

Hinton Properties Phase Two, Corinthian Park, Grovefield Way, Cheltenham



Job Number: 1605-13

Technical Note No.2 – TPA Response to TPS Objections

1. Introduction

- 1.1. This Technical Note (TN) has been prepared by Transport Planning Associates (TPA) on behalf of Hinton Properties to address the highway and transportation issues associated with the development of a mixed use scheme for up to 18,453 square metres (sq.m) Gross Floor Area (GFA), comprising B1 employment, A1/A3 Costa Coffee Drive-Thru, A1 Aldi discount food retail and D1 Day Nursery uses, on land to the west of Grovefield Way, Cheltenham.
- 1.2. TPS Transport Consultants Ltd (TPS) has reviewed the Transport Assessment (1605-13/TA01) associated with planning application (reference: 18/01004/FUL) on behalf of ASDA stores Ltd and provided a letter of objection to the proposals dated 19th June 2018. The letter set out a number of perceived issues and concerns which form the basis of ASDA's formal objection to the scheme on highway grounds. These relate to:
 - i.) baseline data;
 - ii.) servicing;
 - iii.) parking;
 - iv.) trip attraction; and
 - v.) operational assessment.
- 1.3. Each of the items raised are addressed in turn within this TN.

2. Baseline Data

'July is not a neutral month and, as such, observations of highway network operation and traffic data gathered at this time cannot be considered representative.'

- 2.1. As set out within the TA, an Automatic Traffic Count (ATC) survey was carried out between 6th and 12th July 2016 on Hatherley Lane between the Arle Court roundabout and the Park and Ride roundabout, to record vehicle speeds and flows.
- 2.2. Whilst it is noted that Department for Transport's TAG UNIT M.12 'Data Sources and Surveys' does not identify July as a neutral month, it defines a neutral month as one which avoids main and local holiday periods, local school holidays and half terms and any other abnormal traffic periods.
- 2.3. It is considered that there are no main or local holiday periods in July. School holidays in Gloucestershire County Council catchment, which includes Cheltenham, commenced

Wednesday 26th July 2016, which allows nine (working days) between the end of the survey and the holiday period. It is therefore considered that the survey is representative of term time traffic at this location.

- 2.4. Notwithstanding this, as set out in the TA, the ATC survey has been used solely for determining the relative difference between weekday and weekend traffic flows. Therefore, had weekday traffic been impacted by the school holidays (which TPA does not consider to be the case), this would only serve to make the weekend assessment more robust.

3. Servicing

'Whist the preparation of the DMP's is welcomed, there remains no commitment to undertake deliveries outside of occupiers opening hours, despite the likelihood of deliveries taking place while customers and staff are on site and, as such, there is significant potential for pedestrian / HGV conflicts with the car park.'

- 3.1. The Delivery Management Plans (DMP's) submitted as part of the previous application (16/02208/FUL) did not require deliveries to be undertaken outside of occupiers opening hours and these were agreed as appropriate with Gloucestershire County Council (GCC).
- 3.2. DMP's have been submitted with the current application which include the necessary details to ensure that there are no highway safety concerns arising from the servicing of the site. The largest service vehicle to access the site will be a 16.5 metre HGV providing deliveries to the Aldi store. It is forecast that the store would require a single delivery per day, increasing to two during certain times of the year, including Christmas and Easter. However, deliveries will be managed to ensure that there are never two deliveries on site at any time. Furthermore, to guarantee that there are no conflicts between delivery vehicles and car park users, a pedestrian marshal shall guide all delivery manoeuvres ensuring clear instructions are given to drivers and members of the public. Further separation measures include a fence that will ensure segregation of the nursery building and circulation route from the car park.
- 3.3. The Costa Drive-Thru will require one delivery per day made by a small rigid vehicle up to 8.45m in length and the nursery will only require one weekly delivery made by a box van. It is therefore concluded that the proposed servicing arrangements are safe and appropriate.

4. Parking

'Car park accumulation calculations are not provided in the Transport Assessment for review.'

- 4.1. The parking accumulation exercise is included as **Appendix A**.

'The Transport Assessment does not provide any further information to justify the additional 25 parking spaces for the Aldi ... we would note there is a discrepancy between the Transport Assessment, which proposes 154 car park spaces and the accompanying Masterplan layout, which shows 152 parking spaces.'

- 4.2. The additional car parking provision required by Aldi has been agreed as appropriate by GCC.
- 4.3. The masterplan provides a total of 154 car parking spaces for the Aldi, Day Nursery and Costa Coffee Drive Thru, including electric charging and disabled spaces, which is concurrent with the Transport Assessment. The masterplan is included as **Appendix B**.

'If (previously agreed office parking ratio) applied to the current detailed application, would allow provision of 213 spaces associated with the offices. Similarly, when considered in the context of Gloucestershire County Council's 'Parking and Demand Management Strategy', which permit one parking space per 42m², a maximum of 157 spaces would be permitted. Nonetheless, the Transport Assessment confirms that the provision of 222 car parking spaces "is considered appropriate to serve the development proposals". Notwithstanding this, the accompanying Masterplan drawing shows only 191 car parking spaces.'

- 4.4. The masterplan provides a total of 222 car parking spaces for the B1 Office buildings, including electric charging and disabled spaces, which is concurrent with the Transport Assessment.
- 4.5. GCC have advised that their Parking and Demand Management Strategy is draft and that parking provision should be determined by completion of a parking accumulation exercise, in accordance with NPPF. The relevant correspondence is included as **Appendix C**. The parking provision derived from the parking accumulation exercise has been agreed as appropriate with GCC.

'The overprovision of parking across the site will encourage an increased number of car borne trips and thus is contrary to current transport planning policies.'

- 4.6. The parking accumulation exercise and additional car parking associated with the Aldi store has been agreed as appropriate with GCC. The proposed car parking provision will ensure that there is not an under provision of car parking, preventing any overspill onto the local highway network from occurring.

'The Transport Assessment makes no reference to current parking policies and how the development is in accordance with these'.

- 4.7. The parking accumulation exercise and additional car parking associated with the Aldi store has been agreed as appropriate with GCC.

'The Transport Assessment does not provide details of intended car park management.'

- 4.8. Cameras will be installed across the car park to ensure that the allocated parking for each element of the scheme is utilised by the intended users.

5. Development Trips

'TPS considers that the suggested trip rates will significantly underestimate the traffic generation of the Discount Food Retail store.'

- 5.1. The industry standard TRICS database has been used to determine the forecast trip attraction potential of the site. Trip rates have been extrapolated for the various land uses for surveys carried out within England and Wales, and within Edge of Town and Suburban locations.
- 5.2. TPS suggests that the trip rates contained within the TA will underestimate the trips generated by the discount food store (Aldi), and go on to say that the database has few examples of 'small format stores' such as Aldi and Lidl.
- 5.3. The average of three stores are then presented in Table 5 of the TPS letter and the commentary suggests the trip rates contained within the TPA TA are not high enough to be representative.
- 5.4. However, the trip rates provided in the TA have been agreed as appropriate with GCC and Highways England (HE) as part of the previous submission (16/02208/FUL).

- 5.5. The average trip rates set out in the TA have been derived from five surveyed 'small format retail stores' which include two Lidl stores and three Aldi stores of between 1,000 and 1,900sqm GFA. They are also situated in similar locations to the proposed store. It is therefore considered that the trip rates submitted as part of the TA are appropriate.
- 5.6. Furthermore, examination of the trip rates put forward by TPS indicates that there were based on surveys carried out on 27th March 2015. This was a Friday immediately prior to the school Easter holidays, and therefore the resultant trip rates are not considered to be representative of the typical situation.

6. Operational Assessment

'The findings of the operational assessment at the Arle Court roundabout suggest that the junction will operate with a maximum DoS of 87.6 on the A40 Gloucester Road approach and a queue of 24 pcu's. However, it is considered, that the operational assessment should be revisited:

- *Using traffic data collected in a neutral month; and*
- *Reflecting a more robust trip generation methodology. '*

- 6.1. As set out in **Paragraph 2.1** to **Paragraph 2.4**, it is considered that the survey data is representative of term time traffic at this location. The TA demonstrates that based on the trip rates agreed as appropriate with GCC and HE as part of the previous submission, the traffic associated with this proposed development is not forecast to have a material impact on the operation and safety of the local highway network. It is therefore not considered that revisiting the operational assessment is necessary or justified.
- 6.2. It is considered that the above comments relate to surveys and forecast trip generation, which have been addressed within this note. It is therefore assumed that there are no objections or concerns directly regarding the capacity assessments.

APPENDIX A

Weekday

ALDI		2037 sqm		Arrivals		Departures		Total	
07:00 -	08:00	0.309	6	0.155	3	0.464	9		
08:00 -	09:00	0.992	20	0.714	15	1.706	35		
09:00 -	10:00	3.603	73	2.67	54	6.273	128		
10:00 -	11:00	4.68	95	4.421	90	9.101	185		
11:00 -	12:00	4.737	96	4.364	89	9.101	185		
12:00 -	13:00	4.536	92	4.709	96	9.245	188		
13:00 -	14:00	4.048	82	4.005	82	8.053	164		
14:00 -	15:00	3.833	78	3.79	77	7.623	155		
15:00 -	16:00	3.89	79	4.292	87	8.182	167		
16:00 -	17:00	4.134	84	3.962	81	8.096	165		
17:00 -	18:00	3.402	69	4.292	87	7.694	157		
18:00 -	19:00	3.445	70	3.46	70	6.905	141		
19:00 -	20:00	1.358	28	2.194	45	3.552	72		
20:00 -	21:00	1.274	26	1.649	34	2.923	60		

Weekday

COSTA		287 sqm		Arrivals		Departures		Total	
05:00 -	06:00	0.417	1	0	0	0.417	1		
06:00 -	07:00	2.761	8	2.164	6	4.925	14		
07:00 -	08:00	6.866	20	5.522	16	12.388	36		
08:00 -	09:00	9.328	27	8.657	25	17.985	52		
09:00 -	10:00	6.73	19	6.855	20	13.585	39		
10:00 -	11:00	7.296	21	7.799	22	15.095	43		
11:00 -	12:00	7.673	22	7.233	21	14.906	43		
12:00 -	13:00	11.761	34	11.132	32	22.893	66		
13:00 -	14:00	11.384	33	11.195	32	22.579	65		
14:00 -	15:00	7.673	22	9.811	28	17.484	50		
15:00 -	16:00	8.113	23	7.358	21	15.471	44		
16:00 -	17:00	8.931	26	8.868	25	17.799	51		
17:00 -	18:00	8.239	24	7.736	22	15.975	46		
18:00 -	19:00	8.113	23	8.428	24	16.541	47		
19:00 -	20:00	7.673	22	7.799	22	15.472	44		
20:00 -	21:00	4.151	12	4.969	14	9.12	26		
21:00 -	22:00	2.893	8	3.145	9	6.038	17		
22:00 -	23:00	3.371	10	4.045	12	7.416	21		
23:00 -	00:00	0	0	0.417	1	0.417	1		

Nursery		27 employees		Arrivals		Departures		Total	
07:00 -	08:00	0.485	13	0.254	7	0.739	20		
08:00 -	09:00	1.128	30	0.993	27	2.121	57		
09:00 -	10:00	0.443	12	0.423	11	0.866	23		
10:00 -	11:00	0.101	3	0.067	2	0.168	5		
11:00 -	12:00	0.128	3	0.141	4	0.269	7		
12:00 -	13:00	0.195	5	0.181	5	0.376	10		
13:00 -	14:00	0.201	5	0.282	8	0.483	13		
14:00 -	15:00	0.154	4	0.134	4	0.288	8		
15:00 -	16:00	0.309	8	0.309	8	0.618	17		
16:00 -	17:00	0.557	15	0.55	15	1.107	30		
17:00 -	18:00	0.772	21	0.96	26	1.732	47		
18:00 -	19:00	0.093	3	0.279	8	0.372	10		

Weekday

		Arrivals		Departures		Total		Parking Accumulation
B1	6593 sqm							
07:00 - 07:30		0.267	18	0.038	3	0.305	20	15
07:30 - 08:00		0.501	33	0.063	4	0.564	37	44
08:00 - 08:30		1.012	67	0.127	8	1.139	75	102
08:30 - 09:00		1.019	67	0.127	8	1.146	76	161
09:00 - 09:30		0.695	46	0.155	10	0.85	56	197
09:30 - 10:00		0.479	32	0.219	14	0.698	46	214
10:00 - 10:30		0.286	19	0.175	12	0.461	30	221
10:30 - 11:00		0.168	11	0.149	10	0.317	21	222
11:00 - 11:30		0.159	10	0.159	10	0.318	21	222
11:30 - 12:00		0.143	9	0.181	12	0.324	21	220
12:00 - 12:30		0.194	13	0.34	22	0.534	35	210
12:30 - 13:00		0.305	20	0.317	21	0.622	41	210
13:00 - 13:30		0.324	21	0.301	20	0.625	41	211
13:30 - 14:00		0.333	22	0.228	15	0.561	37	218
14:00 - 14:30		0.248	16	0.203	13	0.451	30	221
14:30 - 15:00		0.206	14	0.241	16	0.447	29	219
15:00 - 15:30		0.127	8	0.222	15	0.349	23	212
15:30 - 16:00		0.117	8	0.225	15	0.342	23	205
16:00 - 16:30		0.149	10	0.584	39	0.733	48	177
16:30 - 17:00		0.127	8	0.692	46	0.819	54	139
17:00 - 17:30		0.105	7	1.082	71	1.187	78	75
17:30 - 18:00		0.067	4	0.67	44	0.737	49	35
18:00 - 18:30		0.035	2	0.324	21	0.359	24	16
18:30 - 19:00		0.016	1	0.235	15	0.251	17	2
Max. Accumulation								222

Weekday

ALDI, COSTA AND NURSERY PARKING ACCUMULATION

		Arrivals	Departures	Total	Parking Accumulation	
05:00 -	06:00	1	0	1	9	
06:00 -	07:00	8	6	14	10	
07:00 -	08:00	39	26	65	12	
08:00 -	09:00	77	66	144	25	
09:00 -	10:00	105	85	190	36	
10:00 -	11:00	119	114	233	56	
11:00 -	12:00	122	113	235	60	
12:00 -	13:00	131	133	264	69	
13:00 -	14:00	121	121	242	67	
14:00 -	15:00	104	109	213	67	
15:00 -	16:00	111	117	228	62	
16:00 -	17:00	125	121	246	56	
17:00 -	18:00	114	136	249	60	
18:00 -	19:00	96	102	198	38	
19:00 -	20:00	50	67	117	32	
20:00 -	21:00	38	48	86	14	
21:00 -	22:00	8	9	17	4	
22:00 -	23:00	10	12	21	4	
23:00 -	00:00	0	1	1	2	
					1	Max. Accumulation 69

Weekend

ALDI		2037 sqm		Arrivals		Departures		Total	
07:00 -	08:00	0.777	16	0.173	4	0.95	19		
08:00 -	09:00	1.76	36	0.936	19	2.696	55		
09:00 -	10:00	4.799	98	3.87	79	8.669	177		
10:00 -	11:00	5.881	120	5.271	107	11.152	227		
11:00 -	12:00	6.886	140	6.459	132	13.345	272		
12:00 -	13:00	5.941	121	6.246	127	12.187	248		
13:00 -	14:00	6.185	126	6.033	123	12.218	249		
14:00 -	15:00	6.368	130	6.277	128	12.645	258		
15:00 -	16:00	5.545	113	6.307	128	11.852	241		
16:00 -	17:00	4.509	92	4.677	95	9.186	187		
17:00 -	18:00	2.92	59	4.249	87	7.169	146		
18:00 -	19:00	0.936	19	1.235	25	2.171	44		
19:00 -	20:00	1.111	23	1.889	38	3	61		

COSTA		287 sqm		Arrivals		Departures		Total	
05:00 -	06:00	1.429	4	0.857	2	2.286	7		
06:00 -	07:00	7.714	22	5.143	15	12.857	37		
07:00 -	08:00	9.143	26	6.857	20	16	46		
08:00 -	09:00	7.959	23	7.381	21	15.34	44		
09:00 -	10:00	15.051	43	12.88	37	27.931	80		
10:00 -	11:00	15.051	43	15.485	44	30.536	88		
11:00 -	12:00	20.26	58	16.787	48	37.047	106		
12:00 -	13:00	28.509	82	26.339	76	54.848	157		
13:00 -	14:00	27.062	78	29.522	85	56.584	162		
14:00 -	15:00	25.036	72	22.287	64	47.323	136		
15:00 -	16:00	20.405	59	22.865	66	43.27	124		
16:00 -	17:00	18.958	54	20.116	58	39.074	112		
17:00 -	18:00	16.208	47	16.787	48	32.995	95		
18:00 -	19:00	21.418	61	20.55	59	41.968	120		
19:00 -	20:00	18.379	53	19.971	57	38.35	110		
20:00 -	21:00	11.577	33	12.446	36	24.023	69		
21:00 -	22:00	11.577	33	11.722	34	23.299	67		
22:00 -	23:00	7.959	23	9.986	29	17.945	52		
23:00 -	00:00	12.571	36	14	40	26.571	76		

Weekend

ALDI AND COSTA PARKING ACCUMULATION

		Arrivals	Departures	Total	Parking Accumulation
05:00 -	06:00	4	2	7	2
06:00 -	07:00	22	15	37	9
07:00 -	08:00	42	23	65	28
08:00 -	09:00	59	40	99	46
09:00 -	10:00	141	116	257	71
10:00 -	11:00	163	152	315	83
11:00 -	12:00	198	180	378	101
12:00 -	13:00	203	203	406	101
13:00 -	14:00	204	208	411	97
14:00 -	15:00	202	192	393	107
15:00 -	16:00	172	194	366	85
16:00 -	17:00	146	153	299	78
17:00 -	18:00	106	135	241	49
18:00 -	19:00	81	84	165	45
19:00 -	20:00	75	96	171	25
20:00 -	21:00	33	36	69	23
21:00 -	22:00	33	34	67	22
22:00 -	23:00	23	29	52	16
23:00 -	00:00	36	40	76	12
				Max. Accumulation	107

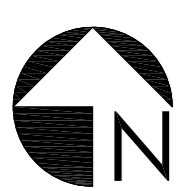
APPENDIX B

Figured dimensions only are to be taken from this drawing

- Preliminary Comment Planning
 Tender Construction Record
 Legal

REVISIONS			
REV	DATE	DESCRIPTION	CHECKED BY
A	03/08/17	SCHEDULE OF ACCOMMODATION ADDED - EXISTING VEGETATION IDENTIFIED	
B	22/09/17	KERB LINE AMENDED ADJACENT TO COSTA	

5m 10m 20m 30m 40m 50m



SCHEDULE OF ACCOMMODATION		
UNIT	APPLICATION SITE	GROSS INTERNAL AREA (SQM)
Costa	Detailed application	204
Aldi	Detailed application	1742
Happy Days Nursery	Detailed application	502
Office 1	Detailed application	2279
Office 2	Detailed application	2755
Office 3	Outline application	5451
Office 4	Outline application	2279

CLIENT _____

PROJECT **Phase 2
Corinthian Park
Grovefield Way
Cheltenham**

TITLE **Proposed Block Plan**

SCALE @ A0 1:500 DATE 21-06-17

DRAWING 178 96 REV B

DRAWN BY LT CHECKED BY DW

APPENDIX C

From: SIMMONS, Dave [<mailto:Dave.Simmons@gloucestershire.gov.uk>]
Sent: 18 January 2017 13:40
To: Snowden, Andrew <andrew.snowden@tpa.uk.com>
Cc: Berrington, Michelle <michelle.berrington@tpa.uk.com>; Padgham, James <james.padgham@tpa.uk.com>; 'Emma.Pickernell@cheltenham.gov.uk' <Emma.Pickernell@cheltenham.gov.uk>
Subject: RE: Grovefield way -Panning application - 16/02208/FUL

Hi Andrew,

Thank you for your response.

Having undertaken an initial review of the parking provision and general layout of the development, excluding the layout of the Outline aspect of the development, I have the following comments to make.

Gloucestershire does not currently have local parking standards, with any previous standards now superseded by the NPPF, Paragraph 39. The Draft parking and demand strategy therefore carries little

weight against the NPPF. They were also included as part of the previous LTP, which in itself has been replaced by LTP 2015-2031 with no such parking and demand strategy included.

I would therefore request that the parking provision is calculated using the methodology set out by Paragraph 39 of the NPPF and supported by a parking accumulation study derived from the TRICS outputs for the proposed uses.

I would also require the junction radii to be annotated on plan as well as the junction visibility for the internal accesses demonstrated commensurate with the target design speeds and local design guidance (MfGS).

The refuse vehicle used to track the internal layout is outdated. The current vehicle serving the Cheltenham area is a 3 axle 11.5m refuse vehicle, unless otherwise confirmed in writing by CBC. Please can the internal refuse vehicle tracking be amended.

Please can dropped kerb tactile crossing points be shown on the junction accesses serving the ALDI/Costa, O1 and O2, as indicated on 178-36 Rev Q “Proposed Phase 2 Master Plan”.

The Outline Landscape Master-plan 1755-01-Rev C by Davies Landscape Architects has demonstrated an area of hard standing between the parent/child spaces and the store. This would allow a safe, conflict free route for parents/guardians with children to access the store entrance without having to enter the car parking running aisle and walk behind the disabled bays. However, such feature is not shown on the Phase 2 Master-Plan 178-36 Rev Q as well as the drawings attached as a part of the TA, please can there be consistency between the plans submitted and the hard standing shown on all plans.

It is recommended that a series of dropped kerb tactile crossing points are located along the access spine road in order to support linked pedestrians trips within the development. In particular one located roughly between O4 and O1 and one located between the BMW Car park access and access to ALDI, a crossing point that links conveniently into the pedestrian access ramp east of the substation would be suitable. See attachment for rough crossing point locations.

The attached masterplan shows a dropped kerb tactile crossing point between O4 and O1 as requested. However, it is not possible for a crossing point to be provided between the BMW and Aldi accesses, as the spine road at this location is currently a private road and not within the ownership of the applicant.

If I have further comments/queries I will be in contact.

Kind Regards

David Simmons Bsc Hon AMIHE

Development Coordinator

Gloucestershire County Council, Block 5, Floor 1, Shire Hall, Gloucester, GL1 2TH

Email: dave.simmons@gloucestershire.gov.uk

Local Design Guide: <http://www.gloucestershire.gov.uk/mfgs>

Standing Advice - Appendix C of MfGS