



TRANSPORT STATEMENT
WELL STREET MILL, LEEK,
STAFFORDSHIRE
MA & WA LIMITED

February 2025

Document Issue Record

Project Name:	Well Street Mill, Well Street, Leek, Staffordshire
TPS Project Reference:	P2886
Document Reference:	P2886_20250204_Well Street Mill, Leek, Staffordshire_Transport Statement

Revision	Date	Author	Checked	Approved	Notes
0	10.02.25	JA	JT	JT	First draft for client review

Notice

This document has been prepared for the sole use of **MA & WA Limited** in accordance with the terms of the appointment under which it was produced. TPS Transport Consultants Ltd accepts no responsibility for any use of or reliance on the contents of this document by any third party. No part of this document shall be copied or reproduced in any form without prior written permission of TPS.

Contents

Chapter	Title	Page
1.	INTRODUCTION	1
	Introduction	1
	Development Proposals and Background	1
	Report Structure	2
2.	POLICY REVIEW	3
	Introduction	3
	National Policy Context	3
	Local Policy Context	4
3.	ACCESSIBILITY	6
	Active Travel Options	6
	Public Transport	9
	Summary	11
4.	LOCAL HIGHWAY NETWORK	13
	Introduction	13
	Highway Network	13
	Road Safety	14
5.	TRIP GENERATION	16
	Trip Generation	16
	Modal Split	16
	TRIPS BY MODE	17
6.	DEVELOPMENT PROPOSALS	19
	Introduction	19
	Development Proposals	19
	Access	19
	Parking	19
	Servicing	21
7.	SUMMARY & CONCLUSIONS	22
	Summary	22
	Conclusion	22

1. INTRODUCTION

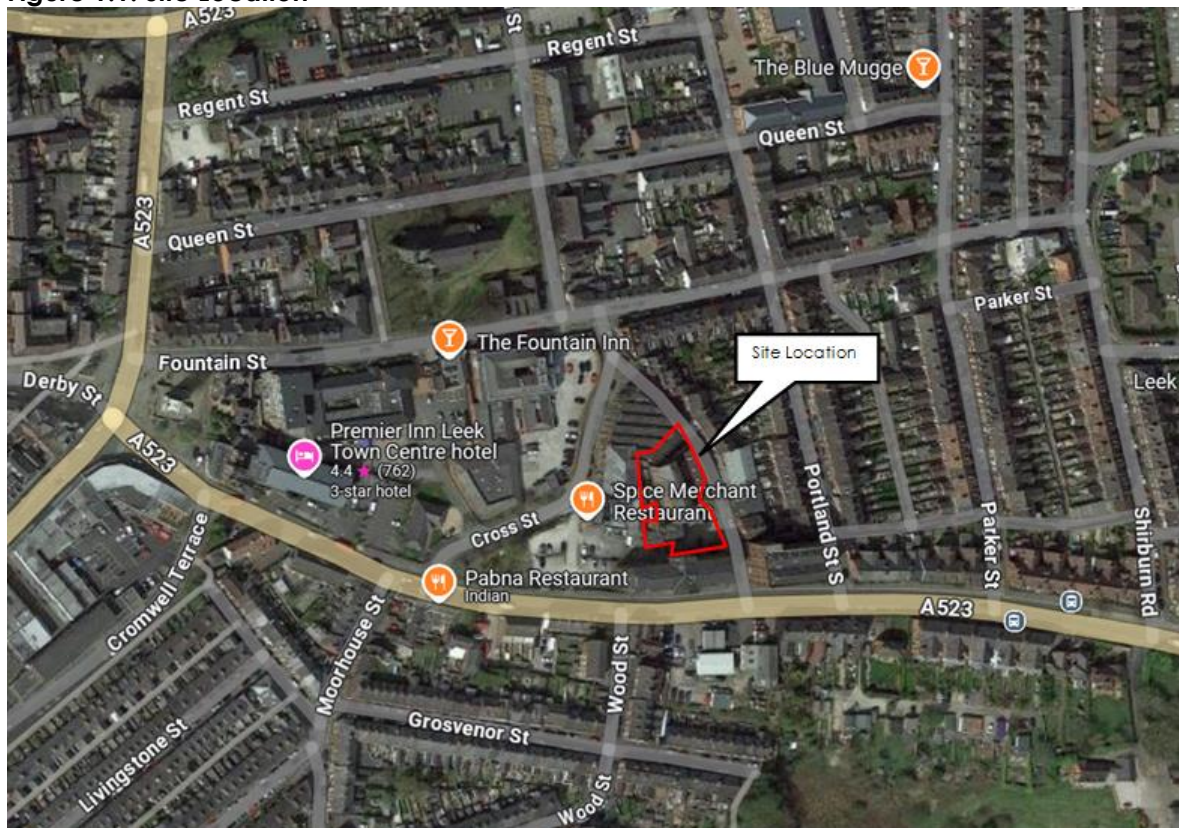
INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by WA & MA Limited to prepare a Transport Statement (TS) to support a planning application (ref. SMD/2025/0015) for the conversion of the existing 4-storey Well Street Mill building and annex to provide 17 apartments on land to the west of Well Street, Leek, Staffordshire.

DEVELOPMENT PROPOSALS AND BACKGROUND

- 1.2 The site is located approximately 400m east of Leek town centre and is bound by Cross Street Mill to the north, Well Street to the east, derelict buildings to the south and mixed-use industrial units to the west. The site location is shown in **Figure 1.1**, below, whilst the proposed site layout plans are provided at **Appendix A**.

Figure 1.1: Site Location



(Source: Google Maps)

- 1.3 The site previously operated as a silk mill, forming part of the Cross Street Mill complex, and is a Grade II listed building located in the Leek Conservation Area. The development

proposals include the conversion of the former 4-storey mill building and annex into self-contained residential accommodation, comprising 2 studios, 11 two-bedroom apartments and 4 one-bedroom apartments (17 dwellings total).

- 1.4 The proposals include 6 car parking spaces accessed from Well Street, along with cycle parking provided at a ratio of 1 space per dwelling. The cycle parking will be provided in the form of a double deck rack & shelter, as shown at **Appendix A**. Owing to the accessible location of the site, this Transport Statement details the sustainable transport infrastructure which can be utilised by residents and visitors and, therefore, they will not need to rely on access to a private car.

REPORT STRUCTURE

- 1.5 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site, focusing on the means by which residents will be able to access the site by non-car modes of travel;

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 summarises the current and proposed development operation and the impact upon trip generation;

Section 6 considers parking and servicing arrangements; and

Section 7 offers a summary and conclusions.

2. POLICY REVIEW

INTRODUCTION

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development accords with the overarching principles set out in national and local transport planning policy.

NATIONAL POLICY CONTEXT

National Planning Policy Framework (NPPF – DCLG, December 2024)

- 2.2 The revised National Planning Policy Framework was published in December 2024 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. The key change in the most recent NPPF is the emphasis placed upon a vision-led approach, indeed Paragraph 109 states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."
- 2.3 The focus of development proposals should be to create a vision for the site and identify how that will be achieved, prioritising accessibility by sustainable modes through design whilst ensuring that "Any significant impacts from the development on the transport network (in terms of capacity and congestions), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."
- 2.4 Paragraph 116 identifies 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, following mitigation, would be severe, taking into account all reasonable future scenarios."
- 2.5 This Transport Statement will consider the development proposals, demonstrating that the site is well placed to take advantage of infrastructure to access the site by sustainable modes of travel. It will also demonstrate that the vehicular trips associated with the development proposals will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

LOCAL POLICY CONTEXT

Staffordshire Moorlands Local Plan (Adopted September 2020)

- 2.6 The Staffordshire Moorlands Local Plan is a District wide development plan which provides a framework for delivering development for the period 2014 to 2033. The Local Plan was adopted on 9th September 2020 and sets out the development strategy, strategic and development management policies and land designations for the District.
- 2.7 The vision for Staffordshire Moorlands is that it will be recognised as a vital part of a regenerated North Staffordshire in terms of its functional relationship, its social and economic contribution, its rich historic and natural heritage and its distinctive character. This includes creating sustainable and balanced urban and rural communities which have an excellent quality of life with access to appropriate, affordable and desirable housing, suitable local jobs, a range of recreational, cultural and leisure opportunities and high quality public services and facilities. Development clusters and smaller sites in sustainable locations will provide attractive opportunities for investment and communities.
- 2.8 To help guide the vision, a range of spatial aims and spatial objectives have been produced. The following Strategic Priorities are considered relevant to this document:
- **Spatial Aim 1** – Creating distinctive, sustainable, self-supporting settlements;
 - **Strategic Objective 4** – To provide new housing that is affordable, desirable, well-designed and meets the needs of residents of the Moorlands;
 - **Strategic Objective 10** – To deliver sustainable, inclusive, healthy and safe communities; and
 - **Strategic Objective 11** – To reduce the need to travel or make it safer and easier to travel by more sustainable forms of transport.
- 2.9 Reducing the need to travel, and reducing the reliance on the car is a well established planning principle stemming from concerns at combating climate change (reducing vehicular emissions) and of addressing social equity (ensuring physical accessibility to all sections of society. The Integrated Transport Strategy for Staffordshire Moorlands priorities transport measures that are required to deliver the Local Plan. The following transport policies are considered relevant to this application:
- **Policy SD1: Sustainable Use of Resources** – The Council will require all development to make sustainable use of resources, and adapt to climate change;

- **Policy T1: Development and Sustainable Transport** – The Council will promote and support development which reduces reliance on the private car for travel journeys, reduces the need to travel generally and accommodates residual development traffic in line with the Integrated Transport Strategy; and
- **Policy T2: Other Sustainable Transport Measures** – In line with priorities set out in the NPPF and the Integrated Transport Strategy, and through working with partner organisations, the Council will encourage and support measures which promote better accessibility, create safer roads, reduce the impact of traffic, or facilitate highway improvements.

2.10 In line with the vision for Staffordshire Moorlands, the development is a smaller site, located in a sustainable location. The location of the site reduces prospective residents' need to travel, by being located near to amenities which can be accessed by active modes of travel and close to public transport opportunities.

3. ACCESSIBILITY

- 3.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage trips to the site by foot, bicycle or public transport, rather than by car, thereby demonstrating that a proportion of the development can be car-free without having a detrimental impact on the adjacent highway network.

ACTIVE TRAVEL OPTIONS

Pedestrian Facilities

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

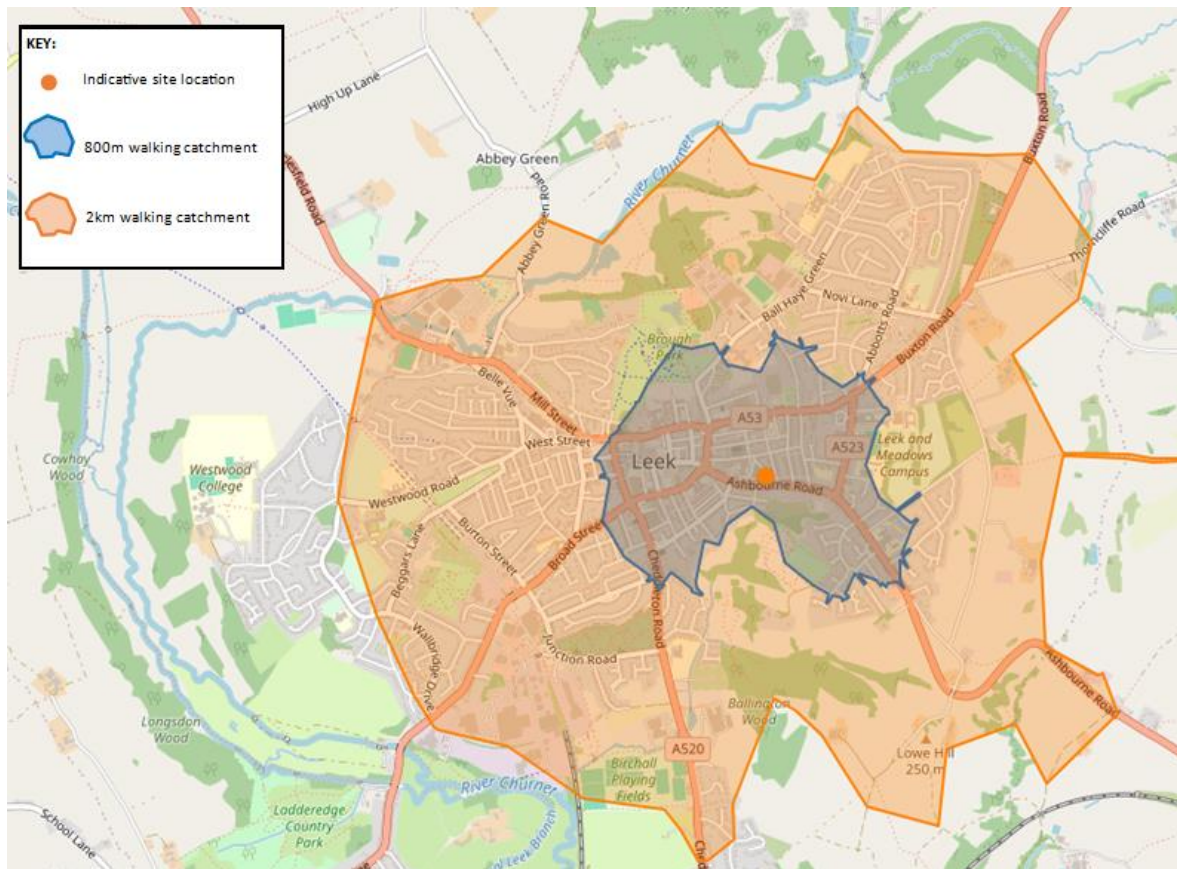
Table 3.1: Walking Distances by Journey Type

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

(Source: IHT)

- 3.3 As **Table 3.1** shows, an 800m catchment is the preferred maximum walking distance for 'town centres', and 2km catchment is the preferred maximum walking distance for 'commuting / school'. These walking catchments are shown in **Figure 3.1**, overleaf, and demonstrate that Leek town centre is within the preferred maximum walking distance.

Figure 3.1: 800m and 2km Walking Catchment



(Source: Open Street Maps)

- 3.4 Pedestrian access to the site will be taken to the east, from Well Street. In the vicinity of the site, Well Street runs broadly north-south, with residential dwellings taking direct frontage access to the east. Along its length, the carriageway is bound by footways and street lighting on both sides, as the carriageway extends north for approximately 100m before forming the minor arm of a priority T-junction with Fountain Road; here dropped kerbs support pedestrian movement east-west. 15m prior to the junction with Fountain Road, Well Street forms the major arm of a priority T-junction with Cross Street, which extends southwest away from the site onto Ashbourne Road. Bound by footways and street lighting along its length, Cross Street benefits from dropped kerbs to the south, supporting pedestrian movement east-west along Ashbourne Road.
- 3.5 Back to the site, Well Street extends south for approximately 20m before forming the minor arm of a priority T-junction with the A523 Ashbourne Road, which runs east-west in the vicinity of the site and provides a direct route between Leek town centre and Lowe Hill. Along its length, Ashbourne Road is bound by footways and street lighting on both sides, with

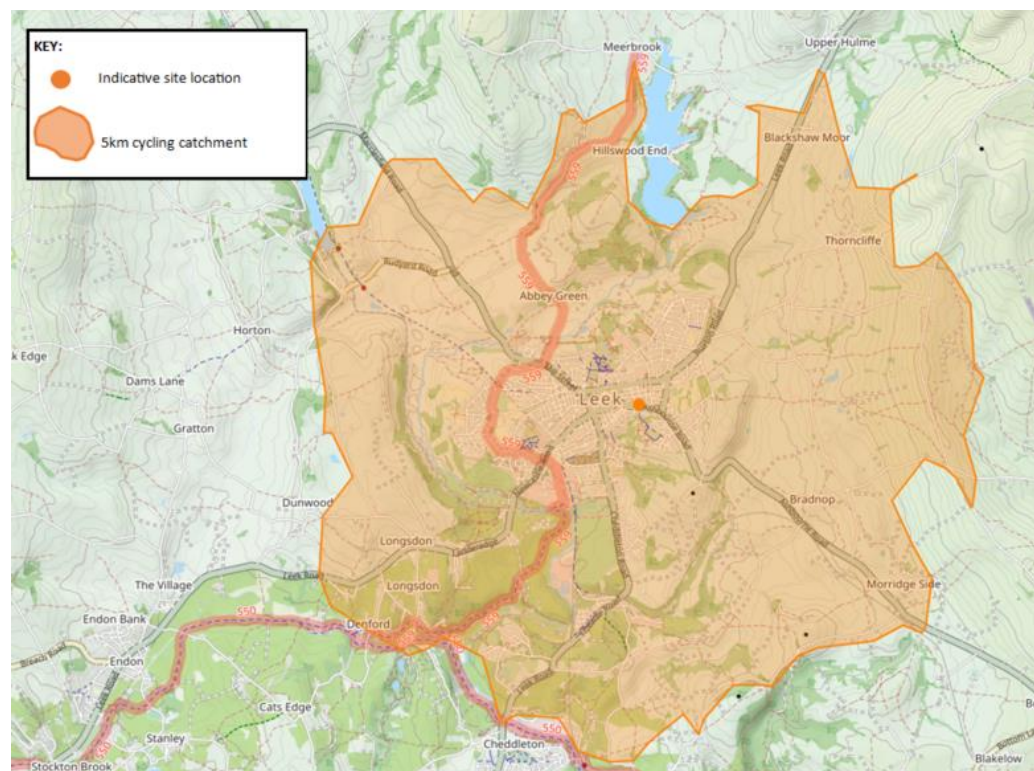
residential dwellings taking direct frontage access to the north and south; dropped kerbs are in place across all minor access junctions.

- 3.6 Approximately 300m west of the site, Leek town centre can be accessed which has a range of amenities which prospective residents can access on foot, as can be seen in **Table 3.3** at the end of this section. It is, therefore, considered that journeys on foot offer a realistic alternative to the private car.

Cycle Access

- 3.7 Cycling can be a substitute for car trips, particularly those of up to 5km, with relevant guidance stating that *"cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport"*. Cycling, therefore, plays an important role in reducing the need to travel by car.
- 3.8 As can be seen from **Figure 3.2**, below, a 5km catchment includes the entirety of Leek town centre, Rudyard, Abbey Green, Thorncliffe, Bradnop and Longsdon.

Figure 3.2: 5km Cycling Catchment



(Source: Open Cycle Map)

- 3.9 As set out earlier in Section 3, Leek town centre and its range of amenities can be accessed on foot. Notwithstanding this, there are areas located within the 5km cycling catchment

where prospective residents could cycle for employment opportunities, thereby reducing their reliance on the private car.

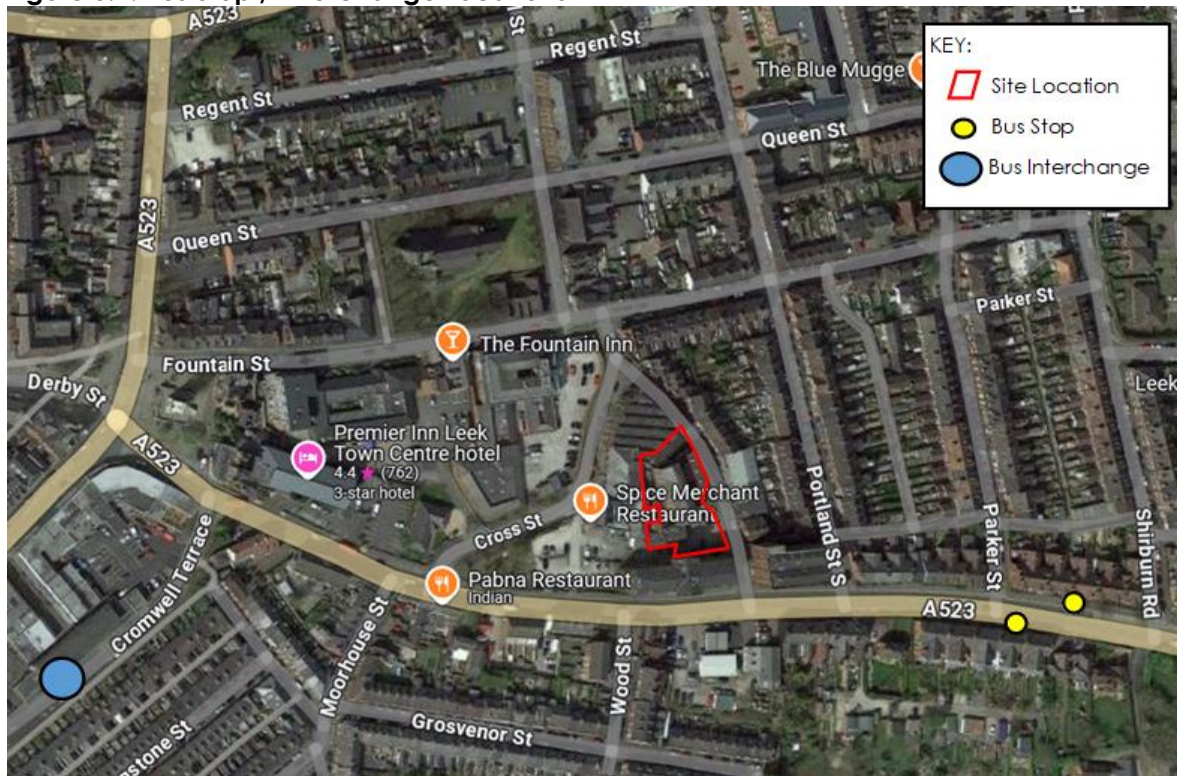
- 3.10 Highlighted in **Figure 3.2**, National Cycle Network (NCN) Route 559 runs broadly north-south to the west of Leek town centre and can be accessed in a 1.6km (5-minute) cycle via the A53 Broad Street. NCN Route 559 extends from Meerbrook to Denford, via Leek, before giving access to NCN Route 550. Running along the Caldon Canal, this route runs broadly east-west between Stoke-on-Trent and Cauldon, via Ipstones and Cheddleton. Locally, there are a network of off-road cycle trails to the north and south of the site, extending across Brough Park and Pickwood Recreation Ground.
- 3.11 It is considered that the site is well located to encourage trips by bike to surrounding employment opportunities and for leisure.

PUBLIC TRANSPORT

Bus Services

- 3.12 There are a number of bus stops located within a short walk distance of the site. The closest stops are located on Ashbourne Road, to the southeast of the site, and can be accessed in a 150m (2-minute) walk. Located on both sides of the carriageway, these stops benefit from a flag. Additional bus stops can be accessed on Cromwell Terrace, approximately 350m southwest of the site, via Ashbourne Road. A range of local and regional destinations can be accessed from this point, including Westwood, Hanley, Macclesfield, Cheddleton and Ashbourne and Stoke-on-Trent.
- 3.13 **Figure 3.4**, overleaf, illustrates the locations of the bus stops in the vicinity of the site, as well as Smithfield Centre (Central) Bus Park. **Table 3.2**, overleaf, summarises the bus services that can be accessed on Ashbourne Road, as well as those available at the interchange on Cromwell Terrace.

Figure 3.4: Bus Stop / Interchange Locations



(Source: Google Maps)

Table 3.2: Bus Services

Service		Frequency		
		Weekday	Saturday	Sunday
Ashbourne Road				
30	Leek – Cheadle – Tean	2 Services Daily	-	-
108	Buxton – Leek – Ashbourne	4 Services Daily	3 Services Daily	-
109	Leek – Rudyard – Macclesfield	3 Services Daily	2 Services Daily	-
165	Leek Town Circular (anticlockwise)	3 Services Daily	3 Services Daily	-
166	Leek Town Circular (clockwise)	3 Services Daily	3 Services Daily	-
Cromwell Terrace				
16	Hanley – Leek	30 mins	30 mins	-
18	Hanley – Leek	60 mins	60 mins	-
30	Leek – Cheadle – Tean	2 Services Daily	-	-
108	Buxton – Leek – Ashbourne	4 Services Daily	3 Services Daily	-
109	Leek – Rudyard – Macclesfield	3 Services Daily	2 Services Daily	-
116	Leek – Cheddleton (circular)	3 Services Daily	-	-
165	Leek Town Circular (anticlockwise)	3 Services Daily	3 Services Daily	-
166	Leek Town Circular (clockwise)	3 Services Daily	3 Services Daily	-

(Source: Public Transport Operator Websites)

As can be seen in **Table 3.2**, the site is well served by bus, with regular services in the vicinity of the site and on Cromwell Terrace, which is located approximately 350m southwest of the site, via Ashbourne Road. It is, therefore, expected that a large proportion of trips could be undertaken by bus for employment and leisure purposes.

Local Amenities

- 3.14 The following provides a summary of local facilities, which are available within the preferred maximum walking (2km) or cycling (5km) distances of the site. Many of the amenities are located within close proximity of the site, ensuring that residents do not need to travel long distances to access the services they require. **Table 3.3**, below, details the health, education, retail / leisure, and employment amenities within these distances measured from Well Street.

Table 3.3: Local Facilities

Amenity	Distance	Walk Time	Cycle Time
Health Amenities			
Well Pharmacy	350m	5 mins	1 min
Moorland Medical Centre	400m	5 mins	2 mins
Park Medical Centre	450m	6 mins	2 mins
Leek Moorland Hospital	700m	9 mins	4 mins
Education Amenities			
Leek First School	400m	5 mins	2 mins
Buxton & Leek College	600m	7 mins	3 mins
The Meadows School	650m	8 mins	3 mins
Springfield School	650m	8 mins	3 mins
Retail / Leisure			
Fit Bodies Gym & Fitness	100m	1 min	1 min
The Fountain Inn Pub	150m	2 mins	1 min
Getliffe's Yard (restaurants, retail)	400m	5 mins	2 mins
High Street (bars, restaurants, retail)	500m	6 mins	2 mins
ALDI	500m	6 mins	3 mins
Asda	650m	9 mins	3 mins
My Active Leek	800m	10 mins	4 mins

(Source: Google Maps)

SUMMARY

- 3.15 The site is located within a sustainable location and, as such, benefits from an existing network of infrastructure to support sustainable travel. There are existing footways in the

vicinity of the site to support active modes of travel to a range of amenities located in Leek town centre. Similarly, the site is within walking distance of a number of bus stops as well as Smithfield Centre (Central) Bus Park, giving access to a number of local and regional destinations. It is, therefore, considered that residents should not need to rely on access to a private car.

4. LOCAL HIGHWAY NETWORK

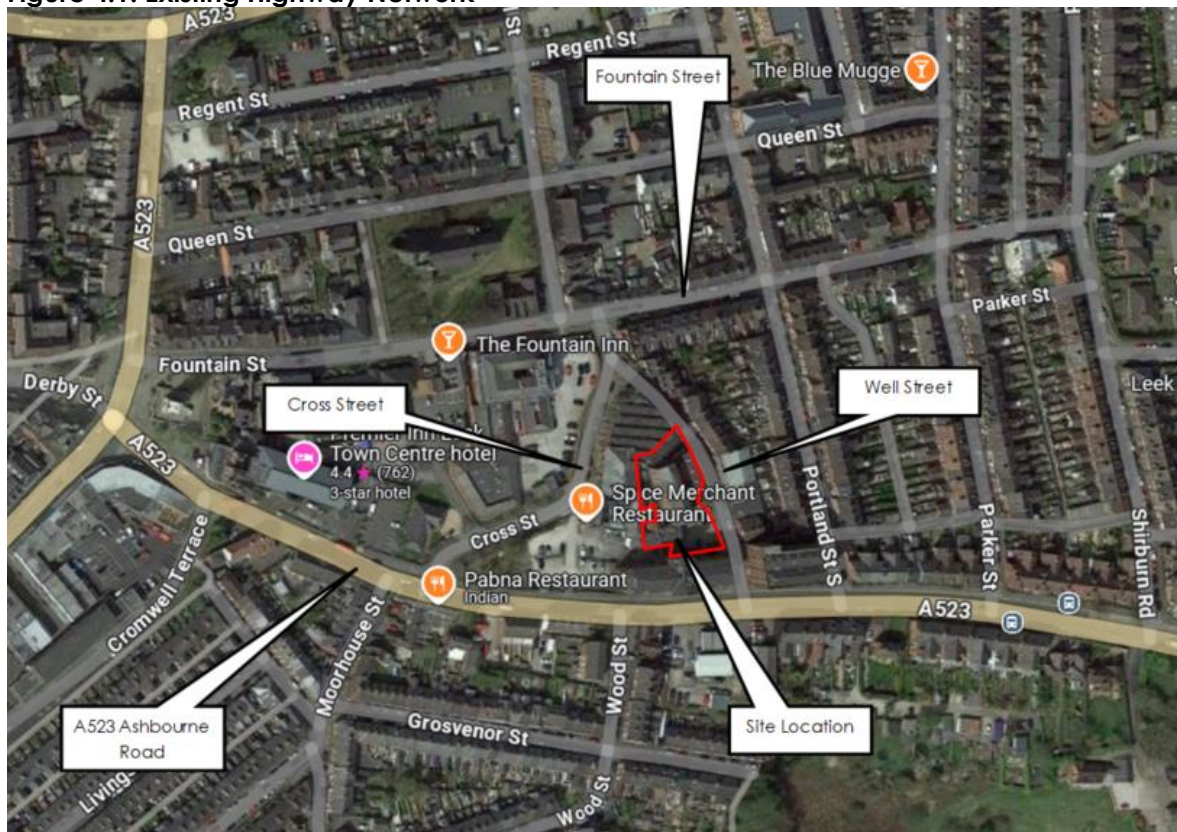
INTRODUCTION

- 4.1 This section of the Transport Statement considers the nature of the existing highway network, as well as summarising historic accident data for the area surrounding the site.

HIGHWAY NETWORK

- 4.2 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**, below.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 6no. car parking spaces are proposed to take access from Well Street, which runs north-south along the eastern boundary of the site. Approximately 5m wide, Well Street is bound by footways and street lighting on both sides, with residential dwellings taking direct frontage access to the east. In the vicinity of the site, the west side of the carriageway is bound by single yellow line parking restrictions, which are enforceable Monday-Saturday 08:00-18:30. On-street parking takes place to the east of the carriageway where there are

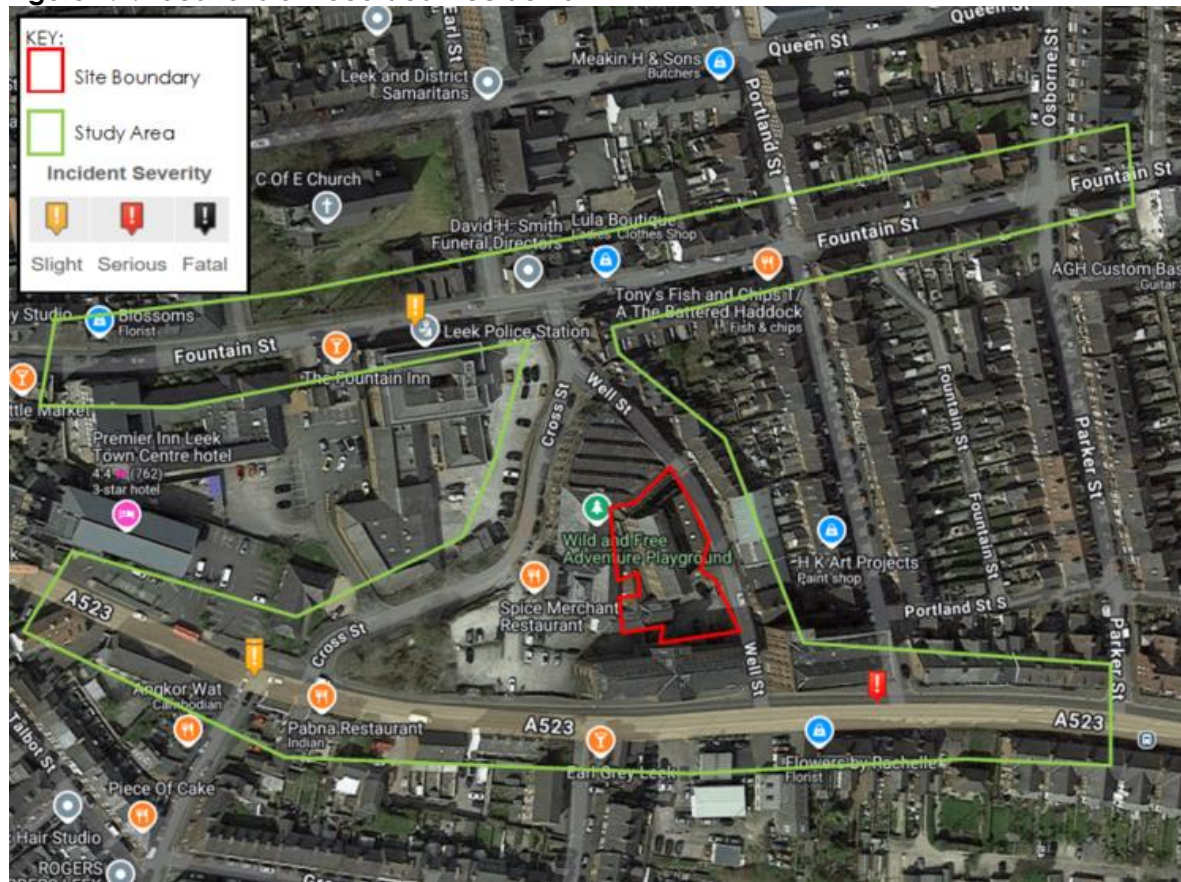
no restrictions except for H-Bar markings across the frontage of a car workshop, located opposite the site. On approach, signage indicates a 7.5t weight restriction is in place for vehicles travelling along Well Street, except for access.

- 4.4 Approximately 20m south of the vehicular access, Well Street forms the minor arm of a priority T-junction with Ashbourne Road, which runs broadly east-west between Leek and Lowe Hill. Along its length, Ashbourne Road is approximately 8m wide and bound by double yellow line parking restrictions on both sides, with dropped kerbs in place across all minor access junctions, supporting pedestrian movement east-west. Double yellow lines here limit the availability of on-street parking in the vicinity of the site. Residential dwellings take direct frontage access to the north and south, and the carriageway is bound by footways and street lighting. Vehicles are subject to a 30mph speed limit.
- 4.5 Approximately 100m north of the vehicular access, Well Street forms the minor arm of a priority T-junction with Fountain Street, which runs broadly east-west through the surrounding residential area. Bound by footways, street lighting and residential dwellings on both sides, Fountain Street is approximately 6.5m wide to the east of the junction, with two-way movement supported. To the west of the Well Street junction, the carriageway narrows to 5m and is a one-way street (westbound). Past this point, the north side of the carriageway is bound by single yellow line parking restrictions, whereas the south side is bound by on-street parking bays. Signage indicates that vehicles are permitted to 45 minutes free parking between 08:00-18:00, with no return within 1 hour.
- 4.6 Immediately north of the site, Well Street forms the major arm of a priority T-junction with Cross Street, which extends southwest away from the site, onto the A523 Ashbourne Road. Along its length, the carriageway is bound by footways and street lighting on both sides, with double yellow line parking restrictions in place along the west side of the carriageway. Approximately 50m south of the Well Street junction, the east side of the carriageway is also subject to on-street parking restrictions. On approach from Ashbourne Road, signage indicates a 7.5t weight restriction is in place for vehicles travelling along Well Street, except for access.

ROAD SAFETY

- 4.7 Accident data for the most recent 5-year period (2019 - 2023) has been sought from www.crashmap.co.uk for the highway network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The locations of accidents recorded within the vicinity of the site are shown in **Figure 4.2**, overleaf.

Figure 4.2: Locations of Recorded Accidents



(Source: Crash Map)

- 4.8 As can be seen from **Figure 4.2**, 4 accidents have been recorded in the vicinity of the site in the most recent 5-year period. Of the accidents recorded, 3 were slight in nature and 1 was serious; no fatalities were recorded. To the north of the site, on Fountain Street, an accident in 2019 involved 2 cars and resulted in a casualty suffering slight injuries. To the south of the site, immediately west of the Cross Street / Ashbourne Road junction, 2 slight accidents were recorded in 2019 and 2020, respectively. The first accident involved 2 cars and the latter involved 2 cars and a motorcycle, both of which resulted in 1 casualty. The final accident occurred on Ashbourne Road, to the southeast of the site, in 2019. Involving a car and a pedestrian, this accident resulted in 1 casualty suffering serious injuries.
- 4.9 Given the scale of the accident study area, it is not considered that an average of 0.8 accidents per year signifies an existing road safety issue. Furthermore, as will be discussed further in Section 5, the development proposals are expected to generate a negligible amount of vehicular traffic and will not, therefore, result in a material impact on the existing road safety record.

5. TRIP GENERATION

TRIP GENERATION

- 5.1 This section of the Transport Statement sets out the likely person trip generation associated with the proposed development of 17 apartments.

Proposed Apartments

- 5.2 The TRICS database has been interrogated to derive representative trip rates associated with the proposed residential use; the following TRICS parameters have been selected:
- Land Use: 03 - Residential;
 - Category: C – Flats Privately Owned;
 - Range: 6 – 40 units;
 - Date Range: 01/01/2016 – 16/06/2023; and
 - Location: Edge of Town Centre.

- 5.3 **Table 5.1**, below, summarises the person trip rates and resultant trip generation associated with the proposed dwellings, whilst the full TRICS output is provided at **Appendix B**.

Table 5.1: Proposed Apartments – Person Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.364	1.182	1.546	0.844	0.494	1.338
Trip Generation	6	20	26	14	8	23

(Source: TRICS)

- 5.4 As can be seen in **Table 5.1**, the proposals are anticipated to generate 26 two-way person trips in the AM peak hour and 23 two-way person trips in the PM peak hour. The nature of the development and proximity to the town centre means the vast majority of trips associated with the site will be by active travel modes / public transport.

MODAL SPLIT

Method of Travel to Work

- 5.5 The predicted mode split, presented in **Table 5.2**, overleaf, has been based on 2011 census 'journey to work' data for MSOA Staffordshire Moorlands 005 and 006, within which the site is situated, in the absence of an alternative, relevant data source.

Table 5.2: Predicted Mode Split

Method of Travel	Mode Split
Train	1%
Bus	2%
Car Driver	72%
Passenger in a Car / Van	6%
Bicycle	1%
Walk	17%
Other	2%
Total	100%

(Source: Census Data)

TRIPS BY MODE

- 5.6 **Table 5.3**, below, illustrates the anticipate trips by mode, based on the total person trip generation (**Table 5.1**) and mode split (**Table 5.2**).

Table 5.3: Trip Generation by Mode

Mode of Transport	AM Peak (08:00-09:00)			PM Peak (16:00-17:00)		
	Arr	Dep	Total	Arr	Dep	Total
Train	0	0	0	0	0	0
Bus	0	0	1	0	0	0
Car Driver	4	14	19	10	6	17
Passenger in a Car / Van	0	1	2	1	0	1
Bicycle	0	0	0	0	0	0
Walk	1	3	4	2	1	4
Other	0	0	1	0	0	0
Total	6	20	26	14	8	23

(Source: Consultant Calculation)

- 5.7 The likely mode split, based on Method of Travel to Work data taken from the 2011 Census for MSOA Staffordshire Moorlands 005 and 006, suggests that the proposals would generate 19 two-way vehicle trips in the AM peak hour and 17 two-way vehicle trips in the PM peak hour. However, this does not take into account the nature of the development proposals, whereby only 6 car parking spaces are to be provided. With this in mind, it is expected that the actual number of car trips to/from the site will be considerably less, with the majority of prospective residents anticipated to lead a car-free lifestyle, given the sites proximity to

frequent public transport opportunities and Leek town centre. Furthermore, existing parking controls in the vicinity of the site actively discourage on-street parking.

6. DEVELOPMENT PROPOSALS

INTRODUCTION

- 6.1 This section of the Transport Statement considers the development proposals, the access arrangements, parking and servicing.

The proposals include 6 car parking spaces and cycle parking provided at a ratio of 1 per dwelling. Access will be taken via the existing vehicular access on Well Street, on the eastern boundary, with cycle parking provided in the form of rack & shelter in parking area, as shown at **Appendix A**.

DEVELOPMENT PROPOSALS

- 6.1 The development proposals involve the conversion of the former 4-storey mill building and annex into self-contained residential accommodation, comprising 2 studios, 11 two-bedroom apartments and 4 one-bedroom apartments (17 dwellings total).

ACCESS

- 6.2 Access to the proposed development will be taken via the existing vehicular access on Well Street, on the eastern boundary. Footways and street lighting are in place in the vicinity of the access, supporting pedestrian movement to/from the site. It is expected that access and parking will be managed by a private contractor, likely via ANPR, whereby only those with an allocated space are permitted to park on-site, with their vehicle first needing to be registered.

PARKING

- 6.3 Apartments would be marketed to future residents as having limited parking, with the 6 spaces available being leased on a first come, first serve basis. The accessible credentials of the site will be promoted at the sales and marketing stage, with prospective residents provided with information relating to nearby facilities and public transport opportunities, therefore, demonstrating that there are alternatives to having access to a private car. Along with this, prospective residents will be advised of the cost of leasing a car parking space. As shown at **Appendix A**, cycle parking will be provided at a ratio of 1 space per dwelling.

- 6.4 It is acknowledged that visitors may occasionally arrive at the site by car. **Table 6.1**, below, outlines nearby parking facilities, in the absence of available on-street parking near to the site.

Table 6.1: Nearby Car Parking Facilities

Car Park	Distance	Walk Time
Buxton Road	270m	4 mins
Smithfield North	350m	4 mins
Regent Street	350m	5 mins
Smithfield Centre South	500m	6 mins
Market Street	600m	8 mins

(Source: Google Maps)

- 6.5 As previously mentioned, there are sections of on-street parking to the north of the site on Fountain Street, within a short walk, which could be utilised by those arriving by car.

Sustainable Location

- 6.6 As discussed in **Section 3**, the site is located within convenient walking distance of Leek town centre, which offers a wide range of amenities. There are also bus services available within a short walk of the site which could be utilised for longer journeys. Given the opportunities for travel by non-car modes, residents will not need to own a car.

Type and Tenure of Development

- 6.7 In regard to the type and use of the proposed development, it is considered that residents would likely be young professionals choosing to live close to the town centre, rather than families with young children.
- 6.8 As discussed previously, apartments would be marketed to future residents as having limited parking, which will be leased on a first come, first serve basis. It is expected that, given the town centre location, many residents would choose not to own a car and instead utilise non-car modes of travel / active travel to access amenities in Leek town centre and beyond.

SERVICING

General Servicing and Refuse Collection

- 6.9 It is anticipated that general servicing and refuse collection will take place from the roadside on Well Street, and will likely be coordinated in line with refuse collection for the surrounding residential dwellings. The bin store is located in the car park, immediately north of the vehicular access.

Fire Appliance Access

- 6.10 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Table 13.1 of the *The Building Regulations 2010 'Fire Safety' Approved Document B (2019 edition, incorporating the 2020 amendments)* Section 13 'Vehicle Access', sets out 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. In the event of an emergency, fire tenders and emergency vehicles will access the site from Well Street, as they would in the existing situation.

7. SUMMARY & CONCLUSIONS

SUMMARY

7.1 TPS has prepared this Transport Statement to support a planning application for the conversion of the existing 4-storey Well Street Mill building and annex to provide 17 apartments on land to the west of Well Street, Leek, Staffordshire. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and land use planning policy agenda, with the development being in a sustainable location;
- The site benefits from excellent connectivity with surrounding facilities, with opportunities for future residents to travel by non-car modes, such as walking, cycling and public transport;
- An analysis of contemporary accident data suggests that there are no accident trends that might be exacerbated by the addition of development related traffic;
- It is anticipated that the person trip generation associated with the development will equate to 26 two-way person trips in the AM peak hour and 23 two-way person trips in the PM peak hour. It is considered that residents of the site will not require the use of a private car and will choose to live at the site due to its proximity to Leek town centre;
- The proposed development comprises 6 allocated car parking spaces. Given the site's proximity to frequent public transport opportunities and Leek town centre, the majority of residents are expected to lead a car-free lifestyle;
- The site will provide cycle parking facilities at a ratio of 1 per dwelling, with cycle parking provided in the form of rack & shelter in the proposed parking; and
- Servicing of the proposed development has been considered and will remain consistent with the existing use of the site.

CONCLUSION

7.2 Given the above, it is considered that the proposals will not 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.



TPS Transport Consultants Ltd

Stonebridge Court, 151-153 Wakefield Road, Horbury, Wakefield, WF4 5HQ

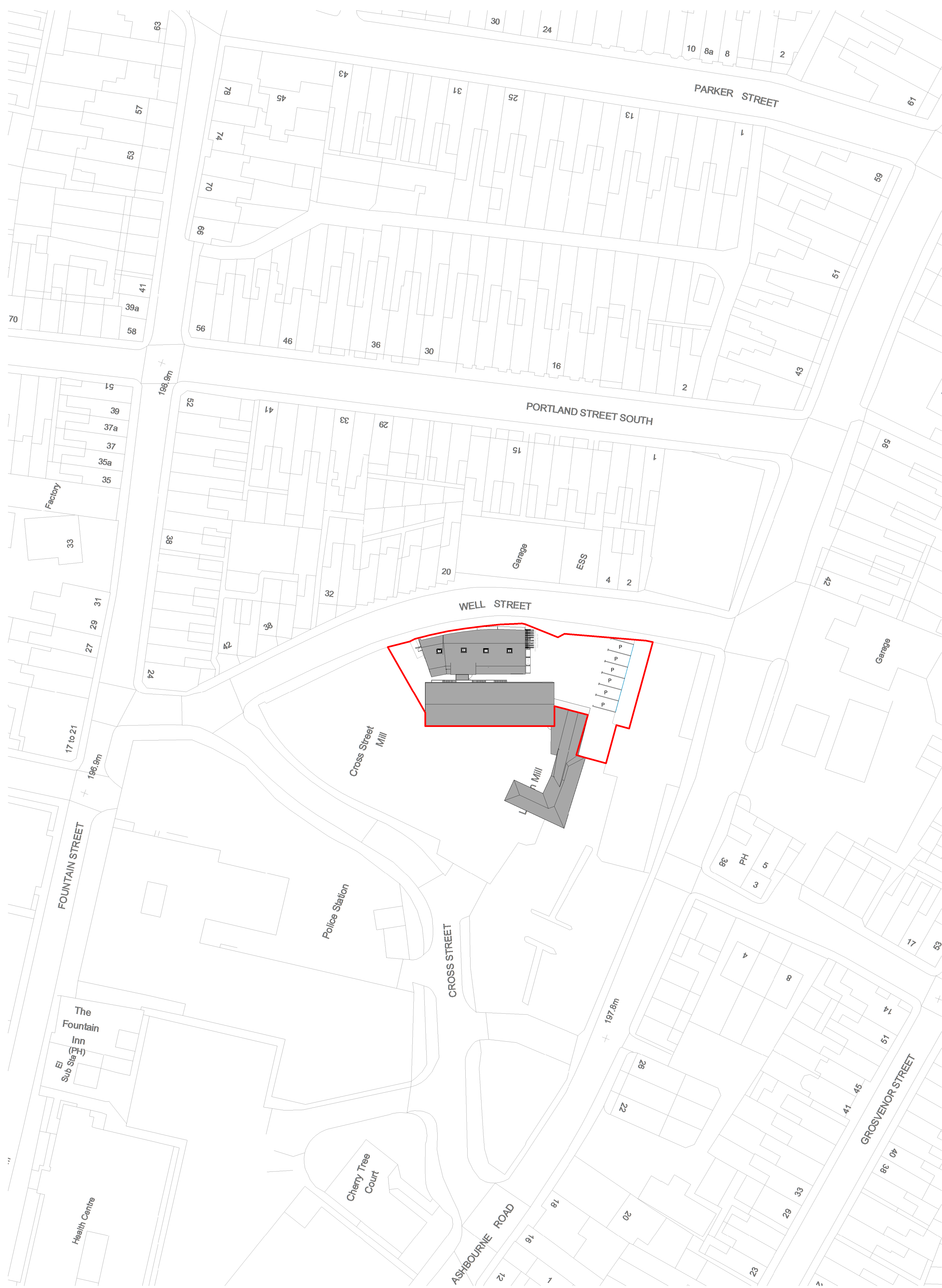
Tel: 01924 664638

Web: www.tpsconsultants.co.uk

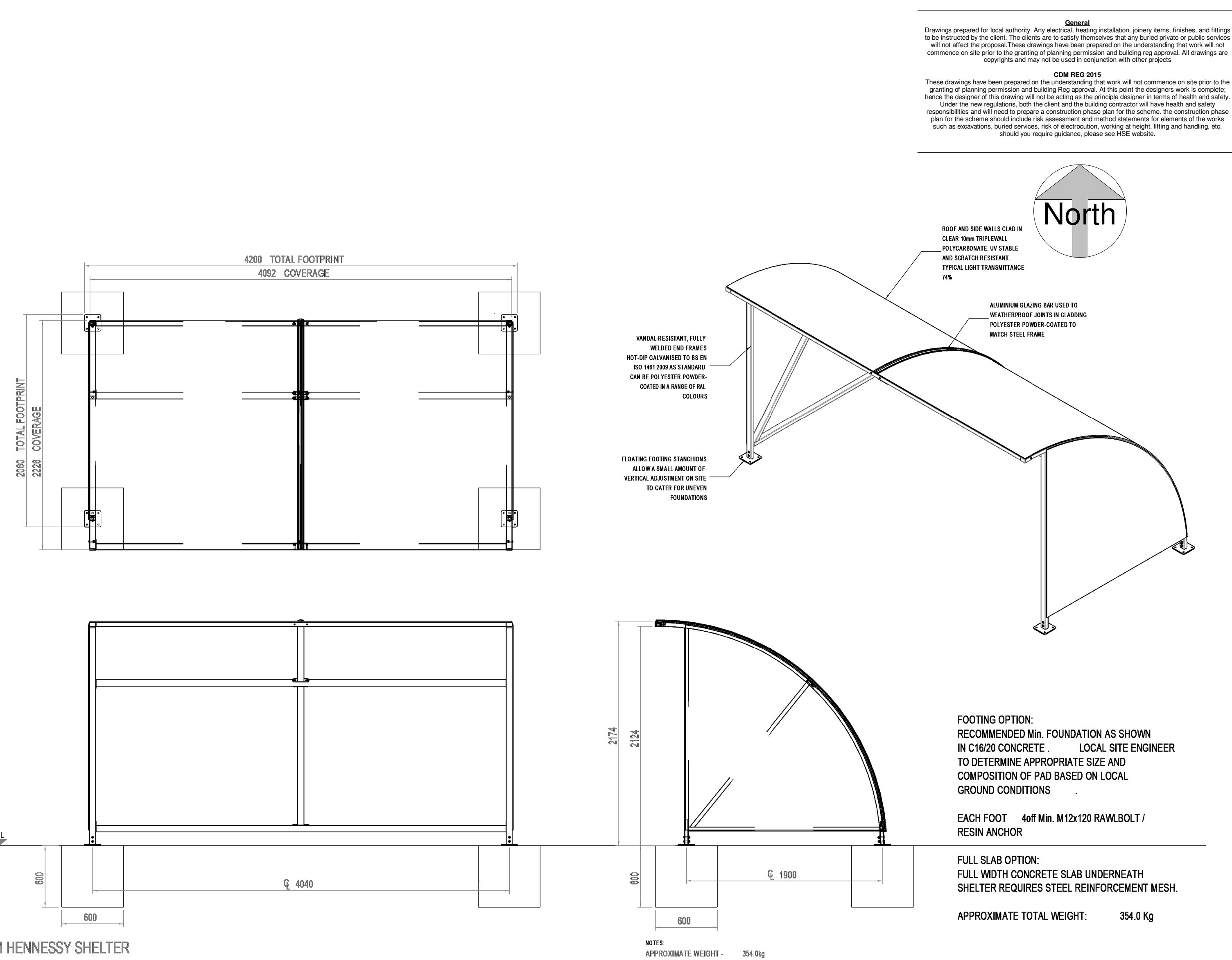
REPORT APPENDICES

Appendix A

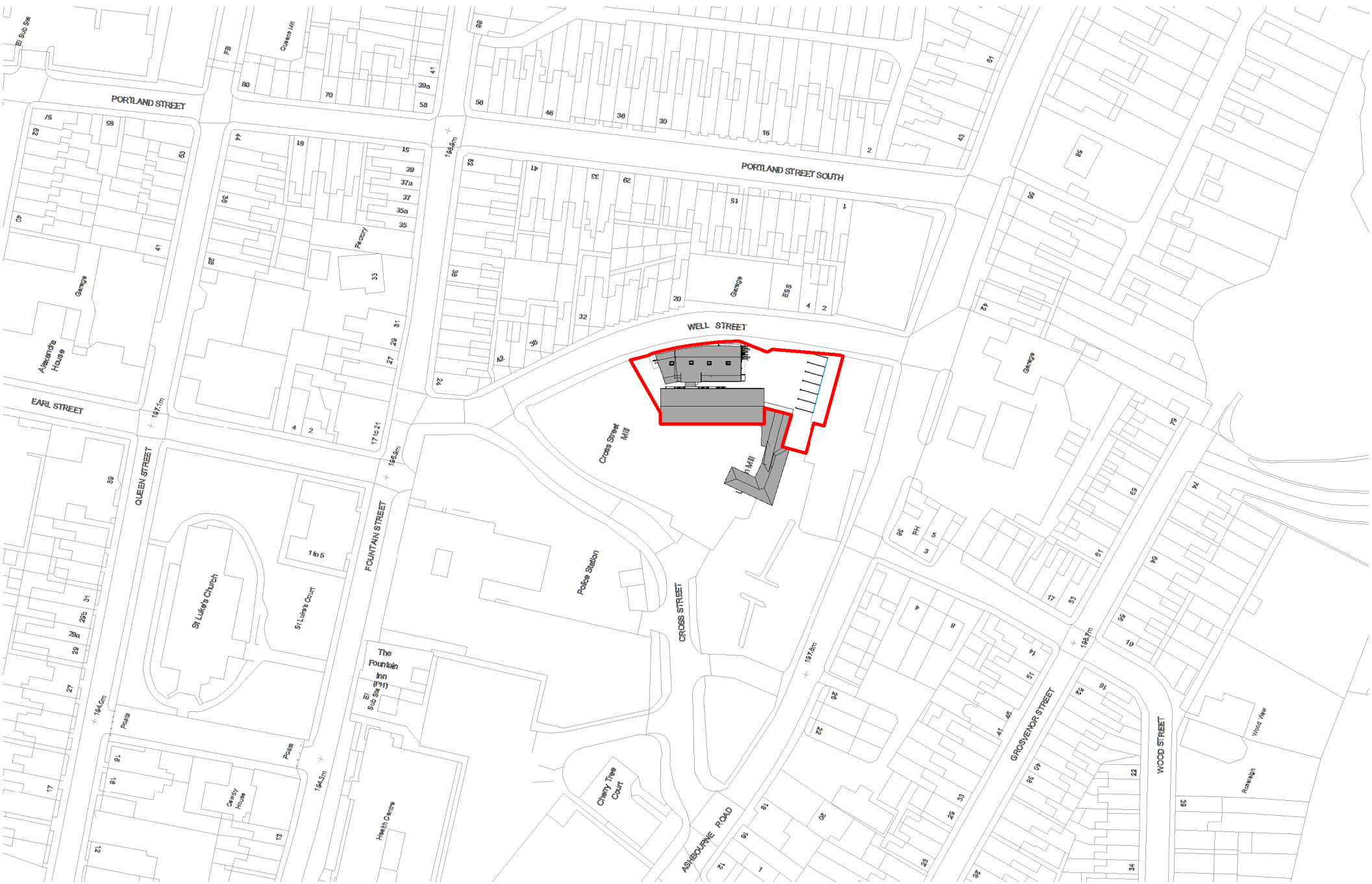
Indicative Site Layout



BLOCK PLAN
1 : 500



4.0M HENNESSY SHELTER
BIKE SHELTER
1 : 30



LOCATION PLAN
1 : 1250

Rev	Description	Date

STATUS	PURPOSE OF ISSUE
	PLANNING

STRUCTURAL DESIGN BY:

PROJECT

WELL_STREET_LEEK_ST13_6BL

TITLE

BLOCK PLAN

CLIENT

Amer Whid

DRAWN BY	CHECKED BY	DATE
HA	AM/KG	29/05/24

SCALE (@ A1)	PROJECT NUMBER
As indicated	0967

DRAWING NUMBER	REV
A105	

Appendix B

TRICS Output

Calculation Reference: AUDIT-640801-250206-0214

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

08	NORTH WEST	
	MS MERSEYSIDE	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 16 to 37 (units:)
Range Selected by User: 6 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 16/06/23

Selected survey days:

Monday 2 days
Wednesday 1 days

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

Selected Locations:

Edge of Town Centre 3

Selected Location Sub Categories:

Residential Zone 2
Built-Up Zone 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

25,001 to 50,000 1 days
50,001 to 75,000 1 days
125,001 to 250,000 1 days

Car ownership within 5 miles:

0.6 to 1.0 2 days
1.1 to 1.5 1 days

Travel Plan:

No 3 days

PTAL Rating:

No PTAL Present 3 days

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
2	HI-03-C-02	BLOCK OF FLATS	HIGHLAND
	KING STREET		
	NAIRN		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: WEDNESDAY	19/04/23	Survey Type: MANUAL
3	MS-03-C-04	BLOCK OF FLATS	MERSEYSIDE
	HOY DRIVE		
	NEWTON-LE-WILLOWS		
	EARLESTOWN		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.79

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	3	26	0.065	3	26	0.364	3	26	0.429
08:00 - 09:00	3	26	0.364	3	26	1.182	3	26	1.546
09:00 - 10:00	3	26	0.519	3	26	0.545	3	26	1.064
10:00 - 11:00	3	26	0.416	3	26	0.610	3	26	1.026
11:00 - 12:00	3	26	0.571	3	26	0.649	3	26	1.220
12:00 - 13:00	3	26	0.584	3	26	0.532	3	26	1.116
13:00 - 14:00	3	26	0.416	3	26	0.455	3	26	0.871
14:00 - 15:00	3	26	0.312	3	26	0.558	3	26	0.870
15:00 - 16:00	3	26	0.883	3	26	0.545	3	26	1.428
16:00 - 17:00	3	26	0.844	3	26	0.494	3	26	1.338
17:00 - 18:00	3	26	0.636	3	26	0.442	3	26	1.078
18:00 - 19:00	3	26	0.649	3	26	0.390	3	26	1.039
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.259			6.766			13.025