



**TRANSPORT STATEMENT
THE DOWNINGS
BAKERS QUAY
GLOUCESTER**

**For
Rokeby Merchant Developments Ltd**

RDL00415/TT7



REPORT DETAILS

Reference/Rev	Report Type	Author	Issue Date
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FIGURE (1)

1.0 INTRODUCTION

1.1 Jackson Purdue Lever (JPL) are appointed by Rokeby Merchant Developments Ltd to prepare a Transport Statement (TS) to support the planning application for amendments to the existing planning permission (ref 15/01144/FUL) for development at Bakers Quay, Gloucester (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.

1.2 Wider Bakers Quay Site

1.2.1 The current application scheme relates to a building called **Downing Malthouse** and forms part of wider scheme of development at Bakers Quay. The original planning consent (ref 15/01144/FUL) comprises:

- Hotel: 104 bedrooms,
- Leisure: 10no bars and restaurants,
- Residential: 163 apartments,
- Car parking: 227 spaces,
- Cycle parking: 62 spaces.

1.2.2 The proposed changes to the Downing Malthouse building are as follows:

	Permitted Situation	Proposed Situation	Change
Residential:	42 apartments	117 apartments	+75 apartments
A3 Leisure:	18,972sf	650sf	-18,322sf
Office:	0	423sf	+423sf
Car parking:	0 spaces	66 spaces	+66 spaces.

1.2.3 The office element of the scheme comprises work from home desk and co-working spaces, which will be made available to residents of the proposed apartments. The office is therefore considered an ancillary use to the proposed apartments.

1.2.4 The proposed changes to the Transit shed entails omitting the proposed extension to provide a single 356sm GFA A3 unit. Complementary to these proposals are a change in car and cycle parking layout to provide an additional 28no car parking spaces, and 14no cycle parking spaces. To form the access to the new parking 3 spaces will be lost from the existing therefore only 25 new spaces are created.

1.2.5 A summary of the changes is as follows:

	Permitted Situation	Proposed Situation	Change
A3 Leisure:	567sm	356sm	-211sm
Car parking:	0 spaces	25 spaces	+25 spaces
Cycle parking:	0 spaces	14 spaces	+14 spaces.



1.4 **Scope of the Report**

1.4.1 The issues addressed within the TS fall broadly into the following areas:

- The vehicular traffic impact of the proposed change of use.
- Car parking arrangements.

1.4.2 The existing situation is described in Chapter 2. Details of the proposed development, are outlined in Chapter 3.

1.4.3 The net traffic impact of the proposed development is considered in Chapter 4. The proposed parking arrangements are outlined in Chapter 5.

1.4.4 The summary and conclusions of the TS are presented in Chapter 6.



2.0 EXISTING CONDITIONS

2.1 The location of the Site is indicated on Figure 1 in the context of the local highway network.

2.2 The Site is a disused building known as Downing Malthouse. A permitted conversion of the Downing Malthouse building forms part of wider permitted development at Bakers Quay.

2.3 Current Situation

2.3.1 At the time of preparing this TS report, the following buildings/uses have been implemented at Bakers Quay:

- Hotel: Premier Inn 104 bedrooms,
- Leisure: 5no units, comprising:
 - Unit 1 Beefeater pub/restaurant,
 - Unit 2 Costa coffee (with drive-thru),
 - Units 3 & 4 F45 gym (replacing 2no previously permitted A3 units),
 - Unit 5 Spago restaurant,
- Residential: (Provender building), 47 apartments,
- Car parking: 140 spaces,
- Cycle parking: 12 spaces.

2.3.2 Therefore, the following development is permitted but not yet constructed:

- Leisure: 5no bars and restaurants,
- Residential: 116 apartments,
- Car parking: 87 spaces,
- Cycle parking: 50 spaces.

2.4 Access Arrangements

2.4.1 Bakers Quay is accessed via a priority-controlled junction on Baker Street/Merchant Road. The priority-controlled junction provides access for vehicles, cycles and pedestrians.

2.4.2 The highway network in the vicinity of the Site is subject to a combination of waiting and loading restrictions that prevent parking on the highway.

2.5 Parking

2.5.1 There are 140 existing car parking spaces at Bakers Quay, allocated as follows:

- 68 spaces for Premier Inn/Beefeater,
- 47 spaces for residential apartments, 26 of which are in a gated car park the remaining 21 are shared with the wider site A3 uses.
- 25 spaces for Costa Coffee, F45 gym and Spago restaurant.

2.5.2 Visitor cycle parking is provided at Bakers Quay in the form of sheffield stands. There are 3no sheffield stands (6 spaces) in the immediate vicinity of the Site, that are shared between the A3 units within the Provender building.



3.0 PROPOSED DEVELOPMENT

3.1 Downing Malthouse Building

3.1.1 The applicant seeks changes to the configuration of the Downing Malthouse building as follows:

	Permitted Situation	Proposed Situation	Change
Residential:	42 apartments	117 apartments	+75 apartments
A3 Leisure:	18,972sf	650sf	-18,322sf
Office:	0	423sf	+423sf
Car parking:	0 spaces	66 spaces	+66 spaces.

3.1.2 The main change to the extant permission is a redistribution of floorspace from A3 Leisure use to residential use. The revised scheme will provide a single small coffee shop, rather than five large bar/restaurant units previously proposed. This is in response to downturn in demand for leisure floorspace. This allows an increase in the residential element of the scheme from 42 to 117 apartments.

3.1.3 The current planning permission does not provide any dedicated parking for the uses occupying the Downing Malthouse building. The applicant held pre-application discussions with the Council in September 2018. The applicant sought the view of the Council to provide additional parking for the Bakers Quay scheme on land controlled by Peel (behind the Premier Inn). The Council advised that their preference would be to accommodate additional parking within buildings. Consequently, the applicant seeks consent for 66 parking spaces within the Downing Malthouse building, and its immediate vicinity, which will all be dedicated to residents of the apartments.

3.1.4 The proposed scheme includes a small element of B1 office accommodation providing 39sm (423sf) of floorspace. The office is flexible co-working space is aimed primarily at local residents. Therefore, this office floorspace does not include any dedicated parking within the Downing Malthouse building.



4.0 TRIP GENERATION

4.1 DOWINGS MALTHOUSE BUILDING

4.1.1 Permitted Situation

4.1.1.1 The existing planning consent for the Downing Malthouse building permits 42 apartments and 1,762sm of A3 restaurant/café units.

4.1.1.2 JPL prepared a TS to accompany the planning application (ref 15/01144/FUL) for development at Bakers Quay comprising hotel, A3 and residential uses. This TS utilised trip rates for each use that were agreed as part of the outline planning application (ref 02/00271/OUT), for development at Gloucester Quays redevelopment area.

4.1.1.3 The agreed AM & PM peak hour trip rates for the consented **residential** element are:

	ARR	DEP	2-WAY
AM	0.070	0.274	0.344
PM	0.213	0.112	0.325.

4.1.1.4 The consequent estimate of traffic (in vehicles) generated by the consented Downing Malthouse residential use (42 apartments) in the AM & PM peak hours is:

	ARR	DEP	2-WAY
AM	3	11	14
PM	9	5	14.

4.1.1.5 The agreed AM & PM peak hour trip rates for the consented **A3** use are:

	ARR	DEP	2-WAY
AM	0.000	0.000	0.000
PM	1.299	1.114	2.413.

4.1.1.6 The consequent estimate of traffic (in vehicles) generated by the consented Downing Malthouse A3 use (ie 1,762sm) in the AM & PM peak hours is:

	ARR	DEP	2-WAY
AM	0	0	0
PM	23	20	43.

4.1.1.7 The total traffic generated by the permitted uses for the Downing Malthouse building is:

	ARR	DEP	2-WAY
AM	3	11	14
PM	32	25	57.

4.1.2 Proposed Situation



4.1.2.1 The current application seeks consent for 117 apartments, with ancillary work from home office space. The office space may attract occasional visitors for meetings, but will primarily be occupied by residents of the apartments. Visitor trips to/from these units are unlikely to result in a material level of vehicle traffic generation in the AM & PM peak hours. These office spaces, and a general shift towards work from home in recent years is likely to reduce the number of home-based work trips compared with historic levels. However, for the purpose of this TS, and in order to provide robust assessment, the agreed AM & PM peak hour trip rates are used to estimate the traffic generated by the proposed development.

4.1.2.2 The consequent estimate of traffic (in vehicles) generated by the proposed 117 apartments in the AM & PM peak hours is:

	ARR	DEP	2-WAY
AM	8	32	40
PM	25	13	38.

4.1.2.3 The current application seeks consent for 60sm of A3 floorspace. The consequent estimate of traffic (in vehicles) generated by the proposed A3 use in the AM & PM peak hours is:

	ARR	DEP	2-WAY
AM	0	0	0
PM	1	0	1.

4.1.2.4 The total traffic generated by the proposed uses for the Downing Malthouse building is:

	ARR	DEP	2-WAY
AM	8	32	40
PM	26	13	39.

4.1.3 Net Impact

4.1.3.1 The estimated net change in traffic (in vehicles) attributable to the proposed development in the AM & PM peak hours is:

	ARR	DEP	2-WAY
AM	+5	+21	+26
PM	-6	-12	-18.

4.4 SUMMARY

4.3.1 The proposed Downing Malthouse development results in a **reduction of 18 vehicles** in PM peak hour traffic when compared to the extant situation. In the AM peak hour, the reconfiguration of the Downing Malthouse results in a **net increase of only 26 vehicles**. This represents one additional vehicle movement every 2-3 minutes on average. This very low of additional traffic is highly unlikely to have any perceptible effect on the operation of the local highway network.

4.3.3 It is concluded that the traffic impact of the proposed development is acceptable.



5.0 CAR PARKING

5.1 EXISTING SITUATION

5.1.1 There are 140 existing car parking spaces within the Bakers Quay development. These comprise:

- 68 spaces for Premier Inn/Beefeater, including 8 no disabled spaces
- 47 spaces for Provender residential apartments, 26 of which are in a gated car park,
- 25 spaces for Costa Coffee, F45 gym, and the presently vacant A3 unit.

5.1.2 The extant planning permission includes a total of 227 car parking spaces. This means there are 87 parking spaces that are permitted, but are not yet constructed. These comprise:

- 52 spaces within the permitted Malthouse Extension residential building. Number of internal spaces reduced by 11 given intention to reuse more of the existing structure.
- 35 surface parking spaces in main car park.

5.2 PROPOSED DEVELOPMENT

5.2.1 Downing Malthouse Building

5.2.1.1 The proposed development seeks permission for 66 new car parking spaces to be constructed within the basement of the building and external courtyard.

5.2.2 Transit Shed

5.2.2.1 The revised Transit Shed proposal will deliver an additional 28 spaces however 3 are lost to the existing car park forming the access to new parking. All of these spaces are surface car parking and are located adjacent to the Transit Shed building. It is proposed they are shared gated spaces split between Provender Mill and Malthouse extension (21 to 7 respectively).

5.2.2 Allocation of Parking

5.2.2.1 In the situation where the proposed Downings is consented, car parking that is still to be constructed comprises:

- | | | |
|------|--------------------|-----------|
| (i) | Original consent: | 87 spaces |
| (ii) | Transit Shed | 28 spaces |
| (ii) | Downing Malthouse: | 66 spaces |

TOTAL 181 spaces

However the effect of the reduced parking in Malthouse extension (-11) and forming the access to the new gated parking adjacent the transit shed (-3) reduces the overall number of new spaces to **167**

5.2.2.2 It is proposed that the 167 spaces which are not yet constructed (permitted and proposed), will be allocated as follows;



- 146 residential spaces: Malthouse,
Downing Malthouse,
- 21 spaces to be shared by: Costa Coffee,
F45 Gym,
Spago restaurant,
Proposed Transit Shed A3 unit,
Shared parking to residents without dedicated parking.

5.2.3 Residential

5.2.3.1 There are 163 permitted apartments at Bakers Quay, of which 47 are already constructed in the Provender building. The proposed development at Downing Malthouse will increase the number of apartments in the building from 42 to 117. This means that there will be a total of **238** apartments at Bakers Quay.

5.2.3.2 The proposed development at Downings Malthouse will introduce 66 new car park spaces that will all be allocated to residents.

5.2.3.3 There are 47 existing residential car parking spaces at the Site comprising 26 in a gated car park, and 21 general spaces. Changes to the surface car park arrangement as part of the permitted Transit Shed development consolidate the 21 general car parking spaces, and 7 additional surface car parking spaces allocated for the Malthouse Extension to form a 28-space gated car park.

5.2.3.4 The total permitted and proposed allocated residential parking comprises:

- 26 space gated surface car park (existing),
- 52 space internal car park in the Malthouse Extension building (not yet constructed),
- 28 space gated surface car park (permitted as part of the Transit Shed scheme),
- 66 spaces internal car park proposed in the Downing Malthouse building
- **172 spaces in total.**

5.2.3.5 The total residential car parking represents an overall provision of 72.3% for the permitted and proposed apartments. This strikes an appropriate balance between:

- (i) Providing sufficient parking to make the residential schemes commercially attractive to buyers, and
- (ii) Not overproviding to an extent that might deter residents from using sustainable travel options.

5.2.4 General Parking

5.2.4.1 The additional 23 spaces allocated to the other Site uses mean the total provision for those uses is 69 spaces. JPL TS report ref RDL00415TT4 estimates that peak demand for car parking generated by the Costa Coffee/F45 Gym/Spago restaurant is likely to be circa 25-30 vehicles, although this is only for very short periods each day.

5.2.4.2 Therefore it is estimated that there will be circa 34-39 residual spaces for the proposed A3 unit in the Downings and the reduced A3 unit located within the Transit Shed building.



5.2.4.3 The proposed A3 unit within the Downing Malthouse is of a size to accommodate a small coffee shop, that is likely to mainly serve the market of local residents, and people already visiting other uses at the Site. It is unlikely to generate material demand of car parking at the Site. Therefore, the majority of the residual car parking is likely to be available for use of the Transit Shed A3 unit.

5.2.5 Disabled Parking

5.2.5.1 The permitted masterplan indicates 14 disabled parking spaces, of which 10 are already constructed. The latest planning application does not propose to increase the disabled parking provision over and above the 14 permitted spaces.

5.2.5.2 The 10no disabled parking spaces that are already constructed are allocated as follows.

- 4no for Beefeater restaurant,
- 4no for Premier Inn,
- 2no for Costa Coffee.

5.2.5.3 The permitted plans show the 4no remaining spaces adjacent to the Transit Shed building. The planning application shows these allocated as follows:

- 3no spaces close to the Transit Shed entrance and allocated to the Transit Shed,
- 1no space close to the existing Spago restaurant and F45 Gym and allocated to those units.

5.2.5.4 The provision of disabled spaces aims to ensure that disabled users of all commercial units at the site for which general parking is provided, have access to disabled parking close to building entrances.

5.3 CYCLE PARKING

5.3.1 There are 62 permitted cycle parking spaces within the Bakers Quay masterplan, of which 12 are already constructed. The proposed Transit Shed development includes the provision of an additional 7 Sheffield stands (14 spaces) between the proposed Transit Shed and the Malthouse building. The Malthouse Extension building will include a central secure cycle store for residents.

5.4 SUMMARY

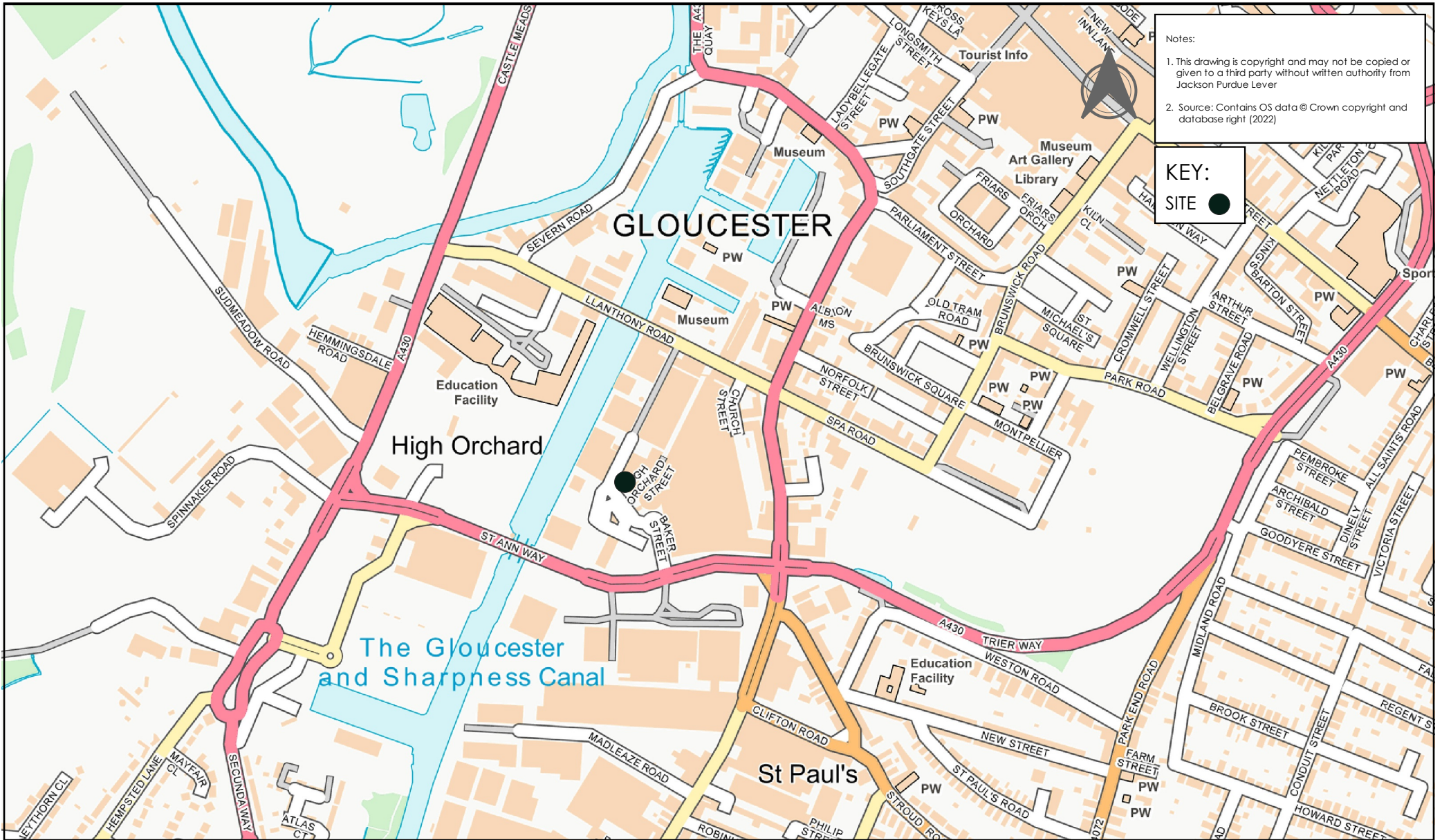
5.4.1 The proposed development will provide an additional 66 car parking spaces. These spaces are to be allocated to residents of the proposed apartments in the Downings. A further 28 spaces are proposed adjacent to the Transit shed to be allocated to Provender Mill and MHE.

5.4.2 The Bakers Quay car park is managed through an ANPR system. It is in the occupiers' and Site management's commercial interest to ensure that car parking at the Site is utilised effectively so that customers who do elect to drive to the Site can park. Therefore, parking management at the Site will be reviewed on an ongoing basis to ensure effective and efficient use of spaces.



6.0 SUMMARY AND CONCLUSIONS

- 6.1 Jackson Purdue Lever are appointed by Rokeby Merchant Developments Ltd to prepare a Transport Statement to support the planning application for amendments to the existing planning permission for development at Bakers Quay. The planning application relates only to the building called Downing Malthouse and the additional parking adjacent to the Transit Shed. The original planning permission secured 42 apartments and 1,762sm of A3 floorspace. The revised scheme seeks to increase the residential element to 117 apartments and reduces the A3 floorspace to 650sf (60sm). The scheme proposes 66 + 28 new car parking spaces and ancillary office space for resident use.
- 6.2 It is understood a separate planning permission for the building called the Transit Shed will be submitted in due course. This planning permission is for conversion and of the existing Transit Shed to provide single 356sm GFA A3 unit.
- 6.3 The application Site forms part of development known as Bakers Quay. The completed elements of the Bakers Quay scheme comprise:
- Premier Inn hotel
 - Beefeater pub/restaurant
 - Costa coffee (with drive-thru),
 - 47 Apartments,
 - Spago restaurant (129.6sm A3 unit).
- 6.4 The traffic impact of the proposed development assessed is the context of the permitted use of the Site. It is predicted that the net impact of the proposed development in the AM and PM peak hours is not material, and no further traffic analysis is required.
- 6.5 There are 140 existing car parking spaces within the Bakers Quay development, and a total of 227 permitted spaces. The proposed development includes 66 + 28 additional spaces and loss of 14 spaces. The overall provision at Bakers Quay would increase to 309 spaces.
- 6.6 It is proposed that the 309 spaces are allocated as follows:
- Beefeater and Premier Inn 68 spaces,
 - Residential Apartments 172 spaces,
 - Other uses 69 spaces.
- 6.7 The allocation of car parking has been assessed against the likely demand of each development use. It is concluded that the proposed level of parking is suitable for the proposed development. The Bakers Quay scheme is being delivered in phases. Phase 1 is now constructed and occupied and this gives a useful insight into how parking across the wider Site is being used. Many residents of the Provender building have installed removable bollards/barriers so that they can manage their parking space. This suggests that it is beneficial that the proposed residential spaces are contained to within the Downing Malthouse building as this will help residents to manage their spaces.
- 6.8 It is concluded that there is no highways/transportation reason for refusal of planning permission.



Notes:

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KEY:
 SITE ●

Project:
 BAKERS QUAY, GLOUCESTER

Client:
 ROKEY DEVELOPMENTS LTD

Title:
 LOCATION PLAN

FIGURE 1

Date:
 APRIL 2022

Scale:
 NTS

