131	5.333
12:00 - 13:00	4	131	14.667	4	131	13.143	4	131	27.810
13:00 - 14:00	4	131	10.476	4	131	9.905	4	131	20.381
14:00 - 15:00	4	131	5.524	4	131	6.286	4	131	11.810
15:00 - 16:00	4	131	3.619	4	131	4.000	4	131	7.619
16:00 - 17:00	5	123	6.504	5	123	5.528	5	123	12.032
17:00 - 18:00	6	108	14.729	6	108	15.349	6	108	30.078
18:00 - 19:00	<b>6</b>	<b>108</b>	<b>16.124</b>	<b>6</b>	<b>108</b>	<b>16.124</b>	<b>6</b>	<b>108</b>	<b>32.248</b>
19:00 - 20:00	6	108	15.349	6	108	15.349	6	108	30.698
20:00 - 21:00	6	108	12.403	6	108	11.938	6	108	24.341
21:00 - 22:00	6	108	8.527	6	108	9.612	6	108	18.139
22:00 - 23:00	6	108	5.891	6	108	6.512	6	108	12.403
23:00 - 24:00	4	120	0.625	4	120	0.833	4	120	1.458
Total Rates:			117.295			117.055			234.350

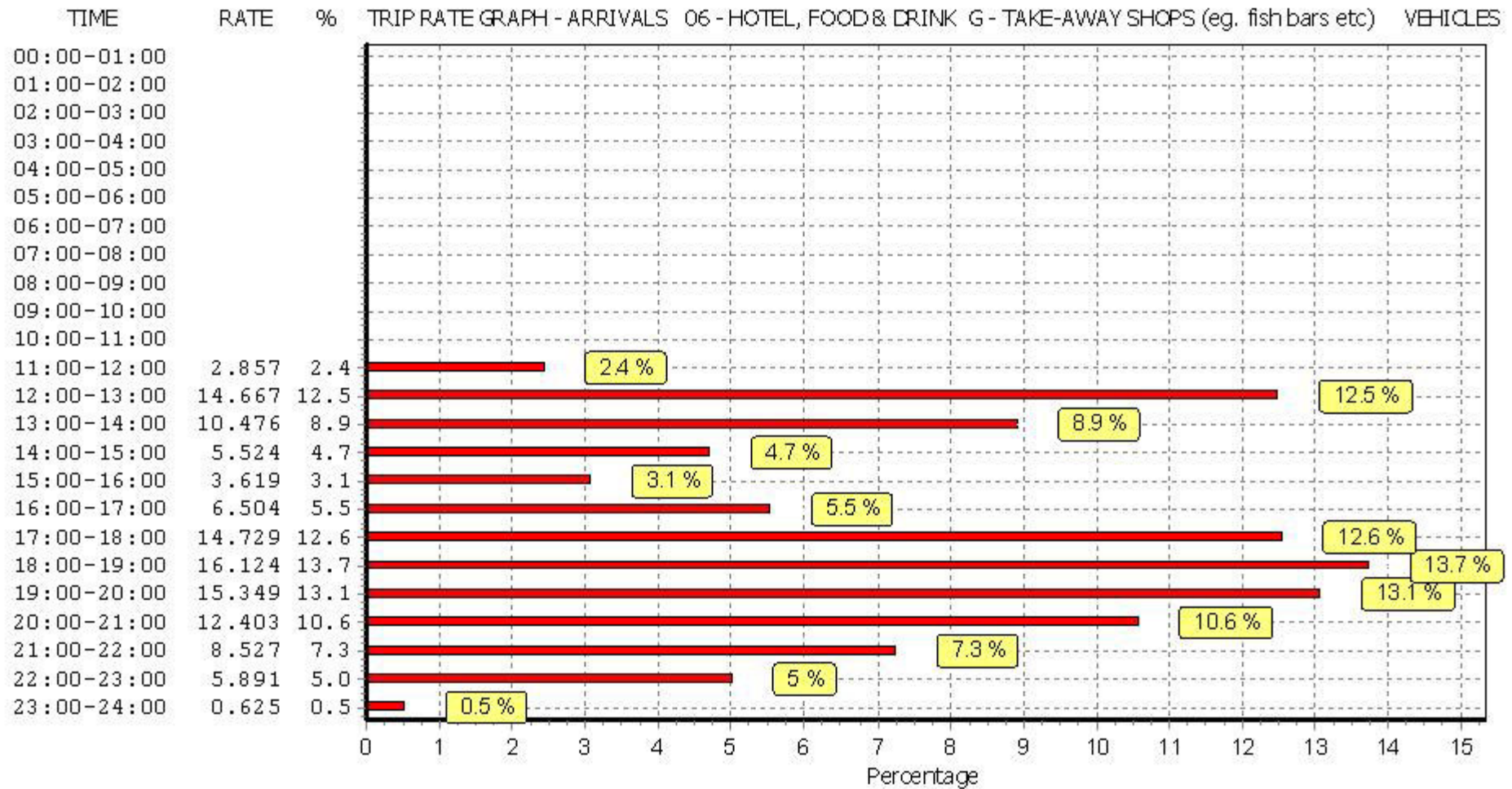
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

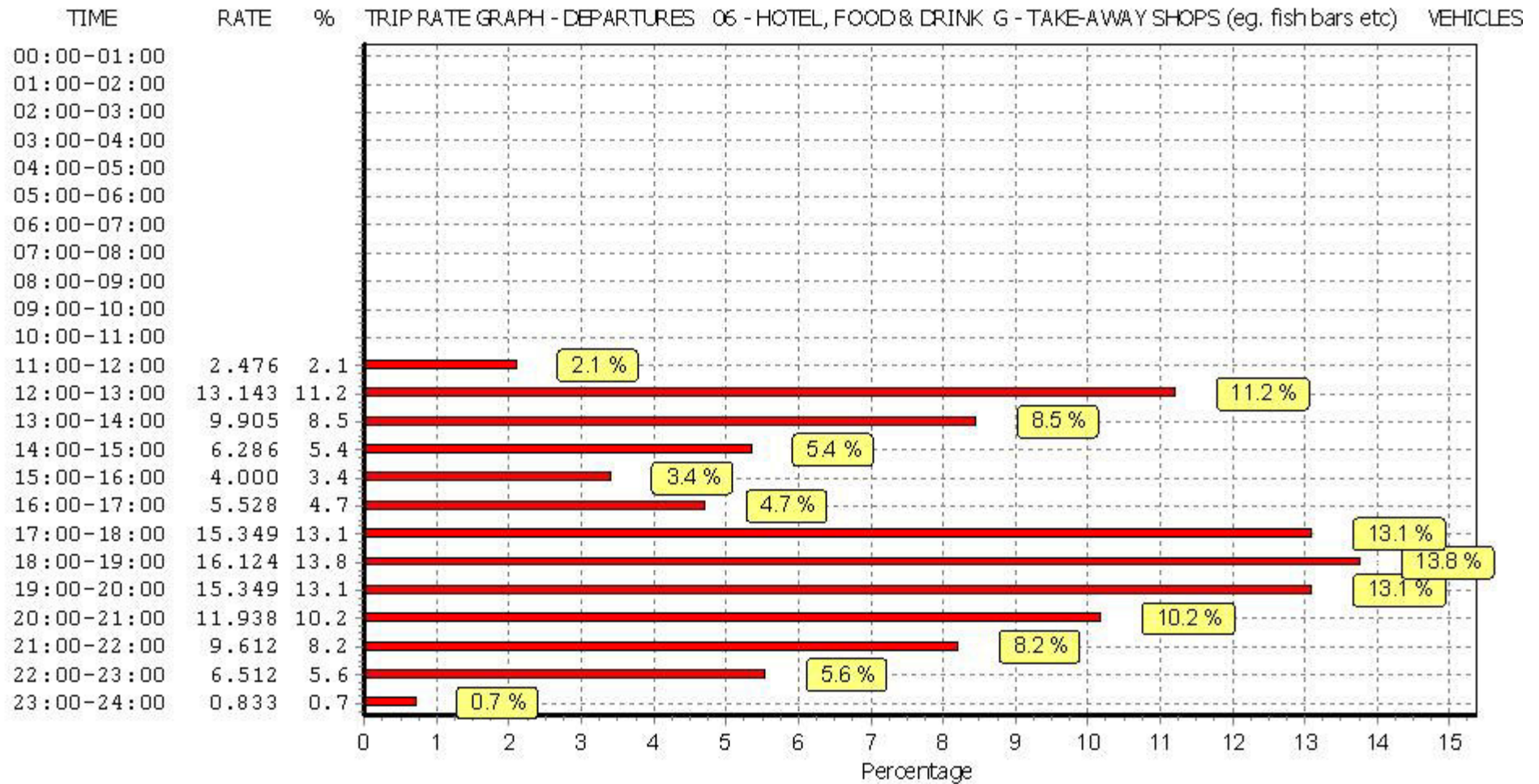
**Parameter summary**

Trip rate parameter range selected: 30 - 250 (units: sqm)  
 Survey date date range: 01/01/08 - 23/11/09  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

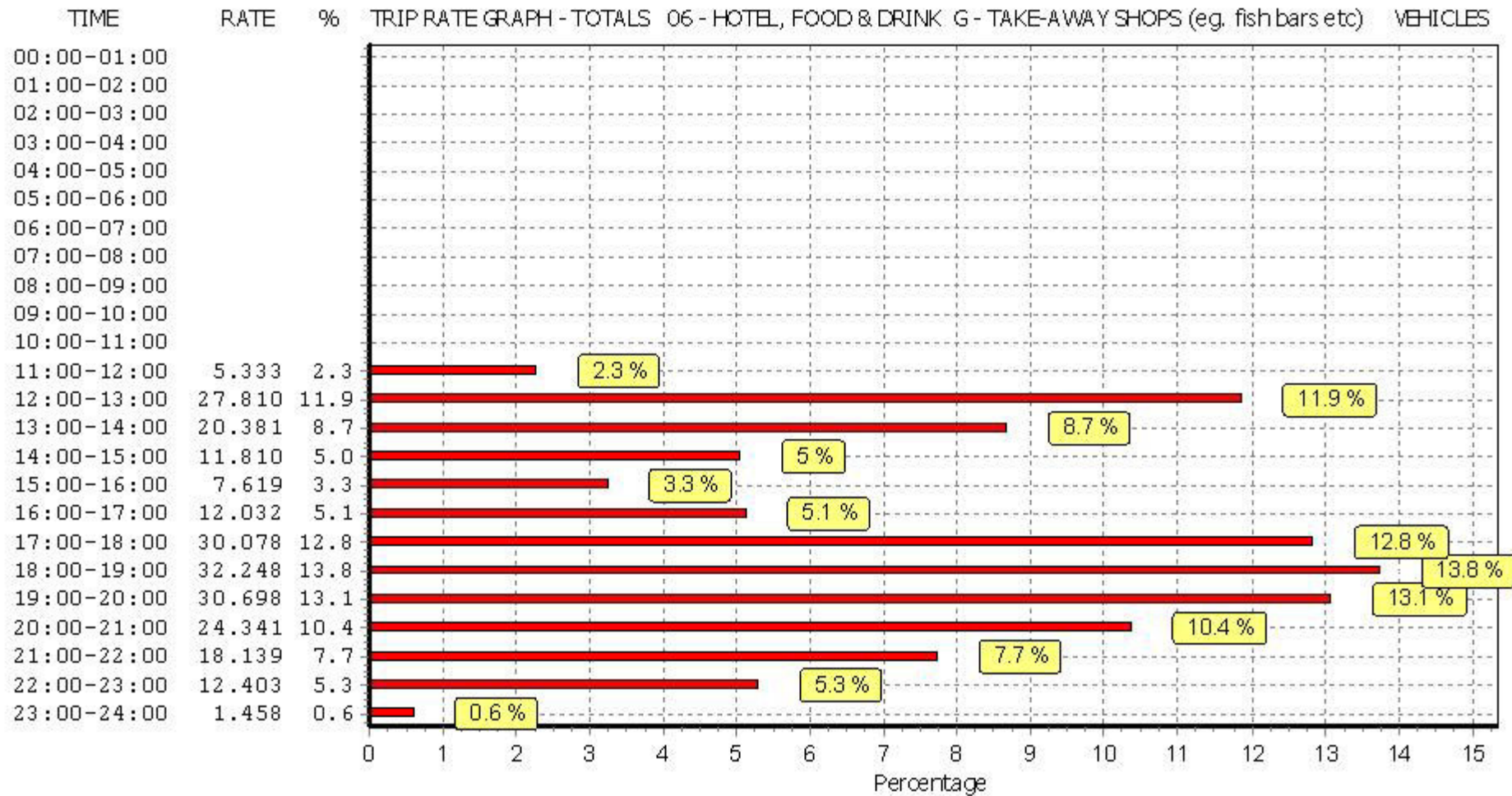
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



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