

LAINDON HOLDINGS LIMITED

**Proposed KFC Drive-thru
Restaurant and Offices
Rochford Business Park,
Cherry Orchard Way,
ROCHFORD**

Transport Statement

DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

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1 INTRODUCTION

- 1.1 Transport Planning Associates (“TPA”) has been commissioned by Laindon Holdings Limited to prepare a Transport Statement in support of its planning application for the development of land at Plot 1A Rochford Business Park, Cherry Orchard Way, Rochford in Essex (“the application site”).
- 1.2 The proposed development comprises the provision of a new two-storey building with a drive-thru restaurant on the ground floor and offices on the first floor, together with associated car, cycle, and service vehicle parking (“the proposed development”).
- 1.3 This Transport Statement has been prepared in accordance with the *Guidance on Transport Assessment* (“the Guidance”) published by the Department for Transport in March 2007, specifically the thresholds provided in Appendix B and the guidelines provided in chapter 3 of that document.

Background

- 1.4 Previously, the proposed development had formed the subject of an application (number 12/00080/FUL) by Laindon Holdings to Rochford District Council (“the District Council”) for planning permission (“the previous planning application”). That application was refused by notice dated 26 April 2012 for one reason, namely:

“The proposed layout does not demonstrate that adequate on-site parking provision, with bays at the preferred bay size, and turning space for vehicles and delivery vehicles could be acceptably achieved contrary to Policy T8 of the Rochford Core Strategy (2011) and the adopted Parking Standards Design and Good Practice (Supplementary Planning Document) (Adopted December 2010).”

- 1.5 Representatives of TPA visited the site on 4 May 2012 and a draft Transport Statement was submitted to the District Council and the local highway authority, Essex County Council (“the County Council”) on 27 July 2012.
- 1.6 A formal pre-application enquiry was also made to the District Council (number PA/12/00038/PREAPP) by Saunders Partnership Architects on behalf of Laindon Holdings Limited. Further to this, a representative of TPA attended a pre-application meeting with officers of the District Council and County Council on 23 August 2012. Following this meeting, a formal pre-application response was received from the District Council on 7 September 2012.
- 1.7 The pre-application response received from the District Council is provided at **Appendix A**.

Scope of Assessment

1.8 This Transport Statement considers the transport issues arising from the reason given by the District Council for refusing the previous planning application and considers the various suggestions made in the District Council's pre-application response. More specifically, it considers:

- the quantum of car parking proposed;
- the size of the car parking spaces proposed;
- the provision of turning space for vehicles;
- the provision of turning space for delivery vehicles;
- the consistency of the proposed development with Policy T8 of the Rochford Core Strategy (2011) ("the Core Strategy"); and
- the consistency of the proposed development with the District Council's *Parking Standards Design and Good Practice Supplementary Planning Document* ("the Parking Standards").

2 EXISTING CONDITIONS

- 2.1 The application site forms part of the existing Rochford Business Park and comprises approximately 0.2117 hectares (0.523 acre) that has the benefit of an outline planning permission (reference 09/00077/OUT) for the construction of a single storey drive-thru restaurant for the sale of food or drink for consumption on or off the premises.
- 2.2 It is identified in Saunders Partnership Architect' *Site Location Plan* drawing (number 6455/PO1, Revision A, **Appendix B**, and described further in the *Design and Access Statement*, prepared by Town Planning Services, dated October 2012.

Local Highway Network

- 2.3 The application site lies adjacent to the Rochford Business Park Estate Road Network ("the estate road network") approximately 130m from the public highway network.
- 2.4 The estate road network intersects with the B1013, Cherry Orchard Way at a 46m (approximately) inscribed circle diameter roundabout ("the Cherry Orchard Way Roundabout").

Pedestrians and Cyclists

- 2.5 Footways are provided along both sides of the estate road network.

Public Transport Infrastructure and Services

- 2.6 Bus stops are provided on the northbound and southbound approaches to the Cherry Orchard Way Roundabout providing access to local bus services within approximately 220m of the application site.

On-street Parking

- 2.7 On-street parking is not prohibited on the estate road network.

3 PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises the provision of a new two-storey building with a drive-thru restaurant on the ground floor and offices on the first floor, together with associated car, motorcycle, cycle, and service vehicle parking. Both the ground and first floors will have a Gross Floor Area (GFA) of 335m². The proposed development illustrated in Saunders Partnership Architects' Proposed KFC Drive-thru Restaurant and Offices Site Plan and Site Section drawing (number 6455/P02, Revision C) ("the proposed site layout plan") **Appendix C**.

Site Access Arrangement

- 3.2 The proposed site layout plan illustrates the provision of a new 7.2m wide site access road (that will also provide vehicular access to the development plot opposite in due course) from the estate road network roundabout junction adjacent to the application site.
- 3.3 A swept path analysis of the proposed site layout plan has been undertaken and is provided in Figure 3.1.

Parking Provision

- 3.4 The proposed site layout plan shows the provision of 28 car parking spaces (including two dedicated for use by disabled persons and two marked as 'Grill Bays' for use by customers of the drive-thru restaurant in the event that their order cannot be immediately fulfilled), motorcycle parking and five Sheffield stands (providing 10 cycle parking spaces). Other than for disabled persons and the operational requirement for 'Grill Bays', and cognisant of the likely differential parking demand profiles of the drive-thru restaurant and office land uses, it is not proposed to separately allocate parking spaces as to do so is considered to be an unnecessarily inefficient use of land.
- 3.5 Additionally, the drive-thru lane provides sufficient capacity to accommodate up to seven queuing vehicles to the order window. The effective parking capacity of the proposed site layout is equivalent, therefore, to 35 spaces.
- 3.6 The relevant standards have been extracted from the Parking Standards and are provided in Table 3.1 (overleaf).

Table 3.1: Parking Standards

Land Use	Maximum Car Parking Standard	Minimum Disabled Persons Parking Standard	Minimum Cycle Parking Standard
A3 (excluding Transport Cafes)	1 Space per 5m ²	3 Spaces	1 Space per 100m ² for staff plus 1 Space per 100m ² for customers
A5	1 Space per 20m ²	3 Spaces	1 Space per 100m ² for staff plus 1 Space per 100m ² for customers
B1	1 Space per 30m ²	2 Spaces	1 Space per 100m ² for staff plus 1 Space per 200m ² for visitors

3.7 It should be noted, however, that the Parking Standards acknowledge that:

“there will inevitably be some developments that will not fall into any of the categories. In such cases parking provision will be considered on the developments own merit. However the onus will fall to the developer to demonstrate that the level of parking provided is appropriate and will not lead to problems of on street parking on the adjacent highway network.” (paragraph 2.1.1 refers)

3.8 Further, that the Parking Standards advise that:

“For trip destinations, parking requirement is calculated on Gross Floor Area (GFA), or the number of visits (where the final employee/visitor number can be estimated). As a rule, business and commercial use vehicle parking requirements are calculated by GFA, whilst leisure uses are based on the estimated number of vehicle visits.” (paragraph 2.4.1 refers)

3.9 Also, that:

“With all end destination use classes (i.e. non-dwelling) being maximum standards, the disabled parking provision should be included within the appropriate vehicle parking standard.” (paragraph 2.4.5 refers)

3.10 Given that the drive-thru restaurant element of the proposed development can be considered to be, effectively, a hybrid A3/A5 land use, and that the parking demand profiles of the drive-thru restaurant and office elements are unlikely to be coincidental, it is

considered appropriate in this case to undertake a parking demand analysis of the proposed development.

- 3.11 Such an analysis of the proposed development has been undertaken and is provided at **Appendix D**. In summary, and based on the selected TRICS trip rates, and associated arrival and departure profiles provided at **Appendix E** for drive-thru restaurants and offices, the forecast maximum parking demand for the proposed development peaks at 27 spaces (77.1%) between 12:00 and 13:00 on a weekday, and at 34 spaces (97.1%) between 13:00 and 14:00 on a Saturday.
- 3.12 All perpendicular parking spaces have been increased in size (when compared with the subject of the previous planning application) to 2.5x5.0m consistent with the minimum bay size given in Section 3.2.1 (on page 24) of the Parking Standards. The proposed disabled persons parking spaces represent a modest departure from the arrangement described in Section 3.3.5 (on page 28) of the Parking Standards but one that, on balance, is considered to be acceptable in order to provide these spaces in close proximity to the customer entrance within an efficient site layout.
- 3.13 A swept path analysis of the proposed car parking arrangements has been undertaken and is provided in Figures 3.2 and 3.3. Those analyses demonstrate the ease of manoeuvrability of a medium sized car into and out of the proposed parking spaces.

Servicing Arrangement

- 3.14 The proposed site layout plan illustrates the provision of a dedicated service area in the south-western corner of the application site sufficient to accommodate an 11.0m rigid service vehicle and the safe operation of the tail-lift device. A wheel-stop is to be provided in order to protect the western boundary treatment. Over-runable areas are to be provided on the approach to the proposed service area and on the opposite side of the site access road in order to enable service vehicles to enter and exit the application site in a forward gear.
- 3.15 Deliveries to the proposed development will then be trollyed across the proposed site access road and the drive-thru lane into the enclosed service yard.
- 3.16 Car parking spaces number 19 and 20 and the motorcycle parking area will be required to be proactively managed by the operator of the proposed drive-thru restaurant in order to ensure that these spaces are not occupied immediately prior to the departure of a service vehicle. The reversing manoeuvres will need to be supervised by Banksmen.
- 3.17 A swept path analysis of the proposed servicing arrangements is provided in Figure 3.4.

4 CONCLUSIONS

Rochford District Council Pre-Application Response

- 4.1 The pre-application response received from the District Council highlights two key issues:
- turning space for vehicles including delivery vehicles; and
 - parking provision.
- 4.2 The swept path analysis provided demonstrates that vehicles can satisfactorily enter and exit all of the proposed car parking spaces as shown in Figures 3.2 and 3.3, and that an 11.0m rigid service vehicle can safely manoeuvre within the site and carry out the unloading operation. In order to ensure deliveries to the site are adequately controlled, a Servicing Management Plan (TPA Report Ref. 1205-13 SMP01) has been prepared and is included at **Appendix F**.
- 4.3 The parking demand analysis undertaken demonstrates that the proposed quantum of parking, 28 spaces, is sufficient to accommodate the anticipated demand likely to be experienced by the proposed development, and this is confirmed within the District Council response which indicates that the County Council '*does not object to the number of parking bays proposed*'. These parking spaces are provided at a size of 2.5x5.0m in accordance with the minimum bay size specified within the Parking Standards.
- 4.4 It should be noted that this minimum bay size exceeds the bay size of 2.4x4.8m recommended within *Manual for Streets* ("MfS"), which provides national guidance, with no indication of the need for regional variations. The bay size recommended within MfS is applied by most planning and highway authorities within the United Kingdom.
- 4.5 The District Council suggests that the quantum of parking spaces provided should be reduced to 25 spaces to allow 23 to be provided at a width of 2.9m, the preferred width specified within the Parking Standards.
- 4.6 Given that the parking demand analysis demonstrates that 28 spaces are required to accommodate the anticipated demand within the development site, provision of 25 spaces would result in a shortfall in parking provision at the site. During peak periods, this is likely to result in congestion within the site, which could lead to queueing vehicles on the site access road.
- 4.7 Furthermore a reduced parking provision could increase the instances of vehicles entering the car park and finding it full, a concern raised within the pre-application response. This is likely, in turn, to result in increased conflicts between vehicles and pedestrians within the car park.

- 4.8 The District Council suggest that the shortfall in parking provision could be met by the provision of the drive-thru lane, however use of the drive-thru lane has been taken into account within the parking demand analysis, and therefore any reduction in the number of spaces would result in forecast demand not being able to be accommodated within the proposed development, and resulting in either the scenario identified above or in over-spill parking on the adjacent estate road network, which could also give rise to additional road safety concerns.
- 4.9 As a result, it is not considered appropriate to reduce the quantum of car parking provided within the proposed development, as the currently proposed provision is required in order to satisfactorily accommodate forecast demand within the application site and the ensure safe and satisfactory operation of the car park.

Policy T8 of the Rochford Core Strategy

- 4.10 The analysis provided demonstrates that the proposed site layout plan comprises:
- sufficient quantum of car parking spaces to accommodate the demand likely to be created by the proposed development;
 - that the size of those car parking is consistent with the minimum standards required by the Parking Standards, save for in respect of the provision of parking for disabled persons where the modest departure from standards is considered to be acceptable; and
 - that the proposed site layout plan provides sufficient turning space to allow safe and satisfactory entry to and exit from those car parking spaces.
- 4.11 Such that the proposed development is considered to be consistent with the Parking Standards.
- 4.12 Similarly, the analysis provided demonstrates that the proposed site layout plan provides sufficient turning space to allow for the safe manoeuvring of an 11.0m rigid service vehicle, and to safely and satisfactorily accommodate the unloading operation.
- 4.13 Overall, therefore, the proposed development is considered to be consistent with the relevant component of Policy T8 of the Core Strategy that states that:

“Whilst applying maximum parking standards for trip destinations, the Council will still require such development to include adequate parking provision. Developers will be required to demonstrate that adequate provision for the parking, turning, loading and unloading of service vehicles has been provided.”

4.14 In terms of the imposition of appropriate conditions, it is suggested that it would be appropriate for the District Council to impose conditions upon any planning permission granted that requires either:

- all deliveries to be undertaken in accordance with the Servicing Management Plan as set out in TPA Report Number 1205-12/SMP01 (September 2012); or
- deliveries to be made to the proposed drive-thru restaurant from within the curtilage of the application site; and
- by vehicles no greater than 11.0m in length.

FIGURES

APPENDIX A

Head of Planning & Transportation
Shaun Scrutton, BSc(Hons), Dip TP,
MRTPI, IHBC, MBA, MCMI

Laindon Holdings Ltd
C/O Saunders Partnership (Mr R. Weedon)
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Hertfordshire
AL7 3AX

Ask for: Katie Rodgers
Direct Dial: 01702 318094

Email:
planning.applications@rochford.gov.uk
My Ref: PA/12/00038/PREAPP
Your Ref:

Dear Sir/Madam

7th September 2012

Application No: **PA/12/00038/PREAPP**

Applicant: **Laindon Holdings Ltd**

Site Location: **Land At South End Of Rochford Business Park Cherry Orchard
Way Rochford**

Proposal: **Fast food outlet**

Thank you for your pre-application enquiry received on 13th August 2012.

Proposal

The proposal is for a two storey building to provide a drive-through fast food restaurant (Use Class A3/A5) at ground floor with offices (Use Class B1) at first floor and provision of customer and staff parking and service bay. Advice is sought on the acceptability of an amended proposal following refusal of planning application 12/00080/FUL.

This earlier scheme was refused for the following reason;

The proposed layout does not demonstrate that adequate on-site parking provision, with bays at the preferred bay size, and turning space for vehicles and delivery vehicles could be acceptably achieved contrary to Policy T8 of the Rochford Core Strategy (2011) and the adopted Parking Standards Design and Good Practice (Supplementary Planning Document) (Adopted December 2010).

Relevant Planning History

00/00005/OUT - Mixed Commercial (Classes B1 + B8) Development and Car Showrooms, Maintenance and Preparation Units and Petrol Filling Station. APPROVED.

03/00496/REM - Details Following Outline Approval (00/0005/OUT) Conditions 1 (Part) Soft Landscaping. Condition 6 Boundary Treatment, Condition 17 Buffer Strip. APPROVED.

05/00536/REM- Motor Park Development Comprising 7 No. Car Dealerships, Petrol Filling Station and Valeting Centre, with Associated Access, Parking, Vehicle Display and Landscaping. APPROVED.

08/00463/OUT - Construct Single Storey Drive Through Provide A3/A5 Use for the Sale of Food or Drink for Consumption On or Off the Premises. REFUSED.

09/00077/OUT - Construct Single Storey Drive Through to Provide A3/A5 Use for the Sale of Food or Drink for Consumption On or Off the Premises. APPROVED.

12/00080/FUL - Proposed Two Storey Building To Provide Drive-Through Fast Food Restaurant (Use Class A3/A5) At Ground Floor With Offices (Use Class B1) At First Floor, Provide Customer And Staff Parking And Service Bay. Refused.

Relevant Planning Policy

Rochford District Replacement Local Plan (2006)

Policies; EB6 – Landscaping.

Rochford District Core Strategy (2011)

Policies; ED3, ED1, T8, T3, T1, ENV10, T6.

Parking Standards: Design and Good Practice Supplementary Planning Document adopted December 2010.

Proposal Consideration

The matters to be addressed in a revised application in order to overcome the reason for refusal of the previous scheme are;

- Achieving adequate turning space for vehicles and delivery vehicles.
- Provision of adequate on-site parking with bays at the preferred bay size.

These two matters were discussed during the meeting held at the Council offices on the 23rd August 2012.

The comments below seek to provide an indication of how a revised application would be considered by officers if submitted.

Turning space for vehicles including delivery vehicles

During the meeting it was explained that delivery vehicles used by KFC would be 11m rigid vehicles which tracking has shown would be able to turn within the site with the delivery bay located in the south-west corner as previously proposed. This delivery arrangement would require two of the parking bays (no's 19 and 20) to be vacant to allow for manoeuvring of delivery vehicles out of the site, albeit temporarily.

An alternative to requiring turning facilities for delivery vehicles within the site was discussed during the meeting. This would involve the provision of an additional exit onto the highway along the part of the northern site boundary close to the north-west corner of the site. ECC Highways Authority did not see any objection to this in principle providing that controlled bollards or similar were installed to prevent the exit being used by customers wanting to enter the car park or drive-thru lane. Any bollards installed ought to be sympathetically designed so as not to appear overly dominant and detract from visual amenity.

It was explained in the meeting that deliveries would, for operational purposes, be arranged outside of the KFC opening times, usually before opening each day and that the KFC would not open early mornings but start at around 10am-11am. Given this, it was suggested that an approach might be to remove the delivery bay and allow the parking spaces closest to the building (bays 19-25) to be used for deliveries. This could free-up space within the site for additional car parking bays. Delivery vehicles entering the site would then be able to leave via an exit on the northern site boundary, if this were provided. Consideration must however be given to the fact that the use would not be restricted to KFC as operator and another A3/A5 operator may have different opening times which may result in conflict with parking provision if a specific delivery bay were not provided.

The provision of a Management Plan was suggested during the meeting to control the timing and size of delivery vehicles and officers consider that this could work as a mechanism for controlling the manner of deliveries. It is understood that the intention would be not to allocate parking spaces to office use versus use for customers of the KFC as the two uses would not have the same opening hours and an undesignated car park would allow for the whole area to be used by customers of KFC at the weekends and in the evening when the offices were shut. A Management Plan could however incorporate office parking spaces without formal designation to ensure that no conflict occurred with deliveries if these were to require manoeuvring within some of the bays.

The lack of turning space for cars entering the car park and finding it full is not considered to be objectionable given that cars could use the drive-thru as an alternative. However it may be beneficial to install one-way bollards to allow cars to exit the site from an access point on the northern site boundary to avoid manoeuvring problems within the site if customers choose not to use the drive-thru in the event that the car park is full. Unfortunately I have not been able to get confirmation, to date, from the Highways Authority that they too would accept this idea, although I will forward a copy of this letter to them so that they can comment to you directly.

Parking provision

In the application 12/00080/FUL the following parking provision was proposed;

- All bays at 2.4m by 4.8m (The total length of the 18 parking bays to the western site boundary was shown to be some 43.5m).
- Two disabled bays at 2.4m by 4.8m with additional access space.
- 29 bays provided in total including the two disabled bays and two grill bays for use by customers waiting for drive-thru orders.

At the meeting it was suggested that 29 spaces would still be provided (to serve both the proposed office use and the KFC restaurant/drive-thru) but that the bays would now each achieve the minimum bay size of 2.5m by 5m. It is not however clear how 29 bays at 2.5m width would be provided, particularly in respect of the 18 spaces shown along the boundary of the site; the overall length of this parking area would presumably still measure 43.5m which would accommodate 17 spaces at 2.5m width. Only 28 spaces in total are indeed shown on the plan appended to the transport study submitted at the pre-application stage.

The County Council Highways Authority has analysed the submitted transport data which demonstrates that the proposed 29 spaces would be adequate to cater for the proposed A3/A5 and office use and do not object to the number of parking bays proposed.

The outstanding issue with regard to parking provision therefore remains that of the proposed bay size which would not meet the preferred bay size. The preferred bay size makes spaces more useable and although a minimum bay size is indicated in the adopted parking standard this is only to be used in exceptional circumstances.

It is officers' view that the wider spaces would make more sense at the site, particularly given that the use would generate significant car movements within the car park and are not convinced that the smaller bay size would be suitable. The site is located such that the vast majority of customer visits to the site would be by car.

It would appear that the boundary parking area at 43.5m could accommodate 15 spaces at the preferred width of 2.9m and that the parking strip adjacent to the building and drive-thru lane could accommodate 6 spaces each at the preferred width of 2.9 metres. This would give a total of 21 spaces each provided at the preferred width bay size. Officers are minded to

accept the minimum bay width of 2.5m for each of the grill bays given that these would 'waiting bays' rather than bays in which customers would park and leave their vehicle. This would achieve a total of 23 spaces which would increase to a total of 25 spaces with the proposed 2 disabled bays. The two disabled bays are of an acceptable width but should be provided at the preferred depth of 6.5m; there appears to be sufficient space to achieve this.

Officers are minded to accept that the shortfall in 4 bay spaces that would result from the provision of bays at the preferred width (the total minimum necessary having been agreed at 29 spaces) could be met by the provision of the drive-thru lane which would allow at least 4 cars to queue whilst awaiting service. Unfortunately, again, I have not been able to get confirmation, to date, from the Highways Authority that they would accept this, although I will forward a copy of this letter to them so that they can comment to you directly.

It is accepted that unless additional land or a complete re-working of the proposal were undertaken, the preferred bay depth could not be achieved although the minimum depth of 5m should be met for all spaces except the disabled bays which should clearly show an overall depth of 6.5m.

The applicant's attention is drawn to the need to provide designated parking for powered two-wheelers which is a requirement in the adopted parking standard. Lack of this provision could mean use of car parking bays by powered two-wheelers which would reduce the number of bays available for car parking. It is understood that a number of cycle spaces would be provided as was the case in the earlier scheme.

Conclusions

The delivery turning arrangements with a new exit only access onto the road to the northern site boundary is preferred, taking into account the comments above.

On the matter of parking provision, officers would be minded to accept the provision of a total of 25 spaces with 23 at the preferred bay width (2.9m) and the minimum bay depth (5m), 2 grill bays at the minimum bay size and 2 disabled bays to the width proposed but to a depth of 6.5m would be accepted, on the basis of at least 4 cars being able to wait in the drive-thru lane. The Highway Authority should confirm their view of this to you directly.

Parking provision for powered two wheelers should also be provided and details of the number and design of cycle storage should also be submitted at the application stage.

I hope the information supplied has been of some assistance to you although you are be advised that the information supplied within this letter is the informal opinion of an officer only and does not represent the opinion of the Council as a whole.

Yours faithfully,

Katie Rodgers
Team Leader, Development Management (South)

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APPENDIX B

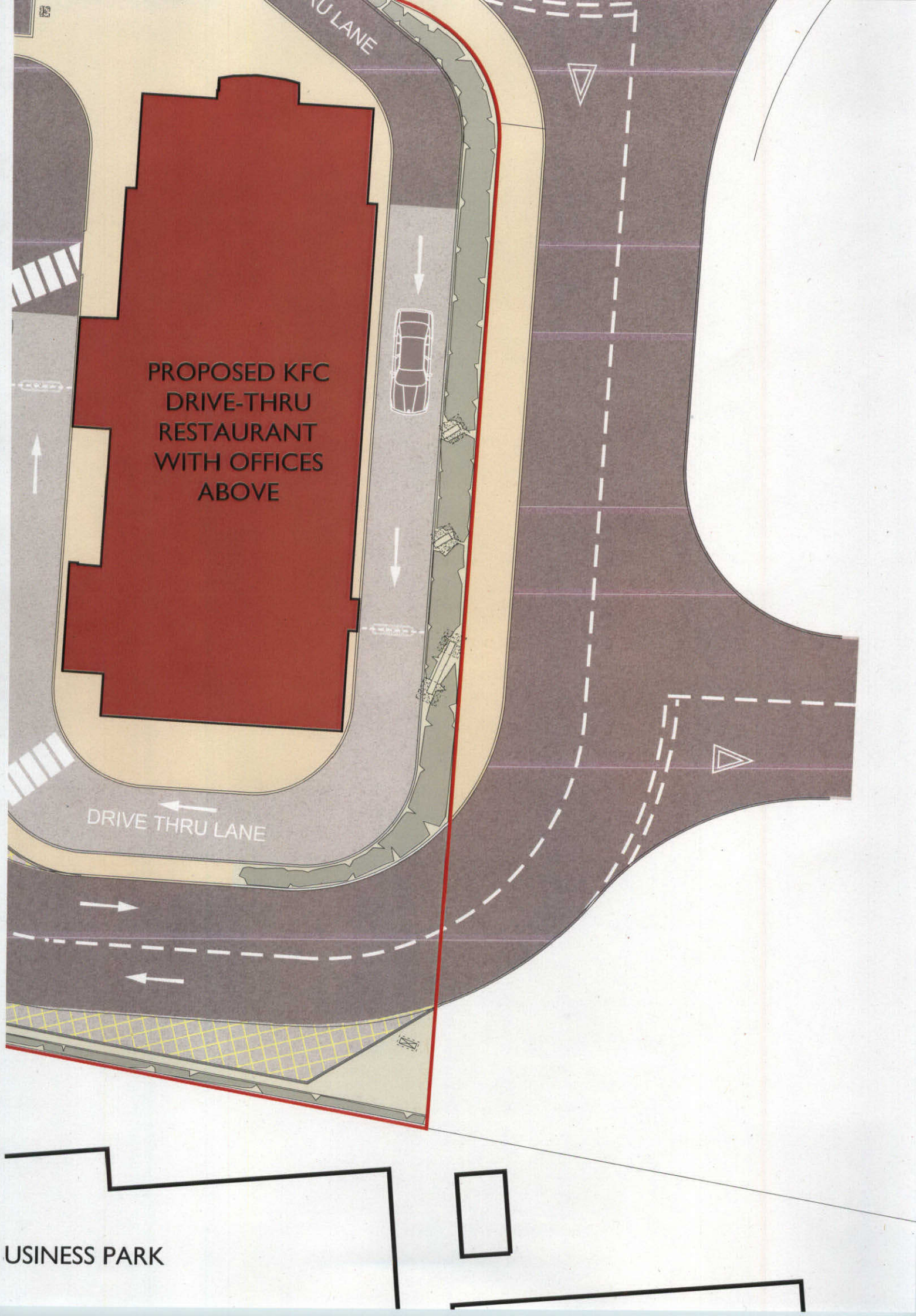
APPENDIX C

PROPOSED KFC
DRIVE-THRU
RESTAURANT
WITH OFFICES
ABOVE

DRIVE THRU LANE

DRIVE THRU LANE

BUSINESS PARK



APPENDIX D

Laindon Holdings Limited
 Proposed KFC Drive-thru Restaurant and Offices
 on land at
 Plot 1A, Rochford Business Park
 Cherry Orchard Way, ROCHFORD, Essex

Parking Demand Calculation

Ground Floor Drive-thru Restaurant

A3/A5 Floorspace = 335 m² GFA
 Parking Provision = 19 Spaces (including disabled parking and Grill Bay parking)
 7 Spaces (equivalent in drive-thru lane)
 26 Total

First Floor Offices

B1 Floorspace = 335 m² GFA
 Parking Provision = 9 Spaces (including disabled parking)

Combined

Parking Provision = 35 Spaces

WEEKDAY					WEEKDAY					WEEKDAY											
Time Period		Arrivals		Departures		Accumulation		Time Period		Arrivals		Departures		Time Period		Arrivals		Departures		Accumulation	
		Trip Rate	Vehicles	Trip Rate	Vehicles			Trip Rate	Vehicles	Trip Rate	Vehicles	Trip Rate	Vehicles			Vehicles	Vehicles				
		(1)		(1)				(1)		(1)		(1)									
00:00 to 01:00	0.000	0	0.000	0	0	0	0.0%	00:00 to 01:00	0.000	0	0.000	0	0	0	0.0%	00:00 to 01:00	0	0	0	0.0%	
01:00 to 02:00	0.000	0	0.000	0	0	0	0.0%	01:00 to 02:00	0.000	0	0.000	0	0	0	0.0%	01:00 to 02:00	0	0	0	0.0%	
02:00 to 03:00	0.000	0	0.000	0	0	0	0.0%	02:00 to 03:00	0.000	0	0.000	0	0	0	0.0%	02:00 to 03:00	0	0	0	0.0%	
03:00 to 04:00	0.000	0	0.000	0	0	0	0.0%	03:00 to 04:00	0.000	0	0.000	0	0	0	0.0%	03:00 to 04:00	0	0	0	0.0%	
04:00 to 05:00	0.000	0	0.000	0	0	0	0.0%	04:00 to 05:00	0.000	0	0.000	0	0	0	0.0%	04:00 to 05:00	0	0	0	0.0%	
05:00 to 06:00	0.000	0	0.000	0	0	0	0.0%	05:00 to 06:00	0.000	0	0.000	0	0	0	0.0%	05:00 to 06:00	0	0	0	0.0%	
06:00 to 07:00	0.889	3	0.667	3	0	0	0.0%	06:00 to 07:00	0.000	0	0.000	0	0	0	0.0%	06:00 to 07:00	3	3	0	0.0%	
07:00 to 08:00	5.943	20	4.907	17	3	11.5%	07:00 to 08:00	1.006	4	0.089	1	3	33.3%	07:00 to 08:00	24	18	6	17.1%			
08:00 to 09:00	7.636	26	6.119	21	8	30.8%	08:00 to 09:00	1.812	7	0.358	2	8	88.9%	08:00 to 09:00	33	23	16	45.7%			
09:00 to 10:00	7.401	25	7.216	25	8	30.8%	09:00 to 10:00	1.745	6	0.447	2	12	133.3%	09:00 to 10:00	31	27	20	57.1%			
10:00 to 11:00	8.187	28	7.771	27	9	34.6%	10:00 to 11:00	0.604	3	0.537	2	13	144.4%	10:00 to 11:00	31	29	22	62.9%			
11:00 to 12:00	8.010	27	6.899	24	12	46.2%	11:00 to 12:00	0.403	2	0.470	2	13	144.4%	11:00 to 12:00	29	26	25	71.4%			
12:00 to 13:00	15.385	52	14.076	48	16	61.5%	12:00 to 13:00	0.537	2	1.029	4	11	122.2%	12:00 to 13:00	54	52	27	77.1%			
13:00 to 14:00	13.719	46	14.512	49	13	50.0%	13:00 to 14:00	1.297	5	0.716	3	13	144.4%	13:00 to 14:00	51	52	26	74.3%			
14:00 to 15:00	6.860	23	9.159	31	5	19.2%	14:00 to 15:00	0.649	3	0.582	2	14	155.6%	14:00 to 15:00	26	33	19	54.3%			
15:00 to 16:00	10.190	35	7.851	27	13	50.0%	15:00 to 16:00	0.201	1	0.403	2	13	144.4%	15:00 to 16:00	36	29	26	74.3%			
16:00 to 17:00	11.063	38	10.666	36	15	57.7%	16:00 to 17:00	0.224	1	1.096	4	10	111.1%	16:00 to 17:00	39	40	25	71.4%			
17:00 to 18:00	12.649	43	11.895	40	18	69.2%	17:00 to 18:00	0.224	1	1.968	7	4	44.4%	17:00 to 18:00	44	47	22	62.9%			
18:00 to 19:00	14.473	49	15.464	52	15	57.7%	18:00 to 19:00	0.134	1	1.096	4	1	11.1%	18:00 to 19:00	50	56	16	45.7%			
19:00 to 20:00	10.878	37	12.662	43	9	34.6%	19:00 to 20:00	0.000	0	0.000	0	1	11.1%	19:00 to 20:00	37	43	10	28.6%			
20:00 to 21:00	8.471	29	8.917	30	8	30.8%	20:00 to 21:00	0.000	0	0.000	0	1	11.1%	20:00 to 21:00	29	30	9	25.7%			
21:00 to 22:00	5.082	18	6.108	21	5	19.2%	21:00 to 22:00	0.000	0	0.000	0	1	11.1%	21:00 to 22:00	18	21	6	17.1%			
22:00 to 23:00	3.541	12	3.828	13	4	15.4%	22:00 to 23:00	0.000	0	0.000	0	1	11.1%	22:00 to 23:00	12	13	5	14.3%			
23:00 to 00:00	0.430	2	1.720	6	0	0.0%	23:00 to 00:00	0.000	0	0.000	0	1	11.1%	23:00 to 00:00	2	6	1	2.9%			
00:00 to 0:00:00	150.807	513	150.437	513				00:00 to 0:00:00	8.836	36	8.791	35			00:00 to 0:00:00	549	548				
SATURDAY					SATURDAY					SATURDAY											
Time Period		Arrivals		Departures		Accumulation		Time Period		Arrivals		Departures		Time Period		Vehicles		Vehicles		Accumulation	
		Trip Rate	Vehicles	Trip Rate	Vehicles			Trip Rate	Vehicles	Trip Rate	Vehicles										
		(1)		(1)				(1)		(1)											
00:00 to 01:00	0.000	0	0.000	0	0	0	0.0%	00:00 to 01:00	0.000	0	0.000	0	0	0	0.0%	00:00 to 01:00	0	0	0	0.0%	
01:00 to 02:00	0.000	0	0.000	0	0	0	0.0%	01:00 to 02:00	0.000	0	0.000	0	0	0	0.0%	01:00 to 02:00	0	0	0	0.0%	
02:00 to 03:00	0.000	0	0.000	0	0	0	0.0%	02:00 to 03:00	0.000	0	0.000	0	0	0	0.0%	02:00 to 03:00	0	0	0	0.0%	
03:00 to 04:00	0.000	0	0.000	0	0	0	0.0%	03:00 to 04:00	0.000	0	0.000	0	0	0	0.0%	03:00 to 04:00	0	0	0	0.0%	
04:00 to 05:00	0.000	0	0.000	0	0	0	0.0%	04:00 to 05:00	0.000	0	0.000	0	0	0	0.0%	04:00 to 05:00	0	0	0	0.0%	
05:00 to 06:00	0.000	0	0.000	0	0	0	0.0%	05:00 to 06:00	0.000	0	0.000	0	0	0	0.0%	05:00 to 06:00	0	0	0	0.0%	
06:00 to 07:00	0.000	0	0.000	0	0	0	0.0%	06:00 to 07:00	0.000	0	0.000	0	0	0	0.0%	06:00 to 07:00	0	0	0	0.0%	
07:00 to 08:00	2.810	10	2.519	9	1	3.8%	07:00 to 08:00	0.000	0	0.000	0	0	0	0.0%	07:00 to 08:00	10	9	1	2.9%		
08:00 to 09:00	10.124	34	8.299	28	7	26.9%	08:00 to 09:00	0.000	0	0.000	0	0	0	0.0%	08:00 to 09:00	34	28	7	20.0%		
09:00 to 10:00	12.360	42	11.418	39	10	38.5%	09:00 to 10:00	0.000	0	0.000	0	0	0	0.0%	09:00 to 10:00	42	39	10	28.6%		
10:00 to 11:00	12.184	41	13.891	47	4	15.4%	10:00 to 11:00	0.000	0	0.000	0	0	0	0.0%	10:00 to 11:00	41	47	4	11.4%		
11:00 to 12:00	17.834	60	13.949	47	17	65.4%	11:00 to 12:00	0.000	0	0.000	0	0	0	0.0%	11:00 to 12:00	60	47	17	48.6%		
12:00 to 13:00	29.370	99	24.485	83	33	126.9%	12:00 to 13:00	0.000	0	0.000	0	0	0	0.0%	12:00 to 13:00	99	83	33	94.3%		
13:00 to 14:00	31.725	107	31.489	106	34	130.8%	13:00 to 14:00	0.000	0	0.000	0	0	0	0.0%	13:00 to 14:00	107	106	34	97.1%		
14:00 to 15:00	24.720	83	26.663	90	27	103.8%	14:00 to 15:00	0.000	0	0.000	0	0	0	0.0%	14:00 to 15:00	83	90	27	77.1%		
15:00 to 16:00	19.423	66	20.012	68	25	96.2%	15:00 to 16:00	0.000	0	0.000	0	0	0	0.0%	15:00 to 16:00	66	68	25	71.4%		
16:00 to 17:00	19.188	65	21.424	72	18	69.2%	16:00 to 17:00	0.000	0	0.000	0	0	0	0.0%	16:00 to 17:00	65	72	18	51.4%		
17:00 to 18:00	25.486	86	23.072	78	26	100.0%	17:00 to 18:00	0.000	0	0.000	0	0	0	0.0%	17:00 to 18:00	86	78	26	74.3%		
18:00 to 19:00	21.542	73	24.132	81	18	69.2%	18:00 to 19:00	0.000	0	0.000	0	0	0	0.0%	18:00 to 19:00	73	81	18	51.4%		
19:00 to 20:00	11.972	41	13.169	45	14	53.8%	19:00 to 20:00	0.000	0	0.000	0	0	0	0.0%	19:00 to 20:00	41	45	14	40.0%		
20:00 to 21:00	7.746	26	9.507	32	8	30.8%	20:00 to 21:00	0.000	0	0.000	0	0	0	0.0%	20:00 to 21:00	26	32	8	22.9%		
21:00 to 22:00	7.042	24	8.310	28	4	15.4%	21:00 to 22:00	0.000	0	0.000	0	0	0	0.0%	21:00 to 22:00	24	28	4	11.4%		
22:00 to 23:00	2.639	9	4.399	15	-2	-7.7%	22:00 to 23:00	0.000	0	0.000	0	0	0	0.0%	22:00 to 23:00	9	15	-2	-5.7%		
23:00 to 00:00	0.000	0	0.000	0	-2	-7.7%	23:00 to 00:00	0.000	0	0.000	0	0	0	0.0%	23:00 to 00:00	0	0	-2	-5.7%		
00:00 to 0:00:00	256.165	866	256.738	868				00:00 to 0:00:00	0.000	0	0.000	0			00:00 to 0:00:00	866	868				

NOTES 1 Trip rate per 100m² Gross Floor Area

APPENDIX E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH

VEHICLESSelected regions and areas:

02 SOUTH EAST		
HC HAMPSHIRE		2 days
03 SOUTH WEST		
DC DORSET		1 days
04 EAST ANGLIA		
CA CAMBRIDGESHIRE		1 days
05 EAST MIDLANDS		
NR NORTHAMPTONSHIRE		1 days
06 WEST MIDLANDS		
WM WEST MIDLANDS		1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
SY SOUTH YORKSHIRE		1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 220 to 498 (units: sqm)
 Range Selected by User: 220 to 800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/99 to 21/10/11

Selected survey days:

Tuesday 2 days
 Wednesday 2 days
 Thursday 3 days

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town Centre 1
 Suburban Area (PPS6 Out of Centre) 3
 Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 1
 Free Standing (PPS6 Out of Town) 1

Selected Location Sub Categories:

Industrial Zone 1
 Commercial Zone 1
 Residential Zone 1
 Built-Up Zone 1
 Out of Town 1
 No Sub Category 2

Filtering Stage 3 selection:Use Class:

A3 2 days
 A5 5 days

Filtering Stage 3 selection (Cont.):Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

Travel Plan:

No	7 days
----	--------

LIST OF SITES relevant to selection parameters

- | | | | |
|----------|-------------------|--|-------------------------|
| 1 | CA-06-D-01 | MCDONALDS, CAMBRIDGE | CAMBRIDGESHIRE |
| | | NEWMARKET ROAD | |
| | | CAMBRIDGE | |
| | | Suburban Area (PPS6 Out of Centre) | |
| | | Residential Zone | |
| | | Total Gross floor area: 450 sqm | |
| | | Survey date: WEDNESDAY 19/10/11 | Survey Type: MANUAL |
| 2 | DC-06-D-01 | MCDONALDS, CHRISTCHURCH | DORSET |
| | | SOMERFORD ROAD | |
| | | SOMERFORD | |
| | | CHRISTCHURCH | |
| | | Neighbourhood Centre (PPS6 Local Centre) | |
| | | Industrial Zone | |
| | | Total Gross floor area: 498 sqm | |
| | | Survey date: THURSDAY 09/10/03 | Survey Type: MANUAL |
| 3 | HC-06-D-01 | MCDONALDS, NEAR ROMSEY | HAMPSHIRE |
| | | ROMSEY ROAD | |
| | | OWER | |
| | | NEAR ROMSEY | |
| | | Free Standing (PPS6 Out of Town) | |
| | | Out of Town | |
| | | Total Gross floor area: 279 sqm | |
| | | Survey date: THURSDAY 12/06/03 | Survey Type: MANUAL |
| 4 | HC-06-D-02 | BURGER KING, ALDERSHOT | HAMPSHIRE |
| | | WELLINGTON AVENUE | |
| | | ALDERSHOT | |
| | | Edge of Town Centre | |
| | | Built-Up Zone | |
| | | Total Gross floor area: 465 sqm | |
| | | Survey date: WEDNESDAY 20/10/10 | Survey Type: MANUAL |
| 5 | NR-06-D-01 | MCDONALDS, NORTHAMPTON | NORTHAMPTONSHIRE |
| | | MARQUEE DRIVE | |
| | | NORTHAMPTON | |
| | | Edge of Town | |
| | | Commercial Zone | |
| | | Total Gross floor area: 220 sqm | |
| | | Survey date: TUESDAY 22/05/07 | Survey Type: MANUAL |
| 6 | SY-06-D-01 | KFC, BARNSELY | SOUTH YORKSHIRE |
| | | WAKEFIELD ROAD | |
| | | BARNSELY | |
| | | Suburban Area (PPS6 Out of Centre) | |
| | | No Sub Category | |
| | | Total Gross floor area: 360 sqm | |
| | | Survey date: THURSDAY 10/04/03 | Survey Type: MANUAL |
| 7 | WM-06-D-01 | BURGER KING, BIRMINGHAM | WEST MIDLANDS |
| | | KINGSBURY ROAD | |
| | | ERDINGTON | |
| | | BIRMINGHAM | |
| | | Suburban Area (PPS6 Out of Centre) | |
| | | No Sub Category | |
| | | Total Gross floor area: 250 sqm | |
| | | Survey date: TUESDAY 25/11/08 | Survey Type: MANUAL |

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	1	450	0.889	1	450	0.667	1	450	1.556
07:00 - 08:00	4	362	5.943	4	362	4.907	4	362	10.850
08:00 - 09:00	5	382	7.636	5	382	6.119	5	382	13.755
09:00 - 10:00	6	360	7.401	6	360	7.216	6	360	14.617
10:00 - 11:00	6	360	8.187	6	360	7.771	6	360	15.958
11:00 - 12:00	7	360	8.010	7	360	6.899	7	360	14.909
12:00 - 13:00	7	360	15.385	7	360	14.076	7	360	29.461
13:00 - 14:00	7	360	13.719	7	360	14.512	7	360	28.231
14:00 - 15:00	7	360	6.860	7	360	9.159	7	360	16.019
15:00 - 16:00	7	360	10.190	7	360	7.851	7	360	18.041
16:00 - 17:00	7	360	11.063	7	360	10.666	7	360	21.729
17:00 - 18:00	7	360	12.649	7	360	11.895	7	360	24.544
18:00 - 19:00	7	360	14.473	7	360	15.464	7	360	29.937
19:00 - 20:00	6	374	10.878	6	374	12.662	6	374	23.540
20:00 - 21:00	6	374	8.471	6	374	8.917	6	374	17.388
21:00 - 22:00	6	374	5.082	6	374	6.108	6	374	11.190
22:00 - 23:00	3	348	3.541	3	348	3.828	3	348	7.369
23:00 - 24:00	1	465	0.430	1	465	1.720	1	465	2.150
Total Rates:			150.807			150.437			301.244

Parameter summary

Trip rate parameter range selected: 220 - 498 (units: sqm)
Survey date date range: 01/01/99 - 21/10/11
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH

VEHICLESSelected regions and areas:

02 SOUTH EAST		
HC HAMPSHIRE		1 days
HF HERTFORDSHIRE		1 days
03 SOUTH WEST		
DC DORSET		1 days
08 NORTH WEST		
LC LANCASHIRE		1 days
10 WALES		
NW NEWPORT		1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 255 to 498 (units: sqm)
 Range Selected by User: 220 to 800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/99 to 21/10/11

Selected survey days:

Saturday 5 days

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 2
 Neighbourhood Centre (PPS6 Local Centre) 1
 Free Standing (PPS6 Out of Town) 1

Selected Location Sub Categories:

Industrial Zone 1
 Commercial Zone 1
 Residential Zone 1
 Retail Zone 1
 Out of Town 1

Filtering Stage 3 selection:Use Class:

A5 5 days

Population within 1 mile:

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

Filtering Stage 3 selection (Cont.):Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	3 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

Travel Plan:

No	5 days
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LIST OF SITES relevant to selection parameters

- | | |
|--|---|
| <p>1 DC-06-D-01 MCDONALDS, CHRISTCHURCH
 SOMERFORD ROAD
 SOMERFORD
 CHRISTCHURCH
 Neighbourhood Centre (PPS6 Local Centre)
 Industrial Zone
 Total Gross floor area: 498 sqm
 <i>Survey date: SATURDAY 04/10/03</i></p> | <p>DORSET</p> <p><i>Survey Type: MANUAL</i></p> |
| <p>2 HC-06-D-01 MCDONALDS, NEAR ROMSEY
 ROMSEY ROAD
 OWER
 NEAR ROMSEY
 Free Standing (PPS6 Out of Town)
 Out of Town
 Total Gross floor area: 279 sqm
 <i>Survey date: SATURDAY 07/06/03</i></p> | <p>HAMPSHIRE</p> <p><i>Survey Type: MANUAL</i></p> |
| <p>3 HF-06-D-01 MCDONALDS, HERTFORD
 HERTFORD RUSH GREEN
 RUSH GREEN
 HERTFORD
 Edge of Town
 Residential Zone
 Total Gross floor area: 326 sqm
 <i>Survey date: SATURDAY 22/03/03</i></p> | <p>HERTFORDSHIRE</p> <p><i>Survey Type: MANUAL</i></p> |
| <p>4 LC-06-D-03 BURGER KING, BLACKBURN
 LOWER AUDLEY
 WATERSIDE
 BLACKBURN
 Suburban Area (PPS6 Out of Centre)
 Commercial Zone
 Total Gross floor area: 255 sqm
 <i>Survey date: SATURDAY 08/11/03</i></p> | <p>LANCASHIRE</p> <p><i>Survey Type: MANUAL</i></p> |
| <p>5 NW-06-D-01 KFC, NEWPORT
 SPYTTY ROAD

 NEWPORT
 Edge of Town
 Retail Zone
 Total Gross floor area: 341 sqm
 <i>Survey date: SATURDAY 16/10/10</i></p> | <p>NEWPORT</p> <p><i>Survey Type: MANUAL</i></p> |

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	344	2.810	3	344	2.519	3	344	5.329
08:00 - 09:00	5	340	10.124	5	340	8.299	5	340	18.423
09:00 - 10:00	5	340	12.360	5	340	11.418	5	340	23.778
10:00 - 11:00	5	340	12.184	5	340	13.891	5	340	26.075
11:00 - 12:00	5	340	17.834	5	340	13.949	5	340	31.783
12:00 - 13:00	5	340	29.370	5	340	24.485	5	340	53.855
13:00 - 14:00	5	340	31.725	5	340	31.489	5	340	63.214
14:00 - 15:00	5	340	24.720	5	340	26.663	5	340	51.383
15:00 - 16:00	5	340	19.423	5	340	20.012	5	340	39.435
16:00 - 17:00	5	340	19.188	5	340	21.424	5	340	40.612
17:00 - 18:00	5	340	25.486	5	340	23.072	5	340	48.558
18:00 - 19:00	5	340	21.542	5	340	24.132	5	340	45.674
19:00 - 20:00	4	355	11.972	4	355	13.169	4	355	25.141
20:00 - 21:00	4	355	7.746	4	355	9.507	4	355	17.253
21:00 - 22:00	4	355	7.042	4	355	8.310	4	355	15.352
22:00 - 23:00	1	341	2.639	1	341	4.399	1	341	7.038
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			256.165			256.738			512.903

Parameter summary

Trip rate parameter range selected: 255 - 498 (units: sqm)
 Survey date date range: 01/01/99 - 21/10/11
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 5
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLESSelected regions and areas:

02 SOUTH EAST	
SC SURREY	2 days
09 NORTH	
TW TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter:	Gross floor area
Actual Range:	1075 to 1896 (units: sqm)
Range Selected by User:	645 to 2000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/99 to 05/10/10

Selected survey days:

Tuesday 3 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1

Filtering Stage 3 selection:Use Class:

B1 3 days

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

Travel Plan:

Not Known	1 days
No	2 days

LIST OF SITES relevant to selection parameters

- | | | | |
|----------|-------------------|---|----------------------------|
| 1 | SC-02-A-11 | COUNCIL OFFICES, GUILDFORD | SURREY |
| | | NEW INN LANE
MERROW
GUILDFORD
Edge of Town
Industrial Zone
Total Gross floor area: 1075 sqm
<i>Survey date: TUESDAY 10/10/00</i> | <i>Survey Type: MANUAL</i> |
| 2 | SC-02-A-15 | ACCOUNTANTS, GUILDFORD | SURREY |
| | | BOXGROVE ROAD

GUILDFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1896 sqm
<i>Survey date: TUESDAY 05/10/10</i> | <i>Survey Type: MANUAL</i> |
| 3 | TW-02-A-05 | TELEVISION CO., GATESHEAD | TYNE & WEAR |
| | | DELTA BANK ROAD
METRO RIVERSIDE PARK
GATESHEAD
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 1500 sqm
<i>Survey date: TUESDAY 29/09/09</i> | <i>Survey Type: MANUAL</i> |

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLESCalculation factor: **100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	1490	1.006	3	1490	0.089	3	1490	1.095
08:00 - 09:00	3	1490	1.812	3	1490	0.358	3	1490	2.170
09:00 - 10:00	3	1490	1.745	3	1490	0.447	3	1490	2.192
10:00 - 11:00	3	1490	0.604	3	1490	0.537	3	1490	1.141
11:00 - 12:00	3	1490	0.403	3	1490	0.470	3	1490	0.873
12:00 - 13:00	3	1490	0.537	3	1490	1.029	3	1490	1.566
13:00 - 14:00	3	1490	1.297	3	1490	0.716	3	1490	2.013
14:00 - 15:00	3	1490	0.649	3	1490	0.582	3	1490	1.231
15:00 - 16:00	3	1490	0.201	3	1490	0.403	3	1490	0.604
16:00 - 17:00	3	1490	0.224	3	1490	1.096	3	1490	1.320
17:00 - 18:00	3	1490	0.224	3	1490	1.968	3	1490	2.192
18:00 - 19:00	3	1490	0.134	3	1490	1.096	3	1490	1.230
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			8.836			8.791			17.627

Parameter summary

Trip rate parameter range selected: 1075 - 1896 (units: sqm)
 Survey date range: 01/01/99 - 05/10/10
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE

VEHICLES

Selected regions and areas:

02 SOUTH EAST	
BF BRACKNELL FOREST	1 days
HC HAMPSHIRE	1 days
RE READING	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 7553 to 63174 (units: sqm)
 Range Selected by User: 645 to 175000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/84 to 20/10/11

Selected survey days:

Saturday 3 days

Selected survey types:

Manual count 1 days
 Directional ATC Count 2 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:

Commercial Zone 1
 Residential Zone 1
 Village 1

Filtering Stage 3 selection:

Use Class:

B1 3 days

Population within 1 mile:

1,000 or Less 1 days
 15,001 to 20,000 1 days
 25,001 to 50,000 1 days

Population within 5 miles:

25,001 to 50,000 1 days
 125,001 to 250,000 2 days

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 2 days

Travel Plan:

Not Known 3 days

LIST OF SITES relevant to selection parameters

- | | |
|---|---|
| <p>1 BF-02-A-01 OFFICE, NEAR BRACKNELL
 NORTH STREET
 CRANBOURNE
 NEAR BRACKNELL
 Neighbourhood Centre (PPS6 Local Centre)
 Village
 Total Gross floor area: 7553 sqm
 <i>Survey date: SATURDAY 24/11/90</i></p> | <p>BRACKNELL FOREST</p> <p><i>Survey Type: DIRECTIONAL ATC COUNT</i></p> |
| <p>2 HC-02-A-07 COMPUTING CO., PORTSMOUTH
 NORTHERN ROAD
 COSHAM
 PORTSMOUTH
 Suburban Area (PPS6 Out of Centre)
 Commercial Zone
 Total Gross floor area: 63174 sqm
 <i>Survey date: SATURDAY 29/04/89</i></p> | <p>HAMPSHIRE</p> <p><i>Survey Type: DIRECTIONAL ATC COUNT</i></p> |
| <p>3 RE-02-A-01 COUNCIL OFFICES, READING
 OUTER PERIPHERAL RD
 SHINFIELD
 READING
 Edge of Town
 Residential Zone
 Total Gross floor area: 43460 sqm
 <i>Survey date: SATURDAY 02/12/95</i></p> | <p>READING</p> <p><i>Survey Type: MANUAL</i></p> |

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	3	38062	0.001	3	38062	0.004	3	38062	0.005
01:00 - 02:00	3	38062	0.004	3	38062	0.004	3	38062	0.008
02:00 - 03:00	3	38062	0.002	3	38062	0.000	3	38062	0.002
03:00 - 04:00	3	38062	0.000	3	38062	0.001	3	38062	0.001
04:00 - 05:00	3	38062	0.003	3	38062	0.004	3	38062	0.007
05:00 - 06:00	3	38062	0.011	3	38062	0.009	3	38062	0.020
06:00 - 07:00	3	38062	0.011	3	38062	0.004	3	38062	0.015
07:00 - 08:00	3	38062	0.030	3	38062	0.011	3	38062	0.041
08:00 - 09:00	3	38062	0.039	3	38062	0.015	3	38062	0.054
09:00 - 10:00	3	38062	0.042	3	38062	0.021	3	38062	0.063
10:00 - 11:00	3	38062	0.081	3	38062	0.028	3	38062	0.109
11:00 - 12:00	3	38062	0.044	3	38062	0.075	3	38062	0.119
12:00 - 13:00	3	38062	0.032	3	38062	0.037	3	38062	0.069
13:00 - 14:00	3	38062	0.036	3	38062	0.030	3	38062	0.066
14:00 - 15:00	3	38062	0.025	3	38062	0.027	3	38062	0.052
15:00 - 16:00	3	38062	0.018	3	38062	0.044	3	38062	0.062
16:00 - 17:00	3	38062	0.011	3	38062	0.044	3	38062	0.055
17:00 - 18:00	3	38062	0.021	3	38062	0.047	3	38062	0.068
18:00 - 19:00	3	38062	0.017	3	38062	0.025	3	38062	0.042
19:00 - 20:00	3	38062	0.007	3	38062	0.011	3	38062	0.018
20:00 - 21:00	3	38062	0.006	3	38062	0.009	3	38062	0.015
21:00 - 22:00	3	38062	0.002	3	38062	0.004	3	38062	0.006
22:00 - 23:00	3	38062	0.004	3	38062	0.005	3	38062	0.009
23:00 - 24:00	3	38062	0.003	3	38062	0.004	3	38062	0.007
Total Rates:			0.450			0.463			0.913

Parameter summary

Trip rate parameter range selected: 7553 - 63174 (units: sqm)
 Survey date range: 01/01/84 - 20/10/11
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys manually removed from selection: 0

APPENDIX F

LAINDON HOLDINGS LIMITED

**Proposed KFC Drive-thru
Restaurant and Offices
Rochford Business Park,
Cherry Orchard Way,
ROCHFORD**

Servicing Management Plan

Project Number: 1205-13

Report Number: 1205-13/SMP/01

Date: September 2012

DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

Project Title:	Proposed KFC Drive-thru Restaurant and Offices, Rochford Business Park, Cherry Orchard Way, ROCHFORD		
Project No.:	1205-13	Report No.:	1205-13/SMP/01
Client:	Laindon Holdings Limited		

	Prepared By:	Checked By:	Approved for issue
Name	Chris Elliott	Nathan Hanks	Rupert Lyons
Signature			
Date			

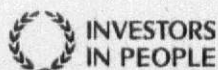
Document Review

Revision	Date	Description	Checked By

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1	INTRODUCTION	1
2	SITE LOCATION AND DEVELOPMENT PROPOSAL	1
3	GENERAL CAR PARK AND DELIVERY MANAGEMENT	2

LIST OF APPENDICES

- A Proposed Site Layout
- B Swept Path Analysis

1 INTRODUCTION

- 1.1 Transport Planning Associates (TPA) has been commissioned by Laindon Holdings Limited to prepare information to support a planning application for the development of land at Plot 1A Rochford Business Park, Cherry Orchard Way, Rochford in Essex (the application site).
- 1.2 The proposed development comprises the provision of a new two-storey building with a drive-thru restaurant on the ground floor and offices on the first floor, together with associated car, cycle and service vehicle parking (the proposed development). It is intended that the ground floor drive-thru restaurant will be occupied by KFC franchisee.
- 1.3 This *Servicing Management Plan* has been prepared in order to set out the proposed servicing arrangement in order to effectively manage delivery and car parking for the drive-thru restaurant to ensure that the site is serviced in a safe manner which does not result in any detriment to the free flow of traffic or public amenity generally.
- 1.4 It is envisaged that the future servicing of the site will be carried out in accordance with this Plan, which is to be secured by way of the imposition of an appropriately worded condition imposed upon any planning permission granted by the Rochford District Council.

2 SITE LOCATION AND DEVELOPMENT PROPOSAL

- 2.1 The application site forms part of the existing Rochford Business Park and comprises 0.212 hectares (0.52 acres) of land adjacent to the internal estate road network, approximately 130m from the public highway network.
- 2.2 The proposed development comprises the provision of a new two-storey building with a drive-thru restaurant on the ground floor and offices on the first floor, together with associated car, motorcycle, cycle and service vehicle parking. The proposed site layout is illustrated in Saunders Partnership Architects' *Proposed KFC Drive-thru Restaurant and Offices Site Plan and Site Section* drawing (number 6455/P02, Revision B), which is provided as **Appendix A**.
- 2.3 The proposed site layout plan illustrates the provision of a dedicated servicing area in the south-western corner of the application site sufficient to accommodate an 11.0m rigid vehicle and the safe operation of the tail-lift device. A wheel-stop is to be provided in order to protect the western boundary treatment. Over-runable areas are to be provided on the approach to the proposed service area and on the opposite side of the site access road in order to enable service vehicles to enter and exit the application site in a forward gear.
- 2.4 Deliveries to the proposed development will then be trollyed across the proposed site access road and the drive-thru lane into the enclosed service yard.
- 2.5 In order to allow service vehicles to exit the site in a forward gear, vehicles are required to undertake a reversing manoeuvre utilising the car parking spaces numbered 19 and 20,

together with the proposed motorcycle parking area. Swept path analysis of the proposed servicing arrangements is provided as **Appendix B**.

3 GENERAL CAR PARK AND DELIVERY MANAGEMENT

3.1 In order to ensure that deliveries to the site will be carried out in a safe manner, service vehicle movements will be undertaken in accordance with the following key principles:

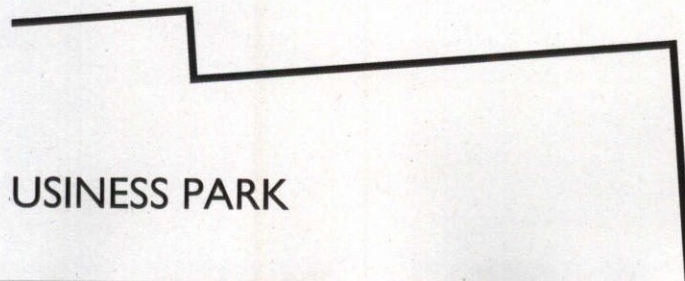
- Deliveries will be undertaken within the curtilage of the site. Delivery vehicles will enter and exit the site in forward gear.
- The proposed delivery arrangement will require that some of the parking areas are vacant in order to accommodate the manoeuvring of service vehicles. Car parking spaces numbered 19 and 20 and the motorcycle parking area will be coned off to ensure that this area is vacant before the arrival of delivery vehicles on-site. These parking areas will be coned off either at the end of each day, ready for the following day's delivery, or at the start of each day at least 30 minutes before the expected arrival of the delivery vehicle. Once each delivery is completed this area will be made available for customer parking.
- Delivery vehicle turning movements will be undertaken in general accordance with the swept path analysis detailed within this report. All reversing manoeuvres will be supervised by a Banksman as appropriate.
- Occupiers of the first-floor office space will be notified of the requirement to utilise these spaces for delivery vehicle movements and advised to park in alternative spaces within the site accordingly.
- Delivery vehicles will be no longer than 11m in length (excluding tail lift).
- Deliveries will generally be undertaken prior to the opening of the drive-thru restaurant to customers, and before the hours of 12:00 noon (midday) unless later due to unforeseen and unavoidable circumstances.
- Deliveries will be arranged such that they are undertaken during off-peak hours, when car parking demand is low. The store manager will monitor trading patterns specific to the site and amend the general delivery times outlined above as necessary.

APPENDIX A

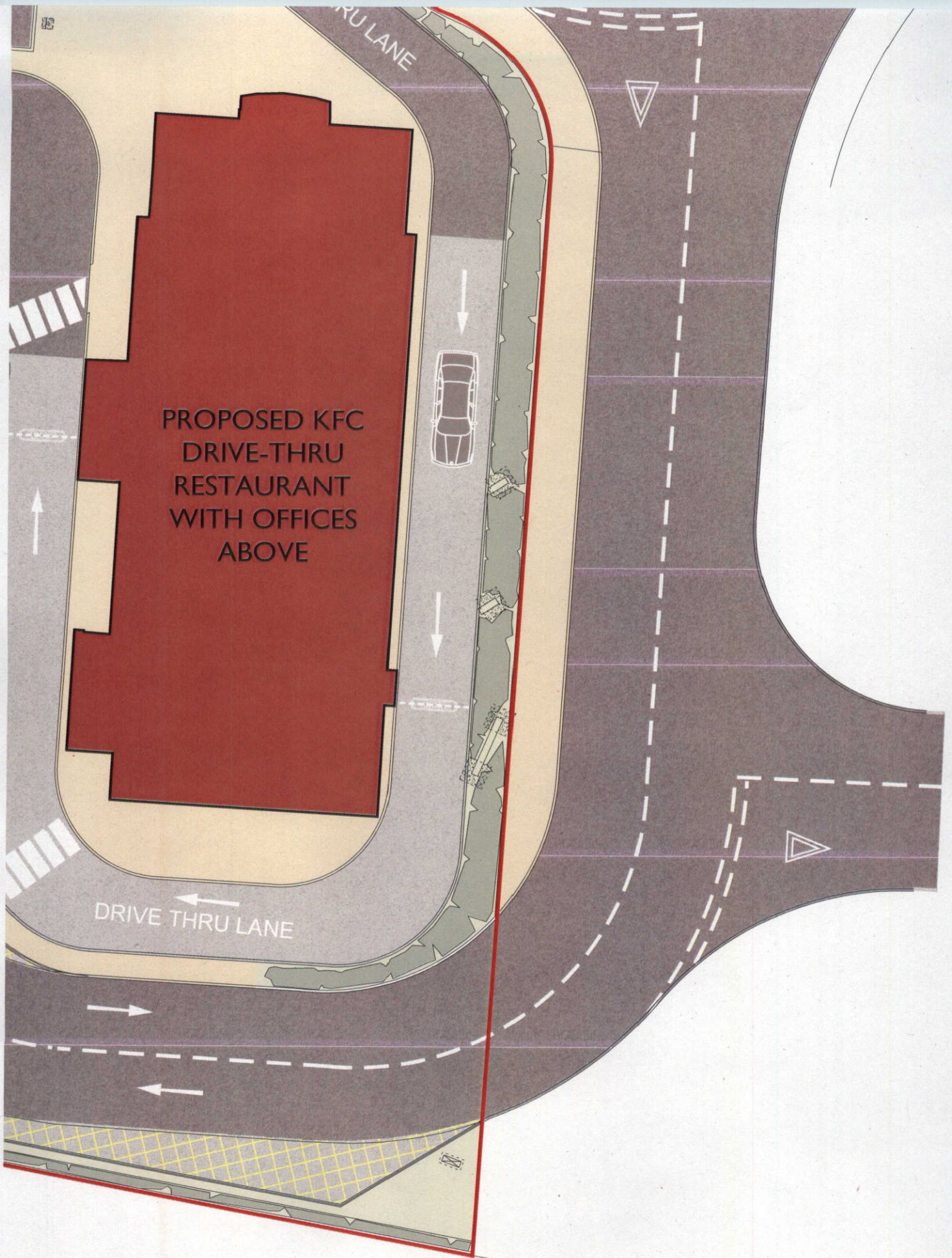
PROPOSED KFC
DRIVE-THRU
RESTAURANT
WITH OFFICES
ABOVE

DRIVE THRU LANE

DRIVE THRU LANE



BUSINESS PARK



APPENDIX B

PCL XL Error

Subsystem:

I/O

Error:

InputReadError

Operator:

PaintPath

Position:

3562978