

**Agreement under section 106 Town and Country Planning Act 1990 relating to the  
regeneration of Prestwich Centre**

**Application Number: 70449**

## **SCHEDULE 3 PART 2: PARKING SURVEYS AND TRAFFIC REGULATION ORDER(S) – DETAILED ELEMENT**

### **PROPOSED METHOD STATEMENT**

This Method Statement has been prepared pursuant to the agreement under section 106 Town and Country Planning Act 1990 relating to the regeneration of Prestwich Centre (LPA ref. 70449).

The purpose of this Method Statement is to set out the proposed approach to be taken by The Prestwich Regeneration LLP ('the Owner') in relation to parking surveys and Traffic Regulation Order(s) ('TRO'), should these be required in respect of planning permission 70449. This Method Statement should be read in conjunction with the provisions of the signed section 106 Agreement pursuant to planning permission 70449.

#### **Introduction**

In preparing this Method Statement regard has been had to Bury Council Parking Policy (2019), Paragraph 57 of the National Planning Policy Framework ('NPPF')(2023) and the Statutory Tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

#### **Structure**

The Method Statement is structured as follows:

- A. PROPOSED CAR PARKING SURVEY METHOD
  - 1) Survey Triggers
  - 2) Survey area
  - 3) Proposed survey method
  - 4) Criteria to define parking stress
  - 5) Proposed survey reporting
  
- B. PROPOSED DESIGN, PUBLIC CONSULTATION AND IMPLEMENTATION METHOD
  - 1) Car parking questionnaire
  - 2) Preliminary Design
  - 3) Public Consultation on Preliminary Design
  - 4) Cabinet Recommendation
  - 5) Publicity of the TRO(s)
  - 6) Implementation of TRO(s)

## **A. PROPOSED CAR PARKING SURVEY METHOD**

### **1) Survey Triggers**

As set out in Schedule 3 of the Section 106 Agreement.

### **2) Survey Area**

a) Boundary area for surveys shown edged black on the attached Plan titled S106 Proposed parking survey area (representing a 5-minute walk from the centre of Prestwich provided by Bury Council).

b) All streets shown in purple will be surveyed.

c) Streets shown in yellow will not be surveyed as they are covered by double yellow lines or other Traffic Regulation Orders.

d) Streets shown in blue will not be surveyed as these properties have off-street parking (clause 4.3 c) of Parking policy).

### **3) Proposed Survey Method (developed with consideration of RPZ Policy)**

a) Parking beat surveys on a Wednesday and a Saturday.

b) To be carried out at 10am, 2pm and 7pm, and once overnight in the period 00.00-05.00 in the night either before or after the survey day.

c) Survey results will present length of each street on which parking can be legally carried out, converted into theoretical number of parking spaces (assuming bays at 6m length), with each beat survey capturing how many vehicles are parked at that time as a number and as a proportion of available spaces on that street.

d) Incidents of illegal parking will also be captured (double yellow lines, at junctions, on pavement, etc) as this can demonstrate parking stress.

### **4) Criteria to Define Parking Stress**

a) A minimum of 50% of the kerb space occupied by non-residents for more than five hours a day on at least four days a week, and

b) At least 85% of all available kerb space is occupied by all parked vehicles for a 5 hour period

### **5) Proposed Survey Reporting**

a) Following the pre-commencement surveys, a report will be issued to Bury Council setting out the findings.

b) Following the expiry of 3 months of the opening of the Travel Hub, surveys will be undertaken in line with the above and the findings issued to Bury Council.

- c) Within 4 weeks of receipt of the report of the findings of the surveys carried out the Council shall determine whether any Residents Only Parking Zone ('RPZ') or Zones is/are necessary based on the results of the survey and shall notify the Owner of its decision in writing. The RPZ process will only be triggered where the opening of the Travel Hub has created parking stress (defined in Section 3) where there was not previously parking stress pre-commencement of the Travel Hub.

## **B. PROPOSED DESIGN, PUBLIC CONSULTATION AND IMPLEMENTATION METHOD**

### **1) Car parking questionnaire**

- a) On streets where the opening of the Travel Hub has created parking stress that was not evident pre-commencement of the Travel Hub, one page questionnaires (prepared by the Owner) will be sent by the Owner to residents of the affected areas (to be tightly defined) on behalf of the Council. This will request:
- information including the number of vehicles they own,
  - how many visitors they have a week, and
  - their perceptions of a problem as well as other relevant data collection.
- b) As noted at paragraph 5.4 of the Policy *"These questionnaires are useful for assessing whether the problem is caused by the residents and their visitors. Where it becomes clear that this is not the case a residents parking scheme would not be proposed"*.
- c) Bury Council Officers will review the questionnaires within 2 weeks and advise whether, based on the findings, the next stage of design and consultation is required. Bury Council Officers will clearly define which streets required further design work and the rationale for this.

### **2) Preliminary Design**

- a) The Owner to progress with preliminary designs for requisite RPZ's based on the above stages (at own cost) in coordination with Bury Council Officers. Consideration should be given to:
- Local traders/businesses;
  - Effects on adjacent area's;
  - Needs of visitors and essential callers;
  - Any complimentary traffic management measures; and
  - Other relevant policies and schemes
- b) Bury Council Officers to provide comments on Preliminary Designs within 2 weeks of receipt and meet with the Owner's design team as reasonably required.
- c) Preliminary designs to be formally signed off by Bury Council Officers for public consultation purposes.

### 3) Public Consultation on Preliminary Design

- a) A statutory 21 day public consultation will be undertaken with residents/ local businesses on the preliminary designs for affected roads (as previously agreed with Council Officers). This consultation will cover the following:
- Letter drop to residents on affected roads setting out:
    - Overview of the preliminary proposals;
    - Proposed drawing;
    - Council contact details to include postal address and website address (doubled sided single page); and
    - Response timescales.
  - The distribution for residents letters will be tightly defined and agreed in advance with Bury Council Officers. However, it will likely only extend to affect residents on the street in question.
  - The Council to host the proposed scheme description(s) and plan(s) on consultation page of website (<https://www.bury.gov.uk/council-and-democracy/consultations>).
- b) Following conclusion of the consultation the Council are to provide responses to the Owner . These responses will then be compiled into a consultation report by the Owner within 2 weeks and re-issued to the Council for consideration.

### 4) Cabinet Recommendation

- a) Bury Council Officers to review consultation response and prepare a Cabinet Report with recommendation on whether RPZ's should be progressed.
- b) The criteria required for an RPZ scheme to progress is at least **51%** of properties in the consultation area (to be tightly defined) supporting the introduction of a RPZ. If this threshold is **not** reached then Officers will **not** recommend progressing with the RPZ to the Cabinet.
- c) The Owner shall only be required to fund such RPZ's or Zones if the survey(s) shall have demonstrated that the opening of the Travel Hub in Plot G has resulted in increased parking stress, as determined in accordance with Bury Council's Parking Policy (2019)/ above, and that the consultation demonstrates that the residents are in favour of such RPZ's or Zones being introduced (i.e. over 51%).
- d) Paragraph 6.8 of the Policy advises that *"There may on occasion be the need to refuse the implementation of a scheme even when evidence shows there is a problem and residents support the introduction of the scheme. This could be due to a number of reasons including financial restraints or excessive setting up costs"*. This should be taken into consideration by Bury Council Officers in reporting to Cabinet.

## **5) Publicity of the TRO(s)**

- a) If a RPZ has received endorsement at Cabinet it will be formally advertised in the local press in line with Department for Transport guidance and notices will be posted on site (owner to cover the costs of this on behalf of the Council). During this time formal objectors may submit their comments in writing to the Council Solicitor.
- b) If there are objections received as part of the formal advertisement, that differ from any considered as part of the informal consultation stage, it may be necessary for Bury Council Officers to refer back to a future Cabinet meeting.

## **6) Implementation of TRO(s)**

- a) Subject to outcome of formal advertisement and Cabinet (if required) the RPZ scheme will be implemented by the Council at the expense of the Owner. This will include the following costs for the specified area:
  - Cost of securing Traffic Regulation Order
  - Signage
  - Lining
- b) The Owner shall not be required to fund the costs of any action taken by the Council to maintain or enforce any of the RPZ's or Zones and the Budget shall not include any such costs.

## **SCHEDUEL 4 PART 2: PARKING SURVEYS AND TRAFFIC REGULATION ORDER(S) – OUTLINE ELEMENT**

### **PROPOSED METHOD STATEMENT**

This Method Statement has been prepared pursuant to the agreement under section 106 Town and Country Planning Act 1990 relating to the regeneration of Prestwich Centre (LPA ref. 70449).

The purpose of this Method Statement is to set out the proposed approach to be taken by The Prestwich Regeneration LLP ('the Owner') in relation to parking surveys and Traffic Regulation Order(s) ('TRO'), should these be required in respect of planning permission 70449.. This Method Statement should be read in conjunction with the provisions of the signed section 106 Agreement pursuant to planning permission 70449..

#### **Introduction**

In preparing this Method Statement regard has been had to Bury Council Parking Policy (2019), Paragraph 57 of the National Planning Policy Framework ('NPPF')(2023) and the Statutory Tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

#### **Structure**

The Method Statement is structured as follows:

- A. PROPOSED CAR PARKING SURVEY METHOD
  - 1) Survey Triggers
  - 2) Survey area
  - 3) Proposed survey method
  - 4) Criteria to define parking street
  - 5) Proposed survey reporting
  
- B. PROPOSED DESIGN, PUBLIC CONSULTATION AND IMPLEMENTATION METHOD
  - 1) Car parking questionnaire
  - 2) Preliminary Design
  - 3) Public Consultation on Preliminary Design
  - 4) Cabinet Recommendation
  - 5) Publicity of the TRO(s)
  - 6) Implementation of TRO(s)

## **A. PROPOSED CAR PARKING SURVEY METHOD**

### **1) Survey Triggers**

As set out in Schedule 4 of the Section 106 Agreement.

### **2) Survey Area**

- a) Boundary area for surveys shown edged black on the attached Plan titled S106 Proposed parking survey area (representing a 5-minute walk from the centre of Prestwich provided by Bury Council).
- b) All streets shown in purple will be surveyed.
- c) Streets shown in yellow will not be surveyed as they are covered by double yellow lines or other Traffic Regulation Orders.
- d) Streets shown in blue will not be surveyed as these properties have off-street parking (clause 4.3 c) of Parking policy).

### **3) Proposed Survey Method (developed with consideration of RPZ Policy)**

- a) Parking beat surveys on a Wednesday and a Saturday.
- b) To be carried out at 10am, 2pm and 7pm, and once overnight in the period 00.00-05.00 in the night either before or after the survey day.
- c) Survey results will present length of each street on which parking can be legally carried out, converted into theoretical number of parking spaces (assuming bays at 6m length), with each beat survey capturing how many vehicles are parked at that time as a number and as a proportion of available spaces on that street.
- d) Incidents of illegal parking will also be captured (double yellow lines, at junctions, on pavement, etc) as this can demonstrate parking stress.

### **4) Criteria to Define Parking Stress**

- a) A minimum of 50% of the kerb space occupied by non-residents for more than five hours a day on at least four days a week, and
- b) At least 85% of all available kerb space is occupied by all parked vehicles for a 5 hour period

### **5) Proposed Survey Reporting**

- a) Following the pre-commencement surveys, a report will be issued to Bury Council setting out the findings.
- b) Following the expiry of 3 months of the first Occupation of the first residential building in the first Plot and 3 months of occupation of the final residential building in the third plot in the outline element (if an RPZ has not already been implemented) surveys will be undertaken in line with the above and the findings issued to Bury Council.

- c) Within 4 weeks of receipt of the report of the findings of the surveys carried out the Council shall determine whether any Residents Only Parking Zone or Zones is/are necessary based on the results of the survey and shall notify the Owner of its decision in writing. The RPZ process will only be triggered where the occupation of the first residential building / the final residential building in third plot has created parking stress (defined in Section 3) where there was not previously parking stress pre-commencement of the Travel Hub.

## **B. PROPOSED DESIGN, PUBLIC CONSULTATION AND IMPLEMENTATION METHOD**

### **1) Car parking questionnaire**

- a) On streets where the occupation of the first residential building has created parking stress that was not evident pre-commencement of the Travel Hub, one page questionnaires (prepared by the Owner) will be sent by the Owner to residents of the affected areas (to be tightly defined) on behalf of the Council. This will request:
- information including the number of vehicles they own,
  - how many visitors they have a week, and
  - their perceptions of a problem as well as other relevant data collection.
- b) As noted at paragraph 5.4 of the Policy *“These questionnaires are useful for assessing whether the problem is caused by the residents and their visitors. Where it becomes clear that this is not the case a residents parking scheme would not be proposed”*.
- c) Bury Council Officers will review the questionnaires within 4 weeks and advise whether, based on the findings, the next stage of design and consultation is required. Bury Council Officers will clearly define which streets required further design work and the rationale for this.

### **2) Preliminary Design**

- a) The Owner to progress with preliminary designs for requisite RPZ's based on the above stages (at own cost) in coordination with Bury Council Officers. Consideration should be given to:
- Local traders/businesses
  - Effects on adjacent area's
  - Needs of visitors and essential callers
  - Any complimentary traffic management measures
  - Other relevant policies and schemes
- b) Bury Council Officers to provide comments on Preliminary Designs within 2 weeks of receipt and meet with the Owner's design team as reasonably required.

- c) Preliminary designs to be formally signed off by Bury Council Officers for public consultation purposes.

### **3) Public Consultation on Preliminary Design**

- a) A statutory 21 day public consultation will be undertaken with residents/ local businesses on the preliminary designs for affected roads (as previously agreed with Council Officers). This consultation will cover the following:
- Letter drop to residents on affected roads setting out:
    - Overview of the preliminary proposals;
    - Proposed drawing;
    - Council contact details to include postal address and website address (doubled sided single page); and
    - Response timescales.
  - The distribution for residents letters will be tightly defined and agreed in advance with Bury Council Officers. However, it will likely only extend to affect residents on the street in question.
  - The Council to host the proposed scheme description(s) and plan(s) on consultation page of website (<https://www.bury.gov.uk/council-and-democracy/consultations>).
- b) Following conclusion of the consultation the Council are to provide responses to the Owner. These responses will then be compiled into a consultation report by the Owner within 2 weeks and re-issued to the Council for consideration.

### **4) Cabinet Recommendation**

- a) Bury Council Officers to review consultation response and prepare a Cabinet Report with recommendation on whether RPZ's should be progressed.
- b) The criteria required for an RPZ scheme to progress is at least **51%** of properties in the consultation area (to be tightly defined) supporting the introduction of an RPZ. If this threshold is **not** reached then Officers will **not** recommend progressing with the RPZ to the Cabinet.
- c) The Owner shall only be required to fund such RPZ's or Zones if the survey(s) shall have demonstrated that the occupation of the first residential building has resulted in increased parking stress, as determined in accordance with Bury Council's Parking Policy (2019)/ above, and that the consultation demonstrates that the residents are in favour of such RPZ's or Zones being introduced (i.e. over 51%).
- d) Paragraph 6.8 of the Policy advises that *"There may on occasion be the need to refuse the implementation of a scheme even when evidence shows there is a problem and residents support the introduction of the scheme. This could be due to a number of reasons including financial restraints or excessive setting up*

costs". This should be taken into consideration by Bury Council Officers in reporting to Cabinet.

#### **5) Publicity of the TRO(s)**

- a) If a RPZ has received endorsement at Cabinet it will be formally advertised in the local press in line with Department for Transport guidance and notices will be posted on site (owner to cover the costs of this on behalf of the Council). During this time formal objectors may submit their comments in writing to the Council Solicitor.
- b) If there are objections received as part of the formal advertisement, that differ from any considered as part of the informal consultation stage, it may be necessary for Bury Council Officers to refer back to a future Cabinet meeting.

#### **6) Implementation of TRO(s)**

- a) Subject to outcome of formal advertisement and Cabinet (if required) the RPZ scheme will be implemented by the Council at the expense of the Owner. This will include the following costs for the specified area:
  - Cost of securing Traffic Regulation Order
  - Signage
  - Lining

The Owner shall not be required to fund the costs of any action taken by the Council to maintain or enforce any of the RPZ's or Zones and the Budget shall not include any such costs.