

17 September 2025
Our Ref: 240887/01

Bury Council
Knowsley Place
3 Knowsley Street
Bury
BL9 0SW

FAO: Jennie Townsend

Dear Jennie,

PLANNING REF 72240: PROPOSED RESIDENTIAL DEVELOPMENT – SPURR HOUSE, POLE LANE

Following the submission of the above planning application, the local highway authority have provided a response by email and we are writing to provide the information requested and address the issues raised.

The email refers to the advice provided as part of the pre-application enquiry. The pre-application advice comprised five bullet points within the overall planning response and each point is addressed in turn as follows:

- The first bullet point raised concern with the angled geometry of the site access junction with Pole Lane and this was subsequently revised to be perpendicular to directly address this point. It is noted that refuse vehicles would use the opposing side of the carriageway when accessing the site, which is typical of residential accesses and in line with Manual for Streets, which advises that *“The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre.”*
- The second bullet point suggested that the visibility splays from the site access would require measures to restrict vehicle speeds to below 20mph, however as set out in the Transport Statement, the proposed site access would provide visibility splays of 2.4m x 43m which is the recommended level for vehicle speeds of 30mph and they therefore exceed the requirements for the 20mph speed limit of Pole Lane.
- It is noted that Pole Lane does not provide access to a site allocation as suggested previously by the highway officer.
- The fourth bullet point requiring justification for the car parking provision is noted and this justification is set out in detail in paras 3.9-3.13 of the Transport Statement submitted with the application.
- The final bullet point requires a topographical survey and this was subsequently undertaken; it is confirmed that the access plans submitted with the application are based on the topographical survey. It is agreed that the footway would be reinstated at the location of the existing access to be closed and this can be conditioned as part of any planning consent.

With regard to the further comments provided in response to the planning application, the application of condition 9 of the previous Pupil Referral Unit application for this site requiring the site access to be designed to an agreed specification plus the provision of tactile paved pedestrian crossing points is accepted, as is the subsequent suggestion of a condition for street lighting.

The revised SPD1 for parking standards is noted and has been reviewed. The parking standards applied to this development from the SPD are 1.5 spaces per dwelling. This replaces the previous standards of 2 spaces per 1-bed dwelling and 2.5 spaces per 2-bed dwelling. The revised standards therefore represent a reduction on the previous standards and the car parking justification set out in the Transport Statement remains applicable.

Notwithstanding this, a TRICS based car parking accumulation assessment has been undertaken to identify the likely maximum car parking demand and provide further justification as requested by the highway officer. The TRICS data used is enclosed and the parameters used for the 100% affordable apartments are set out as follows:

- Residential;
- Affordable flats;
- Total vehicles ;
- Selection by number of dwellings;
- Weekday surveys only; and
- Only sites in 'Suburban area,' 'Edge of Town,' and 'Neighbourhood Centre' locations have been selected.

Table 1 shows the maximum car parking accumulation recorded by each survey included in the data relative to the number of units at each site, identified by TRICS survey references, and calculates an average number of units per parked vehicle.

Table 1 – TRICS Car Parking Accumulation

Site Reference	No. of dwellings	Maximum car parking accumulation	Dwellings / per vehicle parked
AC-03-D-01	30	21	1.43
CF-03-D-01	24	13	1.8
GS-03-D-02	27	16	1.7
HC-03-D-05	29	7	4.1
LN-03-D-02	22	7	3.1
NG-03-D-01	22	8	2.8
Average	26	12	2.5

The maximum car parking demand ratio is 1 vehicle per 2.5 dwellings and applying this to the 60 apartments proposed equates to a maximum car parking demand of 27 vehicles. It is therefore considered that the likely level of car parking demand for the affordable apartments can be accommodated by the proposed car parking provision of 62 spaces, allowing for fluctuations and visitor car parking. Even the lowest ratio of dwellings to maximum car parking accumulation of 1.43 would equate to a maximum demand of 42 vehicles, which could clearly be accommodated.

It is noted that for cycle storage, policy requires 1 secure covered space per unit and 1 visitor cycle space per 10 units. This equates to a requirement of capacity for 66 cycles and as detailed in the Transport Statement 70 are proposed, in excess of this requirement.

We trust that this provides the information requested.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'M Devenish', with a stylized, cursive script.

Mark Devenish CEng FCIHT
Senior Associate Director

Audit Code: c29b830c-873a-4381-8b1a-2865bee1bd42

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
	NG	NOTTINGHAM	1 day
08	NORTH WEST		
	AC	CESHIRE WEST & CHESTER	1 day
10	WALES		
	CF	CARDIFF	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	0.18 to 0.51 (units:DWELLS)
Range Selected by User:	20 to 140 (units:DWELLS)
Parking Spaces Range:	0 - 399

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/10 to 02/10/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Friday	1 days
Monday	1 days
Thursday	3 days
Tuesday	1 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	7
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Neighbourhood Centre (PPS6 Local Centre)	1 days
Suburban Area (PPS6 Out of Centre)	6 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Residential Zone	7 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	4 days
Servicing vehicles Included	3 days

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Secondary Filtering Selection:

Use Class:

C3	7 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

215 - 12619

Population within 1 mile:

1,001 to 5,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	5 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	4 surveys
250,001 to 500,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	4 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 7 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 7 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

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1	AC-03-D-01	BLOCK OF FLATS	CHESHIRE WEST & CHESTER
HEATH LANE CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.2 hect Survey date: Thursday 24/05/2012			
Survey Type: Manual			
2	CF-03-D-01	BLOCKS OF FLATS	CARDIFF
TYN-Y-PARC ROAD CARDIFF WHITCHURCH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.33 hect Survey date: Friday 07/10/2016			
Survey Type: Manual			
3	GS-03-D-01	BLOCKS OF FLATS	GLOUCESTERSHIRE
SAINT STEPHEN'S ROAD CHELTENHAM SPA Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.51 hect Survey date: Thursday 04/05/2023			
Survey Type: Manual			
4	GS-03-D-02	BLOCKS OF FLATS	GLOUCESTERSHIRE
PRINCESS ELIZABETH WAY CHELTENHAM SPA Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.26 hect Survey date: Thursday 04/05/2023			
Survey Type: Manual			
5	HC-03-D-05	BLOCK OF FLATS	HAMPSHIRE
WORTING ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.23 hect Survey date: Monday 18/10/2010			
Survey Type: Manual			
6	LN-03-D-02	FLATS	LINCOLNSHIRE
ADDISON DRIVE LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.31 hect Survey date: Wednesday 01/07/2015			
Survey Type: Manual			
7	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM
WATCOMBE ROAD NOTTINGHAM CARRINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.18 hect Survey date: Tuesday 23/06/2015			
Survey Type: Manual			

DESELECTED SURVEYS

Audit Code: c29b830c-873a-4381-8b1a-2865bee1bd42

Site Ref	Survey Date	Reason for Deselection
AN-03-D-03	07-12-2011	Location
BT-03-D-02	20-04-2022	Location
HA-03-D-01	17-07-2014	Location
HG-03-D-03	26-09-2014	Location
IS-03-D-03	21-11-2013	Location

Audit Code: c29b830c-873a-4381-8b1a-2865bee1bd42

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	28	0.062	0.119	0.181
08:00-09:00	7	28	0.057	0.103	0.160
09:00-10:00	7	28	0.124	0.129	0.253
10:00-11:00	7	28	0.088	0.155	0.243
11:00-12:00	7	28	0.098	0.088	0.186
12:00-13:00	7	28	0.072	0.077	0.149
13:00-14:00	7	28	0.082	0.093	0.175
14:00-15:00	7	28	0.134	0.103	0.237
15:00-16:00	7	28	0.134	0.124	0.258
16:00-17:00	7	28	0.170	0.098	0.268
17:00-18:00	7	28	0.165	0.139	0.304
18:00-19:00	7	28	0.119	0.103	0.222
19:00-20:00	1	29	0.138	0.034	0.172
20:00-21:00	1	29	0.207	0.241	0.448
21:00-22:00	1	29	0.103	0.103	0.206
22:00-23:00					
23:00-00:00					
Total Rates:			1.753	1.709	3.462

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c29b830c-873a-4381-8b1a-2865bee1bd42

Parameter Summary:

Trip rate parameter range selected:	20 - 140 (units: DWELLS)
Survey date date range:	18/10/2010 - 04/05/2023
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	28	0.000	0.015	0.015
08:00-09:00	7	28	0.005	0.026	0.031
09:00-10:00	7	28	0.005	0.005	0.010
10:00-11:00	7	28	0.005	0.005	0.010
11:00-12:00	7	28	0.000	0.000	0.000
12:00-13:00	7	28	0.000	0.000	0.000
13:00-14:00	7	28	0.000	0.000	0.000
14:00-15:00	7	28	0.000	0.005	0.005
15:00-16:00	7	28	0.015	0.015	0.030
16:00-17:00	7	28	0.005	0.005	0.010
17:00-18:00	7	28	0.010	0.000	0.010
18:00-19:00	7	28	0.021	0.000	0.021
19:00-20:00	1	29	0.000	0.000	0.000
20:00-21:00	1	29	0.000	0.000	0.000
21:00-22:00	1	29	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.066	0.076	0.142

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Parameter Summary:

Trip rate parameter range selected:	20 - 140 (units: DWELLS)
Survey date date range:	18/10/2010 - 04/05/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	28	0.010	0.041	0.051
08:00-09:00	7	28	0.036	0.134	0.170
09:00-10:00	7	28	0.067	0.072	0.139
10:00-11:00	7	28	0.077	0.093	0.170
11:00-12:00	7	28	0.046	0.088	0.134
12:00-13:00	7	28	0.098	0.082	0.180
13:00-14:00	7	28	0.057	0.103	0.160
14:00-15:00	7	28	0.119	0.113	0.232
15:00-16:00	7	28	0.196	0.139	0.335
16:00-17:00	7	28	0.067	0.036	0.103
17:00-18:00	7	28	0.082	0.077	0.159
18:00-19:00	7	28	0.057	0.052	0.109
19:00-20:00	1	29	0.310	0.034	0.344
20:00-21:00	1	29	0.103	0.000	0.103
21:00-22:00	1	29	0.069	0.034	0.103
22:00-23:00					
23:00-00:00					
Total Rates:			1.394	1.098	2.492

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Trip rate parameter range selected:	20 - 140 (units: DWELLS)
Survey date date range:	18/10/2010 - 04/05/2023
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	28	0.000	0.021	0.021
08:00-09:00	7	28	0.000	0.036	0.036
09:00-10:00	7	28	0.005	0.010	0.015
10:00-11:00	7	28	0.005	0.010	0.015
11:00-12:00	7	28	0.005	0.005	0.010
12:00-13:00	7	28	0.005	0.015	0.020
13:00-14:00	7	28	0.015	0.000	0.015
14:00-15:00	7	28	0.015	0.010	0.025
15:00-16:00	7	28	0.005	0.010	0.015
16:00-17:00	7	28	0.052	0.000	0.052
17:00-18:00	7	28	0.021	0.000	0.021
18:00-19:00	7	28	0.010	0.005	0.015
19:00-20:00	1	29	0.000	0.000	0.000
20:00-21:00	1	29	0.000	0.000	0.000
21:00-22:00	1	29	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.138	0.122	0.260

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Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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