

Cheadle Market

Transport Statement

July 2026

PREPARED FOR

Staffordshire Moorlands

District Council

Transport Statement

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CONTENTS

1. Introduction.....	2
1.1. Overview.....	2
1.2. Site Location.....	2
1.3. Scope of Assessment.....	2
1.4. Structure of the Report	3
2. Policy Framework.....	4
2.1. Introduction	4
2.2. National Policy	4
2.3. Local Planning Policy	4
2.4. Local Highway Guidance.....	6
2.5. Summary of Policy Compliance	6
3. Existing Site and Surroundings	7
3.1. Existing Use.....	7
3.2. Site Location and Highway Network.....	7
3.3. Public Transport Network	8
3.4. Active Transport Network	9
3.5. Existing Access and Servicing Arrangements.....	9
3.6. Parking Provision.....	10
3.7. Summary of Existing Conditions	10
4. Proposed Development.....	11
4.1. Vehicular Access	11
4.2. Pedestrian and Cycle Access.....	11
4.3. Car Parking.....	12
4.4. Cycle Parking	12
4.5. Servicing, Deliveries and Emergency Access.....	12
4.6. Hostile Vehicle Mitigation	Error! Bookmark not defined.
4.1. Impact.....	13
5. Summary and Conclusion	14
Appendix A – Development Proposals – Landscape Plan	15

1. Introduction

1.1. Overview

This Transport Statement has been prepared by Civic Engineers for Staffordshire Moorlands District Council to support of a planning application for the refurbishment and upgrade of the existing market at 58 High St, Cheadle, Stoke-on-Trent ST10 1AJ, United Kingdom.

This scheme proposes a comprehensive refurbishment and expansion of the Market Hall and Square, to include the provision of 6 permanent trader units within the Market Hall, a large, covered external canopy space with seating, demountable market stalls within the Market Square, 4 additional permanent trader units on the opposite side of the Market Square, and new landscaping to the Market Square.

The purpose of this Transport Statement is to:

- Describe the existing transport conditions at and around the site;
- Outline the proposed development and access arrangements; and
- Assess the potential transport implications of the proposals.

The Transport Statement has been prepared in accordance with relevant national and local planning policy and guidance and is proportionate to the scale and nature of the development.

The proposals relate to the regeneration of an established town centre use, and as such, are not expected to result in a material increase in travel demand when compared to the historical operation of the site.

1.2. Site Location

The application site is located on High Street within Cheadle town centre, in the Staffordshire Moorlands district.

The site comprises an existing market building and surrounding external trading area, positioned within a mixed-use town centre environment characterised by retail, commercial, and community uses.

The site benefits from a highly accessible location, with:

- Direct frontage onto High Street;
- Good pedestrian connectivity to surrounding streets; and
- Proximity to public transport services and town centre car parks.

1.3. Scope of Assessment

This Transport Statement provides a proportionate assessment of the transport implications of the proposed development.

In line with the nature of the proposals, the assessment focuses on:

- Existing accessibility by all modes;
- Proposed access, servicing, and operational arrangements; and
- A qualitative review of transport effects.

Given that the development represents the enhancement of an existing use, and is not expected to generate significant additional trips, detailed junction capacity assessments or traffic modelling are not considered necessary.

The assessment has been scoped to reflect a minimal trip generation scenario, consistent with the continued operation of the site as a market.

1.4. Structure of the Report

The remainder of this Transport Statement is structured as follows:

- Section 2 – Policy Framework
- Section 3 – Existing Site and Surroundings
- Section 4 – Proposed Development
- Section 5 – Conclusion

2. Policy Framework

2.1. Introduction

This section summarises the relevant national and local transport and planning policy applicable to the proposed development at High Street, Cheadle.

The assessment has been prepared in accordance with:

- National planning policy and guidance; and
- Local planning policy as set out by Staffordshire Moorlands District Council and Staffordshire County Council.

At the time of writing, the adopted development plan comprises the Staffordshire Moorlands Local Plan, which carries full weight in decision-making. Any emerging policy has limited weight and has not been relied upon in this assessment.

2.2. National Policy

National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the Government's planning policies for England.

Key transport-related principles include:

- Planning decisions should ensure that development is located in sustainable locations, where opportunities to promote walking, cycling and public transport use can be maximised.
- Development should provide safe and suitable access for all users and prioritise pedestrian and cycle movements, particularly within town centre environments.
- Development proposals should only be refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- Planning should support the creation of healthy, inclusive and safe places, enabling and encouraging active travel.

Assessment Relevance

The proposed development:

- Is located within an existing town centre, in a highly accessible location;
- Represents the regeneration of an established use; and
- Is not expected to result in a material increase in trip generation.

The development therefore accords with the NPPF by:

- Supporting sustainable transport patterns;
- Prioritising pedestrian movement and place-making; and
- Avoiding any severe transport impacts on the local highway network.

2.3. Local Planning Policy

Staffordshire Moorlands Local Plan (Adopted 2020)

The Staffordshire Moorlands Local Plan forms the statutory development plan for the area.

The following policies are of particular relevance:

Policy SS1 – Development Principles

This policy supports development that:

- Promotes sustainable patterns of development;
- Makes efficient use of land within existing settlements; and
- Reduces the need to travel, particularly by private car.

Compliance:

The proposals represent the regeneration of an existing town centre site, promoting sustainable access and reducing reliance on private vehicles.

Policy SS5 – Cheadle Area Strategy

This policy identifies Cheadle as a key service centre and supports:

- Enhancement of the town centre offer;
- Investment in retail, markets, and services; and
- Improvements to the public realm and accessibility.

The policy also supports improved permeability and accessibility within the town centre environment.

Compliance:

The proposed development enhances the market offer, improves public realm, and supports accessibility, directly aligning with the objectives of Policy SS5.

Policy T1 – Development and Sustainable Transport

This policy requires development to:

- Provide safe and suitable access for all users;
- Promote walking, cycling, and public transport use;
- Minimise reliance on private vehicles; and
- Ensure that impacts on the highway network are acceptable.

Compliance: The proposals:

- Retain and improve existing access arrangements;
- Enhance pedestrian accessibility and introduce cycle provision; and
- Do not result in a material increase in traffic movements.

Policy T2 – Parking and Sustainable Transport

This policy supports development that:

- Is located in areas with good accessibility;
- Makes appropriate use of existing parking provision; and
- Avoids excessive parking provision in sustainable locations.

Compliance: No additional parking is proposed, reflecting the town centre location and availability of nearby public car parks.

2.4. Local Highway Guidance

Guidance from Staffordshire County Council requires that development:

- Provides safe and suitable access arrangements;
- Accommodates servicing and operational requirements appropriately; and
- Does not result in unacceptable impacts on the highway network.

In addition, national guidance such as Manual for Streets promotes:

- Streets designed with pedestrian priority;
- Safe and attractive environments for all users; and
- Reduced dominance of vehicular traffic in town centre locations.

Compliance: The proposals:

- Improves established access strategy;
- Formalise servicing and operational arrangements; and
- Provides cycle parking.

2.5. Summary of Policy Compliance

The proposed development accords with the relevant national and local policy framework by:

- Supporting the regeneration of a town centre site in a sustainable location;
- Promoting walking, cycling, and public transport use;
- Maintaining safe and suitable access for all users; and
- Avoiding any unacceptable or severe transport impacts.

On this basis, the development is considered to be fully compliant with the transport-related requirements of the development plan and national policy.

3. Existing Site and Surroundings

3.1. Existing Use

The market hall was constructed circa 1899 and comprises of a single storey of approx. 304m². The building is used as a covered indoor market and comprises of a central aisle which provides access to market stalls / units on either side. Thirteen units are provided, three of which have external doors. The main entrance is located at the front, from the High Street, with a second entrance on the side from the outdoor market.

The market square has 13 rigid stalls with trader numbers varying from one or two during the week and up to 10 for events.

3.2. Site Location and Highway Network

The site is located on High Street, Cheadle, within the town centre See Figure 1 & 2. The site is positioned within a highly accessible and established commercial area, surrounded by retail, service, and community uses.

The High Street immediately adjacent to the site operates as a one-way route, with double yellow line restrictions on both sides, limiting on-street parking and maintaining traffic flow.

Vehicular access to the site is currently taken from the High Street into an asphalt courtyard area located adjacent to the market building. Access is controlled by a line of metal bollards, with a designated opening allowing vehicles to enter.

The surrounding highway network consists of local town centre streets connecting to wider routes through Cheadle and towards Stoke-on-Trent and surrounding settlements.

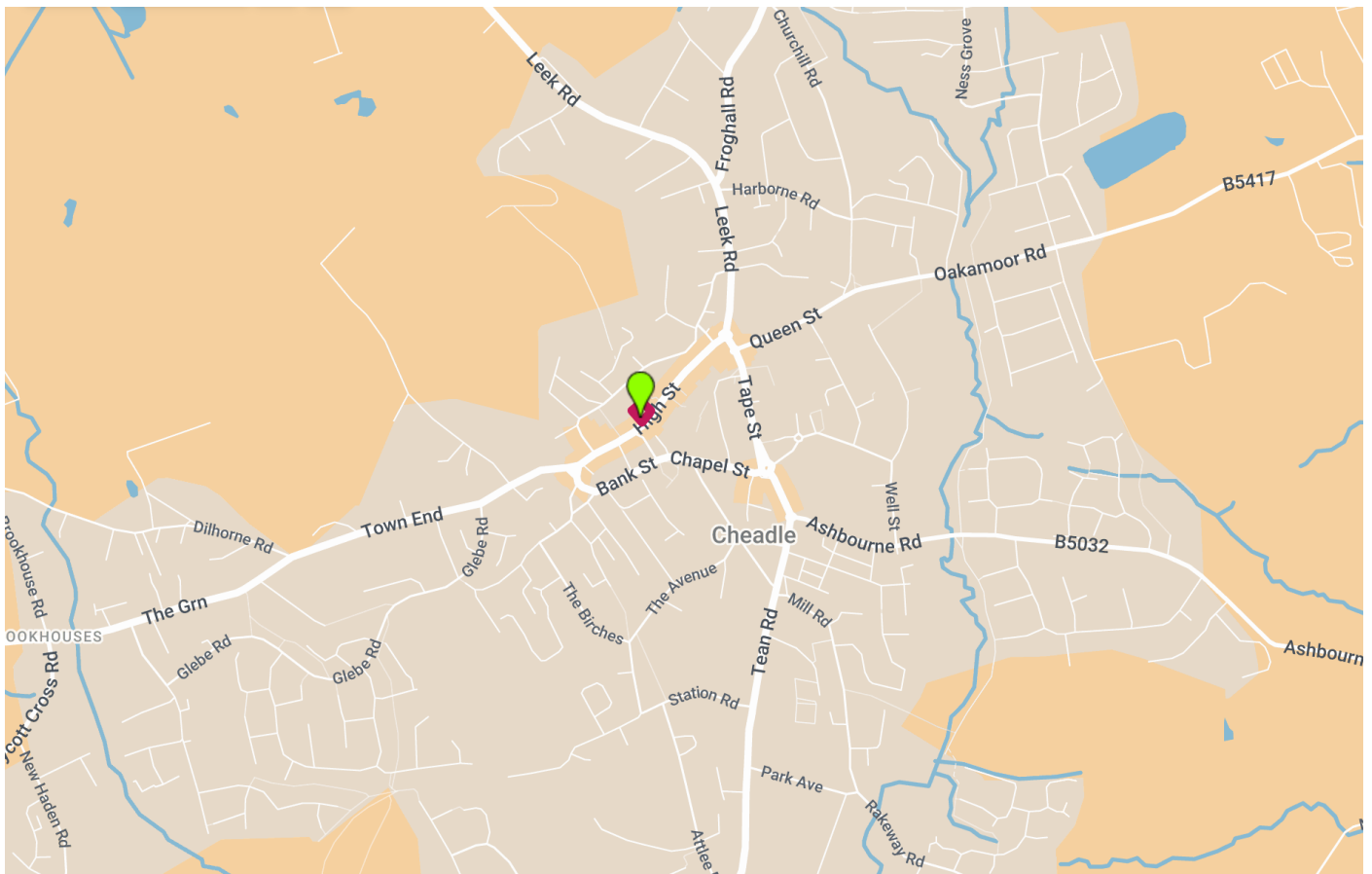


Figure 1 Site Location - Green Pin - Source Google Maps

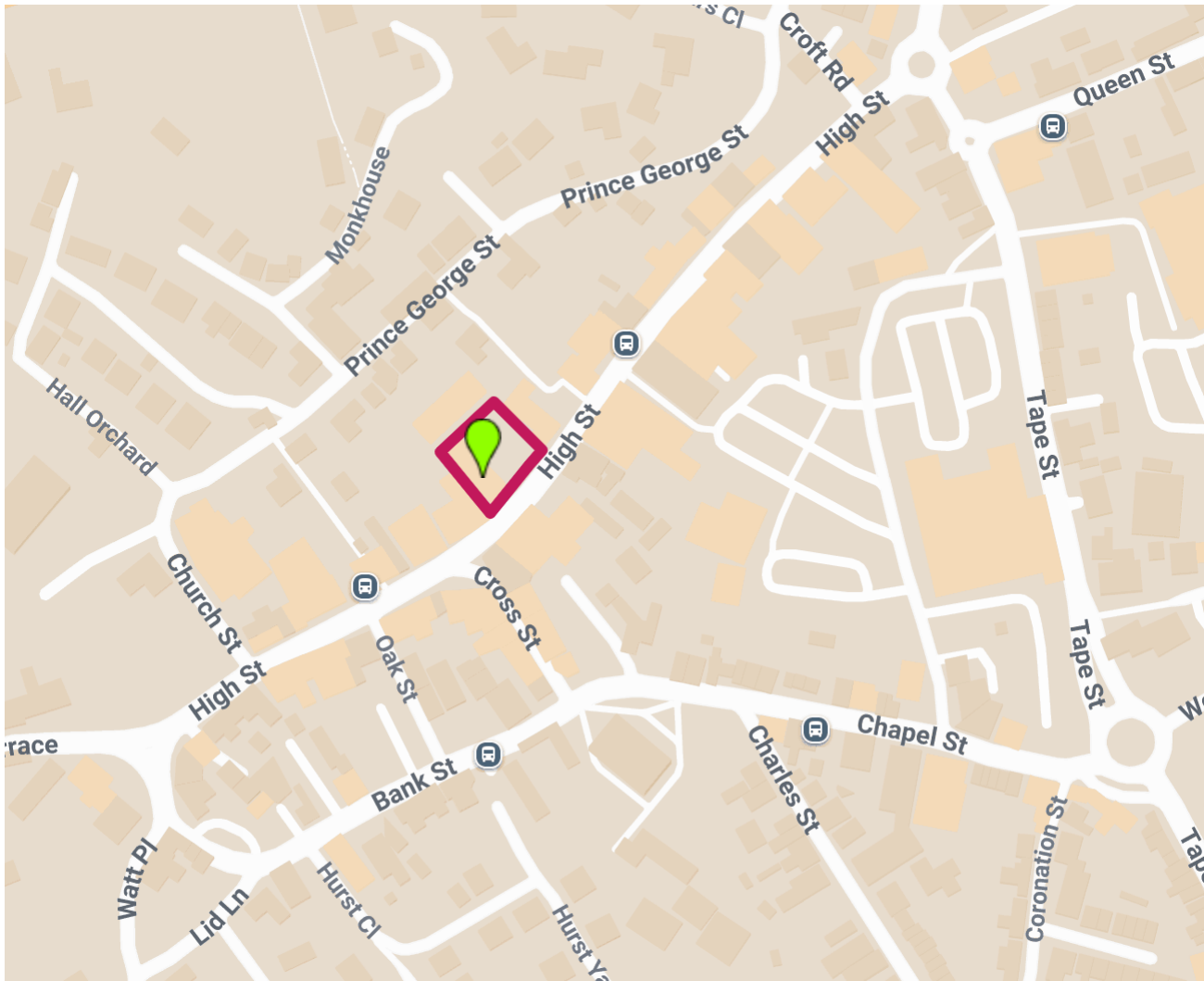


Figure 2 Site Location- Source Google Maps

3.3. Public Transport Network

The site benefits from a highly sustainable location within Cheadle town centre, with access to several bus stops along the High Street.

These stops provide regular services to key destinations, including:

- Hanley
- Uttoxeter
- Upper Tean
- Leek

The frequency and range of destinations served ensure that the site is well-connected to the wider area by public transport, providing realistic alternatives to private car travel.

In addition, the proximity of bus stops to the site, combined with the high quality pedestrian environment, enables convenient and attractive access to public transport services.

Overall, the level of provision supports:

- Sustainable travel choices, in accordance with national and local policy; and
- The continued operation of the site without reliance on private vehicle use.

3.4. Active Transport Network

Pedestrian Environment

Pedestrian accessibility to the site is strong. Footways are present on both sides of the High Street and are of sufficient width to accommodate a range of users.

Within the site:

- Pedestrian access is clear and unobstructed
- Surrounding areas consist of paved walkways and hardstanding surfaces
- A ramp provides step-free access to the rear of the building
- Stairs connect to adjacent buildings and levels

Overall, the site is well integrated into the surrounding pedestrian network.

Cycling Environment

There are no dedicated cycle lanes along the High Street; however:

- The town centre location makes cycling a viable mode of travel
- There is currently limited or no dedicated cycle parking provision at or near the site

There is therefore opportunity to enhance cycle provision as part of the development.

3.5. Existing Access and Servicing Arrangements

Vehicular Access

- Access is via a controlled entry point through bollards from High Street
- Internal circulation occurs within the courtyard area adjacent to the market

Historically, vehicle access has been maintained through the market space with approximately 3.0 m clearance between stalls, allowing access to parking and servicing areas.

Existing dwellings to the rear of the market have car parking and servicing from Prince George's Street

Servicing and Deliveries

- The courtyard area is used for servicing, loading, and informal parking
- Existing servicing arrangements are informal but functional, with vehicles accessing from the High Street

Waste management currently operates via:

- On-site bin storage within the courtyard
- Bins positioned close to the highway for collection

Design guidance indicates:

- Typical bin haul distances of 10–15 m
- Need for accessible collection points from the highway

Emergency Access

The site can accommodate emergency access, subject to maintaining:

- Minimum 3.7 m access width

- Adequate vertical clearance
- Removal or control of obstructions (e.g. stalls, seating)

3.6. Parking Provision

There is no formal on-site public parking provision, with the courtyard used informally for limited parking and servicing.

The site benefits from proximity to several public car parks within walking distance, including:

- The Manor Car Park
- Well Street Car Park
- Tape Street Car Park

Given the central location, parking demand is largely accommodated off-site within the town centre.

3.7. Summary of Existing Conditions

- Site located in a highly accessible town centre location
- Good pedestrian connectivity and public realm integration
- Strong public transport accessibility via High Street bus services
- Limited cycle infrastructure, presenting opportunity for improvement
- Controlled vehicular access via bollards from High Street
- Informal servicing and parking arrangements within courtyard
- Off-site public car parks provide parking capacity

4. Proposed Development

The proposed development comprises the refurbishment and enhancement of the existing indoor market and associated external market space located at High Street, Cheadle.

This scheme proposes a comprehensive refurbishment and expansion of the Market Hall and Square, to include the provision of 6 permanent trader units within the Market Hall, a large, covered external canopy space with seating, demountable market stalls within the Market Square, 4 additional permanent trader units on the opposite side of the Market Square, and new landscaping to the Market Square.

The development represents the regeneration of an established town centre market use, with no material change in the overall land use classification. The proposals are therefore expected to maintain the existing function of the site, whilst improving its quality, usability, and attractiveness.

4.1. Vehicular Access

Vehicular access to the site will continue to be taken from the High Street via the existing access point into the market courtyard.

The proposals do not include the creation of any new vehicular access points and will retain the current access strategy. With parking for residents provided off Prince George's Street to the rear of the properties.

Access will remain controlled through the use of bollards, which restrict general vehicular entry while allowing access for:

- Servicing and deliveries;
- Emergency vehicles; and
- Authorised users.

It is anticipated that bollards will be removable or retractable, ensuring that access can be facilitated when required whilst maintaining a predominantly pedestrian environment.

The existing dropped kerb arrangement is anticipated to be relocated to align with the proposed access route, representing a betterment over the current crossover arrangement, which is located adjacent to zig-zag highway markings. It is anticipated that these works can be delivered without the need for a Section 278 Agreement, subject to confirmation with the Highway Authority.

The proposed development will therefore:

- Maintain the existing access arrangement;
- Avoid an increase in vehicular movements; and
- Support the continued prioritisation of pedestrian activity within the site.

4.2. Pedestrian and Cycle Access

Pedestrian Access

Pedestrian access arrangements will be retained and enhanced as part of the proposed development.

The site will continue to benefit from direct access from High Street and surrounding town centre routes, with improvements to the public realm expected to enhance permeability and user experience.

Existing step-free access, including ramped routes within the site, will be maintained and incorporated into the design.

The proposals will reinforce the role of the site as a pedestrian-focused destination within the town centre, with improvements to surfacing, layout, and overall accessibility.

Cycle Access

The site is accessible by cycle, although there is currently limited formal cycle infrastructure in the immediate vicinity.

The proposed development provides an opportunity to introduce dedicated cycle parking facilities, which will:

- Improve accessibility for cyclists;
- Encourage sustainable travel patterns; and
- Support local and national transport policy objectives.

4.3. Car Parking

No additional on-site car parking is proposed as part of the development.

This approach reflects:

- The sustainable town centre location of the site;
- The availability of public car parks within walking distance; and
- The existing operation of the site, which does not rely on dedicated on-site parking provision.

The development will therefore continue to utilise existing off-site parking infrastructure within Cheadle with no adverse impact on parking provision is anticipated.

4.4. Cycle Parking

The proposals will include the provision of formal cycle parking facilities. It is proposed that two Sheffield stands will be provided within the south west corner of the site withing the redline boundary , providing space for four cycles.

This represents an enhancement over the current situation and will support increased uptake of cycling to and from the site.

4.5. Servicing, Deliveries and Emergency Access

Servicing and Deliveries

Servicing and delivery activity will continue to be accommodated via the existing courtyard area, accessed from High Street.

The proposals will formalise existing arrangements and improve operational efficiency, whilst maintaining flexibility for market operations.

Key servicing considerations include:

- Provision of accessible bin storage and collection points;
- Management of waste haul distances (typically within 10–15 m); and
- Minimisation of vehicle manoeuvring and reversing movements.

The proposals are not expected to materially increase servicing demand compared to the historical use of the site.

Emergency Access

Emergency access will be retained and accommodated in accordance with relevant standards.

The design will ensure:

- A minimum 3.7 m clear access width is maintained;
- Adequate vertical clearance is provided; and
- Obstructions within access routes are controlled.

Bollards will be designed to allow access by emergency services, including through the use of removable bollard system.

4.1. Impact

The proposed development represents the enhancement and regeneration of an existing town centre market use, with no material change in the site's transport characteristics.

In transport terms, the proposals are not anticipated to result in a significant intensification of use when compared to the historical operation of the market and as such is not expected to result in a material change to the operation of the local highway.

5. Summary and Conclusion

The proposed development represents the enhancement and regeneration of an existing town centre market use, with no material change in the site's transport characteristics.

In summary:

- Existing vehicular access arrangements will be retained and improved;
- The dropped kerb will be relocated to better align with the proposed access route;
- No additional on-site car parking provision is required;
- Pedestrian access and permeability will be enhanced;
- Formal cycle parking will be introduced;
- Servicing, deliveries and refuse collection will operate via a managed strategy;
- Emergency access has been demonstrated as achievable in principle; and
- The structural capacity of access routes will be verified where required.

Overall, the proposed development is expected to have a neutral impact on the local highway network, while delivering improvements to accessibility, public realm quality and opportunities for sustainable travel.

The proposals are therefore considered acceptable in transport and highways terms.

Appendix A – Development Proposals – Landscape Plan



Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.

Legend

Red line boundary
Based on HM Land Registry Title Plan
Title Number SF703118. Ordnance
Survey map reference SK0043SE.

Proposed Planter
with small tree or large shrub and
ornamental planting.

Existing Concrete Ramp
To make good all materials and
surfaces, with railings where required

Staffordshire Blue Diamond Pavers

Cobble Setts

Red Hollington Sandstone Cobblestone

Proposed Stone Steps
Red Hollington Sandstone

**Proposed Stone Steps to match
existing**

Proposed tables and seats

Proposed moveable stalls

Proposed removable bollards

Proposed cycle stands

Existing Levels Retained

Proposed levels

S2	P06	30/06/2026	Planning Draft
S2	P05	15/06/2026	Issue for Coordination
S2	P04	31/03/2026	Issue for Information Stage 2
S2	P03	13/02/2026	Issue for Information
S2	P02	30/01/2026	Issue for Information
S2	P01	23/01/2026	First Issue
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CONSULTANT

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PROJECT

Cheadle Market

8 High St, Cheadle, Stoke-on-Trent ST10 1AF, UK

DRAWING TITLE
Landscape General Arrangement Plan

SUITABILITY STATUS	SCALE
S2 - SUITABLE FOR INFORMATION	1 : 200
@A3	
PROJECT - ORIGIN - FUNCTION - SPATIAL - FORM - DISCIPLINE - NUMBER	STATUS_REVISION
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