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**REDWOOD PARTNERSHIP**

Consulting Engineers  
Transportation Planners



**DEVELOPMENT PROPOSAL  
321-325 UTTOXETER ROAD  
BLYTHE BRIDGE  
STOKE ON TRENT  
ST11 9QA**

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**TRANSPORT STATEMENT**

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***On behalf of*  
BEWAS LTD**

PMcL/3601d1/Dec 2025



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## DRAWINGS

J79 Studio Architects – 2001-A103-P1 – Proposed GA Plan

Drawing No. REDW-3606-101 - Redwood Partnership - Access Layout Plan



## 1.0 INTRODUCTION

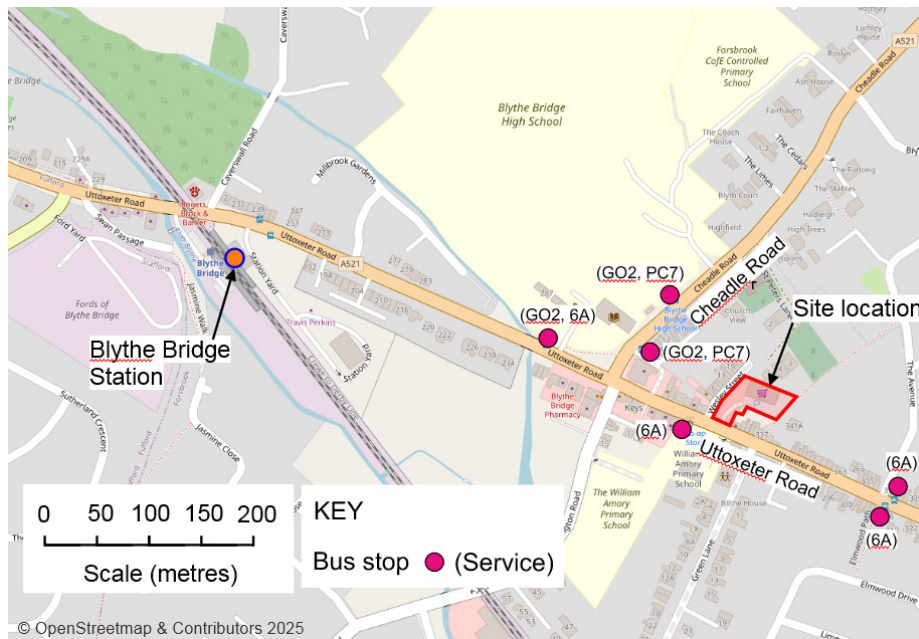
- 1.1 The Redwood Partnership has been instructed by Bewas Ltd to provide highways and transportation planning advice and prepare a Transport Statement on proposals for the alteration and conversion of an existing single food retail unit Use Class E(a), currently trading as the 'Blythe Bridge Convenience Store', into three separate and attached business units offering both Use Class E(a) food retail and other Use Class E services.
- 1.2 The store is located at 321-325 Uttoxeter Road, Blythe Bridge, Stoke on Trent, ST11 9QA and has a dedicated access from the north side of a Primary Distributor Road, the A521 Uttoxeter Road. The store has the benefit of 27no car parking spaces which are to be adjusted to suit the new layout but retained within the development proposals.
- 1.3 The Transport Statement measures and assesses the highway and transportation effects of the development on the surrounding highway network. The Transport Statement considers the following issues:
- Section 2.0 describes the existing highway conditions and patterns of movement within the study area together with public transport provision and accessibility of all modes of travel in the vicinity of the site;
  - Section 3.0 describes the local and national highway planning policy background;
  - Section 4.0 describes the development proposals;
  - Section 5.0 provides a full summary and report conclusions.
- 1.4 The Transport Statement should be read in conjunction with the architectural proposals and the Design and Access Statement prepared by J79 Studio Architects.
- 1.5 The Highway Authority responsible for highways and transportation matters within the area is Staffordshire County Council. The local Planning Authority is Staffordshire Moorlands District Council (SMDC).



## 2.0 EXISTING HIGHWAY & ACCESSIBILITY

- 2.1 The site consists of a business trading as the Blythe Bridge Convenience Store with 27no car parking spaces to the front and eastern side of the store. The store has a dedicated access off the north side of the A521 Uttoxeter Road (**Photo 2.1**). The site is approximately 500m east of Blythe Bridge station (**Figure 2.1**):

**Figure 2.1 -Site Location**



**Photo 2.1 Existing site access off Uttoxeter Road**





- 2.2 Uttoxeter Road is a single carriageway, A-classified road subject to a national 30mph speed limit, having dashed centre road marking and varied waiting restrictions along its route local to the site. Available personal injury accident data for a five-year period between 1<sup>st</sup> January 2019 and 30<sup>th</sup> December 2023 has been reviewed from the Staffordshire Safer Roads Partnership ‘Traffweb’ website. From the available online data there have been no recorded collisions at the site access within this period.

### **Pedestrian Routes and Walking**

- 2.3 Uttoxeter Road is street lit and has the benefit of surfaced footways both sides of the road. The pedestrian routes in and around the site are level and are readily available to local residents and customers visiting the site. The site is accessible to pedestrians.

### **Cycle routes**

- 2.4 The highway adjacent to the site does not have dedicated cycle lanes and cyclists are required to cycle on-carriageway. However, the local topography is reasonably level and to encourage cycling, new, secure and covered cycle parking facilities will be provided on the site for staff and customers. The site is accessible to cycling for staff and customers.

### **Public Transport – Bus & Rail Services**

- 2.5 The Chartered Institution of Highways & Transportation’s publication “*Planning for Walking*” which states: “*For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point (DOENI, 2000). People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services*”. The nearest bus stops are located on Uttoxeter Road adjacent to the site (**Figure 2.1**).
- 2.6 The site is easily accessible to all the available bus services passing through Blythe Bridge. **Table 2.1** shows the bus services and frequency of nearby bus routes passing through Blythe Bridge:



**Table 2.1 – Bus Services and Frequencies**

| Bus route | Approximate Frequency (minutes or No. of daily service) |     |     | Route                                         |
|-----------|---------------------------------------------------------|-----|-----|-----------------------------------------------|
|           | Mon-Fri                                                 | Sat | Sun |                                               |
| 6A        | 30                                                      | 30  | 60  | Hanley, Bus Stn [F] - Bly' B, Elmwood Rd      |
| GO2       | 2 services                                              | -   | -   | Newcastle - Longton - Blythe Bridge - Cheadle |
| PC7       | 1 service                                               | -   | -   | Weston Coyney - Painsley College              |



### 3.0 TRANSPORT PLANNING POLICY GUIDANCE

3.1 National and local transport policy relating to the development proposals are contained in the National Planning Policy Framework (NPPF, 2024) and the Adopted Staffordshire Moorlands District Council Local Plan 2014-2033.

3.2 The National Planning Policy Framework (NPPF, December 2024) states (with our underlining):

*88. Planning policies and decisions should enable:*

*d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.*

*110. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

*116. 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.*



3.3 The Approved Staffordshire Moorlands District Council 2014-2033.states:

*‘Policy T 1*

*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. This will be achieved by:*

- 1. Ensuring that all new development is located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development.*
- 2. Ensuring that major development is located in areas that are accessible by sustainable travel modes or can be made accessible as part of the proposal.*
- 3. Considering appropriate parking provision on a case by case basis with recourse to the parking guidance set out in Appendix 2.*
- 4. Where appropriate all new development shall facilitate walking and cycling within neighbourhoods and town centres, and link with or extend identified walking or cycling routes.’*

*‘Policy DC 1 (extract)*

*Design Considerations*

*All development shall be well designed and reinforce local distinctiveness by positively contributing to and complementing the special character and heritage of the area in line with the Council’s Design Guide SPD. In particular, new development should:*

- 8. require new developments to be well integrated for car, pedestrian and cycle use as well as other sustainable transport links;’*



*‘7.133 The Government issued a ministerial statement in 2015 which stated arbitrary parking standards that restrict off-street parking (such as maximum standards), should not be applied when assessing planning proposals, without compelling justification. Therefore, the Council will consider the appropriateness of proposed off-street parking in schemes, on a case by case basis, after (where appropriate) having consulted with SCC Highways Officer (and Manual for Streets (2007)/Manual for Streets 2(2010)), rather than referring to formally laid out standards. However the Council has, after consultation with SCC Highways Officer, published recent guidance to accompany this Local Plan which suggests ‘minimum’ provision of spaces, depending on use class; these are set out in Appendix 2 of the Local Plan. ‘*

- 3.4 The proposal is for Use Class E (Commercial, Business & Service) which was introduced in 2020 to allow for flexible, mixed commercial uses like shops, offices, cafes and clinics. The planning use was introduced to streamline planning by combining previous classes (A1, A2, A3, B1, parts of D1/D2) to boost high street vitality and allow easier changes between these common activities without full planning permission, promoting versatile, active town centres.
- 3.5 The proposal accords with National and Local Transport Planning Policy as:
- i) The proposal re-develops a brownfield site, mostly replacing vehicle trips already on the highway network which are currently accessing the existing site;
  - ii) The proposal is well integrated in the village for car, pedestrian and cycle use;
  - iii) Car parking provision is in compliance with car parking standards with nominal additional parking to cater for potential increased dwell time;
  - iv) The proposal will provide additional services for local residents and reduce the need for those residents to drive further afield to access similar services;
  - v) The development will not increase floor space or car parking provision and will therefore not create a material level of additional vehicle movements;
  - vi) Safe and suitable access has been demonstrated;
  - vii) Any residual cumulative impact in transport terms will not be ‘severe’.



## 4.0 DEVELOPMENT PROPOSALS

- 4.1 The proposals are shown on J79 Studio Architects **Drawing No. 2001-A103-P1** – Proposed GA Plan. Car parking standards are included in Appendix A of the SMDC Adopted Local Plan 2014-2033. The existing convenience store falls under food retail formally referred to Use Class A1, now deemed Use Class E(a). **Table 4.1** shows the Council's parking standard applied to the existing food retail building, suggesting a car parking provision of 27no spaces. The existing building of 380sqm currently has the benefit of 27no car parking spaces.

**Table 4.1**  
**Staffordshire Moorlands District Council – Local Plan (Appendix A) Parking Standards**

| Existing Use          | SMDC<br>Local Plan<br>Appendix A<br>(space/sqm) | Development<br>Size GIA<br>(sqm) | Car<br>Parking<br>Provision<br>(no) |
|-----------------------|-------------------------------------------------|----------------------------------|-------------------------------------|
| Unit 1 Use Class E(a) | 1/14sqm                                         | 380                              | 27                                  |
|                       | <b>Total</b>                                    |                                  | <b>27</b>                           |

- 4.2 **Table 4.2** shows the existing building converted into 3no separate business units; a reduced sized convenience store of 230 sqm (Use Class E(a)) and two other attached units of 75sqm each (Use Class E). The Council's car parking standard for the proposed development equates to 24no spaces. The proposal retains the 27no space car park, matching the existing parking provision, amended to suit the new entrance locations for Units 2 and 3 and with wider car parking spaces:

**Table 4.2**  
**Staffordshire Moorlands District Council – Local Plan (Appendix A) Parking Standards**

| Proposed Use          | SMDC<br>Local Plan<br>Appendix A<br>(space/sqm) | Development<br>Size GIA<br>(sqm) | Car<br>Parking<br>Provision<br>(no) |
|-----------------------|-------------------------------------------------|----------------------------------|-------------------------------------|
| Unit 1 Use Class E(a) | 1/14sqm                                         | 230                              | 16                                  |
| Unit 2 Use Class E(c) | 1/20sqm                                         | 75                               | 4                                   |
| Unit 3 Use Class E(c) | 1/20sqm                                         | 75                               | 4                                   |
|                       | <b>Total</b>                                    |                                  | <b>24</b>                           |



- 4.3 The proposal includes 27no car parking spaces, all dimensioned a minimum 2.6x4.8m. The retained quantum of car parking is marginally in excess of the parking standard requirement of 24no spaces for the proposed uses (**Table 4.2**). The additional 3no parking spaces will provide a beneficial buffer to ensure customer parking is retained on site. The nominal increase in parking accords with the Local Plan para 7.133 which states (our underlining):

*‘However the Council has, after consultation with SCC Highways Officer, published recent guidance to accompany this Local Plan which suggests ‘minimum’ provision of spaces, depending on use class; these are set out in Appendix 2 of the Local Plan.’*

- 4.4 Our **Drawing No. REDW-3601-100** shows the track swept path of a large car accessing some of the car parking spaces within the site. All manoeuvres are achievable, the wider spaces will allow for easier access into spaces. A new pedestrian footway is included in the development proposals.

#### **Blue-badge Car Parking**

- 4.5 No specific blue-badge parking requirement is provided by the Council as *‘the Council will consider the appropriateness of proposed off-street parking in schemes, on a case by case basis....’*. Advice on the proportion of blue-badge spaces included in car parks has therefore been taken from British Standard BS 8300-1-2018, para 7.2, Table 2. The British Standard suggests for shopping, recreation and leisure uses of *‘6% of total parking provision’*. A 6% provision equates to 2no spaces (27x0.06). A total blue-badge parking provision of 3no spaces will be provided; one for each business unit.

#### **Electric Vehicle Charging Points**

- 4.6 No specific EV charging requirement is provided by the Council. Advice on the proportion of EV charging parking spaces has therefore been taken from UK Building Regulations (Part S) for new developments. The UK Building Regulations mandate EV charging



infrastructure for non-residential buildings with >10 spaces to have one charge point with ducting for cable routes for future conversion for 20% of spaces.

- 4.7 The proposal is for three separate business units. The Architect's **Drawing 2001-A013-P1** shows a total of 3no EV parking spaces; one provided for each of the proposed units. Passive provision, consisting of underground ducting will be installed to provide future upgrade for a further 5no spaces (27x0.2).

### **Cycle Parking**

- 4.8 No specific cycle parking requirement is provided by the Council. It is proposed to include a minimum provision of 1no secure and covered cycle parking spaces per 200sqm for staff and 1no secure and covered cycle parking spaces per 200sqm for customers for all units.
- 4.9 A 'Sheffield' type cycle rack can store 2no cycles, therefore covered cycle parking for staff and customers is located in a dedicated area in the external bin and bike area to the west of the building, providing storage for an increased total of 8no cycles for both staff and customers.

### **Refuse Collection, Fire emergency access and Servicing**

- 4.10 The site will use the same private refuse collection vehicles as existing. There will be no new refuse vehicle trips along Uttoxeter Road as a result of this proposal. On collection day, a bin store to the west of the building will allow for easy collection. Refuse vehicles will not need to enter the site, which matches the current situation.
- 4.11 Our **Drawing No. REDW-3601-100** shows the track swept path of a 10m rigid service lorry accessing the site, turning around within the site and leaving in forward gear. For this larger service vehicle 2no car parking spaces would need to be temporarily coned off during deliveries. Servicing will more frequently be carried out by smaller 8m long box vans which can turn on site without affecting parking as shown on **Drawing No. REDW-3601-100**.



- 4.12 For fire access to all dwellings, Building Regulations (Part B) allows a fire tender to reverse a maximum of 20 metres but also requires the furthest part of the building to be within 45 metres of a standing fire tender. In an emergency, a fire tender will be able to access the site, turn within the site and leave in forward gear.



## **5.0 SUMMARY & CONCLUSIONS**

- 5.1 The Redwood Partnership has been instructed by Bewas Ltd to provide highways and transportation planning advice and prepare a Transport Statement on proposals for the alteration and conversion of an existing single food retail unit Use Class E(a), currently trading as the 'Blythe Bridge Convenience Store', into three separate and attached business units offering both Use Class E(a) food retail and other Use Class E services.
- 5.2 The store is located at 321-325 Uttoxeter Road, Blythe Bridge, Stoke on Trent, ST11 9QA and has a dedicated access from the north side of a Primary Distributor Road, the A521 Uttoxeter Road. The store has the benefit of 27no car parking spaces which are to be adjusted to suit the new layout but retained within the development proposals.
- 5.3 Pedestrian routes in and around the site are level and are readily available to local residents and customers visiting the site. The highway adjacent to the site does not have dedicated cycle lanes and cyclists are required to cycle on-carriageway. However, the local topography is level and to encourage cycling, new, secure and covered cycle parking facilities will be provided on the site for staff and customers. The site is accessible to cycling for staff and customers.
- 5.4 The site is easily accessible to all the available bus services passing through Blythe Bridge. The site's location is acceptable in transport and highway terms and delivers a realistic choice of travel modes expected to the proposed use.
- 5.5 The Council's car parking standard for the proposed development equates to 24no spaces. The proposal retains the 27no space car park, matching the existing parking provision, amended to suit the new entrance locations for Units 2 and 3 and with wider car parking spaces.
- 5.6 The retained quantum of car parking is marginally in excess of the parking standard requirement of 24no spaces for the proposed uses. The additional 3no parking spaces will provide a beneficial buffer to ensure customer parking is retained on site. The nominal

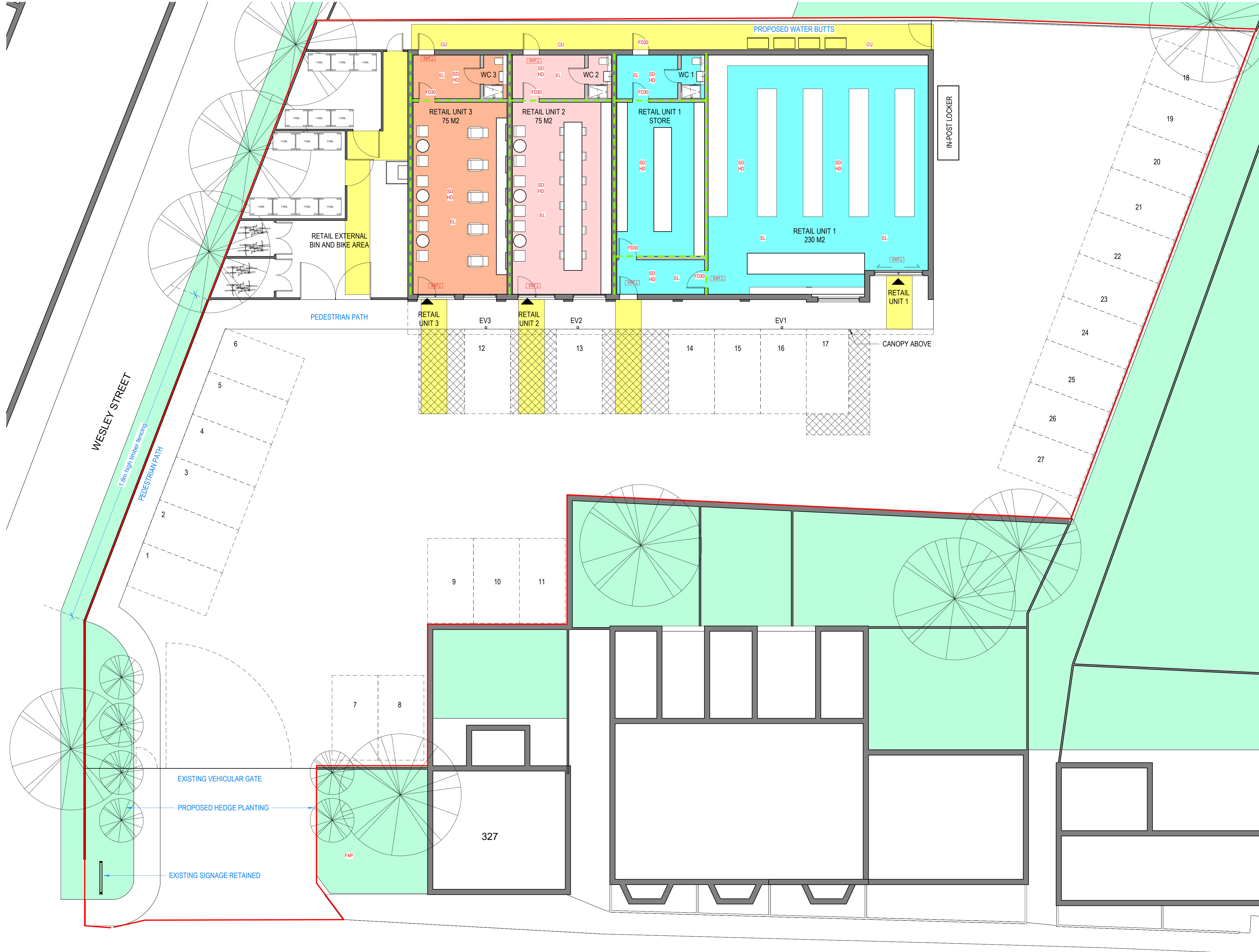


increase in parking accords with the Local Plan para 7.133. Blue-badge, cycle parking and EV charging provision accord with national guidance.

5.7 The proposal accords with National and Local Transport Planning Policy as:

- i) The proposal re-develops a brownfield site, mostly replacing vehicle trips already on the highway network which are currently accessing the existing site;
- ii) The proposal is well integrated in the village for car, pedestrian and cycle use;
- iii) Car parking provision is in compliance with car parking standards with nominal additional parking to cater for potential increased dwell time;
- iv) The proposal will provide additional services for local residents and reduce the need for those residents to drive further afield to access similar services;
- v) The development will not increase floor space or car parking provision and will therefore not create a material level of additional vehicle movements;
- vi) Safe and suitable access has been demonstrated;
- vii) Any residual cumulative impact in transport terms will not be '*severe*'.





| KEY  |                                              |
|------|----------------------------------------------|
| SD   | SMOKE DETECTOR (MAINS CONNECT TO FIRE PANEL) |
| HD   | HEAT DETECTOR (MAINS CONNECT TO FIRE PANEL)  |
| EL   | EMERGENCY LIGHTING / MAINS CONNECTED         |
| CU   | CONSUMER UNIT / METER                        |
| DP   | DRY POWDER EXTINGUISHER                      |
| FD30 | 1HR FIRE RATED STRUCTURE                     |
| FD30 | 30 MIN FIRE RATED DOOR WITH SMOKE SEAL       |
| EXIT | + SELF CLOSE                                 |
| EXIT | PRIMARY FIRE EXIT                            |
| EXIT | MAINS CONNECTED LUMINATE FIRE EXIT SIGN      |
| FAP  | FIRE PASSAGE TO KEEP CLEAR AT ALL TIME       |
| FAP  | FIRE ASSEMBLY POINT                          |

| KEY:               |                                     |
|--------------------|-------------------------------------|
| Site Boundary      | Property entrance                   |
| Existing Structure | Proposed structure                  |
| SW                 | Proposed shop window / safety glass |
| SE                 | Proposed shop entrance              |
| CN                 | Proposed canopy to match existing   |
| EV                 | Electrical vehicle charging points  |
| MD                 | Proposed metal door                 |
| SG                 | Proposed signage                    |
| ML                 | Metal louvre to roof plant          |

| AREA SCHEDULE                  |  |
|--------------------------------|--|
| SITE AREA: 1880 SQM / EXISTING |  |
| RETAIL AREA: 390 SQM           |  |

|                 |
|-----------------|
| UNIT 1: 230 SQM |
| UNIT 2: 75 SQM  |
| UNIT 3: 75 SQM  |



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## PLANNING ISSUE P1

FOR CLIENT

CONFIRM ALL DESIGN WITH CLIENT ON SITE  
BUILDING CONTROL APPROVAL TBC  
ALL DIMENSION TO BE CHECKED ON SITE

This drawing is the property of J79 Studio. Copyright is reserved & this drawing is issued on the condition that it is not copied, reproduced, retained or disclosed to any unauthorised person, either wholly or in part, without our consent. Do not scale from this drawing, check all dimensions on site. Any errors please notify architect in the first instance.

| Rev | Date       | Note             |
|-----|------------|------------------|
| P1  | 01-12-2025 | PLANNING ISSUE 1 |
|     |            |                  |
|     |            |                  |

|                         |         |
|-------------------------|---------|
| PROJECT                 |         |
| Project Name            |         |
| DRAWING TITLE           |         |
| PROPOSED GA PLAN        |         |
| STATUS                  |         |
| PROPOSED REAR EXTENSION |         |
| DRAWN BY                |         |
| Author                  | Checker |

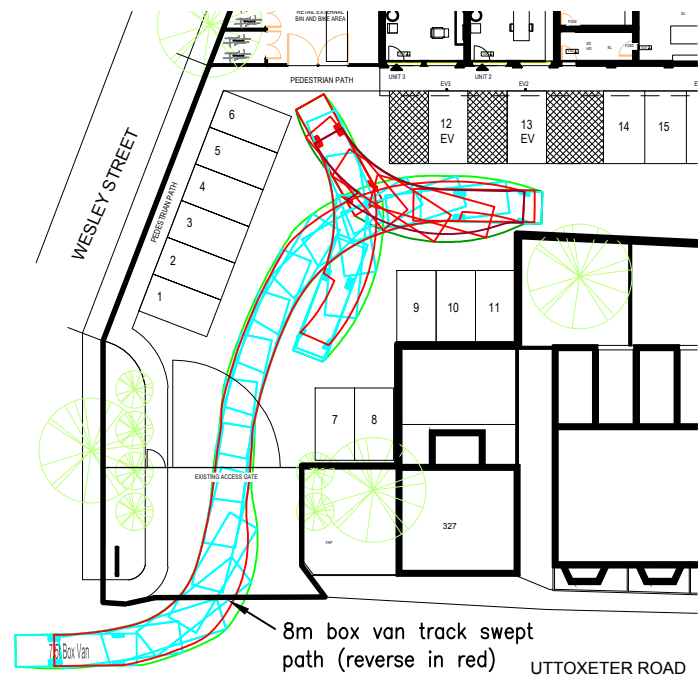
|             |          |            |
|-------------|----------|------------|
| PROJECT NO. | DATE     | SCALE      |
| 2001        | DEC 2025 | 1:100 @ A1 |
| DRAWING NO. |          | REVISION   |
| A103        |          | P1         |

1 PROPOSED GF PLAN  
1 : 100

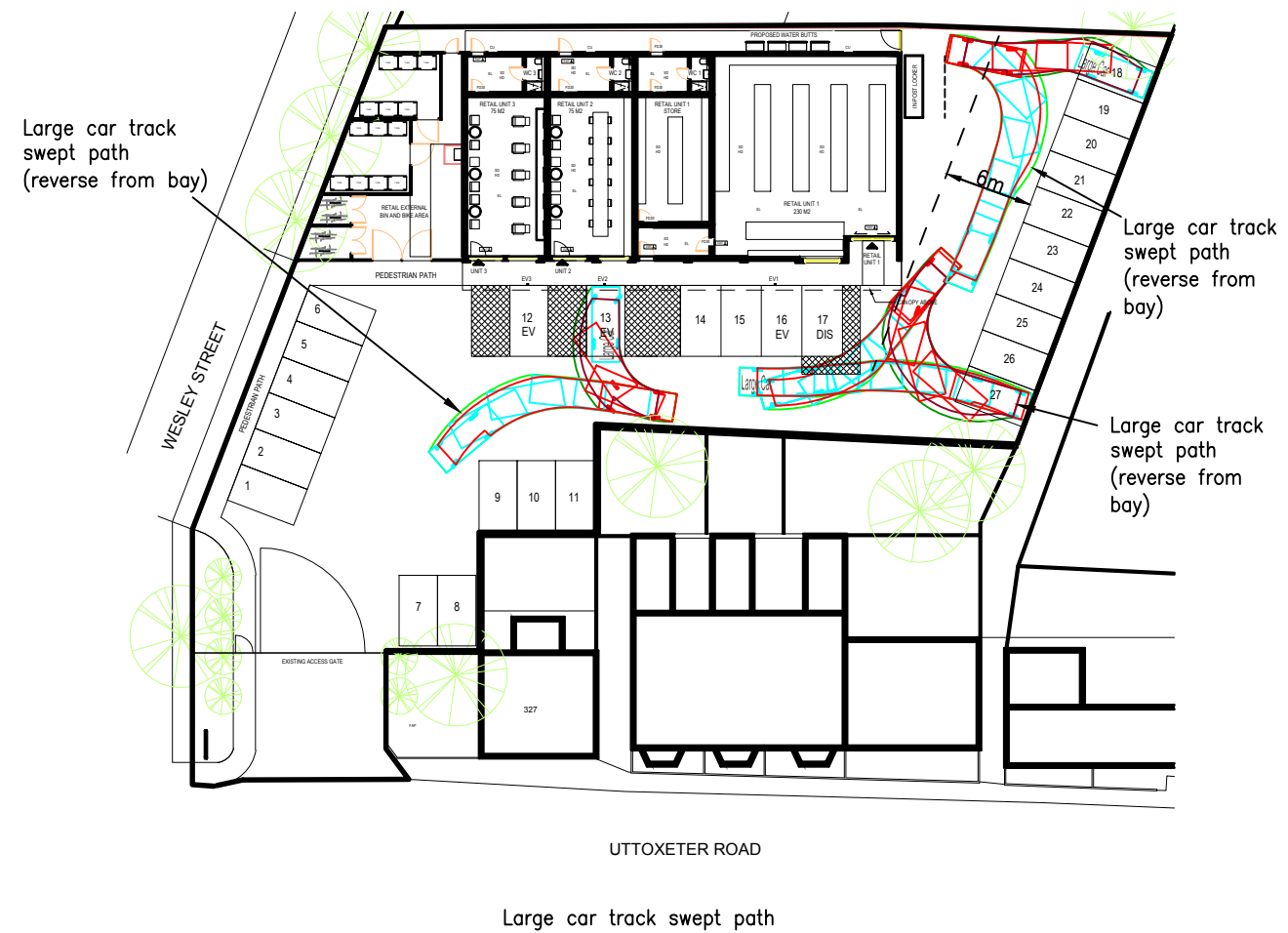
UTTOXETER ROAD



10m rigid lorry track swept path

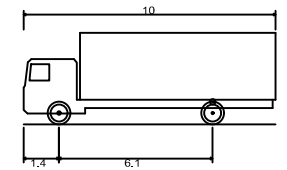


8m box van track swept path

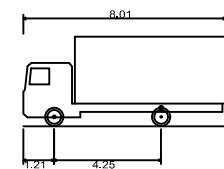


Large car track swept path

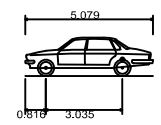
- NOTES
1. Parking spaces 1–13 and 18–27 to be 2.6x4.8m  
Parking spaces 14–17 to be 2.75x4.8m



FTA Design HG Rigid Vehicle  
Overall Length 10.000m  
Overall Width 2.500m  
Overall Body Height 3.645m  
Min Body Ground Clearance 0.440m  
Track Width 2.470m  
Lock to Lock Time 3.00s  
Kerb to Kerb Turning Radius 11.000m



7.5t Box Van  
Overall Length 8.010m  
Overall Width 2.100m  
Overall Body Height 3.556m  
Min Body Ground Clearance 0.351m  
Track Width 2.064m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 7.400m



Large Car  
Overall Length 5.079m  
Overall Width 1.872m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 5.900m

|                         |             |                |                                                            |                  |                              |     |                                                                                                                               |  |
|-------------------------|-------------|----------------|------------------------------------------------------------|------------------|------------------------------|-----|-------------------------------------------------------------------------------------------------------------------------------|--|
| Client<br><br>BEWAS LTD |             |                | Project<br>321–325 Uttoxeter Road, Blythe Bridge, ST11 9QA |                  |                              |     | <b>REDWOOD PARTNERSHIP</b><br>CONSULTING ENGINEERS & TRANSPORTATION PLANNERS                                                  |  |
|                         |             |                | Title<br>Highway Access Plan – Car Park Track Swept Paths  |                  |                              |     |                                                                                                                               |  |
| Status<br>For Approval  | Drawn<br>PL | Scale<br>1:500 | Sheet Size<br>A3                                           | Date<br>DEC 2025 | Drawing No.<br>REDW–3601–100 | Rev | Maritime House, Basin Road North, Portslade, Brighton, BN41 1WR<br>Telephone : 01273 414515      www.redwoodpartnership.co.uk |  |