

TRANSPORT STATEMENT

REDEVELOPMENT OF PETROL FILLING STATION
CAMBRIDGE ROAD, PUCKERIDGE
WARE, EAST HERTFORDSHIRE
SG11 1SA



REPORT CONTROL

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1.0 INTRODUCTION

1.1 Background

1.1.1 ADL Traffic & Highways Engineering Ltd (ADL) have been appointed by The Co-operative Group Food Ltd (Co-op), to prepare this Transport Statement (TS) in support of the redevelopment of Vintage Service Station (petrol filling station) located off Cambridge Road, Puckeridge, Ware, to provide a convenience store.

1.1.2 The existing petrol filling station is planning use class 'sui generis' and the proposed use class is intended to be planning use class E(a).

1.1.3 This Transport Statement (TS) has been prepared to assess the transport related implications of redeveloping the site to provide a convenience store to replace the existing petrol filling station. This TS will review and outline the operational requirements of the store to include servicing and delivery arrangements for the proposal.

1.2 Pre-application

1.2.1 A pre-application response was provided by East Hertfordshire as Planning Authority in December 2020. Regarding highways, the pre-application response provided minor comments on the layout (which has since been considered), and concluded:

"If you are going to pursue the proposal then it is recommended that you contact the Highway Authority for pre-application advice in regard to its requirements for the change of use and site access."

1.2.2 Therefore, further to this response, a pre-application enquiry was lodged with Hertfordshire County Council as Highway Authority. The pre-application response was received in March 2021 and is provided in full as Appendix 1.0. For completeness, the pre-application response is summarised below:

- Applicant should provide a Transport Statement
 - ADL: Transport Statement is provided.

- Applicant should provide a trip generation profile based on TRICS
 - *ADL: TRICS data is used to determine trip generation profiles.*
- Trip generation should be presented on network diagrams
 - *ADL: This is not considered a requirement due to the negligible traffic impacts.*
- These should be supplemented by traffic counts / turning counts on Cambridge Road
 - *ADL: This is not considered a requirement due to the negligible traffic impacts.*
- Should consider committed developments / consider Redrow development
 - *ADL: This is not considered a requirement due to the negligible traffic impacts.*
- Applicant should use TEMPRO growth rates to forecast traffic flows
 - *ADL: This is not considered a requirement due to the negligible traffic impacts.*
- Applicant should provide off-site junction impact estimates
 - *ADL: This is not considered a requirement due to the negligible traffic impacts.*
- Junctions with 30 or more uplift in two-way trips should be modelled (however note that this is unlikely)
 - *ADL: Traffic impact is demonstrated to be negligible.*
- Analysis of Personal Injury Collisions required
 - *ADL: Included as Section 2.4.*
- Provide details of refuse and servicing arrangements
 - *ADL: Set out within Section 4.0, and Delivery Management Plan included as Appendix 5.0.*
- Access arrangements will need to be in line with 'Roads in Hertfordshire: Highway Design Guide 3rd Edition' – need to include site access arrangements, width, kerb radii, grade and visibility splays.
 - *ADL: See Section 4.2 and Appendix 4.2.*
- Proposed access layouts will need to be supported by Stage 1 Road Safety Audit
 - *ADL: Stage 1/2 Road Safety Audit to be conditioned as part of highways agreement.*
- Need to demonstrate pedestrian and cycle access arrangements in line with Policy
 - *ADL: See Section 4.2.*
- Swept path analysis' required
 - *ADL: Swept path analysis' included as Appendix 4.3 for cars, and within the DMP for the largest size delivery vehicle.*
- Car and cycle parking standards should be in line with East Hertfordshire Council policy.
 - *ADL: Addressed within Section 6.0.*

- Assessment of accessibility required
 - ADL: See Section 3.0.
- Travel Plan Statement is required.
 - ADL: This can be conditioned.
- A Construction Traffic Management Plan is required.
 - ADL: This can be conditioned.
- Contributions will be sought if appropriate.
- HCC have no objections in principle however additional information is required to adjudge the potential highways impact.

1.3 Planning Policy

1.3.1 As requested within the pre-application response, the TS considers the following planning policies:

- National Planning Policy Framework;
- National Planning Practice Guidance;
- DfT Transport Evidence Bases in Plan Making;
- DfT Guidance on Transport Assessment (Archived);
- Roads in Hertfordshire Highway Design Guide 3rd Edition;
- Relevant East Hertfordshire planning policy; and
- Hertfordshire County Council Local Transport Plan.

NPPF

1.3.2 NPPF (July 2021) paragraph 104 states:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

1.3.3 Paragraph 110 continues:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

1.3.4 Paragraph 111:

“111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Hertfordshire County Council Local Transport Plan

1.3.5 Policy 1: Transport User Hierarchy states:

“To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- Opportunities to reduce travel demand and the need to travel*
- Vulnerable road user needs (such as pedestrians and cyclists)*
- Passenger transport user needs*
- Powered two-wheeler (mopeds and motorbikes) user needs*
- Other motor vehicle user needs”*

1.3.6 As per the application for Policy 5: Development Management, the following is stated:

“As per NPPF guidance, and as detailed in the Roads in Hertfordshire guidance document, a Transport Assessment (TA) or Transport Statement (TS) will need to be submitted as part of the planning application for specified developments, so the effects of the development can be assessed by the county council.”

1.3.7 Policy 6: Accessibility is summarised by improving walking, cycling, bus, and rail connectivity in Hertfordshire. Hence, this TS evaluates the accessibility of the proposed redevelopment via non-car modes of transport.

East Herts District Plan

1.3.8 Policy TRA1 Sustainable Transport states:

“To achieve accessibility improvements and promotion of sustainable transport in the district, development proposals should:

(a) Primarily be located in places which enable sustainable journeys to be made to key services and facilities to help aid carbon emission reduction;

(b) Where relevant, take account of the provisions of the Local Transport Plan;

(c) Ensure that a range of sustainable transport options are available to occupants or users, which may involve the improvement of pedestrian links, cycle paths, passenger transport network (including bus and/or rail facilities) and community transport initiatives. These improvements could include the creation of new routes, services and facilities or extensions to existing infrastructure and which may incorporate off-site mitigation, as appropriate. In suitable cases the provision of footways and cycle paths alongside navigable waterways may be sought, along with new moorings, where appropriate. The implementation of car sharing schemes should also be considered;

(d) Ensure that site layouts prioritise the provision of modes of transport other than the car (particularly walking, cycling and, where appropriate, passenger transport) which, where feasible, should provide easy and direct access to key services and facilities;

(e) In the construction of major schemes, allow for the early implementation of sustainable travel infrastructure or initiatives that influence behaviour to enable green travel patterns to become established from the outset of occupation;

(f) Protect existing rights of way, cycling and equestrian routes (including both designated and non-designated routes and, where there is evidence of regular public usage, informal provision) and, should diversion prove unavoidable, provide suitable, appealing replacement routes to equal or enhanced standards; and

(g) Ensure that provision for the long-term maintenance of any of the above measures (c) (d) and (f) that are implemented is assured.”

1.3.9 Policy TRA2 Safe and Suitable Highway Access Arrangements and Mitigation states:

“Development proposals should ensure that safe and suitable access can be achieved for all users. Site layouts, access proposals and any measures designed to mitigate trip generation produced by the development should:

- (a) Be acceptable in highway safety terms;*
- (b) Not result in any severe residual cumulative impact; and*
- (c) Not have a significant detrimental effect on the character of the local environment.”*

1.3.10 Policy TRA3 Vehicle Parking Provision states:

“1. Vehicle parking provision associated with development proposals will be assessed on a site-specific basis and should take into account the provisions of the District Council’s currently adopted Supplementary Planning Document ‘Vehicle Parking Provision at New Development’.

2. Provision of sufficient secure, covered and waterproof cycle and, where appropriate, powered two-wheeler storage facilities should be made for users of developments for new residential, educational, health, leisure, retail, employment and business purposes (to be determined on a site-specific basis). These should be positioned in easily observed and accessible locations.

3. Car parking should be integrated as a key element of design in development layouts to ensure good quality, safe, secure and attractive environments.

4. Where a private car park for non-domestic use is proposed, the Council will assess whether it should also be available for shared public use having particular regard to the needs of the primary user.

5. For proposals involving residential development: public car parks (including those for Park and Ride facilities) are proposed, or where car parks are to be provided associated with major development involving educational, health, leisure, retail, employment and business uses, provision should be made for charging points for low and zero carbon vehicles which will be assessed on a site-specific basis taking into account the provisions of the District Council’s currently adopted Supplementary planning Document ‘Vehicle Parking Provision at New Development’.

1.3.11 Paragraph 18.2.1 states:

“The District Council, in recognising that the achievement of sustainable development underpins national planning policy, seeks to promote sustainable transport and improve accessibility as an important part of its District Plan policy approach. Key issues to be addressed include:

- 1. Minimising the need to travel;*
- 2. Increasing choice and availability of sustainable transport options;*
- 3. Prioritising sustainable travel modes in new developments;*
- 4. Increasing connectivity and integration of sustainable transport modes;*
- 5. Encouraging healthy communities by supporting walking and cycling;*

6. Reducing congestion and carbon-dioxide emissions to improve air quality and health benefits for the District's residents and visitors (see also Policy EQ4 Air Quality)."

1.3.12 This TS will set out the site location, details of existing site, road accident records, and accessibility of the site by sustainable travel modes.

1.3.13 It will set out the development proposals and provide an on-site assessment of the site credentials with regard to its parking and servicing requirement as well as ensuring safe and suitable access for all users.

1.3.14 The report will also provide an assessment of the traffic impact to determine the transport implications on the highway network for the benefit of Hertfordshire County Council (HCC) as Highway Authority and East Hertfordshire District Council (EHDC) as the Planning Authority.

1.4 Scope of Study

1.4.1 Chapter 2.0 describes the existing site and surrounding area, local road network and analyses the accident data.

1.4.2 Chapter 3.0 describes the accessibility of the site to pedestrians, cyclists, and public transport users.

1.4.3 Chapter 4.0 outlines the development proposals in their transport context.

1.4.4 Chapter 5.0 analyses the trip generation for the existing and proposed uses of the site in order to determine the net change in traffic as a result of the proposals.

1.4.5 Chapter 6.0 provides a review of the parking standards and provides justification for the convenience store provision based on demand.

1.4.6 Chapter 7.0 summarises and concludes the findings of this report.

2.0 SITE AND SURROUNDING AREA

2.1 Site Location

2.1.1 The application site is located toward the southwestern edge of Puckeridge village. Puckeridge is one of two adjoining small villages situated between the towns of Ware and Buntingford - the other village being Standon. The strategic site location is included as Appendix 2.1.

2.1.2 The surrounding area is of predominantly residential use, and this includes the on-going Redrow residential development east of the site as part of approved planning application 3/17/1055/OUT which will comprise 93 residential dwellings.

2.1.3 The site is bounded by Cambridge Court and Cambridge Road to the north and west, respectively. A three-storey building occupied by residential flats borders the site to the immediate east (and utilises the same access as the subject site). The south of the site is bordered by existing buildings accessed off Standon Hill. The application site context is included as Appendix 2.2.

2.2 Road Network

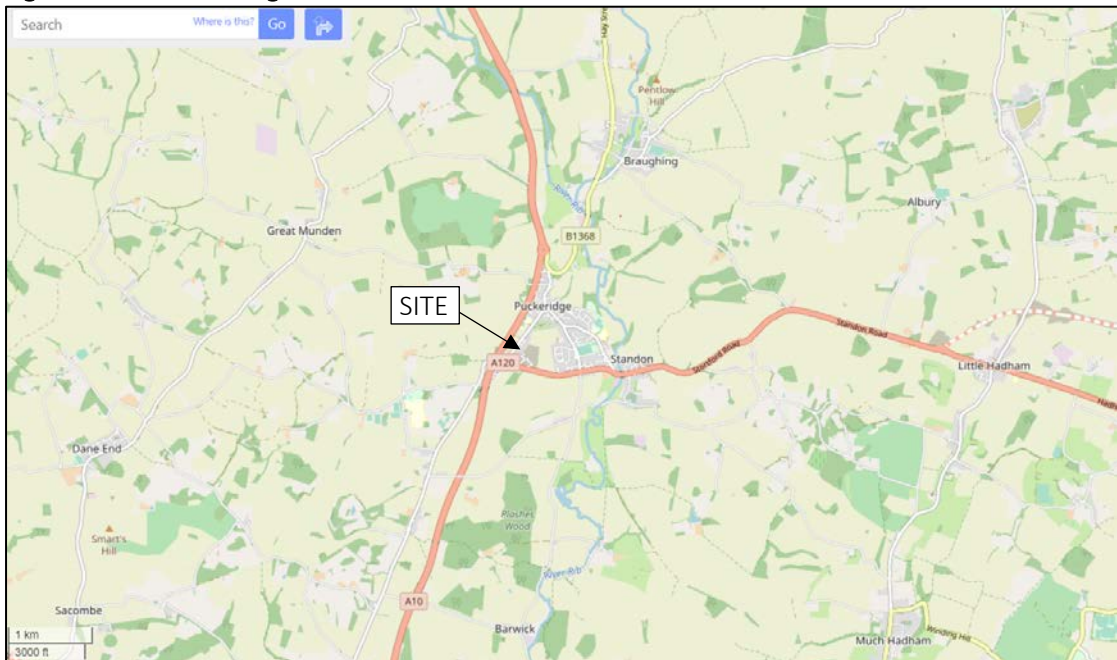
2.2.1 Cambridge Road is the principal route to the centre of Puckeridge in a southwest – northeast direction between the A120 Standon Hill (directly southwest of the site) and High Street (to the northeast). It is a single-carriageway road subject to a 30mph speed limit within the vicinity of the site. The road provides a one-way arrangement from and to the A120, with vehicles emerging from the A120 to Cambridge Road opposite Ermine Street, and exiting to the A120 140m to the east, immediately south of the Redrow development access (Barleymead Way).

2.2.2 To the west of these junctions is the A10 roundabout junction between Ware and Cambridge via Buntingford and Royston.

2.2.3 High Street is a single-carriageway road subject to a 30mph speed limit providing access to the centre of Puckeridge, associated residential streets, and amenities. High Street continues as Buntingford Road before providing a connection to Station Road (B1368).

- 2.2.4 In the broader context of the surrounding road network, approximately 15.5 kilometres east of the site, the A120 provides access to the M11 at London Stansted Airport. The A120 continues to Braintree (approximately 40 kilometres east of the site), before joining the A12 outside Colchester.
- 2.2.5 In addition, the A10 connects to the M25 approximately 25 kilometres south of the site. Approximately 35 kilometres north of the site, the A10 connects to the M11 (Junction 11) outside of Cambridge.
- 2.2.6 The strategic road network is shown in Figure 2A below.

Figure 2A Strategic Road Network



2.3 Existing Use of the Site and Access Arrangements

- 2.3.1 The existing site is currently operating as a petrol filling station (planning use class 'sui generis'). It is currently occupied by 'Vintage Service Station'. The area to the front of the building bound by Cambridge Court (north) and commercial units (south) is primarily forecourt and access for the filling station.
- 2.3.2 The site is accessed off Cambridge Road from the west. The site consists of two access points, as is typical for a petrol filling station, one serves as an entrance, and one serves as an exit.

2.3.3 The existing site layout is included as Appendix 2.3.

2.4 Accident Review

2.4.1 A review of www.crashmap.co.uk over a period of three-years determines that there are not any road traffic accidents within the vicinity of the site. This is validated as shown in Figure 2B below. *It notes that there are 'No results found' at the bottom left of the image.*

Figure 2B Crashmap Extract



2.4.2 There are accordingly not any existing patterns or trends of accidents which suggest that there is an existing road safety issue on Cambridge Road or the surrounding highway network which would require mitigation as a result of this planning application.

3.0 ACCESSIBILITY

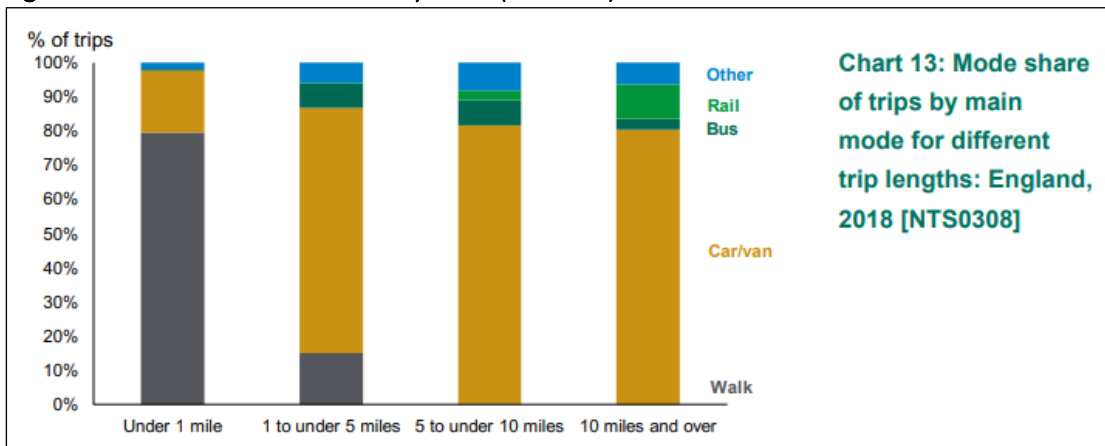
3.1 Active Travel

Walking

3.1.1 The National Travel Survey (2018) states that:

“80% of trips under one mile were walking.”

Figure 3A National Travel Survey 2018 (Chart 13)



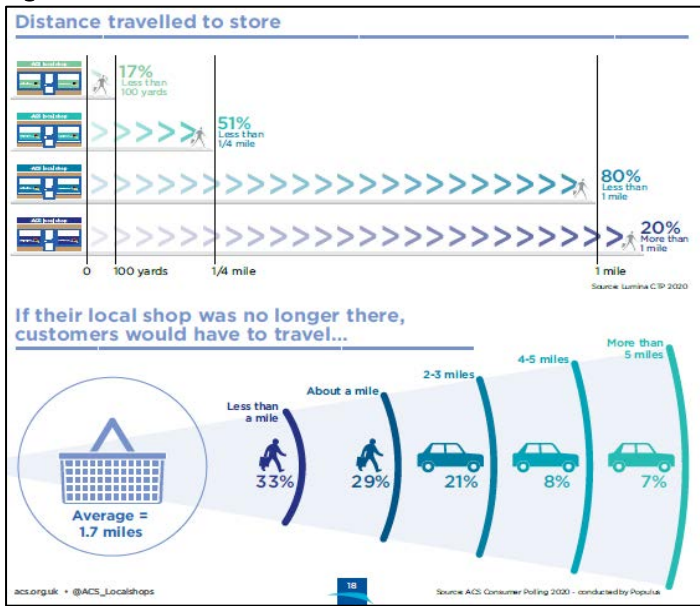
3.1.2 Given that the convenience store will be serving the local catchment top-up/convenience shopping needs, it is considered that most customer trips will be undertaken on foot. This is further substantiated by the findings of the Association for Convenience Stores ‘Local Shop Report 2020’ which shows:

Figure 3B Convenience Store ‘How customers get to store’



3.1.3 The presence of local convenience stores acting as a local facility to the surrounding catchment, encouraging active travel and discouraging car-borne travel modes is clear with reference to Figure 3C below, which is extracted from the report.

Figure 3C Convenience Store travel distances



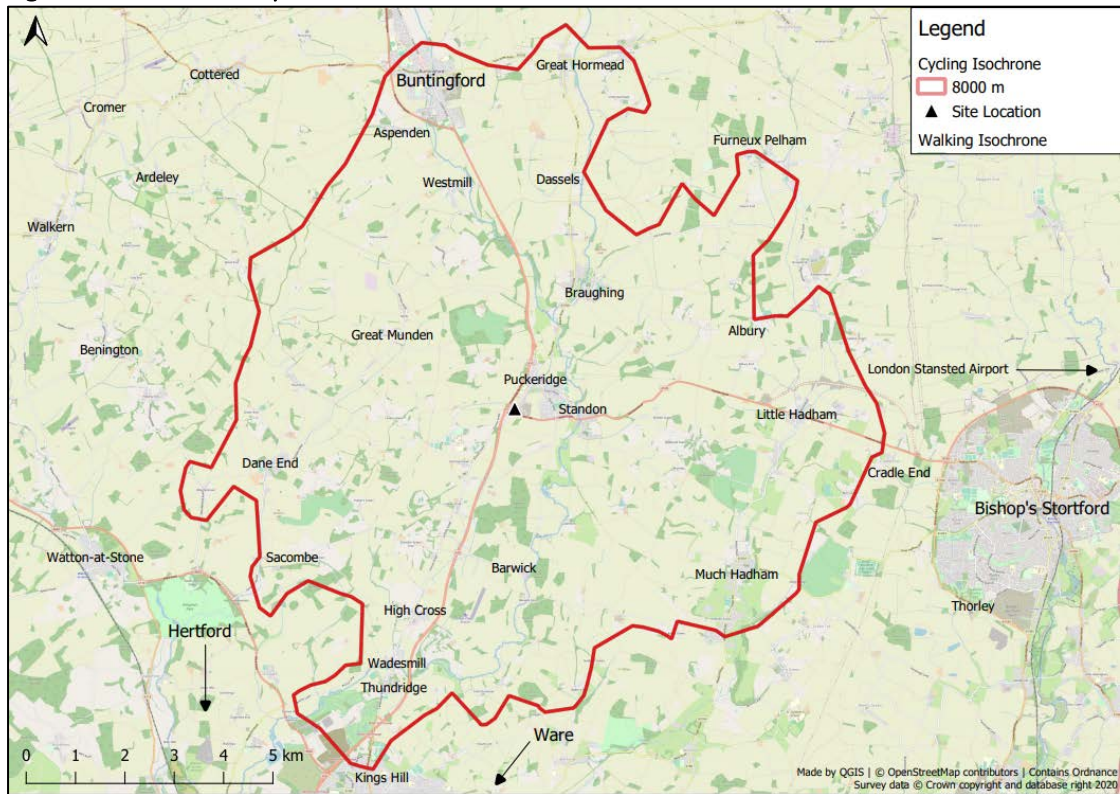
3.1.4 According to the Chartered Institution of Highways & Transportation’s (CIHT) “Providing for Journeys on Foot” report (2000), it is considered that two kilometres is a suitable distance to walk for local journeys. This is shown within the catchment plan in Figure 3D below.

Figure 3D 500m, 1km & 2km Walking Catchments



- 3.1.5 Figure 3D shows that the proposed convenience store is well positioned to serve the local area of Puckeridge and Standon.
- 3.1.6 There are footways on both sides of Cambridge Road in the vicinity of the site. The footway on the east side of Cambridge Road fronts the western site boundary and provides access to the centre of Puckeridge. This footway is also continuous with the footway on the north side of Standon Hill, which provides access to the new residential development as part of approved planning application 3/17/1055/OUT. Pedestrians can walk along this footway to / from St Thomas Of Canterbury Catholic Primary School, located approximately 450 metres northeast of the site on High Street.
- 3.1.7 The small section of footway on the west side of Cambridge Road serves the residential development along The Chestnuts. There are dropped kerbs with tactile paving across Cambridge Road approximately 25 metres north of the site access, providing a safe crossing point for residents of houses fronting the Chestnuts.
- 3.1.8 As shown on the cycle map included as Appendix 3.1, there is a small section of a shared cycleway / footway located approximately 60 metres south of the site on Standon Hill. This route connects the site to Ermine Street (southwest) via a track on the south side of the A120. In addition, there are quiet cycle friendly roads within the vicinity of the site on the residential streets off Cambridge Road and High Street. Station Road, connecting Standon to Puckeridge High Street, is considered to be a cycle street.
- 3.1.9 According to the Department for Transport Cycle Infrastructure Design Local Transport Note (1/20), eight kilometres is considered a suitable distance to cycle for local journeys as per the catchment shown in Figure 3E below.

Figure 3E 8km Cycle Catchment



3.1.10 Figure 3E demonstrates that the site is accessible on bicycle from the surrounding rural towns and villages including Buntingford and the outskirts of Ware, Bishop’s Stortford is located marginally beyond the preferred maximum cycling distance. Ware Railway Station is located approximately ten kilometres south of the site via the A10.

3.1.11 It is demonstrated that the site is in a relatively sustainable area for a rural location. Travel to the site from the surrounding residential areas on foot or by bike would be a realistic and attractive travel choice.

3.2 Public Transport

3.2.1 There are bus stops located on the A120 within a desirable 125m walking distance south of the site (for both northbound and southbound services). This is equivalent to a one to two-minute walk based on an average walking speed of 80m/minute (1.2m/s). There are dropped kerbs with tactile paving across the A120 adjacent to the bus stops, the shared cycleway / footway then provides easy access to the site.

3.2.2 The bus stops are served by services 331 and National Express 737, as summarised in Table 3A below.

Table 3A Bus Services

Service No	Route	Frequency		
		Mon-Fri	Saturday	Sunday
331	Hertford – Ware – Wadesmill – Standon and Puckeridge – Buntingford	60 minutes	60 mins	-
National Express 737	Standon and Puckeridge – Oxford City Centre	Four trips	Four trips	Four trips

3.2.3 Table 3A demonstrates that the site benefits from a frequent bus services which provide links to the surrounding areas of Ware, Buntingford and Hertford for the benefit of customers and staff who wish to travel to the proposal site. The bus stop locations are shown on the plan included as Appendix 3.2

3.3 Rail Services

3.3.1 As mentioned previously, Ware Railway Station is located approximately ten kilometres south of the site on Station Road. The station is accessible via the 331 bus service (20-minute journey).

3.3.2 The railway station is located on the Hertford East Branch Line, situated between St Margarets (Hertfordshire) and Hertford East, and is operated by Greater Anglia. There are regular services to London Liverpool Street (via Tottenham Hale), Hertford East, and Stratford. There are generally four trains per hour calling at the station.

3.3.3 Ware Railway Station benefits from 30 cycle storage places and 98 car parking spaces. There is also step free access coverage to the platform.

4.0 DEVELOPMENT PROPOSALS

4.1 Site Layout

- 4.1.1 The Co-op are seeking planning permission to provide a convenience store (Use Class E(a)) on the ground floor of the site to meet the day-to-day needs of the local residential catchment.
- 4.1.2 The 343.5 sqm gross internal area (GIA) new-build convenience store will comprise a one-storey building at ground floor level, with 260 sqm sales area and 83.5 sqm forming the back of house/storage area.
- 4.1.3 The architect's proposed site layout is included as Appendix 4.1.

4.2 Access Arrangements

Pedestrian Access

- 4.2.1 Pedestrian access to the convenience store will be provided from the northwest and southwest of the site, with footpaths continuing to the retail store entrance on the west side of the building. Dropped kerbs with tactile paving will be provided across the site accesses providing a betterment of the existing arrangement.

Vehicular Access

- 4.2.2 The site will be accessed broadly in the location of the existing accesses but at reduced width to allow for a delivery / service entrance but reconfigured to suit the proposed layout and improve the pedestrian footway within the public highway.
- 4.2.3 The access arrangements are shown on the plan included as Appendix 4.2. The drawing demonstrates achievable visibility splays of 2.4 metres x 43 metres on Cambridge Road which is the requirement for 30mph 85th percentile speeds as set out in Manual for Streets (MfS) guidelines. As per the pre-application response, the kerb radii and widths are shown; the levels are not known at this stage (but will be included within any detailed design drawings for the highway agreement if permitted).

4.3 Parking Provision

- 4.3.1 It is proposed to provide 11 customer car parking spaces for the convenience store of which; nine would be standard spaces, one would be an accessible/disabled bay and one would be a parent and child bay. The parking spaces are provided at the preferred parking bay size of 2.4 metres x 4.8 metres in accordance with the East Herts Vehicle Parking Standards Supplementary Planning Document (2000). The vehicle tracking for a large car entering and exiting the site in forward gear is included as Appendix 4.3.
- 4.3.2 The convenience store customer car parking spaces would be signed to be 30-minute maximum stay to ensure there is not any long-stay car parking and secure the availability for customers of the convenience store.
- 4.3.3 There is proposed to be a cycle parking provision of six spaces (three stands) situated adjacent to the site access, in close proximity to the convenience store entrance.

4.4 Servicing/Refuse Provision

- 4.4.1 It is anticipated that the convenience store will be serviced by a rigid delivery vehicle up to 10.35m in length entering and exiting the site from Cambridge Road and positioning within the 4 car parking spaces situated on the southwestern site boundary.
- 4.4.2 Co-op Rigid delivery vehicles benefit from the most advanced safety features including white-noise reverse beepers and rear-facing cameras to provide visibility at all sides of the vehicle for the driver which will assist the reverse manoeuvre. Moreover, deliveries will be timed to occur during quiet periods of trade, and when the road network is quieter i.e. – avoiding peak hours.
- 4.4.3 A Delivery Management Plan is included as Appendix 5.0.
- 4.4.4 Co-op does not require separate HGV trips for refuse collections with the store. Instead, refuse is backhauled (i.e., filling the delivery vehicle with waste goods for the return journey to the depot, thereby reducing the quantities of HGV trips).

5.0 TRAFFIC GENERATION AND IMPACT ASSESSMENT

5.1 Existing Petrol Filling Station Use

5.1.1 The current existing use of the site is a petrol filling station. The existing PFS has 4 bays.

5.1.2 In order to determine the traffic generation for the existing use, ADL consulted TRICS to identify suitable sites and used 'Petrol Filling Stations' specific for England sites (excluding Greater London) using survey sites of comparable size. To be representative of the site, the following criteria were selected:

- Main Land Use 13 - Petrol Filling Stations
- Sub Land Use A - Petrol Filling Stations
- Regions England only (Greater London omitted)
- Survey Days Weekdays only
- Location Type Suburban Area
- Sub-Categories Residential Zone

5.1.3 There are six survey sites available for analysis. The TRICS data is included as Appendix 6.1 and the trips rates and traffic generation are set out below in Table 5A.

Table 5A Permitted Trip Rates and Traffic Generation (Petrol Filling Station)

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		Daily	
	In	Out	In	Out	In	Out
Trip Rate (Per bay)	7.525	7.525	6.850	6.750	82.738	82.504
Trip Generation (4 bays)	30	30	27	27	331	330

5.1.4 The permitted / existing traffic generation based on TRICS, could therefore be expected to be up to 30 inbound vehicular trips during a peak hour, and a total of 331 inbound vehicular trips daily.

5.2 Proposed Convenience Store

5.2.1 ADL can assess the proposed A1 use for the sales floor area (of total 343.5 sqm) by using the TRICS data for 'Convenience Store' and specific for England sites (excluding Greater London) using survey sites of comparable size.

5.2.2 The following criteria were selected:

- Main Land Use 01 - Retail
- Sub Land Use O - Convenience store
- Regions England only (Greater London omitted)
- Gross Floor Area 150 – 600 sqm
- Days Weekdays only
- Location Type Suburban Area

5.2.3 The search returned a survey pool of seven sites comprising convenience store retailers including Co-op, One Stop, Tesco Express and Sainsbury's Local and is therefore considered a suitable proxy for determining trip rates.

5.2.4 The trip rates and traffic generation for the proposed convenience store is set out in Table 5B below. The TRICS data is included as Appendix 6.2.

Table 5B Proposed Trip Rates and Traffic Generation (Convenience Store)

	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		Daily	
	In	Out	In	Out	In	Out
Trip Rate (Per 100 sqm)	9.298	8.888	10.665	9.617	116.336	116.530
Trip Generation (343.5 sqm)	32	31	37	33	400	400

5.2.5 The proposed convenience store traffic generation based on TRICS, could therefore be expected to be up to 37 inbound vehicular trips during a peak hour. It is expected that the convenience store could generate up to 400 inbound vehicular trips daily.

5.2.6 It should be noted that very few convenience store trips to the store will be for a “main shopping trip”. Instead, they will almost entirely be incidental trips, which people will have already been making in any event. Due to the location of the site, within a residential area, it is unlikely that anyone would be making a specific car trip to the area for “daily items” or a “top up” shop; instead, they would be travelling in the vicinity of the site already, before stopping to purchase items.

5.2.7 TRICS Research Report 14/1, outlines academic literature on pass-by, diverted and other secondary trips and with regard to Convenience Store Trip Generation, the study undertaken by Ghezawi et al. (1998) concluded:

“The average percentage of pass-by trips recorded was 72%, with a range between the 13 stores of 61 to 85%. The study also found a positive relationship between pass-by trip percentage and adjacent street volumes using average daily traffic flows.”

5.2.8 By reducing the convenience store trips by 72% to discount the pass-by and diverted trips, the number of trips generated (additional) to the convenience store would be as per Table 5C below.

Table 5C Trip Generation Factoring 72% Pass-By Trips

Hour		72% Decrease		
		In	Out	Two-Way
AM Peak	08:00 - 09:00	9	9	18
PM Peak	17:00 - 18:00	10	9	19
Total Daily		112	112	224

5.2.9 Table 5C demonstrates that the convenience store element of the development would more likely generate up to ten additional inbound vehicular trips to the highway during peak hours, and 112 additional inbound trips daily.

5.3 Traffic Impact

5.3.1 When discounting the existing trips associated with the existing / permitted car sales garage (Table 5A), the net traffic impact as a result of the development proposals is as per Table 5F below.

Table 5F Net Impact – Existing v Proposed

	Existing (Table 5A)		Proposed (Table 5B)		Total	
	In	Out	In	Out	In	Out
AM Peak Hour	30	30	32	31	+2	+1
PM Peak Hour	27	27	37	33	+10	+6

- 5.3.2 The net traffic impact will be up to 16 extra vehicular trips (two-way) during the AM and PM peak hours. This equates to one additional vehicular trip per direction on the network every three-four minutes. This impact will be imperceptible when considered against the prevailing traffic flows on the highway network.

- 5.3.3 There would accordingly not be an uplift of 30 two-way vehicle trips at any junction which would require traffic surveys and junction capacity modelling.

6.0 PARKING

6.1 Parking Standards

6.1.1 The East Hertfordshire District Council parking standards are set out within the supplementary planning document 'Vehicle Parking Provision at New Development' (June 2008).

Car

6.1.2 The maximum car parking standard for a retail foodstore (up to 500sqm) is 1 space per 30sqm, and hence for the development of 343.5sqm, there would be a requirement for 11-12 car parking spaces.

6.1.3 The proposal provides 11 car parking spaces (including one accessible / disabled bay) to serve the convenience store and hence is in alignment with the parking standards. Further supporting justification follows within Section 6.2.

Cycle

6.1.4 The cycle parking standard is for 1 short-term space per 150qm, and 1 long-term space per 10 maximum staff on-site at any one time. This would heed a requirement of 2 short-term spaces (for customers) and 1 space for staff (i.e – 3 spaces total).

6.1.5 The proposal provides three Sheffield cycle stands (6 spaces) to serve the customers and staff at the development.

6.2 Parking Assessment

6.2.1 An additional assessment of the parking demand for the convenience store can be undertaken by assessing the proposed vehicular trips alongside the average customer duration of stay. The average length of stay for convenience stores as stated within the Association of Convenience Stores (ACS) 'Local Shop Report 2014' is noted to be just five minutes. Generally, it is accepted that a convenience store customer will visit the store for 5-10 minutes and hence on this basis one car parking space can accommodate 6-12 vehicular trips per hour.

6.2.2 Furthermore, information on the duration of stay is contained within an appeal decision (Ref APP/P4605/W/16/3149213) for the erection of a convenience store within Sutton Coldfield which was allowed in September 2016. It is stated within paragraph 12:

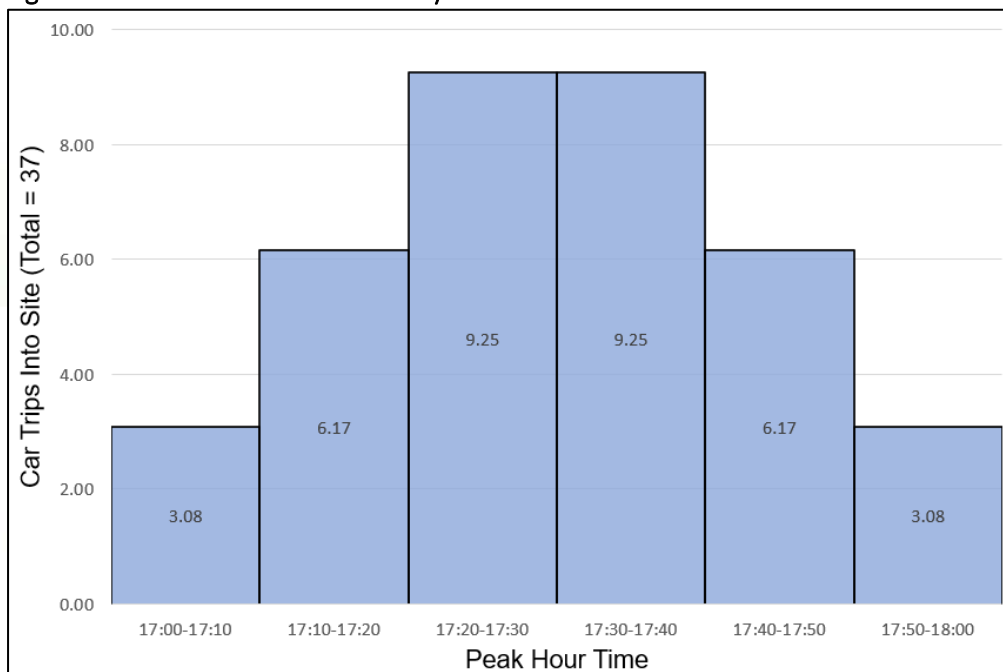
“A Co-operative Car Park Study together with a survey of Tesco Express and Sainsbury Local stores is referenced with average durations of stay ranging from a maximum of 8.9 minutes (Co-op), 7 minutes (Tesco & Sainsbury) and a minimum of 5.5 minutes (Co-op).”

6.2.3 The relevant extract of the appeal decision is included as Appendix 7.0.

6.2.4 Based on a peak hour trip generation of 37 inbound vehicle trips as set out in Section 5.2, a dwell time of 9 minutes which is a reasonably robust assumption based on evidence above, and a flat traffic profile across the peak hour, this would result in six vehicles parking on site during the peak hour (*i.e.* $[9 \div 60] \times 37 = 6$ [rounded up]).

6.2.5 Realistically, vehicles do not arrive evenly distributed across the peak hour, and hence in order to provide an assessment based on a peak within the peak (rather than a flat profile) ADL can undertake a sensitivity test to review the parking demand should there be a spike during the peak hour. This assumes that the middle 20 minutes of a peak hour is double that of the start and end of the peak hour. In this case, 19 (rounded up) of the 37 trips occur during the middle 20 minutes, see Figure 6A below.

Figure 6A Peak Hour Sensitivity Test



- > 9 minutes (average duration of stay) ÷ 20 minutes (peak assessment period) = 0.45
- > 0.45 x 19 (18.5) trips = 8.55 ~ 9 parking spaces (rounded up)

6.2.6 This methodology demonstrates that even when considering a spike in the peak hour traffic, the demand will increase to nine cars parked at any time. This assessment further demonstrates that the proposed parking provision of 11 car parking spaces to serve the convenience store will be suitable for the anticipated demand based on the following robust assumptions:

- > 9-minute duration of stay (which is the maximum average surveyed – typically customers will stay for less time, of 5-7 minutes).
- > Double the distribution of trips during the ‘spike’ (20 minutes) of the peak hour (refer to Figure 6A). Assumes 19 arrivals (rounded up) in a 20-minute period.

6.2.7 As shown on the site layout drawing (Appendix 4.1) there would be a parking provision of 11 car parking spaces for customers of the convenience store which is therefore suitable to accommodate the customer demand, staff parking plus any fluctuations in peak demand to ensure there is no car parking overspill to the public highway.

7.0 SUMMARY

- 7.1 ADL Traffic & Highways Engineering Ltd (ADL) have been appointed by The Co-operative Group Food Ltd (Co-op), to prepare this Transport Statement (TS) in support of the redevelopment of Vintage Service Station (petrol filling station) located off Cambridge Road, Puckeridge, Ware, to provide a convenience store.
- 7.2 There are not any road traffic accidents within the vicinity of the site within a three-year period.
- 7.3 The site is situated in a location of good accessibility to encourage active modes of travel (walking and cycling), whilst also benefitting from good accessibility to bus stops with relatively frequent services. The accessibility to the site will be improved as a result of the proposals.
- 7.4 A total car parking provision of 11 car parking spaces have been provided at the site, split as nine standard bays, one parent and child bay, and one disabled / accessible bay. The parking provision is demonstrated to be of the correct order of magnitude to accommodate the demand plus any fluctuations in peak demand, and the spaces would adhere to the preferred dimensions set out by EHDC.
- 7.5 Deliveries to the Co-op store will occur to the southwest corner of the building via a rigid delivery vehicle up to 10.35m in length during daytime hours, avoiding the very early morning or late evening to protect amenity of local residents. This can be secured by an appropriately worded condition and cross-reference to ADL's submitted Delivery Management Plan.
- 7.6 The majority of trips generated by the proposed convenience store will be existing on the network and accordingly incidental on the highway network.
- 7.7 The additional trip generation is imperceptible when considering both the reduction associated with the loss of petrol filling station and the net uplift with the existing traffic flows.
- 7.8 It is concluded that there are no justifiable highway reasons to refuse this application as it adheres to paragraph 111 of the National Planning Policy Framework:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

PRE-APPLICATION RESPONSE



Mr Douglas Evans
DPE Architecture
24 Ewart Grove
London N22 5NX

Our Reference: S/20/0250/PREAPP
Contact: Fiona Dunning
Extension: 1602

By email: DEVANS@DPEARCHITECTURE.CO.UK

Wednesday, 23 December 2020

Dear Mr Evans

Important Advisory Note: Please note that the contents of this letter are given as professional officer advice and are informed by the information submitted and/or held by the Council. The views are given without prejudice to the final determination of any future planning application by the Council. Please be aware that any formal submission will lead to third party consultation which may raise issues not referred to here. The views may be taken as a material consideration in the determination of any planning submissions for the site but shall not be binding on the decision taken by the local planning authority.

Demolition of Filling Station and a one and two storey building and the erection of a small supermarket and associated on-site car parking

I refer to your pre-application request submitted on 14 September 2020 and apologise for the delay in providing a written response. I have recently taken over reviewing this pre-application and have read your submission and searched the planning history of the site and have provided my advice below.

Site Location and description

The site is located on the eastern side of Cambridge Road and is within the village of Puckeridge. A filling station with payment kiosk is located towards the front of the site and a one and two storey building located behind. This building has a retail use on the ground floor. It is not clear whether the first floor is occupied as no plans of the existing site have been provided. There is some existing landscaping on the southern and northern boundaries of the site.

To the east of the site is a three storey building that is occupied by flats. There is an open drain on the eastern boundary of this building. A recently constructed residential

development is located to the east of this drain. There is also residential development to the north and south of the site.

Planning History

Whilst the site has had many applications, there are not any that are relevant to this proposal.

Proposal

The plans show that the filling station and the two storey and single storey building are to be demolished and replaced with a Co-op supermarket having a floor area of 350m² with 13 on-site car parking spaces and bin stores. The access to the flats at the rear is proposed to be retained on site and this access is located towards the north of the site.

Key Issues/considerations

The East Herts District Plan was adopted by Council on 23 October 2018. The local and national policy considerations are provided below.

East Herts District Plan (EHDP) 2018

INT1 Presumption in Favour of Sustainable Development

DES2 Landscape Character

DES3 Landscaping

DES4 Design of Development

VILL1 Group 1 Villages

RTC5 District and Neighbourhood Centres, Local Parades and Individual Shops

TRA1 Sustainable Transport

TRA2 Safe and Suitable Highway Access Arrangements and Mitigation

TRA3 Vehicle Parking Provision

CC1 Climate Change Adaptation

CC2 Climate Change Mitigation

WAT1 Flood Risk Management

WAT5 Sustainable Drainage

EQ1 Contaminated Land and Land Instability

EQ2 Noise Pollution

EQ3 Light Pollution

NE2 Sites or Features of Nature Conservation Interest

The National Planning Policy Framework (NPPF) is also material in the assessment of the proposal.

Standon and Puckeridge Neighbourhood Plan policies also apply to the development and include policies on sustainable development, biodiversity, design, new business and flood risk.

Assessment

The relevant issues to be considered are:

- Principle of development
- Design
- Residential Amenity
- Highways

Principle of development

Policy VILL1 Group 1 Villages requires all development to relate well to the village, be of a scale appropriate to the size of the village, be well designed and in keeping with the character, and not have a detrimental impact on the amenity of neighbours.

The principle of demolishing the existing filling station and retail building and replacing them with a new retail building that meets Policy VILL1 would be acceptable. The scale of the proposed retail use, having an area of 350m², is not considered to be appropriate for the size of the village or the retail hierarchy set out in Table 16.1 of the District Plan. Policy RTC5 seeks to secure the vitality and viability of local parades, which is provided in Puckeridge. There is concern that a supermarket of this size will detract from the High Street shops of Puckeridge.

Design

It is disappointing that the two storey building at the rear of the site is proposed to be demolished and replaced with a single storey flat-roofed building. Preference would be to keep the two storey building that forms part of the character of the area with its pitched roof and traditional appearance and consider complementary extensions to this building rather than complete demolition.

The proposed building is not considered to relate well to the site or the adjoining properties with the building sited too close to the southern boundary, where there are mature trees adjoining. It is likely that a building sited as proposed would significantly impact on the roots of these trees.

The refuse area at the rear of the building is in an awkward location for use and collection and does not appear to be large enough for the size of the building. The use of this area is likely to impact on the amenity of the residents of the adjoining flats by noise, light pollution and potential odour.

The elevations submitted demonstrate that the proposed building does not relate well to the adjoining development and the flat roof design is out of character and does not

provide a strong street frontage. It is unclear what the proposed external materials are and therefore I cannot provide any further comments.

The proposal would result in the loss of the raised landscape bed on the southern boundary and the vegetation on the northern boundary, which is the only landscaping on the site. Policy NE2 requires all proposals to have a net gain in biodiversity, and a Biodiversity Metric should be submitted with a planning application. Given the current use of the site and the hardstanding this shouldn't be too difficult to achieve, but the proposal has not addressed this.

The redevelopment of the site provides an opportunity to make improvements to the appearance of the site and the proposal does not achieve this with more hardstanding areas on the site.

Residential Amenity

Deliveries, plant, and the refuse area are likely to create detrimental impacts on the adjoining residents if they are not adequately addressed. Should a planning application be submitted then details would need to be submitted to assist in understanding the proposal.

Other Matters

A small part of the site is within Flood Zone 2 and therefore a Flood Risk Assessment is likely to be required to be submitted with a planning application.

Contamination is another matter that would need to be addressed with a planning application including how the underground fuel tanks would be treated.

Highways and Parking

The block plan shows that the existing crossovers are not being altered, which would not be supported. If the southern crossover is not going to be used then plans should show this area within the site boundary as landscaping, and the crossover removed. It is questionable whether the parking spaces 9 - 13 would be achievable with the retention of the right of way to Vintage Court flats. There is potential conflict with vehicles parking for the supermarket and vehicles using the access to the flats.

The proposed building shows a delivery door towards the rear of the building but no details have been provided on deliveries. Based on the information, it is considered that deliveries have not been adequately considered as the door is behind car parking and any deliveries is likely to impact on the access to the flats at the rear as well as any customers using the car parks.

If you are going to pursue the proposal then it is recommended that you contact the Highway Authority for pre-application advice in regard to its requirements for the change of use and site access.

Conclusion

The proposal as submitted is not supported due to the size of the retail use and the layout and design being out of character with the locality and potentially creating impacts on residential amenity. The lack of landscaping and biodiversity net gain would also need further thought should you decide to reduce the size of the retail unit and redesign the proposal.

Should you wish to discuss the above please contact me.

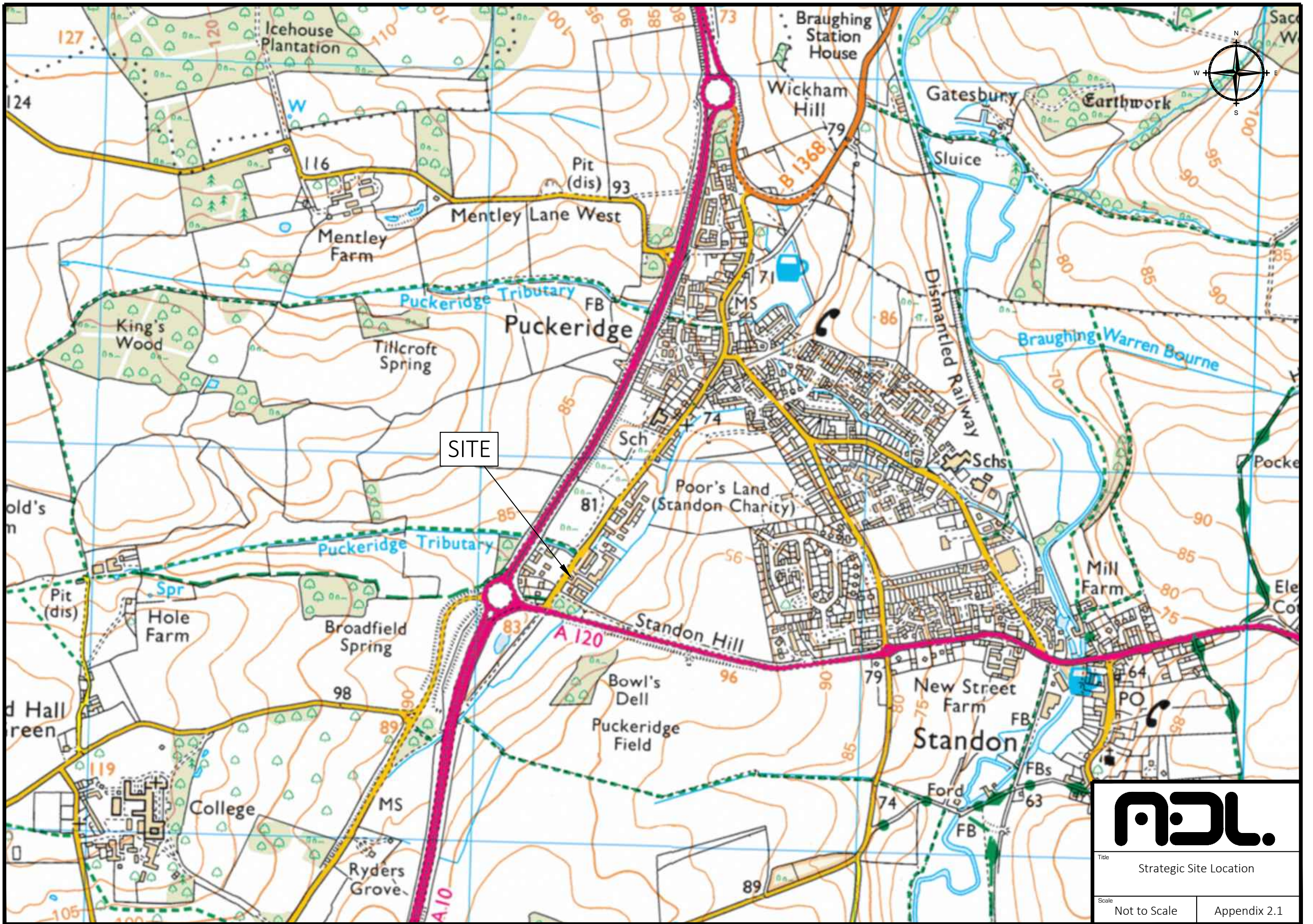
Yours sincerely



Fiona Dunning MRTPI
Principal Planning Consultant
Development Management
planning@eastherts.gov.uk

EXISTING SITE

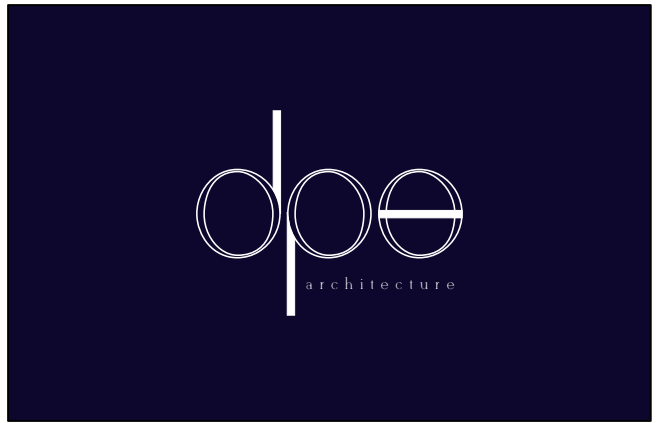
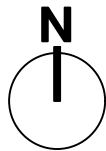
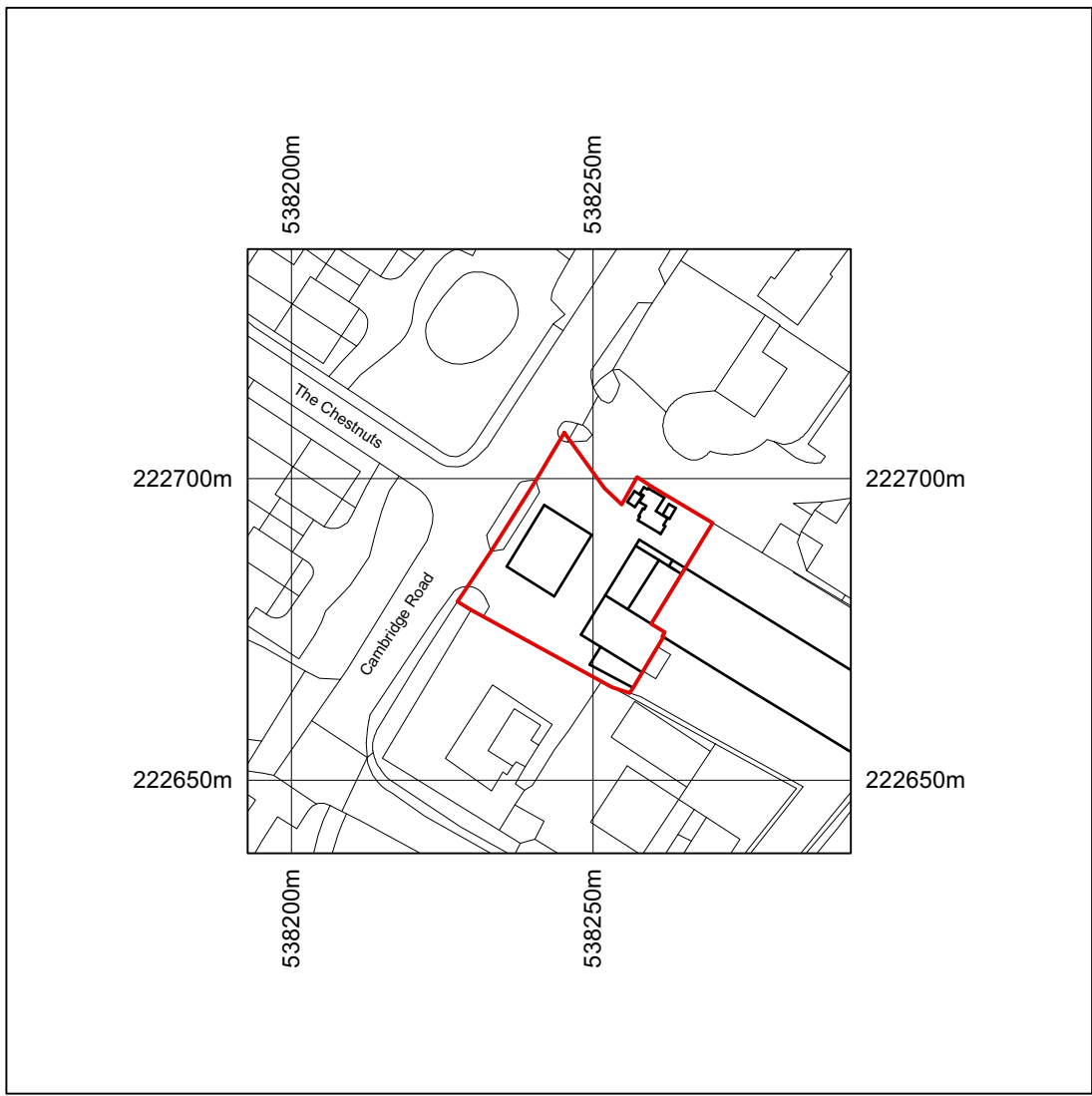
- 2.1 Strategic Site Location
- 2.2 Local Site Context
- 2.3 Existing Site Layout



SITE

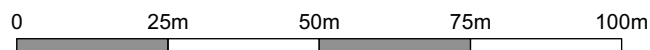


Title	
Strategic Site Location	
Scale	
Not to Scale	Appendix 2.1



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Project
 Co-op Store

APPENDIX 1.2
 LOCAL SITE CONTEXT

Vintage Court, Puckeridge, Ware. SG11 1SA

Drg Title

Location Plan





Date	Scale	Drg Status.
Aug 2020	1:1250 @ A4	PLANNING

Drg No.	Revision
1010VC-00	-

1010VC-00

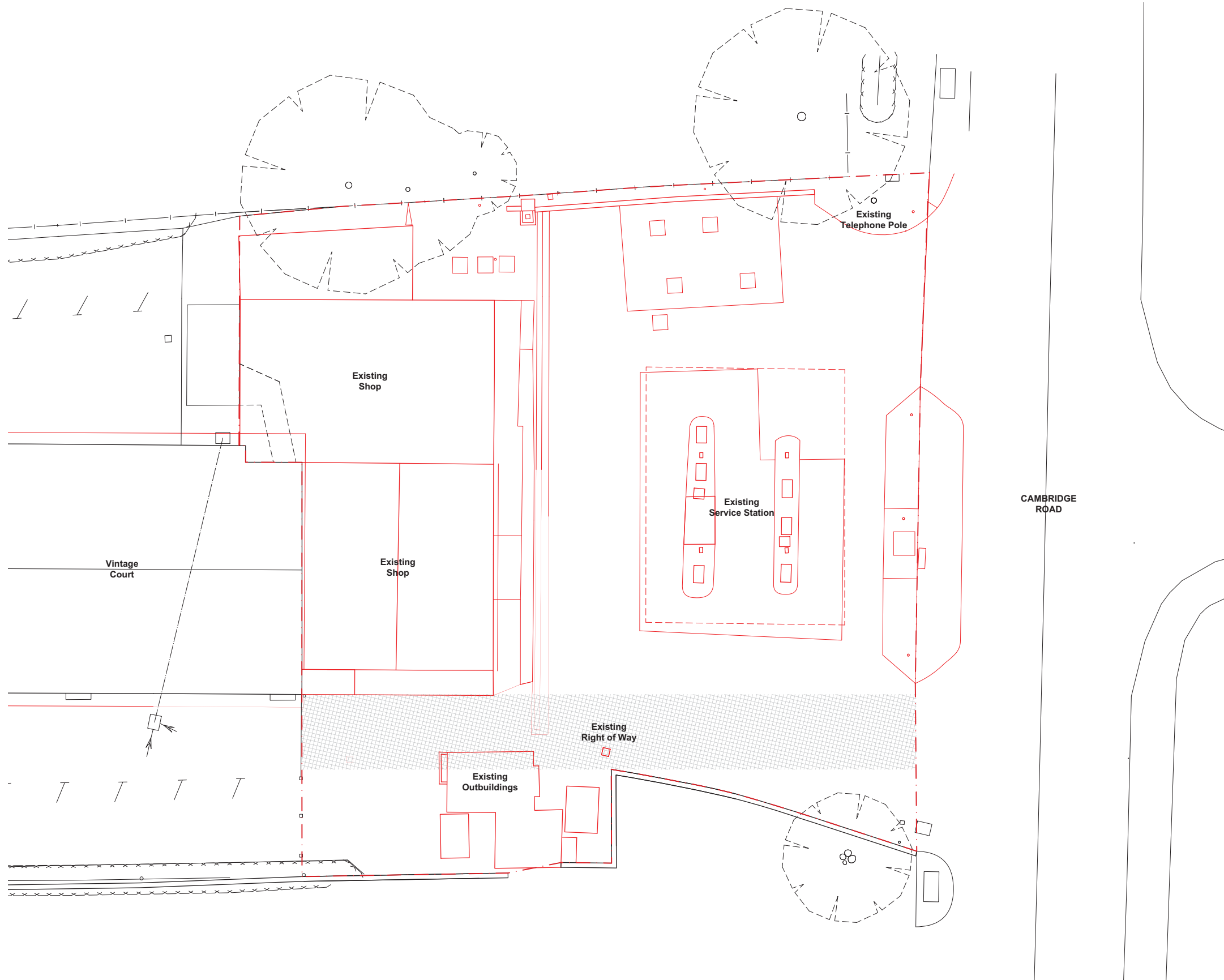
-

KEY

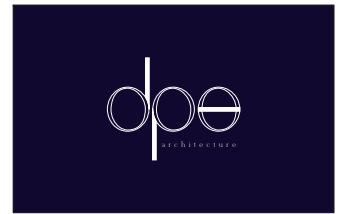
	Existing
	Demolition
	+55.350 Existing Level
	Site Boundary



Rev.	Date	Description
------	------	-------------



**APPENDIX 1.3
 EXISTING SITE
 LAYOUT**




Project		
Co-op Store		
Vintage Court, Puckeridge, Ware. SG11 1SA		
Drg Title		
Block Plan - Existing & Demolition		
Date	Scale	Drg Status.
Aug 2021	1:100 @ A1	PLANNING
Drg No.	Revision	
1010VC-010	-	

ACCESSIBILITY

- 3.1 Cycle Map
- 3.2 Bus Stop Locations



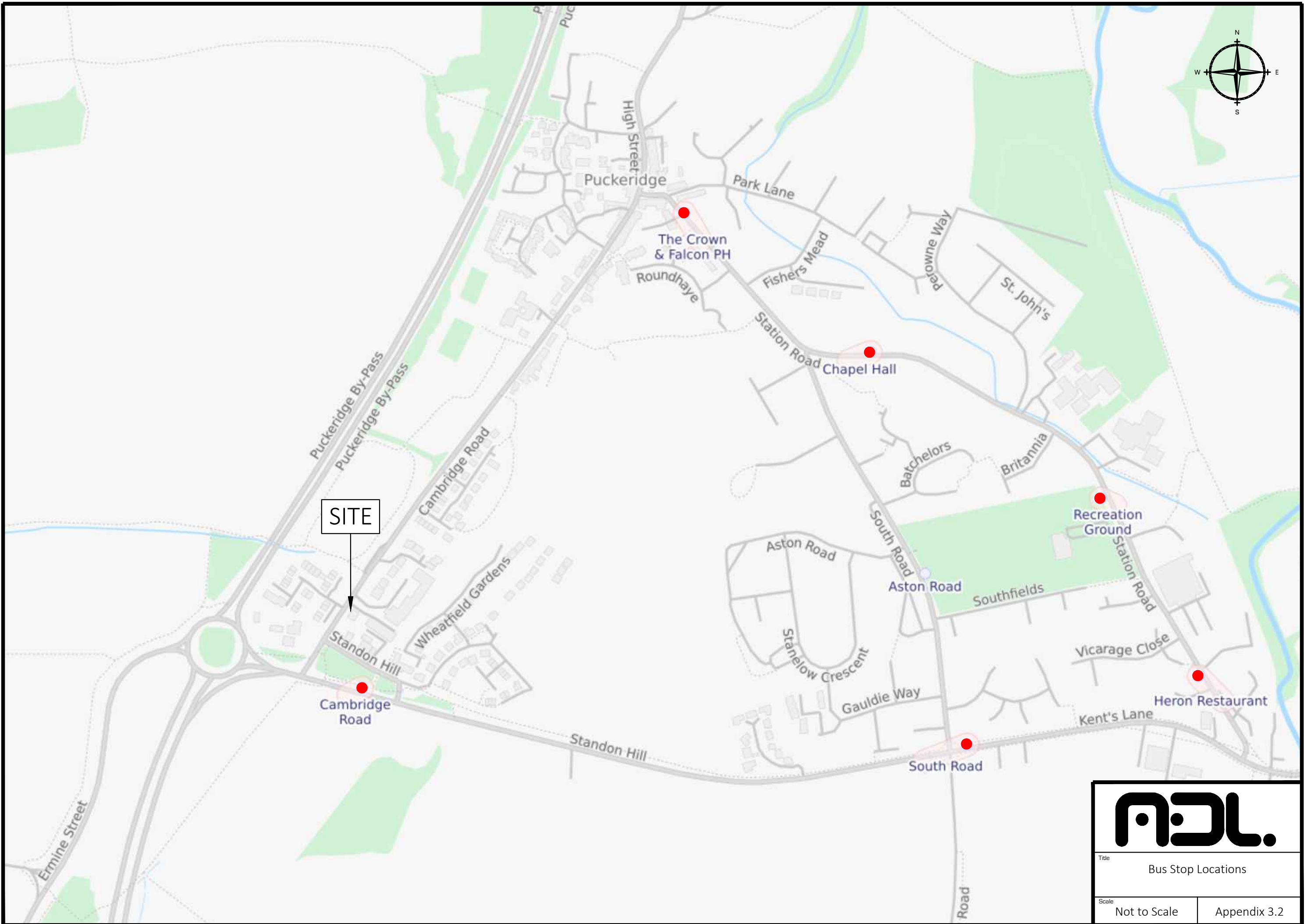
SITE

	Cyclepath
	Footpath (no cycling)



Title
Cycle Map

Scale Not to Scale	Appendix 3.1
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ADL.	
Title Bus Stop Locations	
Scale Not to Scale	Appendix 3.2

DEVELOPMENT PROPOSALS

- 4.1 Proposed Site Layout
- 4.2 Access Arrangements
- 4.3 Vehicle Tracking – Cars

DO NOT SCALE FROM THIS DRAWING - STATED DIMENSIONS REFER. CONTRACTORS SHALL BE RESPONSIBLE FOR THE CHECKING OF ALL STATED DIMENSIONS. WITH ANY ANOMALIES BEING IDENTIFIED TO THE ORIGINATOR PRIOR TO ANY CONSTRUCTION OR FABRICATION WORKS COMMENCING. STRUCTURE TO BE CONFIRMED BY STRUCTURAL ENGINEER FOLLOWING SITE VISIT.

STAGE 1

AREA SCHEDULE


AREA	m ²	ft ²
SALES	232	2497
BACK UP	105	1130
VERTICAL CIRC.	0	0
MOTHBALLED	0	0
SUB-LET / INT. PLANT	0	0
TOTAL	337	3627
Sales % OF GIA	69%	
BOH % GIA	31%	
GROSS AREAS	m²	ft²
GROUND	337	3627
BASEMENT	0	0
FIRST	0	0
GROSS TOTAL	337	3627
Standard Parking Spaces	9	
Accessible Spaces	1	
Parent & Child Spaces	1	
Total Spaces	11	
Cycle Spaces	6	

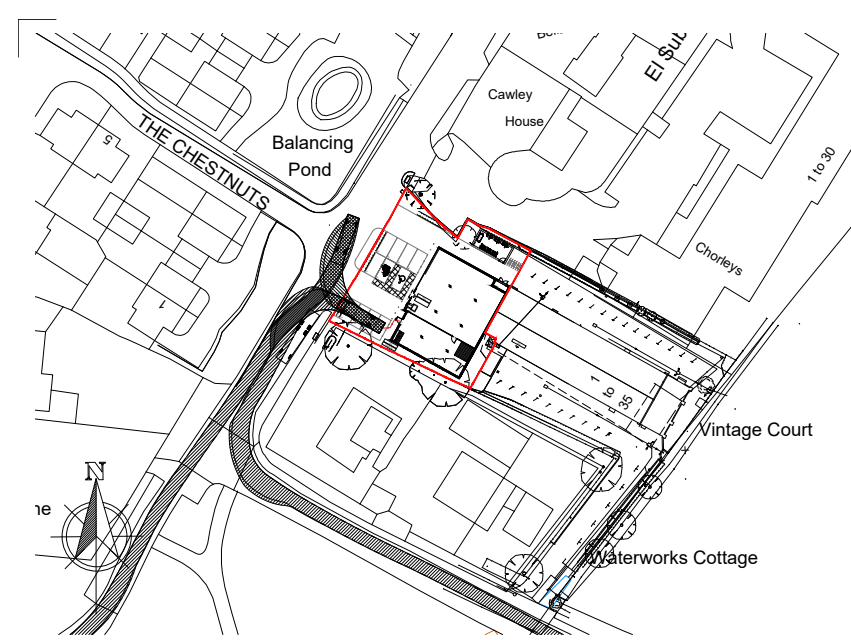
Build Type	Developer's Shell
Length of Shopfront	14m
Proposed Delivery Pull Distance	5.2m
Store Type	Everyday Conv.
Type of Development	Standalone
Locale	Commercial, Resi

RISK RATING

DELIVERIES	12m TRUCK TO PARK ON CAMBRIDGE ROAD AND DELIVER THROUGH BOH ENTRANCE DOOR, DRAG DISTANCE 5.2 METRES. TBC BY LOGISTICS	
PLANT SOLUTION	PLANT PROPOSED IN EXISTING EXTERNAL BUILDING AT NORTH EAST WALL OF SITE - AREA 25SQM / 271SQFT.	
MEANS OF ESCAPE	TWO THROUGH FRONT SALES ENTRANCE AND 1NO THROUGH SIDE BOH MOE	
PLANNING	consent required for:	<ul style="list-style-type: none"> Build Use Class Shop front Signage Satellite ATM Plant
STRUCTURE	Structure to be verified. Structural survey to be carried out at a later date.	
CHECKLIST OF ABNORMAL ITEMS:	Refer to abnormal checklist produced by PM	

M	30.07.21	Offset BOH facade
L	14.07.21	Electrical cupboard added.
K	03.06.21	Updated tracking to 4684-08
J	07.05.21	Updated to P1F10M0
I	23.04.21	Updated layout
H	07.04.21	South external wall redrawn to suit boundary
G	24.02.21	Updated Tracking to match ADL design
F	19.02.21	Updated Rev D design
E	29.01.21	Updated Developers Plan
D	08.09.20	Indicative structural columns removed.
C	03.08.20	Re-draw to latest Developer's plan, Tracking Design Shown.
B	23.06.20	Re-draw to latest Developer's plan.
A	15.04.20	Updated BOH wall to match P1F2M0.

		
Project Title		
VINTAGE SERVICE STATION PUCKERIDGE WARE, SG11 1SA		
Drawing Title		
PROPOSED FEASIBILITY PLAN STAGE 1		
Project Number	Drawing Number	Revision
2020-0132	S100	M
Drawn	Checked	Scale
IB		NOTED
Date	13.02.2020	
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SITE PLAN (NOT TO SCALE)

12m TRUCK TO PARK ON CAMBRIDGE ROAD AND DELIVER THROUGH BOH ENTRANCE DOOR, DRAG DISTANCE 5.2 METRES. TBC BY LOGISTICS



AERIAL VIEW OF EXISTING SITE



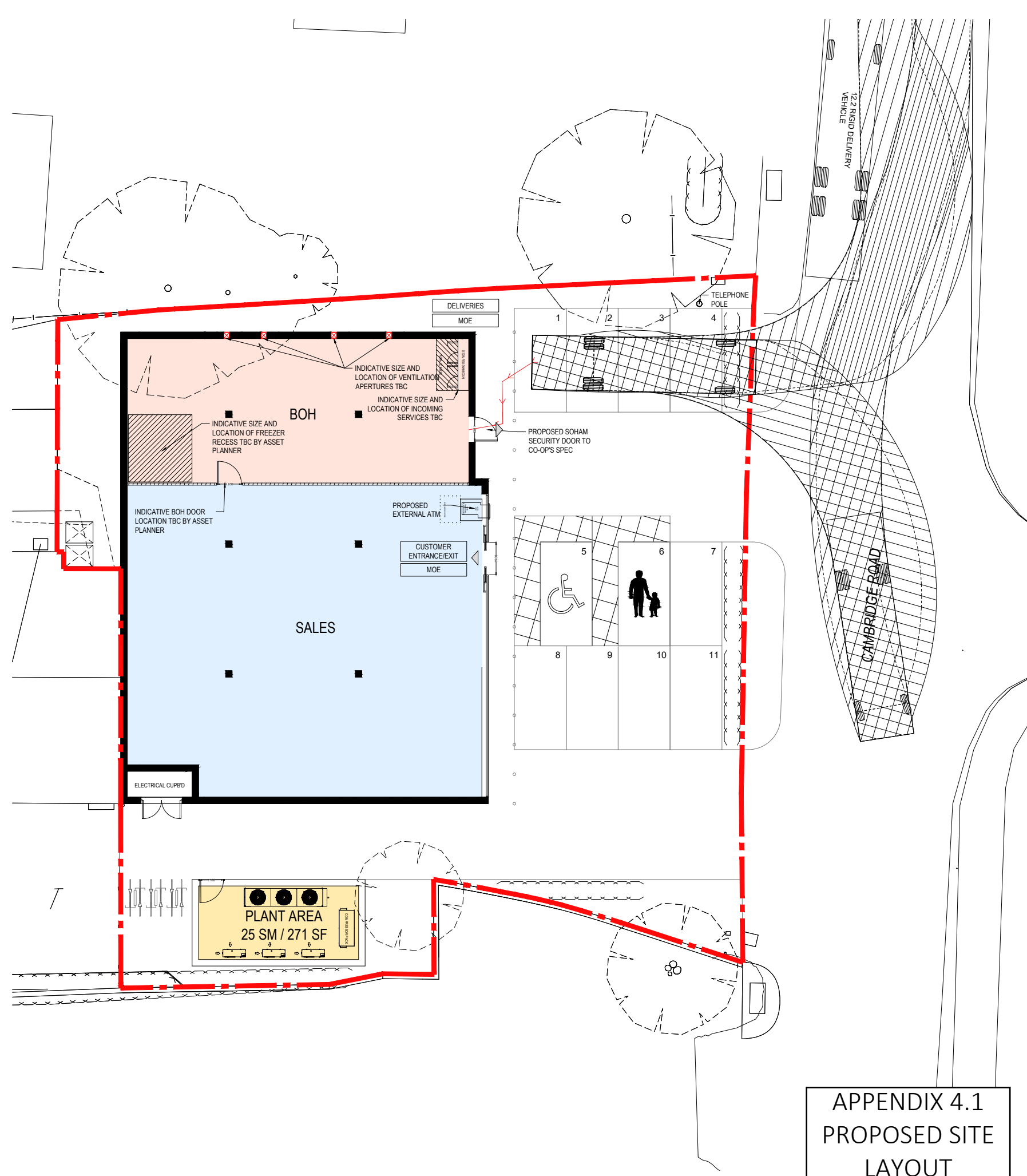
FRONT VIEW OF EXISTING SITE

NOTES:

VENTILATION APERTURES:
Indicated on external wall in BOH area. 2no. 300x328mm and 2no. 100x328mm shown. Subject to confirmation from the delivery team.

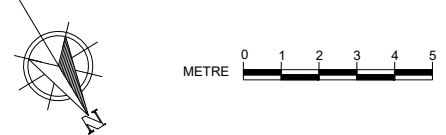
BOH WALL:
70x44mm timber stud partition at 600mm centres up to 3000mm high. 9mm ply to BOH area where timber stud is visible. 12mm MDF laminated frieze panel (800mm) fixed to sales side. Subject to confirmation from the delivery team.

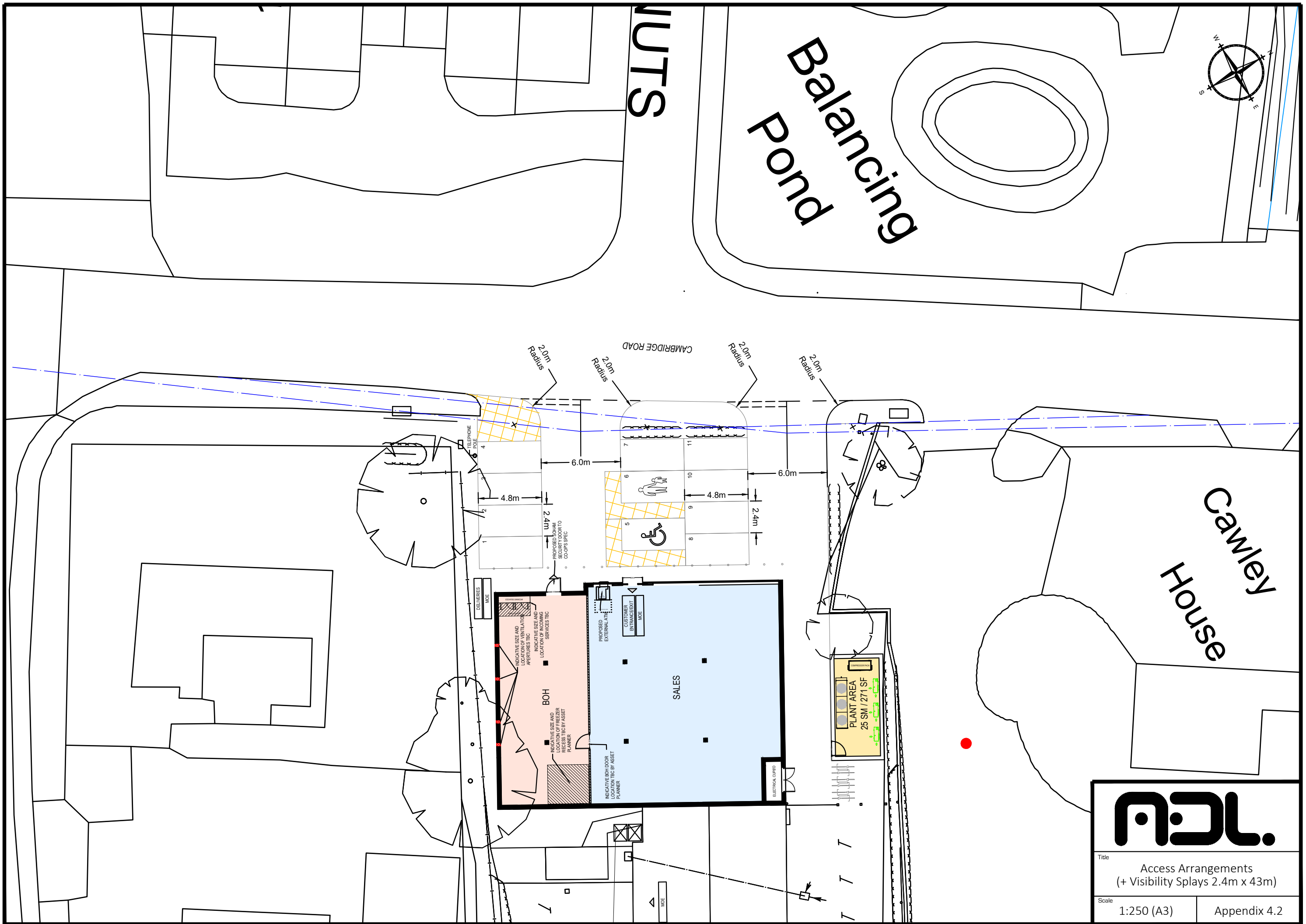
ROOM PARTITIONS:
70x70mm timber stud partition at 600mm centres up to 3000mm high. Faced both sides with 12mm MDF laminated boards. Subject to confirmation from the delivery team.



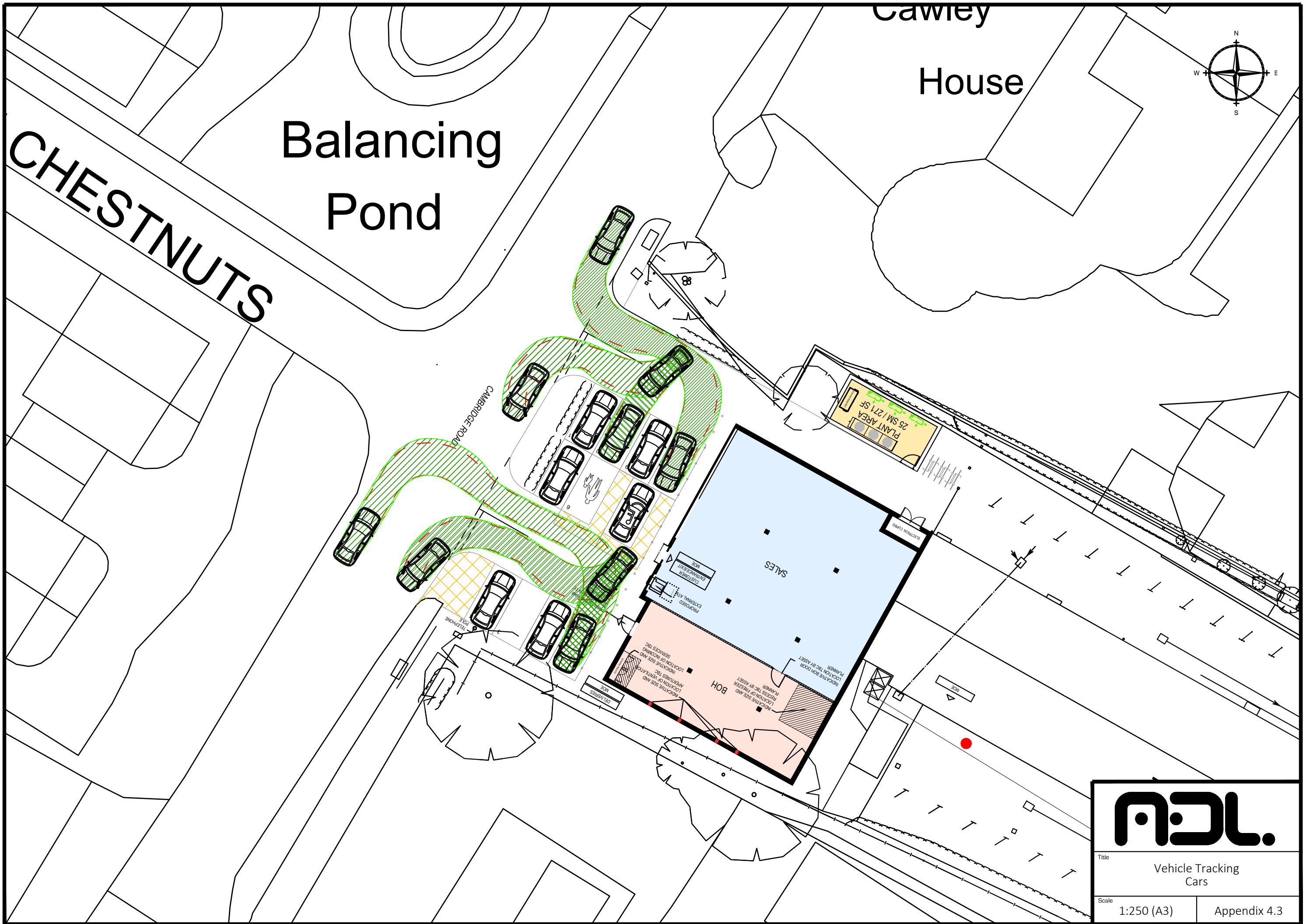
PROPOSED GROUND FLOOR PLAN (Scale 1:100 @ A1)

APPENDIX 4.1 PROPOSED SITE LAYOUT





ADL.	
Title Access Arrangements (+ Visibility Splays 2.4m x 4.3m)	
Scale 1:250 (A3)	Appendix 4.2



Title
Vehicle Tracking Cars

Scale
1:250 (A3) Appendix 4.3

DELIVERY MANAGEMENT PLAN

DELIVERY MANAGEMENT PLAN

REDEVELOPMENT OF PETROL FILLING STATION

CAMBRIDGE ROAD, PUCKERIDGE

WARE, EAST HERTFORDSHIRE

SG11 1SA



REPORT CONTROL

Document: Delivery Management Plan

Client:

The Co-operative Group Food Ltd

Project: Cambridge Road, Puckeridge

ADL Reference: The Co-operative Group Food Ltd

Primary Author	Andy Miles	Initialed:	AM
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Contributor		Initialed:	
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Review by	Andy Miles	Initialed:	AM
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Issue	Date	Status	Checked for Issue
1	29.07.2021	Draft	AM

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3.1 Collection and Recycling	5
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4.0 TRAINING AND MANAGEMENT	6

APPENDICES

DMP 1.0 DELIVERY ARRANGEMENTS

1.0 INTRODUCTION

1.1 Purpose of Report

1.1.1 ADL Traffic & Highways Engineering Ltd (ADL) have been appointed by 'The Co-operative Group Food Limited' (Co-op) to prepare this Delivery Management Plan (DMP) for the proposed convenience store located at the 'Vintage Service Station' site situated off Cambridge Road, Puckeridge, Ware, SG11 1SA.

1.1.2 This report sets out the proposed store opening hours, days and times when deliveries are proposed to occur, and maximum size of vehicles to be used.

1.1.3 The report also sets out Co-op's comprehensive procedures and measures which are intended to control deliveries and ensure the availability and efficient management of the delivery area for compliance by Co-op and Supplier deliveries to the proposed retail units, fundamentally in order to ensure that there is no residual impact on the customers of the Co-op, public highway, or on the amenity of occupiers within the vicinity of the site.

2.0 THE CO-OPERATIVE GROUP FOOD LTD DELIVERIES PROCEDURE

2.1 DMP Objective

2.1.1 The objective of this DMP is to set out the information required to ensure that deliveries are received and that waste is collected, keeping noise nuisance and local traffic disruption to a minimum by the effective and efficient use of the premises.

2.1.2 It is intended, by careful management of deliveries, to ensure the number of individual deliveries to the premises is minimised. This will primarily be achieved by the consolidation of depot deliveries types (where practicable) into one delivery vehicle.

2.2 Deliveries & Collections

2.2.1 Co-op deliveries will occur from the car parking (4 spaces) situated at the southern boundary of the site, undertaking deliveries away from the public highway. This is in order to position the delivery vehicle with the rear of trailer immediately adjacent to the delivery door.

2.2.2 The HGV delivery vehicles will undertake deliveries from the 4 Co-op parking spaces at the southern boundary of the site, which will be controlled during deliveries as set out in Section 2.4.

2.2.3 The vehicle tracking is included as Appendix 1.0 for the 10.35m (18T) rigid delivery vehicle which is the largest delivery vehicle permitted to be utilised at the site.

2.2.4 LGV deliveries (typically vans up to 7.2m length) will occur early morning from the car park area when the car park will be underutilised i.e – early morning, before 8am.

2.3 Delivery Programme

2.3.1 The delivery programme for the Co-op is as set out in Table 2A.

Table 2A Delivery Details and Arrangements

Delivery Type	Source	Max. Vehicle Size	Frequency	Delivery window
Ambient/Fresh/Frozen	Co-op Depot	10.35m (18T) rigid vehicle	1-2 per day (each day)	7am – 10pm *avoiding peak hours wherever possible
Bread	Supplier		1-2 per day (each day)	
TOTAL RIGIDS			2 – 4 DELIVERIES	
Newspapers & Magazines	Supplier	Transit Sized Van	1 per day	7am - 10am
Sandwiches	Supplier		1 per day	
TOTAL VANS			2 DELIVERIES	

2.3.2 The deliveries will occur daily, Monday to Sunday (including Bank Holidays), to ensure the availability of fresh produce and grocery stock to serve the residential catchment of the proposal.

2.3.3 There will be a maximum of 6 daily deliveries to the Co-op per day. All HGV deliveries will occur between the hours of 7am-10pm to avoid sensitive hours of the very early morning or late at night, and these will be timed to avoid peak hours wherever possible. Typical duration of time on-site for deliveries are 30 minutes (on average) for the Co-op depot deliveries and 5-10 minutes for the bread deliveries.

2.3.4 It is envisaged that the largest vehicle to be used will be a 10.35m length (18T) rigid delivery vehicle (as shown in the vehicle tracking). The vehicle is shown below for completeness.

Figure 2A Co-op 10.35m Length Delivery Vehicle



2.3.5 The Co-operative logistics team have been briefed of the delivery restrictions and agree to deliver in accordance with the restrictions as set out within this DMP.

2.3.6 It is envisaged that Co-op 3rd party supplier deliveries will only stop for a very short duration of time, typically less than 5 minutes.

2.4 Control of Delivery Area

- 2.4.1 The retailer's delivery management strategy ensures that regular deliveries are carefully programmed to avoid any conflict between delivery vehicles being used to service the store.
- 2.4.2 It is proposed to provide collapsible bollards so that the loading area is reserved for delivery vehicles only.
- 2.4.3 Control of the loading area can be achieved by prior notification which will allow store staff to raise the bollards to secure the delivery area and lower the bollards when the delivery vehicle arrives.
- 2.4.4 The delivery vehicle driver will call ahead of arrival to provide an accurate time slot for their delivery so that the store staff can accordingly prepare the delivery area as necessary. In addition to this, the store management will have access to GPS information of delivery vehicles. The delivery time will occur during the same time, and the act of raising and dropping the bollards at the appropriate times will become routine.
- 2.4.5 Drivers and staff of the store are briefed of any planning obligations and measures set out in this plan.

3.0 THE CO-OPERATIVE FOOD GROUP LTD REFUSE PROCEDURE

- 3.1.1 Co-op stores do not require separate rubbish collections with stores instead backhauling refuse, i.e. filling the delivery vehicle with waste goods for the return journey daily.
- 3.1.2 The empty cages within the back-up / storage area are filled with refuse/waste and returned to the vehicle in exchange for a loaded cage. The delivery vehicles then return to the main Co-op depots where waste is sorted and collected by a private commercial refuse collection company. This process results in savings in unit costs of logistics and reducing carbon emissions by reducing the number of vehicle trips to / from the store due to the diversification of the delivery vehicle usage.
- 3.1.3 Co-op provide comprehensive policies to control the recycling of waste and staff are instructed to maximise the volume of material that can be recycled and minimise the amount of waste which is taken to landfill. To summarise:
- General waste, Non-animal by-product food waste, flat cardboard / polythene, clean and dry recycling are **returned to depot** and sorted in to red, green, grey or blue sacks on cages to be collected daily.
 - Food redistribution (for example, foods past best before date but with no use by date) can be donated for charity collection.
 - Animal by-products (double bagged in clear sacks with label) and other items such as waste oil, and batteries are collected by specialist contractor arranged on an ad-hoc basis.

Storage

- 3.1.4 The cases and packaging when stocking shelves within the store is flat-packed (if required) and loaded back on to cages (sorted by packaging type) and returned to the back of house area. Refuse does not accumulate to large amounts as each delivery occurring once to twice daily, will pick up the refuse for sorting at the Co-op depot. A dedicated paladin bin or location for refuse/waste is therefore not required due to the comprehensive processes that Co-op implement.

4.0 TRAINING AND MANAGEMENT

4.1 The following training and management measures will be implemented and reviewed internally on an annual basis.

4.2 Regular training will be undertaken by the Co-operative Food management to drivers to ensure that this Management Plan will be adhered to. As well as site specific training, this will include general requirements as outlined below:

General Requirements

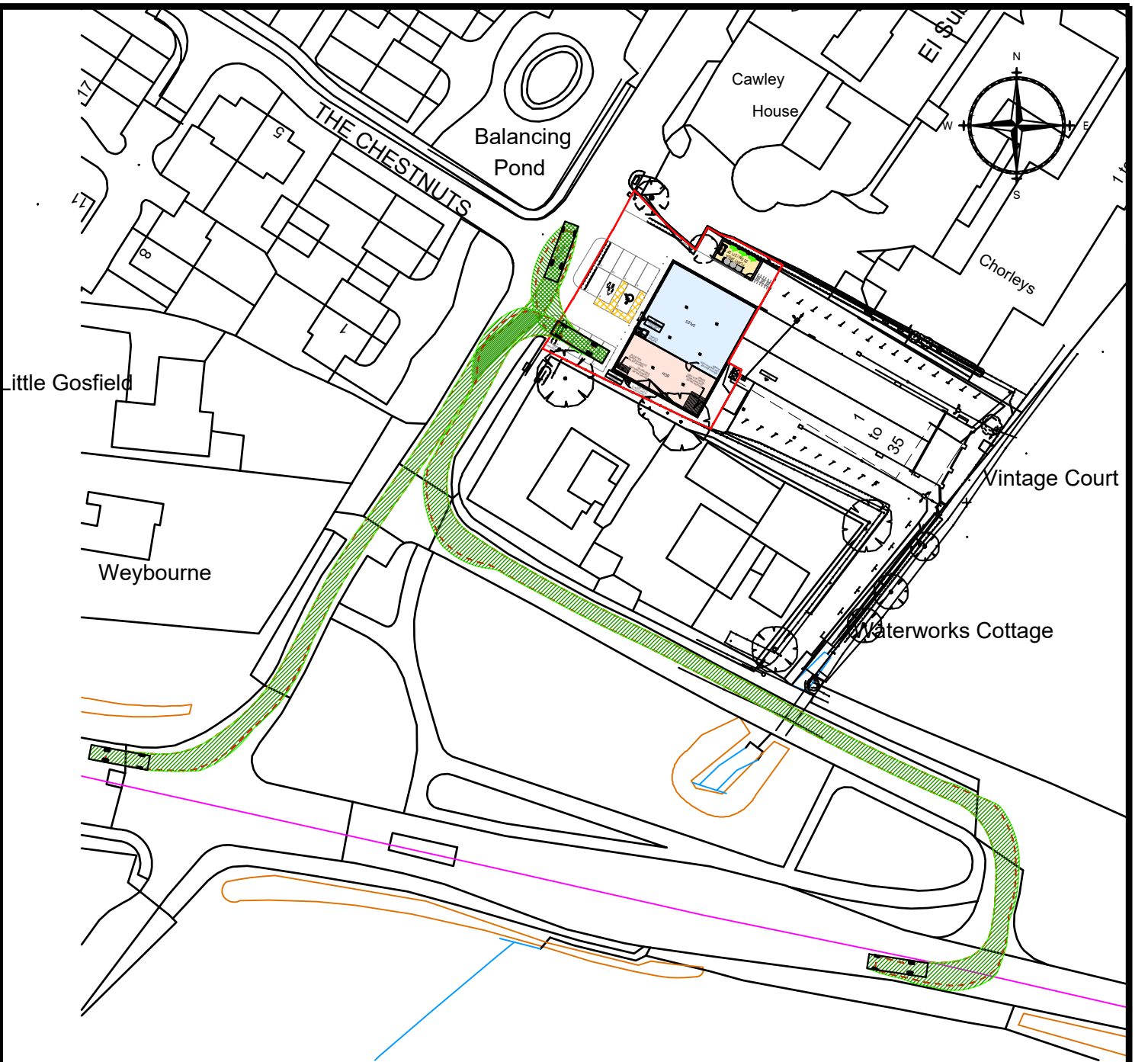
- Noise levels to be kept at a minimum
- Vehicle radios to be turned off
- Mechanical noise generation from vehicles manoeuvring into unloading positions to be kept to a minimum
- Drivers should seek to:
 - Engage gears with a minimum of noise
 - Keep engine revs to a minimum
 - Apply brakes gently
 - Close doors with minimal noise

4.3 Local Co-operative store management will undertake a minimum of weekly checks to ensure that this plan is adhered to.

4.4 The Co-operative regional management will undertake unannounced checks (in conjunction with their existing schedule of unannounced checks) to ensure that this Management Plan is being adhered to.

4.5 Co-operative management will liaise, as necessary, with the relevant Council Officers to ensure the Delivery Management Plan operates in the most effective manner possible.

DELIVERY ARRANGEMENTS



Delivery Route to be taken off A120 Standon Hill via one-way in to Puckeridge (subject to 7.5T restrictions 'except for loading')

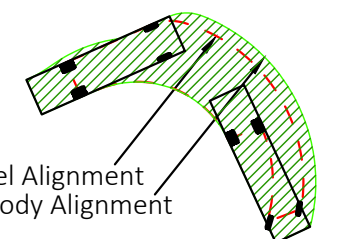
Vehicle to then reverse in to 4 spaces during quiet periods (marked 1-4) and offload from rear direct to BOH / delivery door.

Vehicle will leave site in a forward gear and exit to A120 Standon Hill via Standon Hill.

Vehicle to be limited to 10.35m (18T) rigid due to size of area available for delivery vehicle offloading



Key



ADL

Title
Proposed Loading Lay-by and
10.35m (18T) Rigid Vehicle Tracking

Scale
1:250 (A3)

4684-08

TRAFFIC GENERATION

- 6.1 TRICS Existing – Petrol Filling Station
- 6.2 TRICS Proposed – Convenience Store

Calculation Reference: AUDIT-733701-210713-0724

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
 Category : A - PETROL FILLING STATIONS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Filling bays
 Actual Range: 4 to 8 (units:)
 Range Selected by User: 4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 15/10/20

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

Selected survey days:

Monday	2 days
Wednesday	2 days
Thursday	1 days
Friday	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)	6
------------------------------------	---

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	6
------------------	---

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

Secondary Filtering selection:

Use Class:

Sui Generis	6 days
-------------	--------

This data displays the number of surveys per Use Class classification within the selected set. Only surveys that have been used for this purpose, which can be found within the Library module, are included in the calculation.

Population within 500m Range:

All Surveys Included

APPENDIX 6.1 TRICS EXISTING PETROL FILLING STATION
--

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	3 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	4 days
1.1 to 1.5	1 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.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	7	3.071	2	7	2.571	2	7	5.642
07:00 - 08:00	6	7	4.925	6	7	4.800	6	7	9.725
08:00 - 09:00	6	7	7.525	6	7	7.525	6	7	15.050
09:00 - 10:00	6	7	5.975	6	7	5.700	6	7	11.675
10:00 - 11:00	6	7	4.550	6	7	4.725	6	7	9.275
11:00 - 12:00	6	7	5.600	6	7	5.400	6	7	11.000
12:00 - 13:00	6	7	5.500	6	7	5.350	6	7	10.850
13:00 - 14:00	6	7	5.350	6	7	5.400	6	7	10.750
14:00 - 15:00	6	7	5.525	6	7	5.500	6	7	11.025
15:00 - 16:00	6	7	5.975	6	7	6.050	6	7	12.025
16:00 - 17:00	6	7	5.325	6	7	5.550	6	7	10.875
17:00 - 18:00	6	7	6.850	6	7	6.750	6	7	13.600
18:00 - 19:00	6	7	5.800	6	7	6.075	6	7	11.875
19:00 - 20:00	6	7	4.375	6	7	4.350	6	7	8.725
20:00 - 21:00	4	8	2.500	4	8	2.800	4	8	5.300
21:00 - 22:00	4	8	1.767	4	8	1.833	4	8	3.600
22:00 - 23:00	1	8	2.125	1	8	2.125	1	8	4.250
23:00 - 24:00									
Total Rates:			82.738			82.504			165.242

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

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

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Parameter summary

Trip rate parameter range selected: 4 - 8 (units:)
Survey date range: 01/01/05 - 15/10/20
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-733701-210713-0712

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 220 to 469 (units: sqm)
 Range Selected by User: 150 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 25/09/19

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	2 days
Wednesday	1 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	7 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)	7
------------------------------------	---

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	7
------------------	---

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.

<p>APPENDIX 6.2 TRICS PROPOSED CONVENIENCE STORE</p>
--

Secondary Filtering selection:

Use Class:

Not Known	2 days
E(a)	5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 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:

0.6 to 1.0	5 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 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	7 days
----	--------

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	294	3.398	3	294	3.171	3	294	6.569
07:00 - 08:00	7	313	7.703	7	313	7.065	7	313	14.768
08:00 - 09:00	7	313	9.298	7	313	8.888	7	313	18.186
09:00 - 10:00	7	313	6.837	7	313	6.244	7	313	13.081
10:00 - 11:00	7	313	6.062	7	313	5.834	7	313	11.896
11:00 - 12:00	7	313	5.515	7	313	5.971	7	313	11.486
12:00 - 13:00	7	313	7.931	7	313	7.338	7	313	15.269
13:00 - 14:00	7	313	6.016	7	313	5.880	7	313	11.896
14:00 - 15:00	7	313	7.065	7	313	6.928	7	313	13.993
15:00 - 16:00	7	313	7.521	7	313	7.885	7	313	15.406
16:00 - 17:00	7	313	10.119	7	313	8.888	7	313	19.007
17:00 - 18:00	7	313	10.665	7	313	9.617	7	313	20.282
18:00 - 19:00	7	313	11.531	7	313	12.261	7	313	23.792
19:00 - 20:00	7	313	8.387	7	313	9.526	7	313	17.913
20:00 - 21:00	6	317	3.575	6	317	5.205	6	317	8.780
21:00 - 22:00	5	336	2.794	5	336	3.270	5	336	6.064
22:00 - 23:00	1	469	1.919	1	469	2.559	1	469	4.478
23:00 - 24:00									
Total Rates:			116.336			116.530			232.866

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

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

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Parameter summary

Trip rate parameter range selected: 220 - 469 (units: sqm)
Survey date range: 01/01/10 - 25/09/19
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

APPEAL DECISION EXTRACT



Appeal Decision

Hearing held on 17 August 2016

Site visit made on 17 August 2016

by Beverley Wilders BA (Hons) PgDurp MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 27 September 2016

Appeal Ref: APP/P4605/W/16/3149213

316 Clarence Road, Sutton Four Oaks, Sutton Coldfield B74 4LU

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Hugh Picton Jones against the decision of Birmingham City Council.
 - The application Ref 2015/05624/PA, dated 6 July 2015, was refused by notice dated 23 December 2015.
 - The development proposed is described as new retail unit for the Co-operative. Existing petrol station to be removed.
-

Decision

1. The appeal is allowed and planning permission is granted for a new retail unit and the removal of the existing petrol station at 316 Clarence Road, Sutton Four Oaks, Sutton Coldfield B74 4LU in accordance with the terms of the application, Ref 2015/05624/PA, dated 6 July 2015, subject to the conditions set out in the attached schedule.

Procedural Matters

2. Two additional plans were submitted with the appeal, one of which was a revision to the proposed access and vehicle swept paths plan considered by the Council when making its decision (1200-SP01B) and the other was a revised site plan (1220-01B). Two further plans were submitted at the hearing, a swept path plan of the disabled parking space (1200-SP02) and a further revision to the site plan (1220-01C). I note that the amended plans show fairly minor amendments to the proposal and include the removal of an additional section of raised kerb, the provision of a pedestrian crossing and the identification of the position of the disabled car parking space. The revisions do not in my view materially alter the proposal. As such I do not consider that any party would be unfairly prejudiced by me determining the appeal having regard to the amended and additional plans and I have therefore had regard to them in reaching my decision.
3. An amended Statement of Common Ground and some additional third party evidence was also submitted at the hearing and I have had regard to these documents in reaching my decision.

APPENDIX 7.0 APPEAL DECISION (EXTRACT)
--

shows a swept path analysis for a large car using the disabled car parking space (space number 1) located towards the rear of the appeal site, close to the entrance to and the building at CRSS. A swept path analysis for space number 4 had previously been provided.

10. A number of concerns have been raised by the Council and interested parties regarding both the number and the layout of the car parking spaces proposed. At the hearing it was agreed by all parties that the Council's parking standards are set out in the Car Parking Guidelines Supplementary Planning Document February 2012 (SPD). The SPD does not specify any minimum parking standards but instead sets maximum standards for various land uses including for convenience retail as proposed, with the city divided into three areas where different standards apply. Though the appeal site was initially identified as falling within Area 2 for the purposes of the SPD, at the hearing all parties agreed that it falls within Area 3. As such, based on the proposed retail floor area, the SPD sets a maximum of 22 car parking spaces for the proposal (1 space per 14m² gross). At 8 the number of proposed spaces is below the maximum and consequently the proposal does not conflict with the SPD.

11. A Transport Statement (TS) was submitted with the application and has subsequently been amended and updated to make corrections and in response to concerns raised by the Council and interested parties. At the hearing the Council did not dispute the likely trip generation figures provided by the appellant and no substantive evidence was put forward by interested parties to contradict the figures submitted. Though I note that a survey was carried out by an interested party of a Tesco Express store at Shenstone, I have limited information regarding that site and note the appellant's comments that the circumstances of the Tesco site and the appeal site are different. Using the industry standard TRICS database the appellant has calculated a peak of 34 inbound trips per hour between the hours of 1200 and 1300. This means that in order to accommodate the likely demand for parking on the site, the 8 proposed car parking spaces would need to accommodate 34 vehicles per hour.

12. Evidence within the TS also considers the likely capacity of the proposed parking spaces based on the average time that car parking spaces are used for the type of retail convenience store proposed. A Co-operative Car Park Study together with a survey of Tesco Express and Sainsbury Local stores is referenced with average durations of stay ranging from a maximum of 8.9 minutes (Co-op), 7 minutes (Tesco & Sainsbury) and a minimum of 5.5 minutes (Co-op). As with the TRICS figures, no substantive evidence was submitted by either the Council or interested parties to contradict the appellant's evidence regarding average duration of stay. Based on the duration of stay figures each parking space would have a capacity of either 6.7 vehicles/hour, 8.6 vehicles/hour or 10.9 vehicles/hour.

13. The appellant states that none of the proposed parking spaces would be used by staff and that this could be controlled by a suitably worded condition but acknowledge that the disabled space would not be available to all customers and as such would offer more limited capacity. The Co-op Car Park Study found that of the Co-op stores studied, between 2 and 3 parking spaces were used for staff parking.

14. In this case even if the disabled space was completely discounted; 2 of the remaining 7 parking spaces were used by staff and the lowest vehicle