

**OLDHAM ROAD, ROCHDALE
PROPOSED CONVENIENCE STORE AND HOT FOOD
RETAIL UNIT**

Transport Statement

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Appendix A – Site Layout

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1 Background and Context

1.1 Introduction

- 1.1.1 MJM Consulting Engineers Ltd (MJM) has been appointed by Warrior Developments to prepare a Transport Statement to accompany a planning application for the construction of a convenience store (371.6sqm) and a hot food retail unit (91sqm), with car parking and servicing area, on land to east of Oldham Road, Rochdale.

1.2 Site Location

- 1.2.1 The site is located to the east of Oldham Road, Rochdale, on currently vacant land that was previously occupied by an Easirent vehicle hire depot, approximately 1.4km south east of Rochdale town centre. The site takes access from Oldham Road, via two access points, although it is proposed that one will be stopped up as part of the development proposals. The site is bound by Oldham Road to the west, Watkin Street to the east, retail and residential properties to the north, and a public house and residential properties to the south. The site location is shown in **Figure 1.1**, whilst the proposed site layout is provided at **Appendix A**.

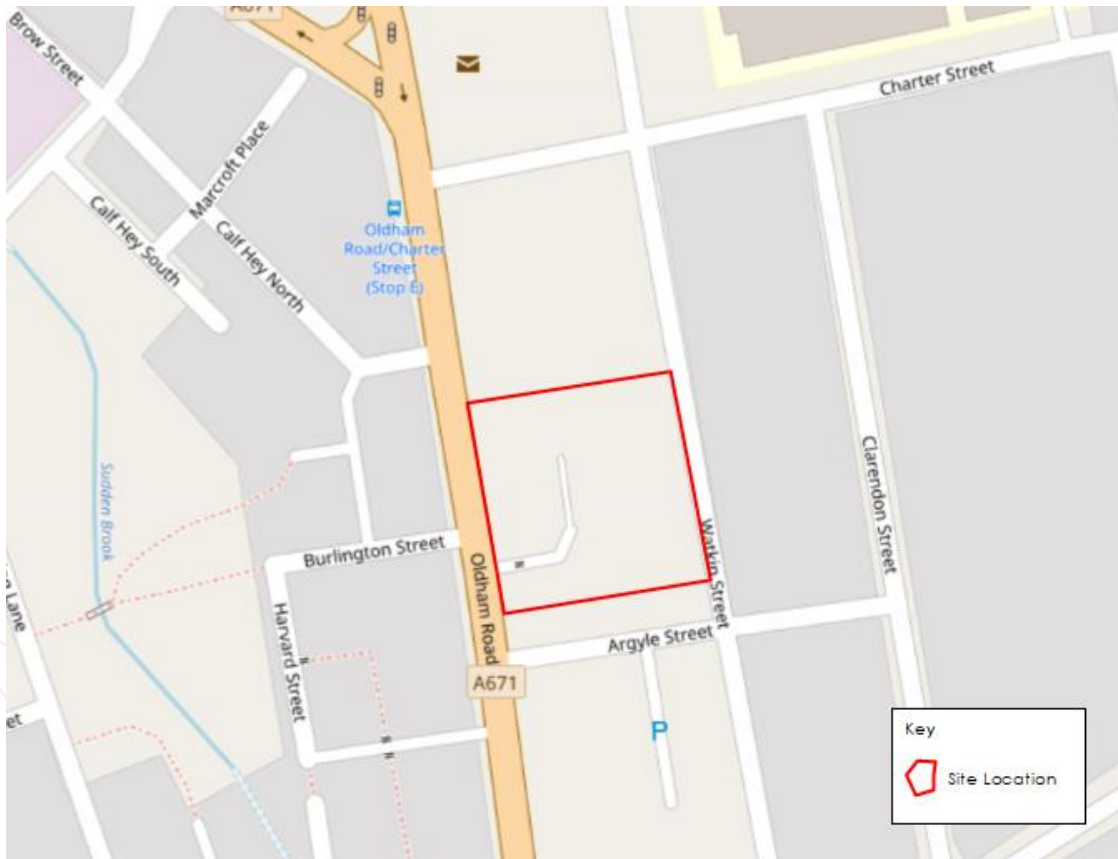


Figure 1-1 Site Location Plan

1.3 Development Proposals

- 1.3.1 The development proposals are for a convenience store (371.6sqm) and a hot food retail unit (91sqm), with associated parking, servicing and plant area. The development is to take access via the existing access on Oldham Road, on the western boundary, with the second access to the north of the site, to be stopped up and the footway reinstated.

1.4 Report Structure

1.4.1 Following this introduction, the TS is structured as follows:

- **Section 2** describes the transport planning policy context within which the proposals will be assessed;
- **Section 3** details the accessibility of the development site by non-car modes;
- **Section 4** describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;
- **Section 5** provides an overview of the development proposals, access arrangement parking and servicing;
- **Section 6** provides detail on the likely traffic generation as a consequence of the proposals
- **Section 7** offers a summary and conclusion.

2 Transport Planning Policy Context

2.1 National Planning Policy Framework (NPPF)

2.1.1 The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.

2.1.2 The NPPF states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*" (Paragraph 111). Paragraph 112 sets out that development proposals should seek to:

- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.1.3 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

2.2 Greater Manchester Transport Strategy 2040 – Transport for Greater Manchester (TfGM), February 2017

2.2.1 The Greater Manchester Transport Strategy outlines how TfGM's ambitions for a radical new approach to planning the transport system in support of long-term needs and aspirations across Greater Manchester. The Transport Strategy builds on that vision, highlighting the priority interventions needed to achieve it.

2.2.2 The overarching vision for Greater Manchester by 2040 is to have "world class connections that support long-term, sustainable economic growth and access to opportunity for all". The specific transport visions, which aim to achieve the overarching vision for Greater Manchester are as follows:

- "Supporting sustainable economic growth;
- Protecting our environment;
- Improving quality of life for all; and
- Developing an innovative city-region."

- 2.2.3 The following policy has been acknowledged as relevant to the development proposals: a) Policy 4: "TfGM will continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network".
- 2.2.4 The development proposals will meet the policy aspirations of the TfGM Greater Manchester Transport Strategy by providing a new amenity in a highly accessible location, supporting a reduction in the highway impact.

2.3 Rochdale Local Plan Core Strategy (2016)

- 2.3.1 The Rochdale Council Core Strategy was adopted in October 2016 and is the lead document of the Council's Local Plan. 2.10 Policy SO5 relates to improved accessibility and the delivery of sustainable transport and states: "To do this we will focus on:
- Directing development to the most accessible locations or those that can be made more accessible by public transport;
 - Improving strategic transport connections including links with Manchester city centre and key destinations in and beyond Greater Manchester;
 - Improving access to the public transport network;
 - Promoting transport improvements that enhance access to town and local centres and employment areas (existing and new) within and outside the borough; and
 - Ensuring new development contributes to transport improvements and the use of public and other sustainable transport."
- 2.3.2 Policy T2 relates to improving accessibility and states: "We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities."

2.4 Policy Compliance

- 2.4.1 The proposals have been found to comply with all levels of transport planning policy. The site is located within close proximity to the local road network and is therefore eminently suitably accessible by the proposed staff and users. The site is also located sustainably, with good quality walking and cycling infrastructure enabling active travel to the site, and regular bus services routing within close proximity to the site enabling travel by public transport for much of the day.
- 2.4.2 The proposed levels of vehicular parking will be set out in Chapter 6 of this TS. It is considered that the levels proposed will cater for the anticipated demands of the site, without the requirement for overspill parking on the local highway.
- 2.4.3 As will be set out within the following sections of this report, it is not considered that the proposals will result in a significant increase in vehicle movements on the local road network.
- 2.4.4 Given the above, it is not considered that the development proposals will result in 'severe' residual highway impacts, in accordance with Paragraph 111 of the NPPF.

3 Site Accessibility

3.1 Introduction

3.1.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage staff and site users to walk, cycle or use public transport, rather than to travel by car.

3.2 Active Travel Options

Pedestrian Access

3.2.1 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1**.

Table 3-1 Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

3.2.2 As **Table 3.1** shows, 2km is considered the preferred maximum walking distance for 'Commuting / School', for staff. A 2km walking catchment from the site, would, therefore, include the residential areas of Kirkholt, Balderstone and Deeplish, as well as southern areas of Rochdale town centre and Rochdale Train Station. **Figure 3.1**, illustrates a 2km walking catchment from the site.

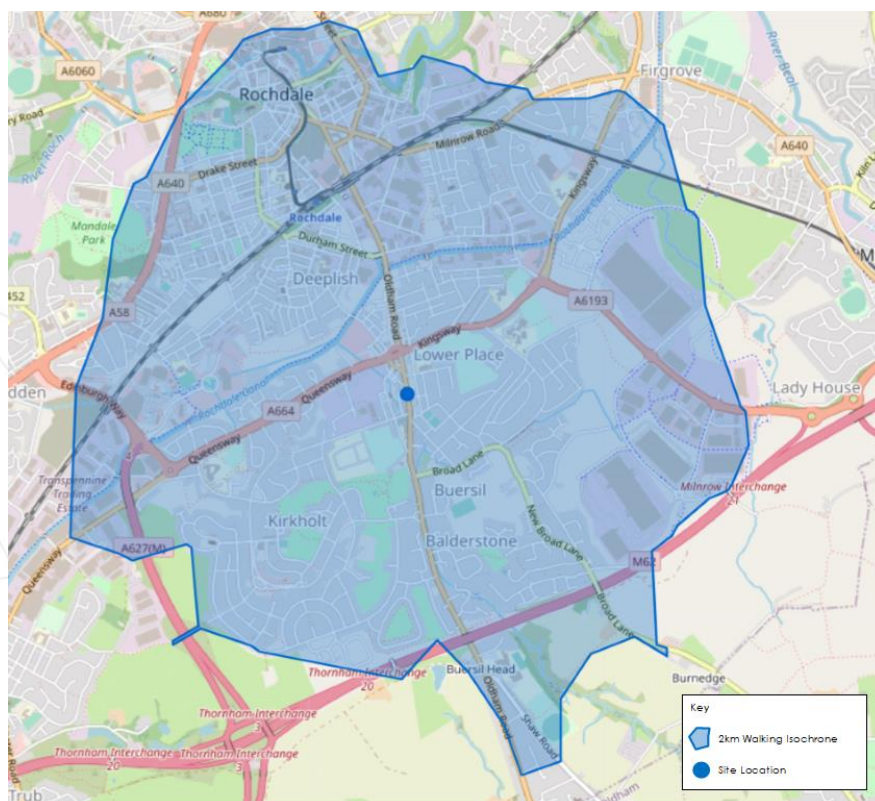


Figure 3-1 2km Walking Catchment

- 3.2.3 Pedestrian access to the site will be taken from Oldham Road on the western boundary of the site, with separate entrances for each retail unit.
- 3.2.4 Footways are provided on both sides of Oldham Road, which also benefits from street lighting and dropped kerbs and tactile paving at many local junctions. Approximately 80m to the south of the site access, a signal-controlled pedestrian crossing is provided across Oldham Road, providing a link to residential and employment areas to the west.
- 3.2.5 Approximately 100m to the north, a three-way signal-controlled pedestrian crossing is provided at the junction between Oldham Road and Well I' Th' Lane.
- 3.2.6 This walking catchment covers several residential areas that would allow staff and visitors from the above areas to access the site on foot.

Cycle Access

- 3.2.7 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes s Rochdale, Kirkholt, Milnrow, Royton and Shawclough.
- 3.2.8 **Figure 3.2** illustrates a 5km cycle catchment from the site. This area also includes Rochdale Train Station and Rochdale Interchange, which means cycling could make up part of a multi-modal commute for staff members using the train.

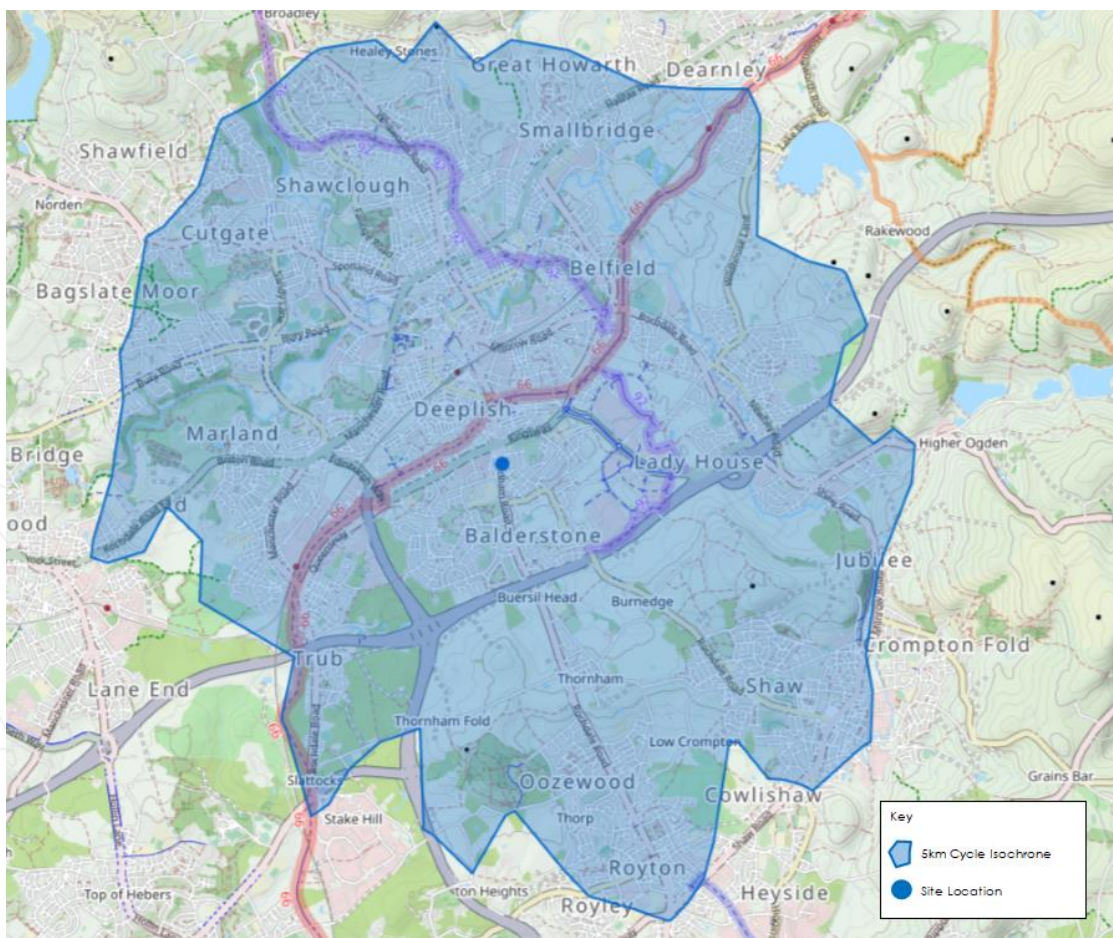


Figure 3-2 5km Cycle Catchment

- 3.2.9 As can be seen, many of the local roads within the vicinity of the site are designated as traffic free routes, and routes which are subject to a 20mph speed limit.
- 3.2.10 In addition, many of the local roads are lightly trafficked and of a gradient conducive to cycle journeys over a short to medium distance, ensuring that travel by bike will be a practical and attractive travel option for those working at or visiting the development.
- 3.2.11 Route 66 on the National Cycle Network (NCN) can be accessed from Rochdale town centre. The route runs along an east – west alignment, connecting the site to many nearby residential areas, whilst providing access to Littleborough to the north east and Castleton to the south west, as well as an abundance of other key facilities. Route 66 runs mainly along Rochdale Canal Tow Path and is therefore mostly traffic free, providing attractive opportunities for staff and customers to travel by bicycle.
- 3.2.12 It is considered that cycling would represent an attractive option for regular commuting, given that the site is accessible by bike from much of a significant residential catchment.

3.3 Public Transport

Bus Services

- 3.3.1 The closest bus stops to the site are located on Oldham Road to the north of the site, located within a 100m and 160m walking distance of the site, for northbound and southbound services, respectively. These bus stops have a flag with timetable information. There are also additional stops located on Oldham Road, approximately 110m and 150m to the south of the site, for northbound and southbound services, respectively. **Figure 3.3**, demonstrates the location of these stops in relation to the site.

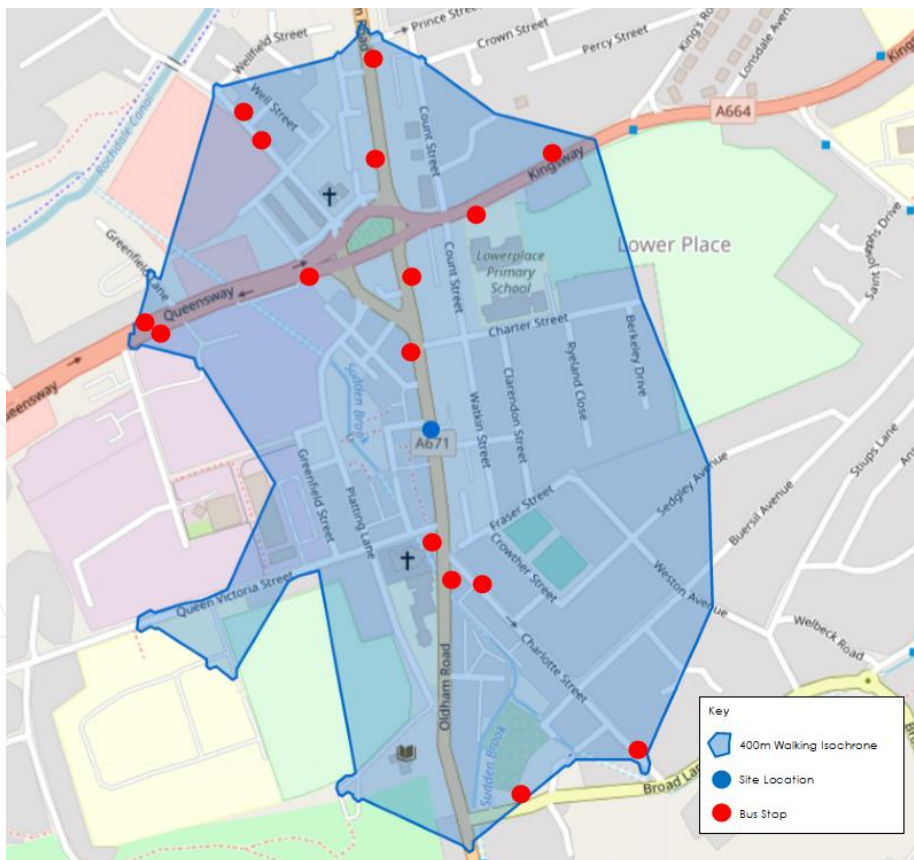


Figure 3-3 Bus Stop Locations

3.3.2 **Table 3.2** summarises the destinations and frequencies of the bus services available from Oldham Road.

Table 3-2 Bus Service Summary

Service		Frequency		
		Monday – Friday	Saturday	Sunday
Hall Lane only				
6	Kirkholt - Rochdale Bus Station	20 mins	20 / 30 mins	30 mins
409	Ashton Bus Station - Oldham – Rochdale Interchange	5 / 10 mins	10 mins	20 / 30 mins
862	School Service Only			
880				
887				
R3	Wallbank - Rochdale via Shawclough Way	60 mins	60 mins	60 mins
R6	Rochdale - Kingsway Business Park – Milnrow (Circular)	60 mins	60 mins	60 mins
R9	Rochdale - Buckstones (Circular)	60 mins	60 mins	60 mins

3.3.3 As can be seen in **Table 3.2**, there are regular bus services available within a short walk of the site, Monday – Sunday, which offer services to a range of local and regional destinations. It is, therefore, considered that travel by bus would be an option for staff and customers accessing the site from further afield.

Rail Services

3.3.4 The closest train station to the site is Rochdale station. It is located approximately 18 minutes away on foot or a 6-minute cycle journey.

3.3.5 Rochdale Station has 16 on-platform cycle storage stands which are covered by CCTV, ticket machines and a ticket office. Furthermore, step free access is provided through the station. The station provides and services to Leeds, Wigan, Manchester Victoria, Chester, Blackburn and Todmorden.

3.3.6 Moreover, there is a Metrolink service of five trams per hour (every 12 minutes) to Oldham and Manchester Victoria tram stop, continuing on to East Didsbury tram stop, each weekday from 06.00 until 00.30 Monday–Thursday and until 01.20 Fridays and Saturdays. On Sundays between 09.00 and 18.00, a 12-minute frequency operates and a 15-minute service outside these times.

3.4 Summary

3.4.1 This section of the Transport Statement has sought to identify the existing opportunities for travel by sustainable modes within the vicinity of the site. It has been identified that there are existing pedestrian and cycle routes, which can be utilised by staff members living locally to the site to commute. Furthermore, there are a wide range of destinations from which the site is accessible by public transport, with a number of bus routes providing four services per hour to the site.

4 Existing Highway Network

4.1 Introduction

4.1.1 This section of the Transport Statement considers the nature of the existing highway network, including analysis of historic personal injury collision data.

4.2 Local Highway Network

4.2.1 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

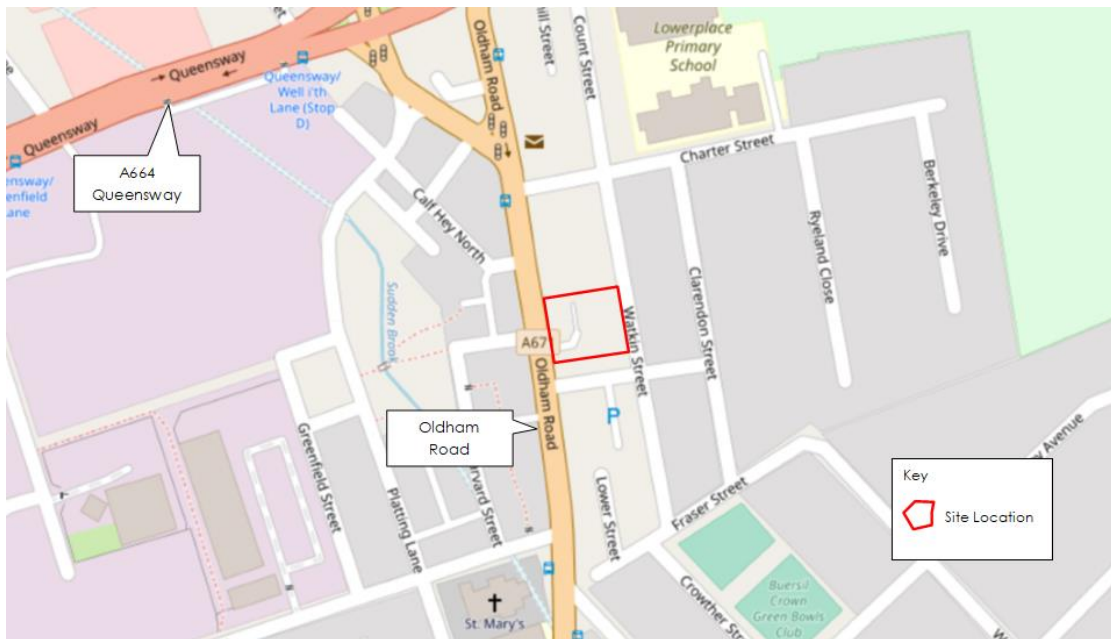


Figure 4-1 Local Highway Network

- 4.2.2 The site takes access from A671 Oldham Road, which runs along the western boundary of the site.
- 4.2.3 In the vicinity of the site, Oldham Road is a single lane, two-way carriageway, approximately 11 metres wide, although its effective width is reduced by parking along its eastern kerb line. There are footways approximately 2 and 3 metres wide on the west and east sides of the carriageway respectively. Approximately 110 metres north of the site, Oldham Road forks to provide separate northbound and southbound carriageways approaching and leaving traffic signal controlled junctions with Queensway/Kingsway. The point of the fork in Oldham Road is also traffic signal controlled and incorporates a triangular shaped splitter island and pedestrian crossing facilities. A further signalised pedestrian crossing facility is located on Oldham Road approximately 110 metres to the south of the site.
- 4.2.4 Between Charlotte Street and the fork in Oldham Road, the road is fronted by residential properties on its western side and retail properties on its eastern side. Between the fork and the Queensway/Kingsway junction, the one-way southbound section of Oldham Road is fronted by retail properties on both sides. Beyond the Oldham Road frontage, the development in the immediate surrounding area is predominantly residential in scale and character.
- 4.2.5 Limited waiting (30 min maximum stay, Mon – Sat, 8.00am to 6.00pm) is permitted on much of the eastern side of Oldham Road, between a point approximately mid-way along the site frontage and the Queensway/Kingsway junction (i.e. the retail frontage), whilst the western

side of the road is predominantly subject to 'no waiting at any time' restrictions. The site frontage is approximately 36 metres in length. Limited waiting is permitted on the northern 20 metres length of the site frontage, whilst the southern 16 metres length is subject to 'no waiting at any time' restrictions and a peak periods loading ban.

- 4.2.6 Approximately 200m to the north-west of the site, Oldham Road meets the A664 at a signal controlled junction, with segregated left turn and ahead and right turn facilities. The A664 Rochdale Bypass runs for approximately 19km from Manchester to the northern side of Rochdale, forming an easterly bypass around Rochdale. It also provides strategic routes towards the M62 to the south and the A58 to the north.

4.3 Road Safety

- 4.3.1 Accident data was sought for the area immediately surrounding the site for the most recent 5-year period (2017 – 2021) from www.crashmap.co.uk. Crashmap offers a definitive map of the official road collision statistics. **Figure 4.2**, illustrates the accidents recorded within this 5-year period in the vicinity of the site.

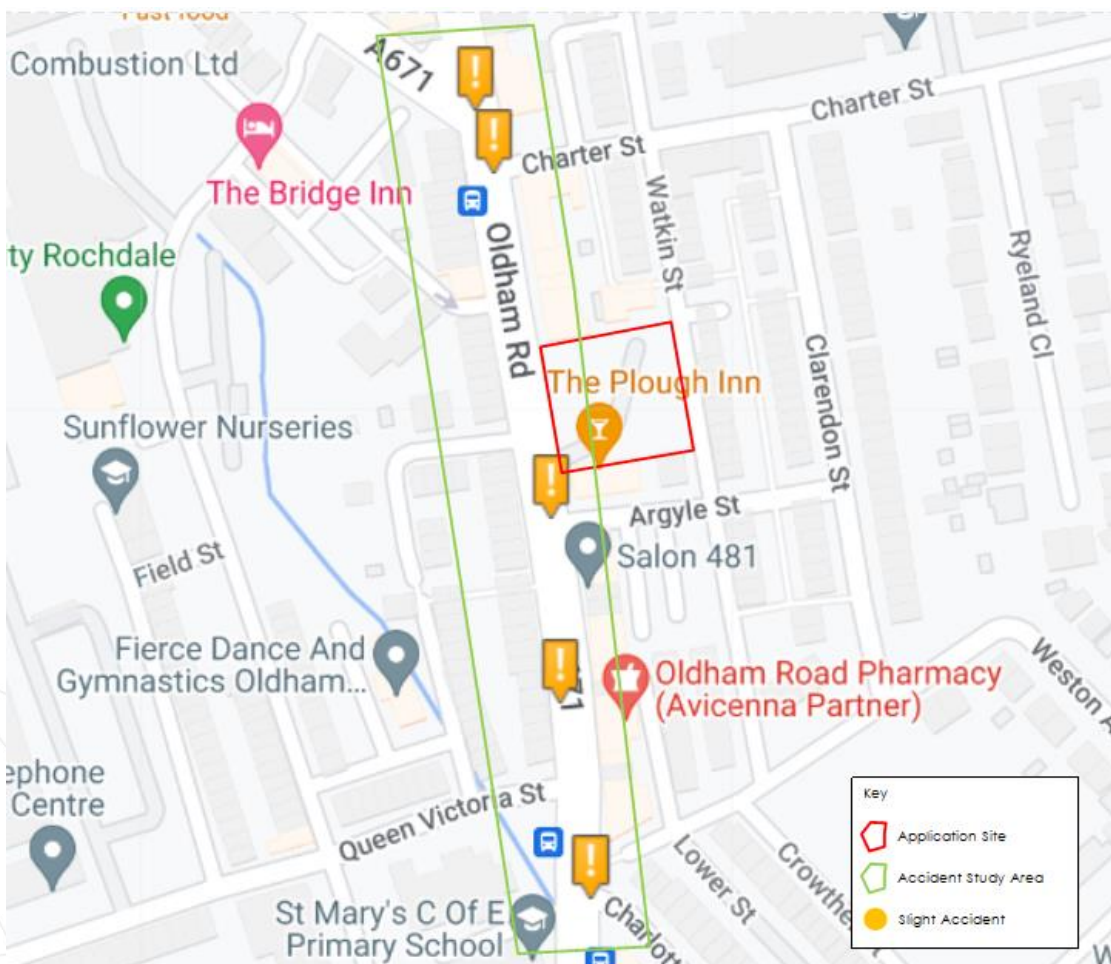


Figure 4-2 Accident Study Area

- 4.3.2 As can be seen in **Figure 4.2**, a total of 5 accidents have been recorded within the most recent 5-year period, which equates to an average of 1 accident per year. Of the accidents recorded, all were slight.

- 4.3.3 Given the scale of the accident study area, it is not considered that an average of 1 accident per year signifies an existing issue to road safety, which could be exacerbated by any development trips. Furthermore, as will be discussed further in Section 5, the development proposals will result in a minimal uplift in vehicle trips and, as a consequence, it is considered that the proposals will not result in an undue impact on road safety, within the vicinity of the site.

5 Development Proposals

5.1 Introduction

- 5.1.1 This section of the Transport Statement considers the proposed access, parking and servicing arrangements for the site.

5.2 Access

- 5.2.1 The proposed development will take access via the existing access to the south west of the site boundary.
- 5.2.2 As part of the proposals and in order to achieve the required 43m visibility splay to the north (which are shown in **Appendix A**), the existing access is to be improved, comprising wider footways to both sides of the access.
- 5.2.3 The existing access is approximately 6m wide and will facilitate two-way movement in/out of the site. This access will provide the sole point of vehicular entry/exit into the car park associated with the site.
- 5.2.4 The proposed site will have an open frontage so that pedestrians can enter the site from anywhere along the site frontage, rather than there being a dedicated pedestrian entrance, as can be seen on the site layout attached at **Appendix A**.

5.3 Parking

- 5.3.1 The parking standards for new developments in Rochdale are contained within the Rochdale Core Strategy. The parking standards for convenience stores and hot food retail are summarised in **Table 5.1** below.

Table 5.1: Rochdale Core Strategy – Parking Standards

Type of Development	Maximum Standard for Car Parking	Maximum Based on Proposed Floor Area	Minimum Standard for Cycle Parking	Minimum Provision Based on Proposed Floor Area
A1 – Shops Food Retail	1 per 25sqm	15 Spaces	1 space per 100 sqm – minimum provision for 2 spaces	3 Spaces
A3 Food & Drink Restaurants	1 per 7sqm Public Floor Area	6 Spaces	For 1 cycle per 140 sqm public floor area – minimum provision for 2 cycles	2 Spaces

- 5.3.2 Based on the information set out in **Table 5.1** and the proposed convenience store of 371.6sqm and proposed hot food retail unit of 91sqm (of which approximately 40 sqm is public floor area), the site should provide 21 parking spaces. As can be seen on the proposed site layout at **Appendix A**, it is proposed to provide 23 spaces for general parking, including 2 disabled spaces and 6 EV spaces.

5.4 Servicing

General Servicing and Refuse Collection

- 5.4.1 The drawing attached at **Appendix D** demonstrates how it is expected the site will be serviced, within the site, by a 10.35m rigid delivery vehicle (as specified by the proposed end user), although an 11m rigid vehicle could also service the site, as requested by the LHA.

Emergency Vehicle Access

- 5.4.2 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, The Building Regulations 2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service', Table 8 sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Fire tenders and emergency vehicles will be able to access the proposed retail units from Oldham Road.

6 Trip Assessment

6.1 Introduction

6.1.1 This section of the Transport Statement considers the trip generation of the proposed development, a convenience store (Use Class E) and hot food retail unit.

6.2 Trip Generation

Proposed Convenience Store

6.2.1 The development proposals comprise a proposed convenience store with a GFA of 371m². In order to determine the vehicle trip rates associated with the proposed dwellings, the TRICS database has been interrogated using the following parameters:

- Land Use: Retail, Convenience Store;
- Gross Floor Area: 0 – 600m²;
- Location: Suburban Area, Edge of Town Centre, Neighbourhood Centre; and
- Date Range: 01/01/2015 – 29/09/2022.

6.2.2 **Table 6.1** summarises the vehicle trip rates, and resultant vehicular trip generation associated with the proposed convenience store. The TRICS output is provided at **Appendix C**.

Table 6.1: Vehicle Trip Generation

	AM (08:00 – 09:00)			PM (17:00 – 18:00)			Saturday (12:00 – 13:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	6.870	6.726	13.596	8.077	8.566	16.643	10.290	10.158	20.448
Trip Generation	25	25	50	30	32	62	38	38	76

6.2.3 As can be seen in **Table 6.1**, the proposed convenience store is anticipated to generate 50 two-way vehicle trips in the AM peak, 62 two-way trips in the PM peak hour and 76 two-way vehicle trips in the Saturday peak hour.

Proposed Hot Food Retail Unit

6.2.4 The smaller unit, as part of the development proposals, comprises of a hot food retail unit of 91sqm. To determine the vehicle trip rates associated with the proposed hot food retail unit, the TRICS database has been interrogated using the following parameters:

- Land Use: Hotel, Food and Drink, Take-away shops;
- Gross Floor Area: 0 – 500m²;
- Location: Suburban Area, Edge of Town Centre; and
- Date Range: 01/01/2015 – 25/11/2022.

- 6.2.5 **Table 6.2** summarises the vehicle trip rates, and resultant vehicular trip generation associated with the proposed hot food retail unit. The TRICS output is provided at **Appendix C**. In the absence of data for the time period for the hot food retail unit, the 09:00-10:00 trip rates have been used as a proxy for the 08:00-09:00 period (the expected peak hour of the local highway network).

Table 6.2: Vehicle Trip Generation

	AM			PM			Saturday (12:00 – 13:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	3.333	3.333	6.666	6.845	6.548	13.393	7.000	3.111	7.111
Trip Generation	3	3	6	6	6	12	4	3	6

- 6.2.6 As can be seen in **Table 6.2**, the proposed hot food retail unit is anticipated to generate 6 two-way vehicle trips in the AM peak, 12 two-way trips in the PM peak hour and 6 two-way trips in the Saturday peak hour. **Table 6.3**, below, provides an overview of the total development trip generation, based on the information set out in **Table 6.1** and **Table 6.2**.

Table 6.3: Total Vehicle Trip Generation

	AM			PM			Saturday		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Convenience Store	25	25	50	30	32	62	38	38	76
Hot Food Retail Unit	3	3	6	6	6	12	4	3	6
Total	28	28	56	36	38	78	42	41	82

- 6.2.7 As can be seen in **Table 6.3**, the total development is anticipated to generate 56 two-way vehicle trips in the AM peak, 78 two-way trips in the PM peak hour and 82 during the Saturday peak hour.
- 6.2.8 The above calculations do not take into account the trip generation associated with the existing uses on the site. The site is currently vacant but was previously occupied by a vehicle hire depot, while the site was also consented for A1 use in 2014. A netting off exercise has not been undertaken and is therefore considered a particularly robust worst-case assessment of the impact of the development proposals, however, for completeness, the following table illustrates the trip generation, agreed as part of the previous consent for A1 use.

Table 6.4: Consented Vehicle Trip Generation

	AM			PM			Saturday		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Convenience Store	25	25	50	60	60	120	50	50	100

6.2.9 Considering the information provided in **Table 6.4**, while there is expected to be a similar level of trips during the AM and PM peak hours, while the Saturday peak hour is significantly lower.

6.3 Trip Types

6.3.1 It is commonly accepted that retail developments do not generate wholly 'new' trips on the highway network. The majority of journeys tend to be either existing retail trips transferring to the new store from a store that would have been previously visited, or existing journeys on the network that call at the proposed retail units as part of an existing, wider primary journey.

6.3.2 Due to the location of the site, on Oldham Road, a key route to/from Oldham and Rochdale, it is considered that the site would generate a high volume of pass-by trips, with many customers calling in on their way past rather than visiting it as a destination.

6.3.3 Typically, with developments of this nature, just 10% - 20% of trips are new to the network. This approach has been agreed with other local authorities for similar developments at Wakefield Road Gildersome, Calder Park Wakefield and Flagstaff Island, Ashby-De-LaZouch. It was also recently upheld at appeal (APP/E2734/W/20/3254251) associated with a drive through at Wetherby Road, Harrogate. The appeal decision notice is provided at **Appendix D**.

6.3.4 **Table 6.5** summarises approved breakdown of trip types for Gildersome, Calder Park, Flagstaff and Harrogate.

Table 6.5: Approved Trip Types by Site

Site	Linked	New	Pass-by	Diverted	Total
Wakefield Road, Gildersome	10%	20%	30%	40%	100%
Calder Park, Wakefield	10%	18%	18%	100%	
Flagstaff Island, Ashby-de-la-Zouch	10%	18%	72%		100%
Wetherby Road, Harrogate	0%	20%	80%		100%

6.3.5 As such, it is considered robust to assume that 20% of the trips will be 'new' and the remaining 80% of trips will be made up of 70% pass-by trips and 10% diverted trips. This has been applied to the trip generation for the proposed retail units, as set out in **Table 6.3**. **Table 6.6** summarises the trip generation by trip types, associated with the proposals.

Table 6.6: Trip Generation by Trip Types

	AM			PM			Saturday		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
New Trips (20%)	6	6	11	7	8	16	8	8	16
Pass-By Trips (70%)	20	20	39	25	27	55	29	29	57
Diverted Trips (10%)	3	3	6	4	4	8	4	4	8
Total Trips (100%)	28	28	56	36	38	78	42	41	82

- 6.3.6 As can be seen in the **Table 6.6**, it is anticipated that there would be just 11 new two-way vehicle trips in AM peak hour and 16 new two-way vehicle trips in the PM and Saturday peak hours. The anticipated uplift of new trips would fall below the generally accepted threshold for junction modelling of 30 two-way trips; the majority of the trips associated with the proposed development would already be on the network, passing the site. Therefore, no further assessment has been undertaken.

7 Summary and Conclusions

7.1 Summary

7.1.1 MJM has prepared this Transport Statement to accompany a planning application for the construction of a convenience store (371.6sqm) and a hot food retail unit (91sqm), with car parking and servicing area on land to east of Oldham Road, Rochdale. The following summarises the key points:

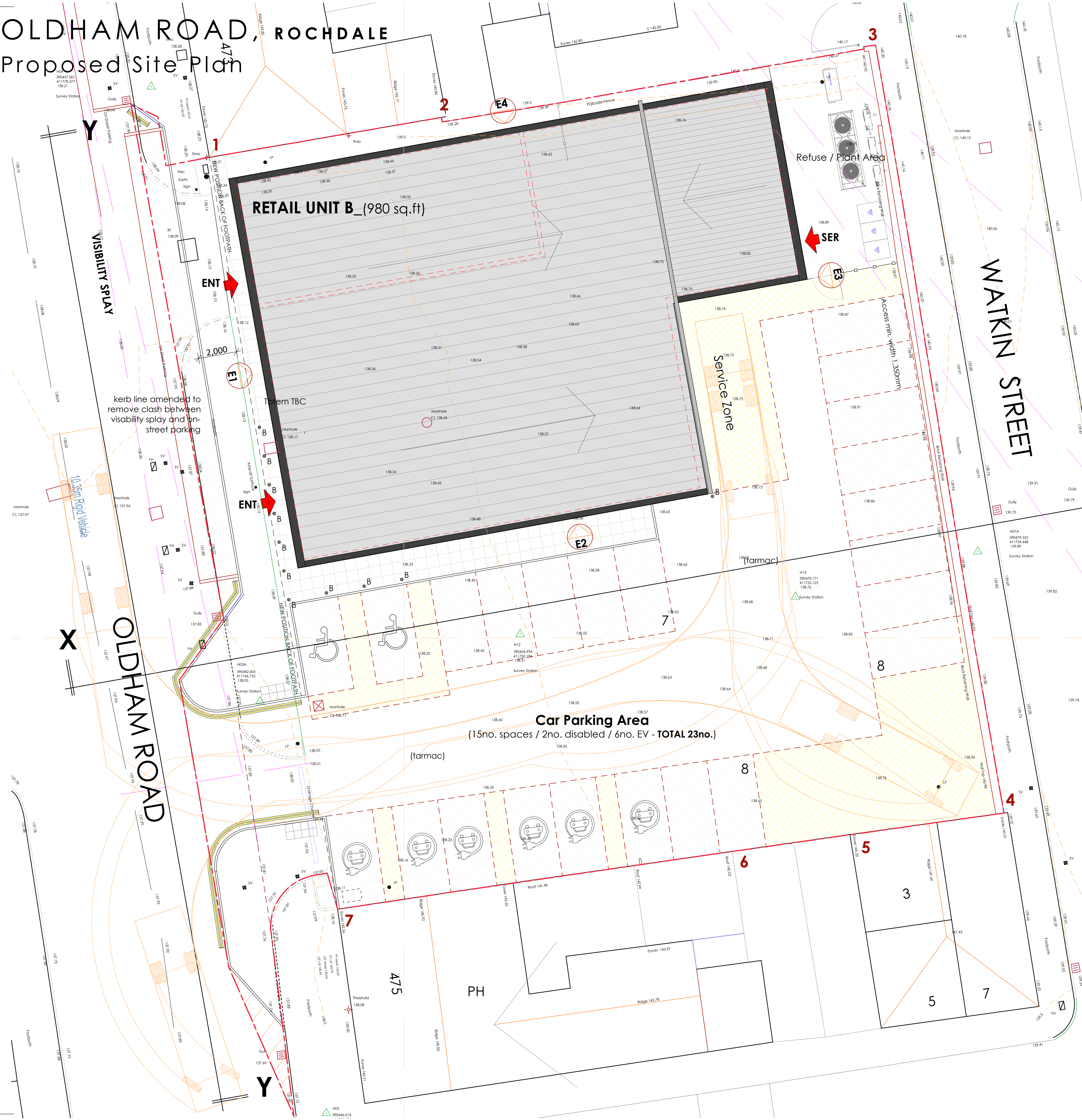
- The proposals are in keeping with both the local and national transport and land use planning policy agenda;
- The site benefits from good connectivity with the facilities and amenities available in the local area, with opportunities for future staff and customers to arrive by non-car modes;
- An analysis of historic accident data suggests that there are no significant accident trends that might be exacerbated by the addition of development traffic;
- An assessment of the likely traffic generation indicates that the proposals might generate some 56 two-way vehicle trips in the AM peak hour, 78 two-way trips in the PM peak hour and 82 during the Saturday peak hour;
- Evidence has been presented which suggests that up to 70% of development traffic will be considered to pass-by, 10% diverted, with only 20% of development generated traffic considered to be 'new'. With this in mind, it is considered that the development would generate 11 new two-way trips in the AM peak hour and 16 new two-way trips in the PM and Saturday peak hours;
- Car parking has been provided at a ratio appropriate to the nature and location of the site, this has been demonstrated to be suitable with reference to the convenience nature of the retail unit and hot food retail unit; and
- Servicing of the proposed development has been considered and will take place within a dedicated servicing area within the site.

7.2 Conclusion

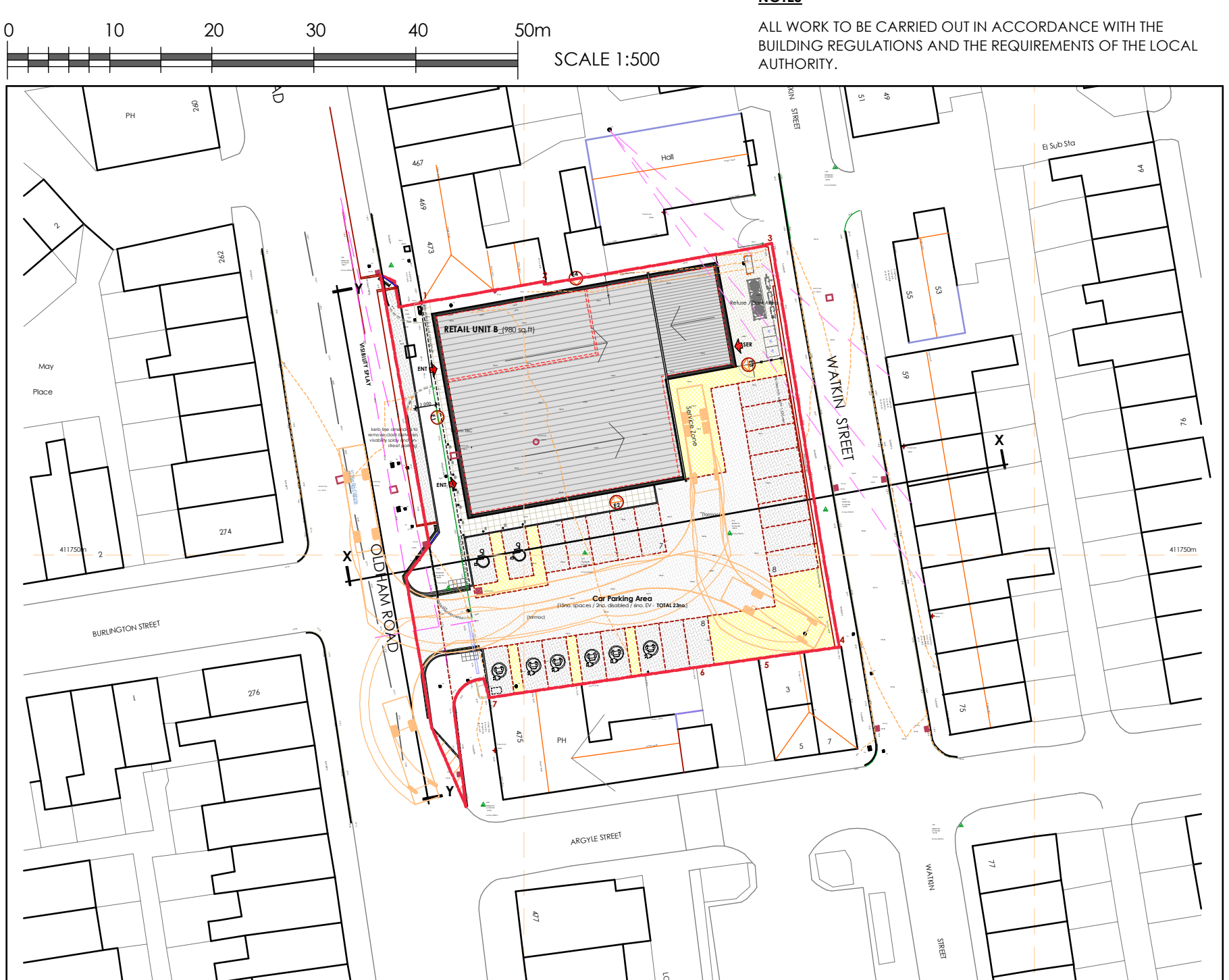
7.2.1 Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.

Appendix A

OLDHAM ROAD, ROCHDALE
Proposed Site Plan



CONTEXT SITE PLAN - SCALE 1:500



NOTES
ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THE REQUIREMENTS OF THE LOCAL AUTHORITY.

- BOUNDARY TREATMENT KEY**
- 1-2 Existing brick elevation of adjoining building
 - 2-3 Existing palisade fence retained
 - 3-4 Existing wall and palisade fence retained, barbed wire removed from top of fence
 - 4-5 Existing brick elevation of adjoining building
 - 5-6 Existing brick wall retained
 - 6-7 Existing brick elevation of adjoining building
 - 7-1 No boundary treatment

Survey Control Co-ordinates				
Reference	East	North	Elevation	Description
H01	390492.796	411723.544	139.32	Survey Station
H01A	390479.552	411754.448	139.89	Survey Station
H02	390480.504	411787.992	140.26	Survey Station
H03	390446.014	411725.539	137.90	Survey Station
H03A	390442.603	411746.733	138.05	Survey Station
H04	390437.001	411778.377	138.21	Survey Station
H12	390455.994	411750.194	138.51	Survey Station
H13	390470.171	411752.123	138.76	Survey Station

REV	DESCRIPTION	BY	CHKD	DATE
Q	Scheme updated further to comments	IR		20/07/23
P	4no. EV spaces indicated.	IR		28/02/23
O	Minor alteration to service door	IR		06/02/23
N	Minor alterations further to highway consultants comments	IR		03/02/23
M	Minor alterations, tracking added.	IR		01/02/23
L	Site entrance altered to suit Highway Consultants comments and design.	IR		25/01/23
K	Parking amended.	IR		09/12/22
J	Site entrance position amended further to highway consultant comments.	IR		09/12/22
H	Visibility splay amended and on-street parking position amended to suit highway consultant comments.	IR		08/12/22
G	External works altered to suit highway consultant comments.	IR		06/12/22
F	Scheme layout amended to suit discussions, car parking, service access, building position amended.	IR		05/12/22
E	Boundary notes and site section positions added.	IR		08/08/22
D	Minor alteration in building positions, notes added.	IR		21/06/22
C	Minor amendment to parking layout.	IR		01/06/22
B	External works amended to suit transport consultants information.	IR		31/05/22
A	Minor modification to Unit B	IR		18/05/22

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ARCHITECTS

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PROJECT
OLDHAM ROAD
ROCHDALE

TITLE
PLANNING INFORMATION
General Arrangement
PROPOSED SITE PLAN

DRAWING NO.	1430_101(P)	REVISION	Q
SCALE	1:100/500 @ A1	DATE	MAY 2022
DRAWN BY	IR	CHECKED BY	

- PURPOSE OF ISSUE
- ☐ PLANNING
 - ☐ BUILDING REGS
 - ☐ TENDER
 - ☐ COMMENT
 - ☐ INFORMATION
 - ☐ CONSTRUCTION

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Appendix B

BOUNDARY TREATMENT KEY

- 2-2 Existing brick elevation of adjoining building
- 2-3 Existing palisade fence retained
- 3-4 Existing wall and palisade fence retained, barb wire removed from top of fence
- 4-5 Existing brick elevation of adjoining building
- 5-6 Existing brick wall retained
- 6-7 Existing brick elevation of adjoining building

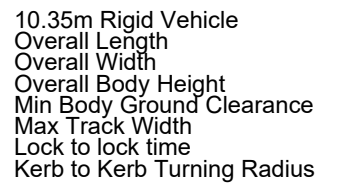
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:-

CONSTRUCTION:

MAINTENANCE/CLEANING:

DECOMMISSIONING/DEMOLITION:

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.



10.350m
2.490m
3.726m
-0.254m
2.437m
3.00s
10.800m

Rev	Date	Amendment		
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mjm Consulting Engineers^{Ltd}

Southgate House, 38 Southgate, Wakefield WF1 1TL
T: 01924 811 000 mjmc.co.uk

Project:
OLDHAM ROAD, ROCHDALE

Client:
WARRIOR DEVELOPMENTS

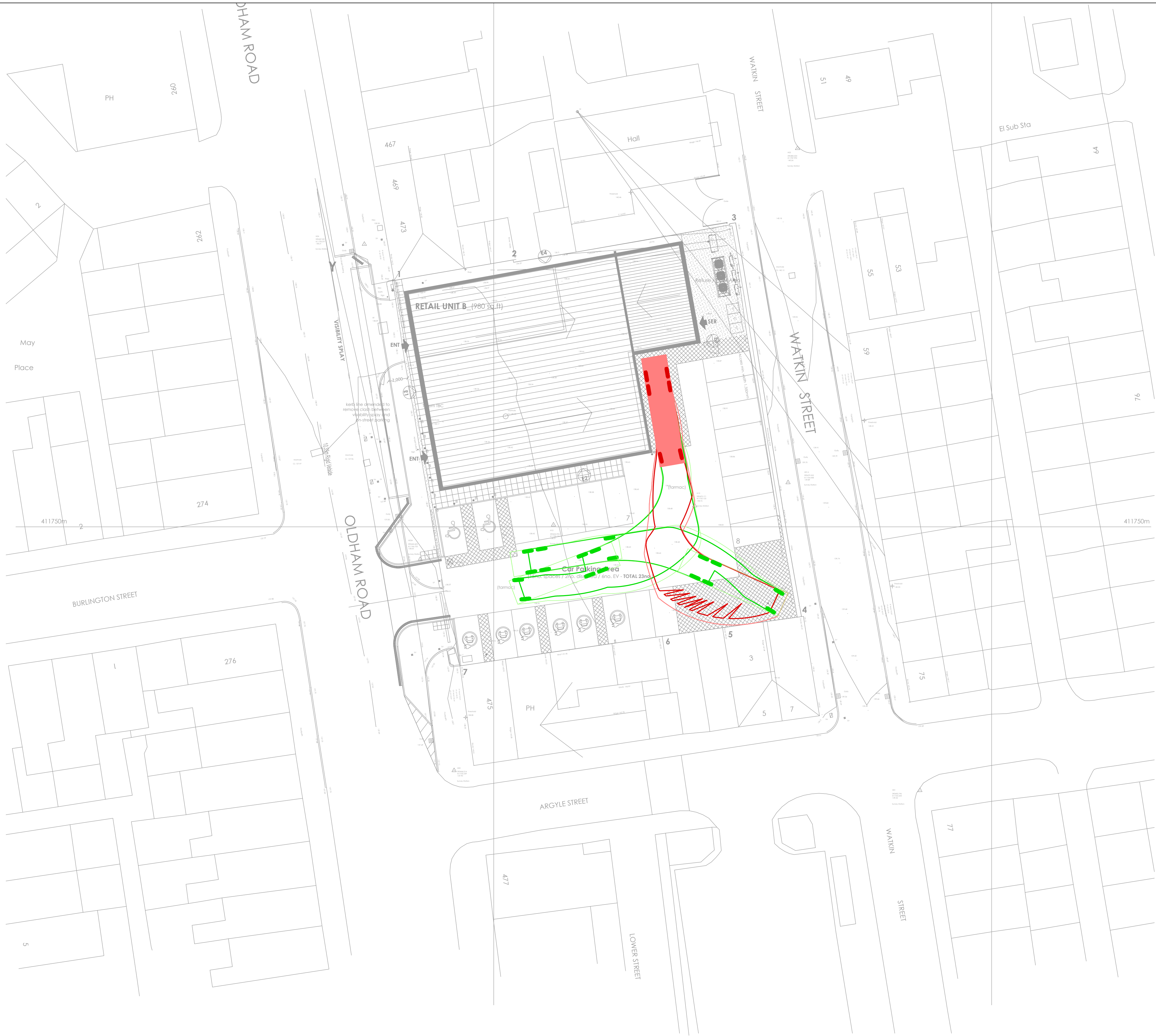
Drawing Title:
10.35M SWEPT PATH ANALYSIS

 JM	 TM	 TM
MJMC Ref: 8550	Scale: 1:200	Sheet Size: A1
Revision Status: -	Suitability Status: S2	Date: JULY 2022

Suitability
Description: **FOR INFORMATION**

Drawing Reference:
Project - Originator - Zone - Level - File Type - Discipline - Number

8550-MJM-XX-XX-DR-D-6690



DESIGNER RISK INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:-

CONSTRUCTION:

MAINTENANCE/CLEANING:

DECOMMISSIONING/DEMOLITION:

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

11m RIGID
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

11.000m
2.500m
3.725m
2.437m
3.00s
11.000m

Rev	Date	Amendment			

Southgate House, 38 Southgate, Wakefield WF1 1TL
T: 01924 811 000 mjm.co.uk

Project:
OLDHAM ROAD, ROCHDALE

Client:
WARRIOR DEVELOPMENTS

Drawing Title:
11M SWEEP PATH ANALYSIS

MJC Ref: 8550	Scale: 1:200	Sheet Size: A1
Revision Status: -	Suitability Status: S2	Date: JULY 2022

Suitability Description:
FOR INFORMATION

Drawing Reference:
Project - Originator - Zone - Level - File Type - Discipline - Number
8550-MJM-XX-XX-DR-D-6691

Reference	Ref	North	East	North	East
101	201472.78	41.1723.044	120.32	Survey Station	
101A	201472.78	41.1723.044	120.32	Survey Station	
102	201482.02	41.1723.044	120.32	Survey Station	
102A	201482.02	41.1723.044	120.32	Survey Station	
103	201482.02	41.1723.044	120.32	Survey Station	
103A	201482.02	41.1723.044	120.32	Survey Station	
104	201482.02	41.1723.044	120.32	Survey Station	
104A	201482.02	41.1723.044	120.32	Survey Station	
105	201482.02	41.1723.044	120.32	Survey Station	
105A	201482.02	41.1723.044	120.32	Survey Station	

- BOUNDARY TREATMENT KEY
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Appendix C

Calculation Reference: AUDIT-703001-230727-0706

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 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: 53 to 223 (units: sqm)
 Range Selected by User: 30 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/11/22

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

Selected survey days:

Monday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 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
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	2

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	3 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

10,001 to 15,000	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:

75,001 to 100,000	1 days
125,001 to 250,000	1 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	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
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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	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ST-06-G-01	CHINESE	STAFFORDSHIRE
	PARKSIDE AVENUE		
	STAFFORD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	53 sqm	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
2	TW-06-G-01	INDIAN	TYNE & WEAR
	1 CASTELLIAN ROAD		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	223 sqm	
	Survey date: WEDNESDAY	29/03/17	Survey Type: MANUAL
3	TW-06-G-02	FISH BAR	TYNE & WEAR
	STAMFORDHAM ROAD		
	NEWCASTLE UPON TYNE		
	BLAKELAW		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	60 sqm	
	Survey date: MONDAY	13/06/16	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.

MJMC Southgate House, Southgate Wakefield

Licence No: 703001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	3.333	1	60	3.333	1	60	6.666
10:00 - 11:00	1	60	8.333	1	60	1.667	1	60	10.000
11:00 - 12:00	1	60	13.333	1	60	13.333	1	60	26.666
12:00 - 13:00	1	60	25.000	1	60	23.333	1	60	48.333
13:00 - 14:00	1	60	18.333	1	60	20.000	1	60	38.333
14:00 - 15:00	1	60	20.000	1	60	25.000	1	60	45.000
15:00 - 16:00	1	60	23.333	1	60	20.000	1	60	43.333
16:00 - 17:00	3	112	3.571	3	112	2.679	3	112	6.250
17:00 - 18:00	3	112	6.845	3	112	6.548	3	112	13.393
18:00 - 19:00	3	112	11.012	3	112	10.119	3	112	21.131
19:00 - 20:00	3	112	12.798	3	112	13.393	3	112	26.191
20:00 - 21:00	3	112	9.821	3	112	11.607	3	112	21.428
21:00 - 22:00	3	112	1.786	3	112	2.976	3	112	4.762
22:00 - 23:00	2	138	0.725	2	138	0.725	2	138	1.450
23:00 - 24:00	2	138	0.362	2	138	0.000	2	138	0.362
Total Rates:			158.585			154.713			313.298

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: 53 - 223 (units: sqm)
 Survey date range: 01/01/15 - 25/11/22
 Number of weekdays (Monday-Friday): 3
 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-703001-230727-0752

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SD SWINDON	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	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: 204 to 550 (units: sqm)
 Range Selected by User: 0 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Monday	2 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
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	5
Built-Up Zone	1
High Street	3

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,

MJMC Southgate House, Southgate Wakefield

Licence No: 703001

Secondary Filtering selection:

Use Class:

Not Known	1 days
E(a)	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	5 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
25,001 to 50,000	1 days
125,001 to 250,000	4 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	5 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	9 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	9 days
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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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

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Licence No: 703001

LIST OF SITES relevant to selection parameters

1	BC-01-O-01	SAINSBURY'S LOCAL	BOURNEMOUTH CHRISTCHURCH & POOLE
	WIMBORNE ROAD		
	BOURNEMOUTH		
	WINTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	550 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
2	CF-01-O-02	CO-OPERATIVE	CARDIFF
	HEOL-Y-DERI		
	CARDIFF		
	RHIWBINA		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	350 sqm	
	Survey date: FRIDAY	07/10/16	Survey Type: MANUAL
3	DY-01-O-01	SAINSBURY'S LOCAL	DERBY
	NUNS STREET		
	DERBY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	204 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
4	LS-01-O-01	CO-OPERATIVE	LEEDS
	AINSTY ROAD		
	WETHERBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	539 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
5	NY-01-O-03	CO-OPERATIVE	NORTH YORKSHIRE
	FOREST ROAD		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	305 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
6	SD-01-O-01	ONE STOP	SWINDON
	THE CIRCLE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	292 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
7	TW-01-O-02	CO-OPERATIVE	TYNE & WEAR
	ETHEL TERRACE		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	330 sqm	
	Survey date: FRIDAY	07/04/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WS-01-O-01	CO-OP	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:		500 sqm
	Survey date: THURSDAY		12/05/22
			Survey Type: MANUAL
9	WS-01-O-02	SAINSBURY'S LOCAL	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:		409 sqm
	Survey date: WEDNESDAY		11/05/22
			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.

MJMC Southgate House, Southgate Wakefield

Licence No: 703001

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	2	352	0.994	2	352	0.568	2	352	1.562
06:00 - 07:00	7	408	2.450	7	408	2.345	7	408	4.795
07:00 - 08:00	9	387	5.519	9	387	5.289	9	387	10.808
08:00 - 09:00	9	387	6.870	9	387	6.726	9	387	13.596
09:00 - 10:00	9	387	5.663	9	387	5.116	9	387	10.779
10:00 - 11:00	9	387	5.519	9	387	5.260	9	387	10.779
11:00 - 12:00	9	387	5.778	9	387	5.892	9	387	11.670
12:00 - 13:00	9	387	6.870	9	387	6.726	9	387	13.596
13:00 - 14:00	9	387	5.950	9	387	5.605	9	387	11.555
14:00 - 15:00	9	387	6.151	9	387	6.266	9	387	12.417
15:00 - 16:00	9	387	6.525	9	387	6.237	9	387	12.762
16:00 - 17:00	9	387	7.358	9	387	6.726	9	387	14.084
17:00 - 18:00	9	387	8.077	9	387	8.566	9	387	16.643
18:00 - 19:00	9	387	8.364	9	387	8.393	9	387	16.757
19:00 - 20:00	9	387	6.956	9	387	6.726	9	387	13.682
20:00 - 21:00	8	398	3.859	8	398	4.675	8	398	8.534
21:00 - 22:00	8	398	2.479	8	398	2.887	8	398	5.366
22:00 - 23:00	4	416	1.022	4	416	0.842	4	416	1.864
23:00 - 24:00	3	371	0.359	3	371	0.719	3	371	1.078
Total Rates:			96.763			95.564			192.327

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: 204 - 550 (units: sqm)
 Survey date range: 01/01/15 - 29/09/22
 Number of weekdays (Monday-Friday): 9
 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-703001-230727-0756

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
09	NORTH	
	CU CUMBERLAND	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: 300 to 458 (units: sqm)
 Range Selected by User: 0 to 600 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Saturday 2 days

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

Selected survey types:

Manual count 2 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

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 1
 Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded X days - Selected

MJMC Southgate House, Southgate Wakefield

Licence No: 703001

Secondary Filtering selection:

Use Class:

E(a) 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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 1 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:

75,001 to 100,000 1 days

125,001 to 250,000 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 1 days

1.1 to 1.5 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 2 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 2 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 2 days

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

LIST OF SITES relevant to selection parameters

1	CU-01-O-01	CO-OPERATIVE	CUMBERLAND
	DENTON STREET		
	CARLISLE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	300 sqm	
	Survey date: SATURDAY	25/06/16	Survey Type: MANUAL
2	NF-01-O-03	CO-OP DAILY	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	458 sqm	
	Survey date: SATURDAY	17/09/22	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.

MJMC Southgate House, Southgate Wakefield

Licence No: 703001

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	1	458	0.218	1	458	0.000	1	458	0.218
06:00 - 07:00	1	458	1.092	1	458	0.218	1	458	1.310
07:00 - 08:00	2	379	2.902	2	379	2.375	2	379	5.277
08:00 - 09:00	2	379	7.784	2	379	7.124	2	379	14.908
09:00 - 10:00	2	379	7.124	2	379	7.256	2	379	14.380
10:00 - 11:00	2	379	7.388	2	379	7.256	2	379	14.644
11:00 - 12:00	2	379	8.707	2	379	8.443	2	379	17.150
12:00 - 13:00	2	379	10.290	2	379	10.158	2	379	20.448
13:00 - 14:00	2	379	7.256	2	379	7.124	2	379	14.380
14:00 - 15:00	2	379	8.047	2	379	7.784	2	379	15.831
15:00 - 16:00	2	379	7.124	2	379	7.784	2	379	14.908
16:00 - 17:00	2	379	7.256	2	379	6.596	2	379	13.852
17:00 - 18:00	2	379	9.631	2	379	11.478	2	379	21.109
18:00 - 19:00	2	379	7.124	2	379	6.464	2	379	13.588
19:00 - 20:00	2	379	7.256	2	379	6.860	2	379	14.116
20:00 - 21:00	2	379	4.090	2	379	5.145	2	379	9.235
21:00 - 22:00	2	379	4.617	2	379	5.013	2	379	9.630
22:00 - 23:00	1	458	1.528	1	458	1.747	1	458	3.275
23:00 - 24:00	1	458	0.000	1	458	0.437	1	458	0.437
Total Rates:			109.434			109.262			218.696

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: 300 - 458 (units: sqm)
 Survey date range: 01/01/15 - 29/09/22
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 2
 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.

MJMC Southgate House, Southgate Wakefield

Licence No: 703001

Calculation Reference: AUDIT-703001-230727-0759

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08 NORTH WEST
 LC LANCASHIRE 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: 450 to 450 (units: sqm)
 Range Selected by User: 30 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/11/22

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

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
Sui Generis 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:
1,001 to 5,000 1 days

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

Population within 5 miles:
125,001 to 250,000 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 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 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	LC-06-G-01	FISH & CHIPS	LANCASHIRE
	BLACKPOOL ROAD		
	PRESTON		
	ASHTON ON RIBBLE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	450 sqm	
	Survey date: SATURDAY	18/11/17	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.

MJMC Southgate House, Southgate Wakefield

Licence No: 703001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	450	1.556	1	450	1.333	1	450	2.889
12:00 - 13:00	1	450	4.000	1	450	3.111	1	450	7.111
13:00 - 14:00	1	450	3.333	1	450	4.444	1	450	7.777
14:00 - 15:00	1	450	1.778	1	450	2.000	1	450	3.778
15:00 - 16:00	1	450	0.889	1	450	0.889	1	450	1.778
16:00 - 17:00	1	450	2.444	1	450	1.556	1	450	4.000
17:00 - 18:00	1	450	3.556	1	450	3.778	1	450	7.334
18:00 - 19:00	1	450	3.111	1	450	3.556	1	450	6.667
19:00 - 20:00	1	450	1.556	1	450	2.000	1	450	3.556
20:00 - 21:00	1	450	2.444	1	450	2.222	1	450	4.666
21:00 - 22:00	1	450	0.000	1	450	0.000	1	450	0.000
22:00 - 23:00	1	450	0.444	1	450	0.667	1	450	1.111
23:00 - 24:00	1	450	0.000	1	450	0.000	1	450	0.000
Total Rates:			25.111			25.556			50.667

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: 450 - 450 (units: sqm)
Survey date range: 01/01/15 - 25/11/22
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 1
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.

Appendix D



Appeal Decision

Hearing Held on 15 June 2021

Site Visit made on 16 June 2021

by Helen Hockenhull BA (Hons) B. PI MRTPI

an Inspector appointed by the Secretary of State

Decision date: 16 July 2021

Appeal Ref: APP/E2734/W/20/3254251

Former 1st Dental Laboratories, 112 Wetherby Road, Harrogate, HG2 7AB

- 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 Euro Garages Limited against the decision of Harrogate Borough Council.
 - The application Ref 19/02171/FUL, dated 11 April 2019, was refused by notice dated 16 December 2019.
 - The development proposed is the demolition of existing building and erection of a coffee shop to include a drive thru, car parking, access and landscaping.
-

Decision

1. The appeal is allowed and planning permission is granted for the demolition of existing building and erection of a coffee shop to include a drive thru, car parking, access and landscaping at the former 1st Dental Laboratories, 112 Wetherby Road, Harrogate, HG2 7AB in accordance with the terms of the application, Ref 19/02171/FUL, dated 11 April 2019, subject to the conditions in the attached schedule.

Application for costs

2. An application for costs was made by Euro Garages Ltd against Harrogate Borough Council. This application is the subject of a separate decision.

Procedural Matters

3. Before the hearing took place, the Council took the decision not to defend its reasons for refusal and presented no evidence at the event. They did however take part in discussions regarding potential conditions should the appeal be allowed. I have therefore determined the appeal on the basis of the appellant's evidence, interested parties' evidence, the discussions at the hearing and my own observations on site.
4. Since the original application was determined, the Council has adopted the Harrogate District Local Plan 2014-2035. I have had regard to these policies in making my decision.

Main Issues

5. The main issues in this case are
 - the effect of the development on highway safety;
 - the effect of the development on air quality;

- the effect of the proposal on the living conditions of the occupants of nearby residences, with particular regard to noise and light pollution.

Reasons

Highway safety

6. Having regard to everything I have read and heard, the main highway issues relate to the capacity of Wetherby Road and the safety of right turning movements into and out of the appeal site.
7. In support of their case, the appellant relies on a Transport Assessment (TA) prepared in 2016 which accompanied a previous application for the same use on the appeal site, (Planning application ref 17/00729/FUL). This earlier scheme was also the subject of an appeal where highway issues were discussed. The Inspector who determined that case, concluded that the proposal would not cause highway safety issues, though the appeal was dismissed for other reasons. Whilst the previous appeal decision forms a material consideration in this case, I have undertaken my own assessment.
8. Recognising that the TA was prepared some time ago, the appellant has provided a Technical Note to accompany the current appeal to update the position. The TA concludes that there would be around 40-45 vehicle movements each way during the peak hours, equating to around two vehicle movements every three minutes, either arriving or departing the site in the peak period. The current proposal would have a gross floor area, around 40% lower than the previous proposal. With a scheme of the nature proposed, it would not be appropriate to suggest that traffic generation would also be 40% lower. However, it would be fair to say that trip generation would indeed be less than that indicated in the TA.
9. Traffic data in the TA was based on information collected in 2016. Since then the Department for Transport (DfT) has published survey data from 2018 which indicates that annual average daily traffic flows on the section of Wetherby Road immediately in front of the appeal site, have reduced from 24,992 to 22,289 vehicles, approximately 11% reduction. In light of the above, I agree with the appellant that the TA is robust and represents a worst-case scenario.
10. It is accepted by all parties that the junction of Wetherby Road, Hookstone Drive and Hookstone Chase, known locally as the Woodlands junction, operates at over capacity and at peak times traffic moves slowly with queuing on Wetherby Road extending back a considerable distance. I saw this on my site visit. I also observed some queuing, albeit to a lesser extent in off peak hours.
11. The appellant has estimated that around 80% of the trips to the proposed drive thru would be from passing traffic, vehicles already on the highway, with approximately 20% forming new trips. These figures are supported by evidence in the TA of other approved assessments for similar proposals. The TA concludes that the longest average queue lengths would increase by one additional vehicle at peak times. This level of increase would not have a severe impact upon capacity. Whilst it would marginally add to congestion, this would not be a highway safety issue.

12. The existing access into the site is to be closed off and a new access provided further away from the traffic light junction with keep clear markings provided. The scheme includes the widening of Wetherby Road so that a new right turn lane can be provided. Modelling indicates that the lane, which would accommodate up to 4 vehicles, would be long enough to prevent vehicles overflowing into through lanes.
13. I note that the right turn lane is located at a point where the two through lanes merge, creating a single lane. Bearing in mind the 4-vehicle length of the right turn lane, I am not persuaded that this situation would cause a highway safety issue. I note that a Road Safety Audit found no highway safety issues in this regard.
14. The proposed keep clear markings would facilitate vehicles turning right into the appeal site. I am aware of concerns that keep clear markings are ignored by drivers. Whilst I did observe this to be the case at the existing site access, this was only very occasionally and my perception was that in the main, the markings were respected. Should the gap in the traffic created by the keep clear markings effect the MOVA traffic system, I am satisfied that this could be resolved by the repositioning of the sensors.
15. Vehicles turning right out of the site would most likely have to wait for gaps in the north bound traffic flows provided by the operation of the traffic lights. This would require crossing two lanes of southbound traffic using the keep clear box. I accept that one of the two lanes may have stationary traffic but the other may still be moving. I experienced this on my site visit as I turned right out of the pub car park next to the appeal site.
16. As with any manoeuvre, drivers turning right and crossing two lanes of traffic would need to take care. However, traffic speeds would be reducing on the approach to the traffic lights and visibility emerging from the keep clear markings would be good in both directions. It is clear from my observations that similar right turning movements from other commercial premises along this stretch of Wetherby Road currently take place. Indeed, this is the case with the existing access to the site. I also note that accident data shows accidents at the junction itself not in the vicinity of the appeal site. Given the above, I am satisfied that the right turn arrangement would be acceptable in highway safety terms.
17. I have carefully considered concerns raised about the effect of the proposed highway works on right turning movements from the driveway to No. 141 Wetherby Road. I acknowledge that this manoeuvre is already difficult particularly at peak times. The key consideration for me in this appeal is whether the proposal would make this any worse. The introduction of the right turn pocket would provide a larger area in the centre of the road than the current diagonal hatched area for a right turning vehicle, reducing the risk of side swipes. Furthermore, bearing in mind the likely number of vehicles turning right into the site, estimated as less than 1 vehicle every two minutes, queuing should not be a continuous feature at the right turn pocket. Turning right out of the adjacent residential property should therefore be no more difficult.
18. The widening of the road to facilitate the right turn pocket would reduce the width of the pavement next to the appeal site. However, it would be maintained at 2 metres which would be adequate for users. The scheme also

- proposes the provision of a pedestrian refuge to the south of the site which would facilitate pedestrian crossing movements.
19. The proposed drive thru would have a total of 21 on site car parking spaces for both staff and customers. This is adequate, meeting the Council's car parking standards. Cycle parking stands would also be installed as part of the proposal.
 20. Residents have brought my attention to a recent accident at the Woodlands junction which tragically resulted in a fatality which does not yet feature in accident data. I have been provided with an email from the Highway Authority which advises that this took place on the outbound carriageway at the traffic light junction and that this accident would have no connection with future traffic from the proposed coffee shop.
 21. The National Planning Policy Framework (the Framework) in paragraph 109 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. Based on the evidence before me and on my observations, I am not persuaded that the appeal scheme would adversely effect highway safety or have a severe impact on the highway network. The proposal would therefore comply with the Framework in this regard.
 22. It would also accord with Policy TI1 of the adopted Harrogate Local Plan. This policy seeks to promote sustainable travel and provide a transport system which is safe, reliable and convenient. Additionally, the development would comply with Policy TI13 which seeks to achieve adequate parking provision for cars, cycles and motorcycles.

Air quality

23. The appeal site is located adjacent to the Air Quality Management Area (AQMA) on Wetherby Road. The AQMA was designated due to exceedances of the annual mean objective for nitrogen dioxide (NO₂).
24. The appellant has submitted an Air Quality Assessment. This uses air quality data for the base year of 2017 and considers 11 receptors on Wetherby Road in the vicinity of the appeal site. It predicts that the development would result in less than 0.5% increase in NO₂ and other particulates which is described as negligible. The assessment does not take account of national air quality improvements or the 11% decrease in traffic on the local highway network as indicated in the 2018 DfT survey referred to above. It therefore represents a worst-case scenario and is robust.
25. Concerns have been raised that increased congestion generated by the development, resulting in stationary or slow-moving traffic, would cause a decline in air quality. However as already discussed above, the appellants TA has indicated that queuing on the road would only be marginally increased. I am advised that the Council's 2019 air quality monitoring report shows that concentrations have reduced in all locations with no exceedances. Bearing in mind the improving picture in respect of air quality, and the very low increase in NO₂ predicted, I am satisfied that the scheme would not have an unacceptable impact on air quality.
26. The impact of idling vehicles in the drive thru lane in terms of air quality for nearby residents has also been assessed in the appellant's Air Quality

Assessment. It is predicted that the operation of the site would result in NO₂ levels of 14 mg, well below the objective limit of 40 mg. The assessment does not take account of the proposed acoustic fencing which would disrupt air flow or that the prevailing wind is westerly, so that residential properties are located upwind of the site. The appellant advises the intention to install 'no engine idling' signs at the entrance to the drive thru lane encouraging customers to use start/stop technology or turn off engines whilst stationary. These measures would assist to reduce the impact on air quality. Given the above, I conclude that the scheme would not cause harm to the amenity of nearby residents because of decreased air quality.

27. Where an air quality impact is predicted, both national and local air quality guidance suggest the use of a damage cost calculation to provide a basis for quantifying the financial commitment required to offset potential development generated vehicle emissions. In this case, the appellant proposes to install electric vehicle charging infrastructure at the site. The cost of this installation would more than offset the damage cost calculation. I am satisfied that this is an appropriate way to offset the minimal impact on air quality predicted as a result of the development.
28. Third parties have raised concern about the effects of air pollution on employees of the drive thru. I am not been made aware of any national guidance in this regard and I have been presented with no evidence to show that there would be any unacceptable impacts. Operational management measures could address this issue, for example regular breaks for employees.
29. In summary, given the above, I conclude that the appeal scheme would not have an unacceptable effect on air quality. I find no conflict with Policy HP4 of the Harrogate District Local Plan which seeks to ensure that significant adverse impacts resulting from fumes and poor air quality, do not impact on the amenity of neighbours and occupiers.

Living conditions

30. The closest residential properties to the appeal site are located on Coachman's Court and Masham Road. Most affected are Nos 5 and 7 Coachman's Court which are located on the site boundaries close to the drive thru lane.
31. In order to assess noise impact, the appellant has prepared a noise assessment. The assessment assumes peak vehicle movements on the site and assesses all noise sources associated with the development including intermittent noise such as car doors closing.
32. The assessment demonstrated that intermittent noise was generated from the nearby public house in the evening eg cars doors shutting as customers leave. It also demonstrated noise from the petrol filling station on Wetherby Road during lulls in traffic. This provides some context for the appeal site with other existing noise sources in the area. BS4142¹, which provides guidance on undertaking noise assessments, indicates that context should be considered.
33. The assessment concludes that in the peak daytime, noise levels would not exceed existing background noise. In the evening however, when the traffic noise on Wetherby Road is lower, the assessment predicted that there would

¹ BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

be an increase in noise at receptors on Coachman's Court. When considering context, in accordance with BS4142, the assessment concludes that noise from the development would have a low impact.

34. I agree with the appellant's assessment that in accordance with Planning Practice Guidance (PPG) and the Noise Policy Statement for England, the predicted level of increase would be below the Lowest Observed Adverse Effect Level (LOAE). This level means that noise may be heard on occasion though would be unlikely to cause any change in behaviour or attitude such as shutting windows or increasing the volume of the television.
35. The appellant proposes that the drive thru would operate between the hours of 7am and 10pm. I consider the evening closure time to be reasonable, being one hour earlier than that of the nearby public house.
36. It is proposed that a 2-metre-high acoustic fence be installed on the boundary of the drive thru lane. An area of landscaping would lie between the acoustic fence and the site boundary where there is a further fence on the edge of the rear gardens to the adjacent residential properties. The proposed acoustic fence would assist to reduce noise levels for nearby residents.
37. The proposed layout of the development, with car parking and deliveries restricted to the front of the coffee shop, increases the distance to the residential receptors. The building itself assists to reduce noise levels to the rear of the site. On my site visit I stood in the garden areas to Nos 5 and 7 Coachman's Court and went inside the properties. Whilst the gardens were quiet, traffic noise from Wetherby Road was audible.
38. The Noise Report assesses peak operations and therefore for the much of the time the coffee shop would be open, the noise levels would be less than predicted. Given the context of the site, the proposed hours of operation and that the assessment is based on worst case, I consider that, with the mitigation measures proposed, the development would not have a significant impact on the living conditions of the occupiers of nearby properties.
39. Concern has also been raised by residents about the potential for light pollution from the headlights of vehicles and proposed lighting within the site. I am satisfied that any light pollution would be mitigated by the proposed 2-metre-high acoustic fence bounding the drive thru lane. A suitably worded condition should the appeal be allowed, could require the submission and approval of an acceptable lighting scheme. Illuminated advertisements would be the subject of a separate application to the Council for Advertisement Consent.
40. In summary, I am satisfied that the appeal proposal would not cause harm to the living conditions of the occupiers of nearby residential properties as a result of noise or light pollution. Accordingly, the scheme would comply with the PPG and the Framework which in paragraph 180 requires new development to avoid noise giving rise to significant adverse impacts on health and the quality of life. It would also comply with Policy HP4 of the Harrogate District Local Plan which seeks to ensure that significant adverse impacts do not affect the amenity of neighbours and occupiers.

Other Matters

41. The proposed new access to the appeal site requires the felling of an ash tree the subject of a Tree Preservation Order. It is notable that the tree is assessed

as a category B tree in the Appellant's Arboricultural Statement, of moderate quality. Whilst it has amenity value, its removal is necessary to accommodate an improved access to the site. The proposal includes a landscaping scheme which would provide in excess of 40 new trees. I am satisfied that the removal of the tree is acceptable in this instance.

42. Representations have been made to the effect that the rights of nearby occupiers, under the Human Rights Act 1998, including Article 1 and Article 8 of the First Protocol, would be violated if the appeal were allowed. However, I have found that the proposal would not harm the living conditions of the occupiers of nearby properties and would accord with the relevant planning policy objectives. It would not constitute an excessive or disproportionate effect on the interest of the affected persons. Therefore, the degree of interference that would be caused would be insufficient to give rise to a violation of rights under the First Protocol.

Conditions

43. The Council and the appellant have put forward a list of agreed conditions should the appeal be allowed. I have assessed these in light of the requirements of the PPG and the Framework and have amended the wording where I consider it is necessary. I impose the standard timeframe condition in order to comply with the legislation and a condition referencing the approved plans for the avoidance of doubt.
44. A number of conditions are necessary to safeguard residential amenity. These include conditions requiring the submission of a construction management plan (condition 3), an Operational Management Plan to control litter (condition 4), the erection of the acoustic fence (condition 5), hours of operation of the coffee shop (condition 14), waste storage and collection (conditions 7 and 8), commercial deliveries (condition 9), the restriction of external seating areas (condition 15), obscure glazing and the emergency use only of the door on the western elevation (condition 16 and 17) and the submission of a lighting scheme (condition 19). In order to protect both residential amenity and to control any potential odour nuisance should cooking become an integral activity, condition 6 requires details of air extraction to be submitted for approval.
45. In the interest of highway safety, conditions 10 and 11 are necessary to ensure the implementation of the right turn lane into the site and the pedestrian refuge within Wetherby Road. For the same reason condition 12 is required to ensure the provision of on-site car parking, turning and manoeuvring areas and cycle parking within the site. To ensure that construction vehicles are parked on the site and not on the highway and to ensure adequate on-site storage of materials, condition 13 is necessary.
46. Condition 18 is required to ensure that the proposed landscape scheme is implemented and maintained to protect the character and appearance of the area.

Conclusion

47. I have found that the appeal proposal would not cause harm to highway safety, air quality or the living conditions of the occupiers of nearby residences. It

therefore complies with Policies TI1, TI13 and HP4 of the Harrogate District Local Plan 2014-2035.

48. I recognise that my findings will be disappointing to the local residents and Ward Councillor who gave evidence at the hearing. However, based on the technical evidence before me and all that I have seen and heard, with the proposed mitigation measures secured by planning conditions, I am not persuaded that the development would cause significant harm.
49. For the reasons given above and having had regard to all other matters raised, I allow this appeal.

Helen Hockenhull

INSPECTOR

SCHEDULE OF CONDITIONS

1. The development hereby permitted shall be begun on or before three years from the date of this permission.
2. The development hereby approved shall be carried out in strict accordance with the following approved plans: Proposed Layout Plan drawing ref: 181298-PLNG12J, Proposed Site Elevations drawing ref 181298-PLNG13F, Revised Landscape Layout Plan drawing ref: 4186 01Rev A, Internal Layout Plan drawing ref 181298-PLNG15.
3. No development shall take place until a method statement for the demolition and construction of the development hereby approved has been submitted to, and approved in writing by, the Local Planning Authority. The demolition and construction works shall be carried out in accordance with the approved method statement. Details submitted in respect of the method statement, incorporated on a plan, shall provide for wheel cleaning facilities during the demolition, excavation, site preparation and construction stages of the development. The method statement shall also include details of the construction operating hours, means of recycling materials, dust management, the provision of parking facilities for contractors during all stages of the development (excavation, site preparation and construction) and the provision of a means of storage and/or delivery for all plant, site huts, site facilities and materials.
4. Prior to the premises coming into use, an Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Operational Management Plan shall contain details of what measures are to be taken to minimise litter generated from the operation of the use hereby permitted. Once the Operational Management Plan is approved in writing by the Local Planning Authority it shall be implemented and maintained for the lifetime of the development.
5. The use hereby permitted shall not commence until the construction of the acoustic barrier as shown on drawing reference: 181298-PLNG12J and specified in Letter from Wardell Armstrong – Noise Comments (dated 2 August 2019) has been completed and those works shall be maintained and retained thereafter for the lifetime of the development.
6. Should cooking of food become an integral business activity, a revised scheme containing full details of arrangements for internal air extraction, odour control, and discharge to atmosphere from cooking operations, including any external ducting and flues, shall be submitted to and approved in writing by the local planning authority. The works detailed in the approved scheme shall be installed in their entirety before the use hereby permitted is commenced. The equipment shall thereafter be maintained in accordance with the manufacturer's instructions and operated at all times when cooking is being carried out.
7. The waste derived from the business shall be stored within the proposed compound as shown on drawing reference: 181298-PLNG12J, to ensure that no detriment to amenity from smell, flies or vermin arises. The waste storage compound shall be maintained for the life of the approved development.

8. No waste collections shall take place on or from the site before the hours of 0800 nor after 1800 Monday to Saturday, or at all on Sundays and Public Holidays.
9. All commercial deliveries to the premises (not specific to waste collections) shall take place at the front of the building between the hours of 07:00-19:00 Monday to Saturday, and 08:30-19:00 Sunday & Public Holidays.
10. There shall be no excavation or other ground works, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or buildings or other works until:
 - i. The details of the required highway improvement works, listed below, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.
 - ii. An independent Stage 2 Safety Audit has been carried out in accordance with HD19/03 - Road Safety Audit or any superseding regulations.
 - iii. A programme for the completion of the proposed works has been submitted.

The required highway improvements shall include:

- a. Provision of a right-hand turn lane on Wetherby Road, heading south east, to the satisfaction of the Local Planning Authority in consultation with the Highway Authority.
11. The development shall not be brought into use until the provision of a right hand turn lane on Wetherby Road, heading south east, as shown on drawing number 181298-PLNG12J has been constructed and a pedestrian crossing island, outside the Citroen garage, as shown on drawing number 181298-PLNG12J has been provided to the satisfaction of the Local Planning Authority in consultation with the Highway Authority.
 12. Notwithstanding the provision of any Town and Country Planning General Permitted or Special Development Order for the time being in force, the areas shown on the proposed layout plan drawing ref: 181298-PLNG12J for parking spaces, cycle storage areas, turning areas and access shall be kept available for their intended purposes at all times.
 13. There shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction of the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:
 - i. On-site parking capable of accommodating all staff and sub-contractors' vehicles clear of the public highway
 - ii. On-site materials storage area capable of accommodating all materials required for the operation of the site.

The approved areas shall be kept available for their intended use at all times that construction works are in operation. No vehicles associated with on-site construction works shall be parked on public highway outside the front of the application site.

14. The use of this site hereby permitted as a coffee shop drive-thru shall not be carried out other than between the hours of 0700-2200 Monday to Saturdays and 0700 -2000 on Sundays and Public Bank Holidays.
15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no outside seating areas for staff or customers shall be provided within the site boundaries.
16. The glazing in the western elevation of the building hereby approved, as shown on drawing reference: Proposed Elevation - 181298-PLNG13F shall be obscure glazed to level 3 or higher of the Pilkington scale of privacy or equivalent and that level of obscure glazing shall be retained throughout the life of the development.
17. The door in the western elevation of the building hereby approved, as shown on drawing reference: Proposed Elevation - 181298-PLNG13F shall be used for emergency exit of the building only and shall be retained as such throughout the life of the development.
18. The landscape scheme as shown in landscape layout plan 4185 01 Rev a, shall be implemented within the first planting season (October to March) after completion of the permitted development. If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.
19. Notwithstanding the flood lights shown on the layout plan (drawing reference: 181298-PLNG12J), the development shall not be brought into use until a scheme detailing all artificial lighting for external areas has been submitted to and approved in writing by the Local Planning Authority. The approved scheme of external lighting shall thereafter be implemented for the lifetime of the development.

APPEARANCES

FOR THE APPELLANT:

Mike Hopkins	Director, JLL
Rob Buffham	Planning Manager, Euro Garages Group
Alan Evans	Barrister, Kings Chambers
Gavin Snowball	Dynamic Transport Planning
Malcolm Walton	Wardell Armstrong
Simon Urquhart	Wardell Armstrong

FOR THE LOCAL PLANNING AUTHORITY:

Mark Williams	Senior Development Management Officer, Harrogate Borough Council (Discussion on conditions only)
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INTERESTED PARTIES:

Pat Marsh	Ward Councillor
Paul Bell	Resident
David Stephenson	Resident
Joe Shields	Resident
Joanne Richardson	Resident
Mark Hinchcliffe	Resident
Ian Brocket	Resident

DOCUMENTS SUBMITTED AT THE HEARING

1. Plan Ref 181298-PLNG15 Proposed Internal Layout and Roof Plan
2. Copy Cllr Marsh statement

DOCUMENTS SUBMITTED AFTER THE HEARING

1. Copy of Mr Bell's statement

2. Copy of Ms Richardson's statement
3. Plan from Mr Shields showing position of his drive, 141 Wetherby Road
4. Email from the Council copying correspondence with the Highway Authority regarding a fatal accident at the Woodlands junction.
5. Revised list of conditions