

Porter Street, Bury

Response to BC Highway Comments

Client: Sonalight Living Ltd

Date: 30 July 2024

Prepared by: PM

Job No J328142

Approved by: JN

1. Introduction

1.1 Overview

- 1.1.1 This Technical Note (TN) has been prepared by mode transport planning (mode) in response to comments provided by Bury Council (BC) in relation to the Full Planning Application (Ref:70536/FUL) for the development of two Houses in multiple occupation (HMO) on land off Porter Street, Bury.
- 1.1.2 BC, in their role as Local Highway Authority (LHA), provided a statutory consultee response to the planning application in March 2024, in which they recommended the application be refused, citing parking, intensification, access arrangements and refuse collection as key reasons for refusal. BC's formal highways response is provided at **Appendix A**, for reference.
- 1.1.3 Further to the above, in April 2024, BC issued an officer's report in which the application was refused. The officer's report is provided at **Appendix B**, for reference.
- 1.1.4 This TN provides a formal response to BC's comments and observations in sequence, followed by an associated, considered response from mode.

2. Background Information

2.1 Live Application: (Ref: 70536/FUL)

- 2.1.1 A Full Planning Application for the site was submitted in February 2024, for the part change of use of former showroom/laundrette and 1no. flat (use class E/ Sui Generis/Class C3) to form 1no. 7 bedroom (single occupancy) HMO (Sui Generis) and 1no. 8 bedroom (single occupancy) HMO (Sui Generis) with associated parking and refuse storage and external alterations. As part of the proposals, the existing three flats on site are to be retained.
- 2.1.2 Vehicular access to the site is to be provided from Back Rake Street, via the existing T junction on Back Walmersley Road West.

- 2.1.3 A Design and Access Statement was submitted as part of the application, which details the access and parking arrangements for the site, and considers the relevant transport policy set out in the National Planning Policy Framework (NPPF) and the Bury Unitary Development Plan.

3. BC Comments and Response from mode

3.1 BC Highways: Comment 1

"The proposal would result in a significant intensification of the use of a building with no existing off-street parking facilities, which is highly likely to lead to vehicles parking and carrying out manoeuvres on the surrounding streets, where on street parking facilities are at a premium at all times of the day, which would have a significant impact on existing parking facilities for existing residents and be detrimental to the free flow of traffic and road safety."

3.2 Mode Response: Traffic Intensification

- 3.2.1 It is noted that BC have concerns regarding the potential intensification of use on site. This section provides an overview of the methodology used to calculate the forecast travel demand associated with the development proposals, with reference to vehicular trip rates and trip generation.
- 3.2.2 It should be noted that the site currently has three commercial units which are used / have been used as the following:
- Former Glazing Suppliers / Carpet Fitter's Showroom;
 - Barbers; and,
 - Laundrette.
- 3.2.3 Considering there is no current on-site parking facilities, the above current uses on site will generate on street parking demand, which is likely to be accounted for on the local highway network immediately surrounding the site.
- 3.2.4 Further to the above, it should be noted that the former showroom and barbers (commercial units 1 and 2 on site) both benefit from an unfettered lawful E class use. Therefore, lawfully, a new occupier operating a convenience store or nursery for example could occupy the existing site, under planning laws and regulations.

3.2.5 Whilst not included within this assessment (due to zero HMO sites being available within the TRICS database), as of 30th July 2024, the existing four flats on the site benefit from a lawful development certificate for the proposed change of use from '4 no. Flats (class C3) to 4 no. HMO's (class C4). As a result of this, the residential aspect of the site has lawful and permitted development for 4 HMO's of 6 residents, which could result in 24 residents occupying site, in addition to the commercial elements (as prescribed below).

3.2.6 mode has therefore undertaken a net trip assessment to compare what the existing site could lawfully generate against what the proposals could generate.

Lawful E Class Use – Convenience Store (E,a)

3.2.7 In order to account for the lawful scenario that a convenience store should occupy the site, mode have consulted the TRICS database for retail convenience store (01/O) trip rates. In order to ensure this sensitivity assessment is robust, mode have only included convenience stores which don't benefit from on-site parking. The parameters used to obtain the trip rates are set out below:

- 01 / O – Retail / Convenience Store
 - Sites excluding: London, Greater London, Ireland, Scotland and Wales;
 - Date Range: 15/06/13 – 15/06/23
 - Site Size Range: 204 – 305 sqm GFA
 - Survey Days: Monday, Wednesday
 - Location: Edge of Town Centre and Suburban Areas (in residential and built up zones);
 - Sites with similar levels of nearby public transport provision;
 - Removed covid affected survey sites, original surveys from any that have been resurveyed and sites with unrepresentative levels of parking (i.e on-site parking facilities); and,

3.2.8 The resultant trip rates and trip generation, based on the above parameters are set out in **Table 3.1**, with the full TRICS output report attached at **Appendix C**.

3.2.9 It should be noted that as the former showroom and barbers (commercial units 1 and 2 on site) both benefit from blanket E class lawful land use, the trip generation calculations have been based on the combined total GFA of these units, which is 277.93 sqm. The GFA of the laundrette (commercial unit 3 on site) has not been considered in this assessment as it benefits from Sui Generis planning permission.

Table 3.1 Traffic Generation Proposed Use

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rates	8.251	7.269	15.52	5.305	5.501	10.806
Trip Generation (277.93sqm)	23	21	44	15	16	31

3.2.10 As set out in **Table 3.1**, in the lawful scenario that a future occupier operates a convenience store on site, this could generate 44 and 31 two-way trips during the AM and PM peak highway periods, respectively.

Lawful E Class Use – Nursery (E,f)

3.2.11 As a further sensitivity test, mode have also consulted the TRICS database for nursery trip rates, as nurseries / creches fall under the E class (as E (f)). Again, to ensure this sensitivity assessment is robust, mode have only included a site which doesn't benefit from on-site parking, in order to reflect the nature of the site. The parameters used to obtain the trip rates are set out below:

- 04 / D – Education / Nursery
 - Sites excluding: London, Greater London, Ireland, Scotland and Wales;
 - Date Range: 02/05/13 – 12/05/23;
 - Site Size Range: 300 sqm GFA;
 - Survey Days: Friday;
 - Location: Edge of Town Centre (in residential zone);
 - Sites with similar levels of nearby public transport provision;
 - Removed covid affected survey sites, original surveys from any that have been resurveyed and sites with unrepresentative levels of parking (i.e on-site parking facilities); and,
 - Removed sites with on-site parking.

3.2.12 The resultant trip rates and trip generation, based on the above parameters are set out in **Table 3.2**, with the full TRICS output report attached at **Appendix C**.

3.2.13 Similar to the review of trip generation for a potential convenience store (as set out in **Table 3.1**), the trip generation calculations have been based on the combined total GFA (277.93sqm) of the former showroom and barbers (commercial units 1 and 2 on site), which both benefit from blanket E class lawful land use.

Table 3.2 Traffic Generation Proposed Use

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	4.333	5.333	9.666	3.333	3.667	7
Trip Generation (277.93sqm)	12	15	27	9	10	19

3.2.14 As set out in **Table 3.2**, in the lawful scenario that a future occupier operates a nursery on site, this could generate 27 and 19 two-way trips during the AM and PM peak highway periods, respectively.

Proposed Use – Residential (HMOs – Total of 15 Bedrooms)

3.2.15 In order to provide an indication of the forecast development traffic generation on the local road network, data has been obtained from the TRICS database (V.11.1). Trip rates have been based on privately owned residential flats; however, the proposals will be exclusively HMO units, which typically have lower car ownership levels associated with them.

3.2.16 This matter is discussed in Development Control Policy Guidance Note 13 – Conversion of Buildings to Houses in Multiple Occupation (2007). Section 3.12 of the document acknowledges that car ownership is much lower in those groups who traditionally occupy HMOs than other households. It is stated: *“Accordingly, many occupants often rely on public transport to get to places of interest.”*

3.2.17 In light of the above, the use of trip rates associated with privately owned residential flats is considered to provide a highly robust assessment of the likely trip generation associated with the proposed HMO units. The parameters used to obtain the trip rates are set out below:

- 03 / C – Residential / Flats Privately Owned
 - Sites excluding: London, Greater London, Ireland, Scotland and Wales;
 - Date Range: 01/01/16 – 19/06/23
 - Dwelling Range: 27-135
 - Survey Days: Monday, Tuesday, Wednesday and Thursday;
 - Location: Edge of Town Centre and Suburban Areas (in residential and built up zones);
 - Sites with similar levels of nearby public transport provision; and,

- Removed covid affected survey sites, original surveys from any that have been resurveyed and sites with unrepresentative levels of parking (i.e more than the proposed number of dwellings).

3.2.18 The resultant trip rates and trip generation of the development proposals, based on the above parameters are set out in **Table 3.3**, with the full TRICS output report attached at **Appendix C**.

Table 3.3 Traffic Generation Proposed Use

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rates Per Dwelling	0.037	0.138	0.175	0.112	0.073	0.185
Trip Generation (15 Bedrooms)	1	2	3	2	1	3

3.2.19 As set out in **Table 3.3**, the total residential vehicular trip generation during both the AM and PM peak hours is three two-way trips. This equates to a trip every c.20 minutes onto the local highway network, which is unlikely to have a material impact on the local highway network.

Net Comparison

3.2.20 As outlined above, mode have undertaken a trip assessment to outline what the existing site could lawfully generate as a convenience store or nursery, which is summarised as follows:

- Convenience Store
 - AM Peak: 44 two-way trips
 - PM Peak: 31 two-way trips
- Nursery
 - AM Peak: 27 two-way trips
 - PM Peak: 19 two-way trips

3.2.21 As outlined above, the lawful use as a nursery is forecast to generate a lower level of trip generation than that of a convenience store. In order to provide a robust assessment, the trip generation associated with the nursery has therefore been compared with that of the proposed development, to forecast the likely net trip generation. This is presented in **Table 3.4**.

Table 3.4 Net Trip Generation

AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Arrive	Depart	Arrive	Depart	Total
Lawful Use – Nursery (277.93sqm)					
Trip Generation	12	15	9	10	19
Proposed Use – HMOs (Total of 15 Bedrooms)					
Trip Generation	1	2	2	1	3
Net Impact					
Trip Generation	-11	-13	-7	-9	-16

3.2.22 As outlined in **Table 3.4**, the above assessment would suggest that the proposed development would result in a net reduction of 24 two-way trips during the AM peak and net reduction of 16 two-way trips during the PM peak, when compared with the lawful scenario that a future occupier operates a nursery on site.

3.2.23 Noting and considering **Para 3.2.5** above, the resultant net-trip reduction (**Table 3.4**) would be greater, if the 4 existing flats were implemented as 6-bed HMOs, for which they currently have permitted development permission for.

3.2.24 Furthermore, even without consideration of a net trip comparison, the development proposals are only forecast to generate three two-way trips during the AM and PM peak hours. This equates to a trip every c.20 minutes onto the local highway network, which is unlikely to have a material impact on the local highway network.

3.2.25 In light of the above, it is not considered that the proposals will result in a material impact on the local highway network and as such the proposals accord with paragraph 115 of the NPPF, which states: *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe.”*

3.3 Mode Response: Parking

3.3.1 The provision of three parking spaces for the two HMOs is considered suitable, for the following reasons:

Car Ownership (Census Data, 2021)

3.3.2 Data has been obtained from the 2021 Census to investigate the car ownership levels by type of dwelling in the electoral ward in which the development site sits: Moorside, Bury. The results are set out in **Table 3.5**.

Table 3.5 2021 Census Data – Car Ownership Levels

Ward	Type of Dwelling	Tenure Type	No. of Rooms	No Cars in Household	1 Car	2 Cars	3 + Cars
E05014157 Moorside (Bury)	Flat, maisonette or apartment	Shared ownership, rented or lives rent free	1 to 3 rooms	515	212	24	7

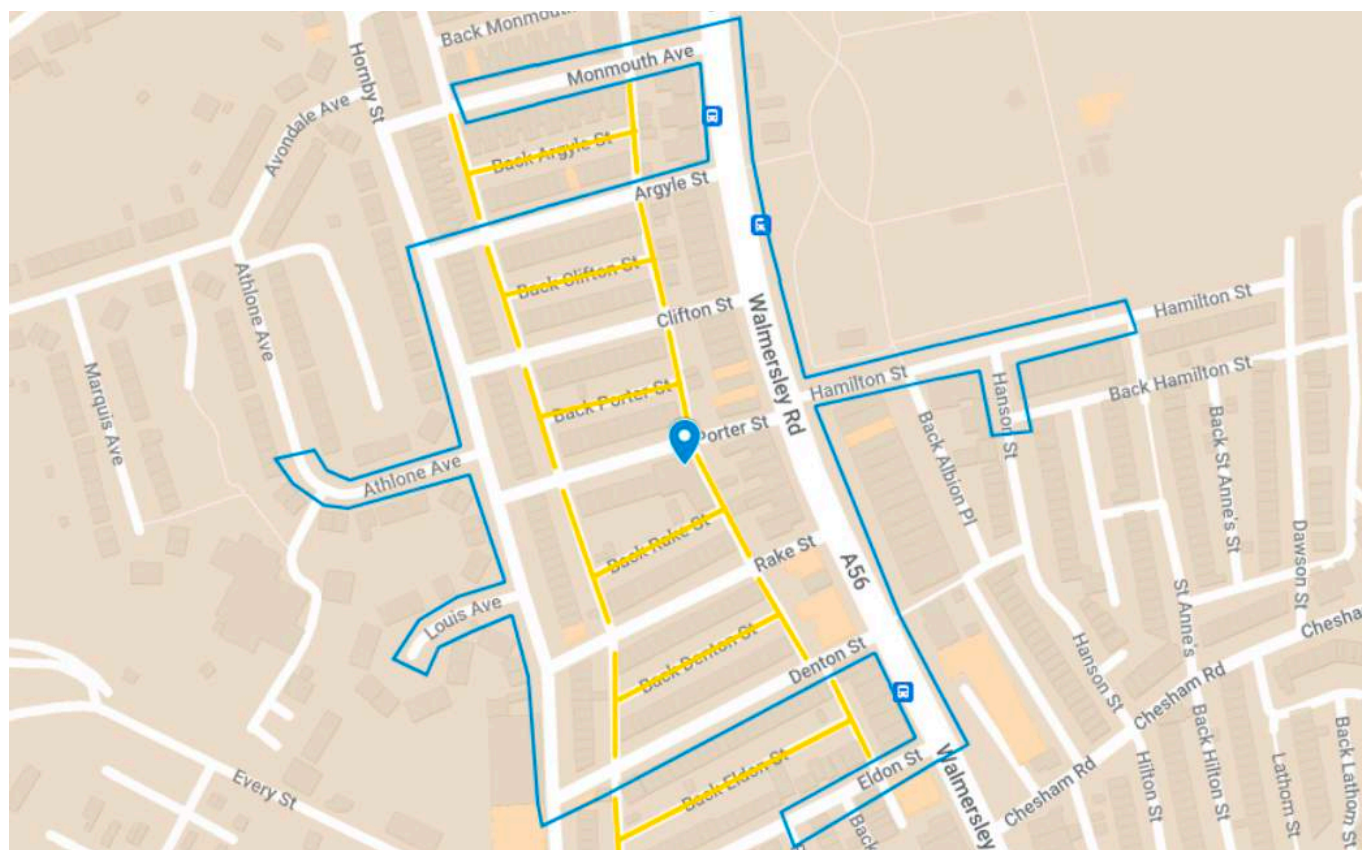
- 3.3.3 The results in **Table 3.5** demonstrate there are a total of 796 vehicles associated with the flats / maisonettes / apartments within Moorside, Bury (within the 1-3 room shared ownership/rented apartment tenure). Considering the ratio of households which don't have access to or own a car (65%) and the number of proposed rooms within the two HMOs (15), the car ownership statistics suggest that the proposals could generate demand for six car parking spaces.
- 3.3.4 It should be noted that this assessment has been based on all types of flats / maisonettes or apartments; not HMOs in isolation, which would likely have even lower cars associated with them. This matter is discussed in *Development Control Policy Guidance Note 13 – Conversion of Buildings to Houses In Multiple Occupation (2007)*. Section 3.12 of the document acknowledges that car ownership is much lower in those groups who traditionally occupy HMOs than other households. It is stated: “Accordingly, many occupants often rely on public transport to get to places of interest.”
- 3.3.5 Nonetheless, in order to provide a robust assessment of the parking strategy for the site, consideration has been made of a scenario whereby the proposals generate demand for six car parking spaces. As the development proposes three car parking spaces on-site, there would be a potential demand for a further three (on street) parking spaces in the nearby vicinity of the site.
- 3.3.6 In order to evaluate if the nearby local highway network has sufficient capacity to accommodate the potential demand for an additional three vehicles, mode have undertaken parking beat surveys, as detailed below.

Parking Beat Surveys

- 3.3.7 In order to determine the residual on-street parking capacity, in the vicinity of the site, and whether the parking requirements for the proposed development can be accommodated in the local area, parking beat surveys were undertaken on a neutral weekday (Tuesday 25th June) in 15 minute beat periods between 09:30-11:00 and 17:00-18:30. As well as this, snapshot surveys were undertaken at 01:00 on Tuesday 25th June and at 01:00 on Wednesday 26th June, respectively. This approach follows the industry standard ‘Lambeth Parking Technique’ methodology.
- 3.3.8 The parking surveys were undertaken within a 200m walking distance of the site (the equivalent to an approximately 2-3 minute walk) and therefore provide representative coverage of appropriate places to park vehicles in proximity to the site.

3.3.9 An overview of the survey extent is illustrated in **Figure 3.1**, with the raw parking survey data and associated report attached at **Appendix D**, for reference.

Figure 3.1 Parking Beat Survey (Excerpt from Alpha Parking Survey)



3.3.10 It should be noted that the following nearby roads / streets were considered inappropriate to include within the parking survey: Back Argyle Street, Back Clifton Street, Back Porter Street, Back Rake Street, Back Denton Street and Back Eldon Street.

3.3.11 The raw parking survey data has been analysed in order to determine the total parking availability levels, demand and running capacity for on-street parking for the existing scenario, in order to forecast the potential demand associated with the proposed development, based on the potential demand for three on-street parking spaces.

3.3.12 As detailed above, surveys were undertaken between 09:30-11:00 and 17:00-18:30 on Tuesday 25th June and Wednesday 26th June, respectively. Surveys were undertaken during these time periods to assess the capacity for on-street parking demand during employment hours and to see if capacity is typically taken by commuters driving to work. A summary of the results of the weekday surveys is set out in **Table 3.6** and **3.7** below.

Table 3.6 Weekday Survey Results AM

Survey Day / Beat Time			Morning Day Time Counts						
Road Name	Restriction	Capacity	09:30	09:45	10:00	10:15	10:30	10:45	11:00
Porter Street	Unrestricted	34	25 (74%)	25 (74%)	25 (74%)	24 (71%)	23 (68%)	23 (68%)	24 (71%)
Monmouth Avenue	Unrestricted	35	23 (66%)	23 (66%)	25 (71%)	22 (63%)	22 (63%)	22 (63%)	22 (63%)
Argyle Street	Unrestricted	38	25 (66%)	25 (66%)	25 (66%)	26 (68%)	23 (61%)	24 (63%)	25 (66%)
Clifton Street	Unrestricted	36	22 (61%)	22 (61%)	23 (64%)	23 (64%)	23 (64%)	25 (69%)	24 (67%)
Rake Street	Unrestricted	37	28 (76%)	28 (76%)	28 (76%)	27 (73%)	26 (70%)	27 (73%)	29 (78%)
Denton Street	Unrestricted	43	33 (77%)	33 (77%)	32 (74%)	32 (74%)	32 (74%)	29 (67%)	30 (70%)
Eldon Street	Unrestricted	16	13 (81%)	13 (81%)	13 (81%)	13 (81%)	12 (75%)	12 (75%)	12 (75%)
Hornby Street	Unrestricted	61	39 (64%)	39 (64%)	39 (64%)	38 (62%)	39 (64%)	40 (66%)	40 (66%)
Louis Avenue	Unrestricted	15	11 (73%)	11 (73%)	10 (67%)	10 (67%)	9 (60%)	9 (60%)	9 (60%)
Athlone Avenue	Unrestricted	16	10 (63%)	10 (63%)	10 (63%)	10 (63%)	10 (63%)	9 (56%)	9 (56%)
Walmersley Road	Double Yellow Lines	0	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Hamilton Road	Unrestricted	46	23 (50%)	23 (50%)	21 (46%)	20 (43%)	18 (39%)	19 (41%)	20 (43%)
Hanson Street	Unrestricted	6	2 (33%)	2 (33%)	2 (33%)	2 (33%)	2 (33%)	2 (33%)	2 (33%)
Totals		383	254(66%)	254(66%)	253(66%)	247(62%)	239(62%)	241(63%)	246(64%)

3.3.13 **Table 3.6** demonstrates that peak demand during the morning was recorded at 09:30 and 09:45, when 254 spaces were in use by parked vehicles, which equates to 66% of the total capacity. Thus, during the time of peak demand in the morning survey, there were a further 129 spaces available for on street parking, demonstrating ample reserve capacity.

Table 3.7 Weekday Survey Results PM

Survey Day / Beat Time			Afternoon Day Time Counts						
Road Name	Restriction	Capacity	17:00	17:15	17:30	17:45	18:00	18:15	18:30
Porter Street	Unrestricted	34	28 (82%)	27 (79%)	28 (82%)	28 (82%)	28 (82%)	28 (82%)	27 (79%)
Monmouth Avenue	Unrestricted	35	24 (69%)	23 (66%)	22 (63%)	22 (63%)	23 (66%)	23 (66%)	21 (60%)
Argyle Street	Unrestricted	38	25 (66%)	26 (68%)	26 (68%)	26 (68%)	25 (66%)	24 (63%)	24 (63%)
Clifton Street	Unrestricted	36	25 (69%)	25 (69%)	26 (72%)	26 (72%)	26 (72%)	26 (72%)	27 (75%)
Rake Street	Unrestricted	37	28 (76%)	27 (73%)	29 (78%)	28 (76%)	28 (76%)	26 (70%)	26 (70%)
Denton Street	Unrestricted	43	30 (70%)	30 (70%)	30 (70%)	30 (70%)	31 (72%)	30 (70%)	32 (74%)
Eldon Street	Unrestricted	16	12 (75%)	12 (75%)	12 (75%)	12 (75%)	12 (75%)	11 (69%)	11 (69%)
Hornby Street	Unrestricted	61	37 (61%)	38 (62%)	39 (64%)	40 (66%)	40 (66%)	40 (66%)	40 (66%)
Louis Avenue	Unrestricted	15	11 (73%)	11 (73%)	12 (80%)	12 (80%)	12 (80%)	12 (80%)	12 (80%)
Athlone Avenue	Unrestricted	16	8 (50%)	9 (56%)	9 (56%)	9 (56%)	9 (56%)	9 (56%)	9 (56%)
Walmersley Road	Double Yellow Lines	0	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Hamilton Road	Unrestricted	46	23 (50%)	23 (50%)	23 (50%)	23 (50%)	23 (50%)	23 (50%)	22 (48%)
Hanson Street	Unrestricted	6	2 (33%)	2 (33%)	2 (33%)	2 (33%)	2 (33%)	2 (33%)	2 (33%)
Totals		383	253(66%)	253(66%)	258(67%)	258(67%)	259(68%)	254(66%)	253(66%)

3.3.14 **Table 3.7** demonstrates that peak demand during the afternoon was recorded at 18:00, when 258 spaces were in use by parked vehicles, which equates to 68% of the total capacity. Thus, during the time of peak demand in the afternoon survey, there were a further 124 spaces available for on street parking, demonstrating ample reserve capacity.

3.3.15 In addition, snapshot parking surveys were undertaken on both weekday survey days (Tuesday 25th June and Wednesday 26th June) which represents the overnight availability for local residents. The results of the snapshot surveys show a worst-case reserve capacity of 70 available parking spaces on Tuesday 25th June and 74 available parking spaces on Wednesday 26th June; thus providing significant parking availability. A summary of the results of the snapshot surveys is set out in **Table 3.8**, below.

Table 3.8 Overnight Snapshot Survey Results

Survey Day / Beat Time			Tuesday (01:00hrs)		Wednesday (01:00hrs)	
Road Name	Restriction	Capacity	Occupancy	(%)	Occupancy	(%)
Porter Street	Unrestricted	34	31	91%	31	91%
Monmouth Avenue	Unrestricted	35	31	89%	30	86%
Argyle Street	Unrestricted	38	30	79%	31	82%
Clifton Street	Unrestricted	36	29	81%	28	78%
Rake Street	Unrestricted	37	33	89%	34	92%
Denton Street	Unrestricted	43	39	91%	36	84%
Eldon Street	Unrestricted	16	15	94%	15	94%
Hornby Street	Unrestricted	61	49	80%	49	80%
Louis Avenue	Unrestricted	15	13	87%	13	87%
Athlone Avenue	Unrestricted	16	11	69%	10	63%
Walmersley Road	Double Yellow Lines	0	0	0%	0	0%
Hamilton Road	Unrestricted	46	30	65%	30	65%
Hanson Street	Unrestricted	6	2	33%	2	33%
Totals		383	313	82%	309	81%

3.3.16 On the basis of the above, there are 70 reserve on street parking spaces within the immediate vicinity of the site overnight (which is considered a representative period of when on-street parking spaces are most in demand), which can accommodate the potential demand (of a further 3 spaces) as set out in **Paragraphs 3.3.3** and **3.3.4** of this TN.

Sustainable Credentials of the Site

3.3.17 The following sections provide a summary of the sustainable credentials of the site, which provide future residents with opportunities to access the site by sustainable modes, providing genuine alternatives to private car use.

Active Travel

3.3.18 In 2015, the Chartered Institution of Highways and Transportation (CIHT) produced the 'Planning for Walking' document. The document sets out guidelines designed to address the limited amount of guidance available to professionals about planning for walking.

- 3.3.19 The document suggests that c.80% of journeys shorter than 1 miles (1.6Km) are made wholly on foot. It goes on to say *“most people will only walk if their destination is less than a mile away.”* The propensity to walk or cycle is not only influenced by distance, but also quality of experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.
- 3.3.20 The Walkable Neighbourhoods paper (Sustrans, 2022) explores the extent to which the proximity of services is used as selection criteria by English local planning authorities when allocating sites for development.
- 3.3.21 Page 3 of the document includes the following text in relation to journey time: *“when journeys are short enough, most people walk. 800m or approximately half a mile, is generally considered a standard walkable distance as it typically takes approximately 10 minutes to walk, and a 20 minute walking trip (1,600m total) has been found to be the longest distance a majority of people are willing to walk to meet their daily needs.”*
- 3.3.22 In regard to cycling accessibility, the Department for Transport (DfT) Local Transport Note 1/20 ‘Cycle Infrastructure Design’ states that two out of every three personal trips are less than five miles in length (Transport Statistics Great Britain, DfT, 2016) – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 8km, and form part of a journey by public transport. Cycling is therefore an important travel mode that has the potential to perform a more significant role.
- 3.3.23 **Table 3.9** provides a summary of the distances and associated approximate walking/cycling journey times from the site to a range of local amenities. It should be noted that mode have utilised Google Map’s distances and journey time tool to inform the distances to key amenities. Journey times have been estimated on the following two assumptions, with journey times for both pedestrians and cyclists rounded up:
- Walking time: 80 metres per minute¹
 - Cycling time: 250 metres per minute²

¹ Walking time assumption based off guidance within ‘Guidelines for Providing for Journeys on Foot’ published by the Institution of Highways and Transportation (2000).

² Cycling time assumptions based off guidance within ‘Cycle Infrastructure Design Local Transport Note 1/20’ published by the Department for Transport (2020)

Table 3.9 Key Nearby Amenities

Amenity	Distance (m)	Walking Time (minutes)	Cycling Time (minutes)
Clarence Park, Bury	c.200m	3 minutes	1 minute
Walmersley Road Medical Practice	c.470m	6 minutes	2 minutes
Strachans Chemist	c.270m	4 minutes	2 minutes
Bury Healthcare Pharmacy	c.650m	9 minutes	3 minutes
KFC Bury Moorgate	c.880m	11 minutes	4 minutes
Walmersley Chippy	c.220m	3 minutes	1 minutes
Sam's Place Cafe	c.400m	5 minutes	2 minutes
The Green Community Cafe	c.350m	5 minutes	2 minutes
Co-op Food Walmersley	c.190m	3 minutes	1 minute
Marks and Spencer	c.940m	12 minutes	4 minutes
Tesco Superstore	c.950m	12 minutes	4 minutes
Hukd Golf	c.720m	9 minutes	3 minutes
Moorgate Retail Park	c.920m	12 minutes	4 minutes
Woodfields Retail Park	c.950m	12 minutes	4 minutes
Mill Gate Shopping Centre	c.1,400m	18 minutes	6 minutes
The Rock Shopping Centre	c.1,200m	15 minutes	5 minutes
Pure Gym Bury	c.1,300m	17 minutes	6 minutes
Vue Cinema Bury	c.1,400m	18 minutes	6 minutes
Khizra Mosque, Bury	c.500m	7 minutes	2 minutes
St John with St Mark C of E Primary School	c.250m	3 minutes	1 minute
St Joseph & St Bede RC Primary School	c.1000m	14 minutes	4 minutes
East Lancashire Railway Station	c.1,600m	20 minutes	7 minutes
Nearest Bus Stops	c.180m	3 minutes	1 minutes
Bury Town Centre	c.1,400m	18 minutes	6 minutes

3.3.24 **Table 3.9** highlights there are a range of land uses (including places to shop, eat, work, worship etc) within appropriate walking or cycling distances of the site. Further facilities and amenities can be accessed via rail services operating from East Lancashire Railway Station and local bus services operating along Russell Street and Argle Street (which are discussed in greater detail below). In summary the site is situated in an accessible, with ample opportunities to access local amenities and services by sustainable modes, providing genuine alternatives to private car use.

Public Transport

3.3.25 The CIHT Buses in Urban Developments Guidance (2018) summarises the recommended maximum walking distances for core bus corridors, high-frequency bus routes and less frequent routes, with the respective recommended maximum walking distances being 500m, 400m and 300m respectively.

3.3.26 In terms of the local bus services that operate within the vicinity of the site, there are two bus stops located within a 500m walking distance of the site (Russell Street Bus Stop and Argle Street Bus Stop) served by the 472, 481 Irwell Line and 483 Irwell Line services. The bus services provide frequent services to the local surrounding area, Bury Town Centre, Blackburn and Burnley. The stops and services set out above can be accessed via the existing pedestrian infrastructure and network of roadside footways on Porter Street and the A56.

3.3.27 On the basis of the above, it is considered that the development proposals accord with paragraph 10 of the NPPF, which sets out a presumption in favour of sustainable development.

Policy Position

Development Control Policy Guidance Note 11 – Parking Standards in Bury (2007)

3.3.28 The Development Control Policy Guidance Note 11 provides parking standards for different developments across Bury. The SPD has the following key objectives:

- **Objective A:** To ensure that the level of car parking associated with a development proposal or particular use is appropriate, in order to support a reduction in reliance upon the private car. This encourages use of more environmentally friendly and sustainable modes of transport in line with national, regional, sub-regional and local planning guidance;
- **Objective B:** To set specific standards to ensure appropriate levels of car parking for residential developments within defined areas of high accessibility, which offer a choice of sustainable transport modes;
- **Objective C:** To encourage an integrated approach to specific land uses and transport networks by improving the physical and social links between them; and,
- **Objective D:** To ensure that parking facilities are inclusive and cater for end users in a safe and non-threatening manner.

3.3.29 It should be noted that the standards don't specify HMO parking provision. However, section 4.1 of the document states *"the provision of adequate parking facilities and their design should be appropriate to the scale, nature location and users of a proposal."*

Development Control Policy Guidance Note 13 – Conversion of Buildings to Houses In Multiple Occupation (2007)

3.3.30 The Development Control Policy Guidance Note 13 relates to BC's planning policy with regard to the conversion of buildings into Houses in Multiple Occupation (HMO).

3.3.31 Whilst the SPD doesn't explicitly state suitable levels of car parking associated with HMOs, Section 3.12 of the document acknowledges that car ownership is much lower in those groups who traditionally occupy HMOs than other households. It is stated: *"Accordingly, many occupants often rely on public transport to get to places of interest."*

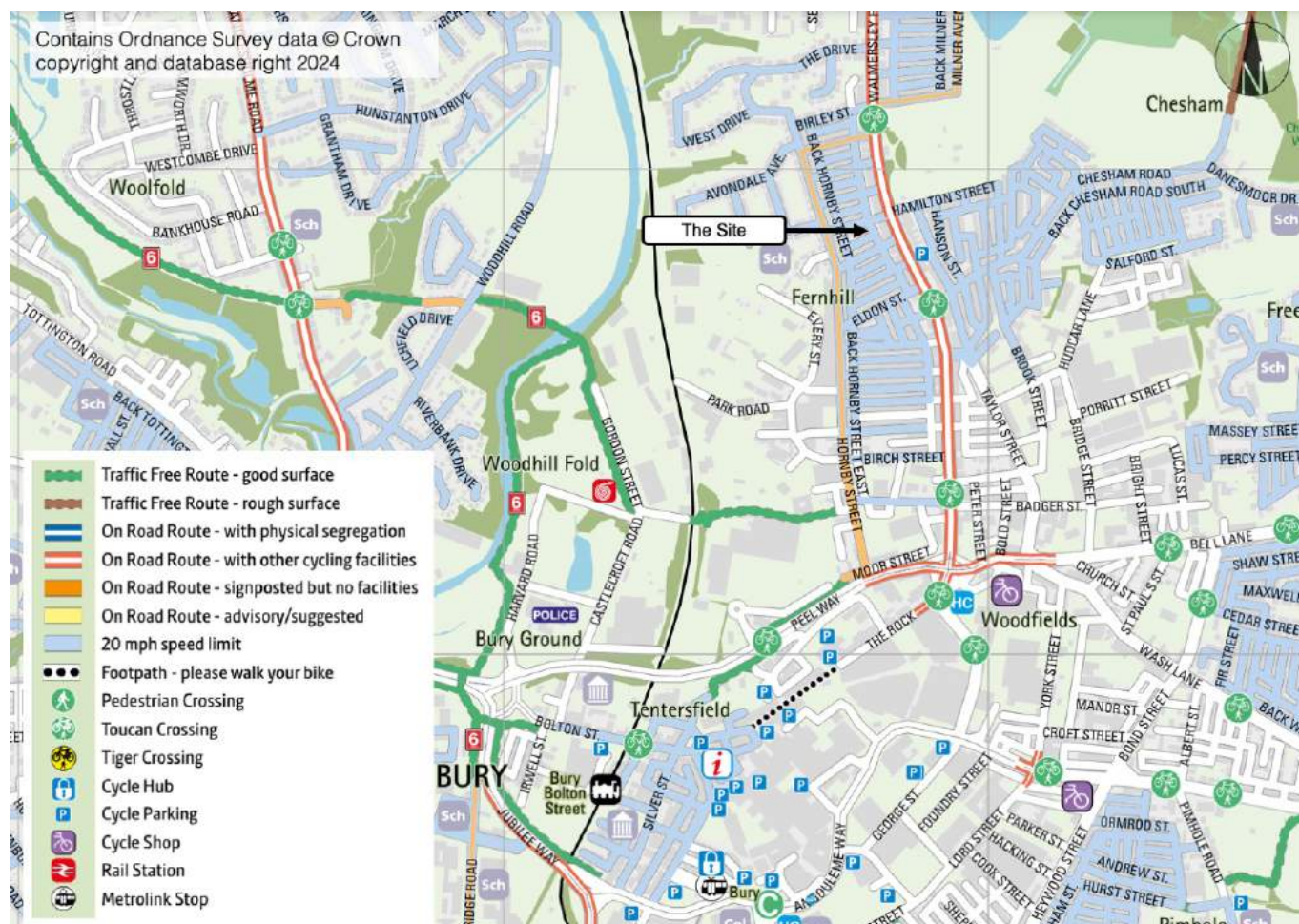
3.3.32 The SPD sets out that HMOs are often best located in vibrant areas that are:

- On or near a relatively busy highway;
- In areas well served by public transport;
- In areas well served by cycle routes; and,
- In areas well served by a range of services, including shopping and leisure.

3.3.33 The site is located c. 50m west of the A56 and within a 200m walking distance of two bus stops which provide frequent connections between the site and Bury town centre (as demonstrated in **paragraphs 3.3.25 - 3.3.27**, above.)

3.3.34 Furthermore, on the Transport for Greater Manchester Cycling Map (TfGM), the A56 is marked as a on road cycling route which provides a connection to a traffic free route and Bury Town Centre. An extract from TfGM's cycling map is provided below:

Figure 3.2 TfGM Cycling Map



3.3.35 Furthermore, the site is located on the edge of Bury town centre, and as demonstrated in **Table 3.9** (above), there are a range of key amenities within appropriate walking / cycling distances of the site.

3.3.36 On the basis of the above, the development proposals accord with SPD 13 and the acknowledgment of a lower level of car ownership is reflected in the proposed provision of car parking on site and the sustainable credentials of the site's location.

Tenancy Agreements

3.3.37 The three proposed car parking spaces will be allocated to pre-determined units. The remaining units will be rented out on the basis that the tenant cannot own and/or bring a vehicle to the site. A restrictive covenant agreement can be included within the tenancy agreements to ensure that residents of certain rooms do not own and/or bring a car to park within the local area.

Travel Plan Measures

Travel Plan Statement

- 3.3.38 BC's Development Control Policy Guidance Note 12: Travel Plans in Bury stipulates the requirement for travel plans in accompanying planning applications. The guidance sets out the requirement for travel plans for residential developments of more than 80 units. Whilst the site doesn't meet the threshold required to provide formal travel planning, mode are proposing that a travel plan statement will be prepared for the two HMOs, to be printed, laminated and put on a noticeboard within the HMO communal areas (only for the first occupants of the HMO).
- 3.3.39 The travel plan statement will contain useful and relevant information on how the residents can use active travel or public transport to reach their destinations. This will help to support sustainable travel to and from the development and help residents become aware they are not dependant on single occupancy cars as a means of transport.

Public Transport Taster Tickets

- 3.3.40 Further to the above, the applicant is also willing to investigate the potential to provide bus taster tickets (for a period of 1 month) to the first residents (maximum of 15 tickets) on site who come forward to claim them. This will involve the applicant approaching local bus operators and obtaining 1 month taster tickets.

3.4 BC Highways Comment 2:

"The proposed access and parking arrangement are sub-standard, with inadequate levels of visibility at junction with Back Rake Street and at the edge of the footway and inadequate arrangements to maintain vehicles clear of the adopted highway, which is likely to lead to the creation of conflicts on the adopted highway between emerging and parked vehicles and pedestrians, to the detriment of highway safety."

3.5 Mode Response: Access

- 3.5.1 The principle of access to the site from Back Rake Street is considered acceptable due to the historic garages along Back Rake Street (included within the site curtilage). Furthermore, upon a review of Google Streetview, there are BC refuse bins located intermittently along Back Rake Street. This would suggest the BC refuse vehicle uses Back Rake Street, a vehicle much larger than private cars associated with the on-site parking spaces.

3.5.2 **Drawing J32-8412-PS-001** (attached at **Appendix E**) provides swept path analysis for a large car (used for robustness) which illustrates that the access / egress arrangements (into each of the three car parking spaces) can adequately accommodate all potential movements, noting that all three spaces allow vehicles to be clear of the adopted highway. All three parking spaces have been designed in accordance with BC's Development Control Policy Guidance Note 11: Parking Standards in Bury' which require spaces to be 2.4m x 4.8m.

3.6 Mode Response:

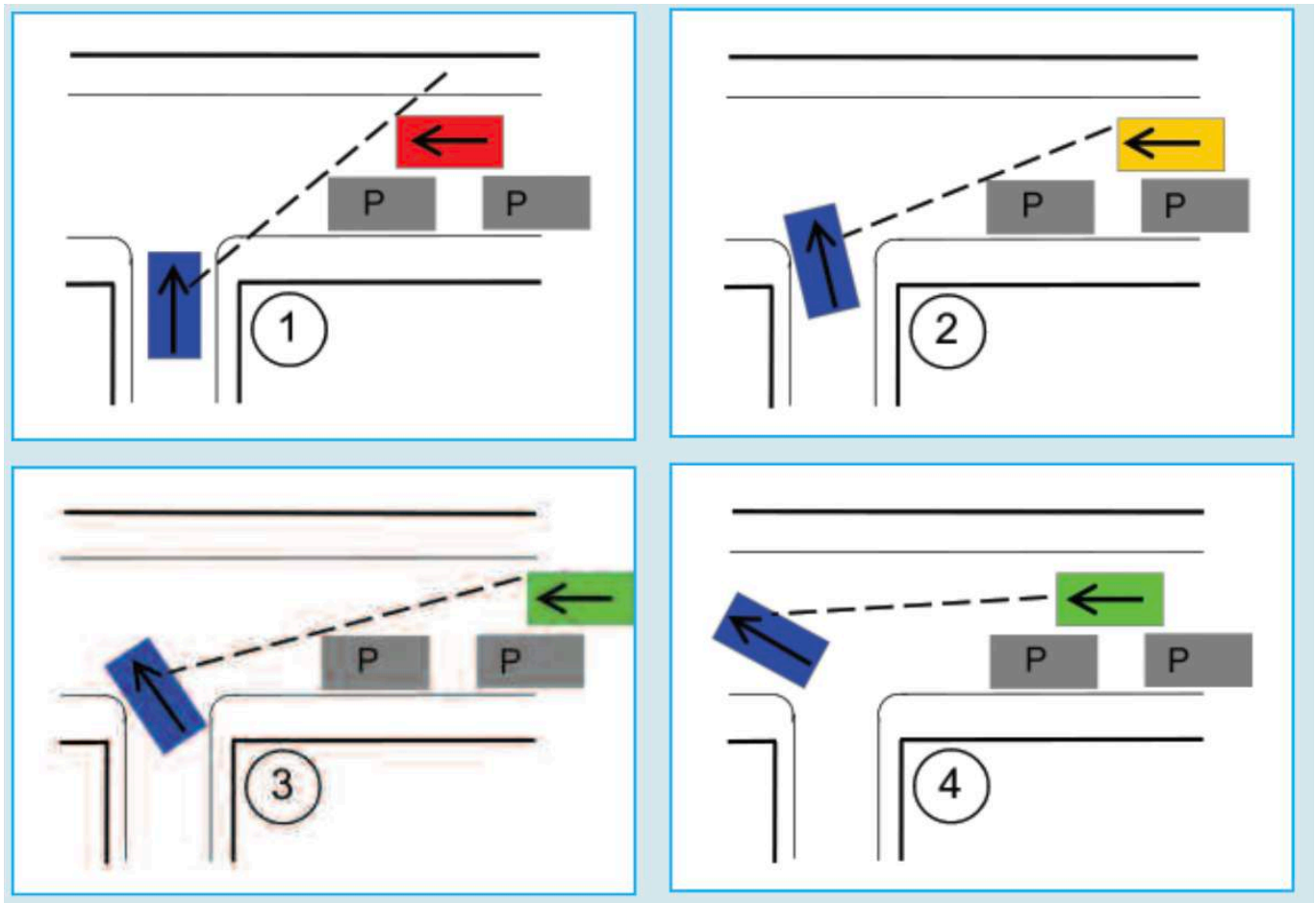
Vehicle Visibility

3.6.1 BC have raised concern that there is inadequate visibility levels on Back Rake Street. Manual for Streets 2 (MfS2) addresses situations in built up urban areas and that obstacles such as parked vehicles or buildings is quite common and doesn't necessarily create significant problems in practice. MfS2 at Paras 10.7.1 and 10.7.2 states the following:

- *"At urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on minor arms tend to nose out carefully until they can see oncoming traffic and vice-versa."*
- *"A car moves forward slowly until it can see far enough past the parked vehicles to see that gap to the next oncoming vehicle is long enough for it to pull out. Drivers on the major route will also be able to see the vehicle pulling forward slowly and may slow down or stop to allow it to pull out."*

3.6.2 **Figure 3.3** illustrates this scenario, with the blue vehicle gradually moving forward slowly to achieve the required visibility around the parked cars. This scenario is considered appropriate at the junctions of Back Rake Street and Back Walmersley Road W and also Back Walmersley Road W and Porter Street.

Figure 3.3 Visibility Around Obstacles (Extract taken from page 80, MfS2)



3.6.3 Given the comparison between **Figure 3.3** and the junctions within close proximity to the site, it is likely vehicles will operate in a similar fashion, whereby they edge forward slowly to achieve visibility along Back Walmersley Road W and Porter Street.

3.6.4 In regards to obstructed visibility, Manual for Streets (MfS) and MfS2 has undertaken various research items, in terms of safety and the interaction of site accesses with reduced visibility / SSD; generally, the research concludes that sites / accesses with constrained visibility result in vehicles traversing at slower speeds and with more caution; in addition, the results did not find there to be evidence that there is a direct correlation with reduced visibility and increased risk of injury accidents.

3.6.5 MfS2 at Paras 10.6.1 and 10.7.1 states the following:

- *“Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously – similarly to how vehicles pull out when visibility along the carriageway is restricted.”*

- *"Parking in visibility splays in built up areas is quite common, yet it does not appear to create significant problems in practise. Ideally, defined parking bays should be provided outside the visibility splays. However, in some circumstances, where speeds are low, some encroachment may be acceptable."*

3.6.6 In order to evidence the above, personal injury accident (PIA) has been obtained using the Crash Map database. This data is approved by the National Statistics Authority (NSA) and reported on by the Department for Transport (DfT) each year. The current dataset is complete for the period up to the end of 2022.

3.6.7 A review of PIAs on the local highway network in close vicinity of the site access has been undertaken for a 20-year period 2002-2022. The review demonstrated that no collisions have been recorded at any of the junctions of Back Rake Street and Back Walmersley Road W and Back Walmersley Road W and Porter Street.

3.6.8 Given the small intensification of vehicles using the proposed parking on site (three spaces) and the above guidance from MfS and accident analysis, it is not considered that there are any inherent safety issues on the local highway network surrounding the site which would likely be exacerbated by the additional traffic associated with the development proposals.

Pedestrian Visibility

3.6.9 The applicant has made amendments to the masterplan (as attached at **Appendix F**) in order to improve pedestrian visibility onto Back Rake Street, noting however that Back Rake Street is unlikely to be used by pedestrians often as this is situated to the rear of existing residential properties and is not considered to be on a primary desire line.

3.6.10 The proposed three parking spaces have been relocated to achieve the following pedestrian visibility splays:

- Western visibility splay: 2.4m x 2.4m; and,
- Eastern visibility splay: 2.4m x 2.2m.

3.6.11 The revised masterplan now demonstrates that the western pedestrian visibility splay fully accords with required pedestrian visibility splay standards, as set out in BC's 'Draft Development Control Policy Guidance Note 6 – Alterations and Extensions to Residential Properties'.

3.6.12 Whilst the eastern pedestrian visibility splay has a 30cm deficit, this is not considered to be significantly sub standard. Furthermore, a significant betterment is achieved to the west by relocating the parking spaces.

3.6.13 **Drawing J32-8142-PS-001**, attached at **Appendix E**, illustrates the achievable pedestrian visibility splays, for reference.

3.7 BC Highways: Comment 3

BC Comment

"The application and submitted plans contain insufficient information to ensure that adequate off-highway bin storage arrangements can be provided for the number of flats and HMO's proposed within the curtilage of the site in order to ensure that the adjacent adopted highways are not used for refuse collection purposes or the storage of communal bins."

- 3.7.1 Upon review of Google Streetview, it is evident that numerous waste bins are situated on Back Rake Street, which suggest a BC refuse vehicles uses this street to collect waste. The site's revised masterplan (attached at **Appendix F**) illustrates an area dedicated for bin storage which is clear of the adopted highway and within the curtilage of the site. There will be 4 shared bins associated with the HMOs and 6 bins (2 each) for the three existing flats. On the designated bin day, occupiers will use the space adjacent to the parking to wheel the bins down to Back Rake Street, ready for collection.

3.8 BC Planning Officer Comments

BC Officer Comment 1

- 3.8.1 *"No assessment has been provided within the Design and Access statement as to the needs of the existing /retained flats at the property, in addition to the proposed HMOs...3no. 1 bed flats would be retained at the property. SPD 11 would require a maximum of 1no. space for each of these units in a high access area. The site is in a sustainable location, within walking distance of Walmersley Road that is served by a bus route. It is also acknowledged that car ownership within HMO tenants is generally lower, however this cannot be controlled."*
- 3.8.2 The three existing flats benefit from extant planning permission and as such parking associated with these flats shouldn't be retrospectively considered as part of the development proposals. The proposed three spaces will be for the proposed HMOs only. As discussed in section 3.3, the site is located in a sustainable location. Therefore, existing residents benefit from opportunities for sustainable access to nearby amenities and services.

BC Officer Comment 2

"The proposed parking spaces would be accessed from Back Rake Street. This is a narrow back street with yard walls, and existing footways limiting the space to manoeuvre vehicles into and out of parking spaces. No tracking has been submitted to show that the spaces proposed can be accessed safely."

3.8.3 Swept path analysis has been undertaken for all three proposed parking spaces, **Drawing J32-8412-PS-001** (attached at **Appendix E**) provides a swept path analysis for estate car which illustrates that the access / egress arrangements (into each of the three car parking spaces) can adequately accommodate all potential movements, noting that all three spaces allow vehicles to be clear of the adopted highway.

BC Officer Comment 3

"The provision of off-street bike storage is welcomed"

3.8.4 As illustrated on the revised masterplan (attached at Appendix F), there will be 4 Sheffield cycle stands (providing storage space for 8 bicycles). These spaces will be stored behind the proposed car parking and will be accessible via a gated entrance. The location of the storage has considered paragraph 3.33 of BC's 'Development Control Policy Guidance Note 13 – Conversion of Buildings to Houses In Multiple Occupation (2007)', which sets out: "The location of the cycle parking areas should be in a convenient place where users can securely leave their cycles without obstructing common internal areas, entrances and exits (which are often the main means of fire escape)."

3.8.5 The level of cycle parking provided (1 space per two bedrooms) has been set higher than the minimum standards set out within BC's: 'Development Control Policy Guidance Note 11 – Parking Standards in Bury (2007)', which sets out a requirement of 1 space per 5 dwellings for private flats / dwellings. The proposed provision is considered important in helping to encourage future occupiers to use alternative modes of transport, other than the private car.

4. Summary and Conclusion

4.1 Summary

4.1.1 This TN has been prepared by mode in relation to the Full Planning Application (Ref:70536/FUL) for the development of 2 x HMOs on land off Porter Street, Bury.

4.1.2 In March 2024, BC provided a highways consultation response to the application, in which they recommended that the application be refused. Within this TN, mode have addressed each of the points made by BC and provided a formal response in sequence.

4.1.3 Based on the evidence presented within this TN, it is the opinion of mode that the development proposals accord with relevant national and local planning policy.

4.1.4 When considering the extant lawful land use of the site, the worst case traffic generation associated with the development proposals will be much lower than the worst case traffic generation associated with existing commercial units.

- 4.1.5 The net traffic assessment demonstrated the proposals would result in a net reduction of 24 two-way trips during the AM peak and net reduction of 16 two-way trips during the PM peak, when compared with the lawful scenario that a future occupier operates a nursery on site.
- 4.1.6 Even without consideration of the net trip generation, the development proposals are only forecast to generate three two-way trips during the AM and PM peak hours. This equates to a trip every c.20 minutes onto the local highway network, which is unlikely to have a material impact on the local highway network.
- 4.1.7 In the absence of suitable parking standards, the proposed parking provision of 3 spaces is considered suitable, as demonstrated by the sustainable credentials of the site, the type of residential use, parking beat surveys, census data and policy guidance.
- 4.1.8 The results of the parking survey demonstrate that there is ample spare capacity in the vicinity of the site, even during times of the highest peak demand on the local highway network. Over the course of the parking study period, the lowest residual capacity recorded was 70 spaces, which demonstrates that the additional demand for three parking spaces could be suitably accommodated in the vicinity of the site.
- 4.1.9 mode have suggested measures to BC to help enforce and dissuade future tenants bringing vehicles to the site, by the potential use of restrictive covenant agreements and travel planning measures.
- 4.1.10 The revised masterplan demonstrates that refuse storage will take place within the curtilage of the site and will not overspill onto the adopted highway.

4.2 Conclusion

- 4.2.1 Paragraph 115 of the NPPF states *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe.”*
- 4.2.2 Based on the information submitted within this TN, it is not considered that the proposed development would result in severe impacts on the surrounding highway network, and as such, is considered acceptable in transport and highways.

APPENDICES

APPENDIX A

BC Highways Response

BURY COUNCIL
DEPARTMENT FOR OPERATIONS

REF NO: 24/051

FROM: Head of Engineering

TO: Head of Development Management

Planning Application No: 70536

Location: 1-5 Porter Street, Bury, BL9 5DZ

Development: Part change of use of former showroom/laundrette and 1 No. flat (Use Class E/Sui Generis/Class C3) to form 1 No. 7 bedroom (single occupancy) HMO (Sui Generis) and 1 No. 8 Bedroom (single occupancy) HMO (Sui Generis) with associated parking and refuse storage and external alterations

RECOMMENDATION

I recommend that this planning application be refused

Reasons

1. The proposal would result in the significant intensification of the use of a building with no existing off-street parking facilities, which is highly likely to lead to vehicles parking and carrying out manoeuvres on the surrounding residential streets where on-street parking facilities are at a premium at all times of day, which would have a significant impact on existing parking facilities for existing residents and be detrimental to the free flow of traffic and road safety.
2. The proposed access and parking arrangements are sub-standard, with inadequate levels of visibility at junction with Back Rake Street and at the back edge of the footway and inadequate arrangements to maintain vehicles clear of the adopted highway, which is likely to lead to the creation of conflicts on the adopted highway between emerging and parked vehicles and pedestrians, to the detriment of highway safety.
3. The application and submitted plans contain insufficient information to ensure that adequate off-highway bin storage arrangements can be provided for the number of flats and HMO's proposed within the curtilage of the site in order to ensure that the adjacent adopted highways are not used for refuse collection purposes or the storage of communal bins. (RR08 Amended)

Comments and Observations

Date: 25 March 2024

Signed: **A Southgate**

(pp) Head of Engineering

HIGHWAYS ASPECTS ONLY

APPENDIX B

BC Officer Report

DELEGATED REPORT

Report by Helen Pressley	Date of report: 10/04/2024	Ref: 70536/FUL
Registration: 23/02/2024	LDfC: 02/04/2024	Expiry Date: 19/04/2024
Site Visit: 08/03/2024	Site Notice: 08/03/2024	Press Date: N/A
Objections: 18	Con Area: N/A	Adv Type: PI
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: COUS

Proposal: Part change of use of former showroom/laundrette and 1no. flat (Use Class E/Sui Generis/Class C3) to form 1no. 7 bedroom (single occupancy) HMO (Sui Generis) and 1no. 8 Bedroom (single occupancy) HMO (Sui Generis) with associated parking and refuse storage and external alterations

Location: 1-5 Porter Street, Bury, BL9 5DZ

Description

The application relates to an end terraced building on the corner of Porter Street and Back Walmersley Road West. The building is an "L" shaped property that turns the corner of this junction, and currently has a yard area and single storey outbuilding to the rear. The property currently has 3no. commercial units at ground floor and 4no. self contained flats at first floor.

Planning permission is sought for the conversion of the commercial properties, and 1no. flat into 1no. 7 bed HMO at ground floor and basement level (HMO 1) and 1No. 8 bed HMO at ground floor and first floor (HMO 2). HMO 1 would be accessed from Back Walmersley Road West and HMO 2 would be accessed from Porter Street. The existing garage/outbuliding to the rear of the sit would be demolished to provide 3no. parking spaces, bin storage and bike storage that would be accessed from Back Rake Street. An area of shared amenity space for the 2no. HMOs would be located to the rear of the site.

Relevant Planning History

22/0253 - Change of use of property to place of worship - 26/08/2022

19904- Change of use of first floor from Class D2 (Gymnassium) to Class B1 (Business) - Approve 10/7/1987

31133 - Conversion of first floor to 3no. self contained flats - Approve with Conditions 04/06/1995

Publicity

Neighbour letters sent 26/02/2024

Site notice

- Lack of parking
- Increase in litter and fly tipping
- Increase in drug dealing
- Increase in noise
- Anti-social behaviour
- Anti-social behaviour in relation to existing occupants
- Loss of privacy
- Area is becoming run down
- HMO not suitable in a residential area

- Too many HMOs and bail hostel in area. No restriction on smaller HMOs.
- Loss of property value
- Nice to have a barbers on the street we just need the laundry to come back again
- Concern in relation to rats
- No.1 is currently being used as a prayer house causes parking problems
- Exiting flats cause parking problems
- I am aware that there are NO rules regarding the over saturation of HMO in one area. This NEEDS to change.
- Walmersley has become unrecognisable from what it was in the 1990's, when it was a real community.
- Will add to strain to already over subscribed GPs, Schools, dentists etc.
- HMOs not well maintained
- Photographs received showing parking problems
- Loud banging and building work currently taking place

Statutory/Non-Statutory Consultations

Traffic Section - Recommendation for refusal due to the significant intensification of a building with no existing off-street car parking facilities, substandard proposed parking and insufficient information in relation to bin storage.

Environmental Health - Contaminated Land - No objections subject to a condition in relation to EV charging points and informative in relation to the Control of Noise on Construction sites.

Waste Management - No response.

Borough Engineer - Drainage Section - No response.

Greater Manchester Police - designforsecurity - Comments made in relation to entry to the 7bed HMO from the rear rather than a main road, lighting and access arrangements.

Adult Care Services - No response

Environmental Health - Private Rented Sector - Confirmation that the HMOs would need a licence and fire risk assessment. Concerns raised in relation to bedroom 3 of HMO1 and the amount of light and ventilation. Comment made in relation to ensuring there was enough bin storage, and access to empty bins and the minimum size for sinks within an ensuite.

Planning Policy Manager - Confirmation that the proposal would provide 1 net dwelling and only have a limited contribution to housing supply.

Pre-start Conditions - Not relevant

Unitary Development Plan and Policies

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/4	Conversions
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
HT2/4	Car Parking and New Development
JP-H1	Scale of New Housing Development
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-S2	Carbon and Energy
JP-P1	Sustainable Places

JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
NPPF	National Planning Policy Framework
SPD13	Conversion of Buildings to Houses in Multiple Occupation
SPD11	Parking Standards in Bury
SPD6	Supplementary Planning Document 6: Alterations & Extensions

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimisation;

The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

Human Rights: All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, it is concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the material Planning considerations shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

Principle (Residential)

The National Planning Policy Framework (NPPF) should be treated as a material planning consideration and it emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. The Framework states that unless they have an adopted plan that is less than five years old that identified a five year supply of specific deliverable sites at the time of conclusion of the examination, then local planning authorities should identify and update annually a supply of specific developable sites to provide either a minimum of five years' worth of housing, or a minimum of four years' worth of housing in certain circumstances set out in NPPF paragraph 226.

Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position, which is made up of sites that have an extant planning permission and sites that have potential to obtain planning permission in the future.

This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the deliverable land supply calculations as many sites will take longer than five years to come forward and be fully developed (e.g. some large sites could take up to ten years to be completed). In addition to the housing land supply in the SHLAA, the joint Places for Everyone Plan was adopted with effect from 21 March 2024 and allocates significant strategic sites for housing within Bury.

The adopted joint Places for Everyone Plan Policy JP-H1 sets a requirement for an average of 452 homes per year over the plan period, with stepped targets starting from a minimum housing target of 246 homes per year from 2022-2025 (increasing in future years of the plan). Following the adoption of PfE the Council is able to demonstrate a 5 year supply with a 20% buffer.

The National Planning Policy Framework also sets out the Housing Delivery Test, which is an assessment of net additional dwellings provided over the previous three years against the homes required. Where the test indicates that the delivery of housing was substantially below (less than 75%) of the housing requirement over the previous years, this needs to be taken into account in the decision-taking process. The latest results published by the Government show that Bury has a housing delivery test result of less than 75%, and therefore, this needs to be treated as a material factor when determining applications for residential development.

Therefore, paragraph 11d) of the National Planning Policy Framework states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

- i. The application of policies in the Framework that protect areas, or assets of particular importance, provides a clear reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, taken as a whole.

The site is in a sustainable location for housing within the urban area and sitting outside the Green Belt.

Due to the housing delivery test result, the 'tilted balance' applies and planning permission should be granted unless the above points Para 11(d) i or ii apply. However, the adoption of the Places for Everyone Joint Development Plan has resulted in new housing targets for the Borough and the allocation of strategic sites housing sites, which along with the identified housing land supply within the urban area enable the Council to demonstrate a deliverable 5 year supply of housing land, and will accelerate housing delivery within the Borough to meet housing needs.

In terms of residential units, the property currently comprises 4 flats. The proposal retains 3 of the existing flats and proposes 1 no. 7 bedroom HMO and 1 no. 8 bedroom HMO. For the purposes of housing supply monitoring (as set out in the housing lows reconciliation guidance which forms the basis for the housing delivery test), "House in Multiple Occupation (an HMO), if they were a house before, cannot be counted as a net additional dwelling, as they would have been counted as a net additional dwelling in a previous year. However, if a House in Multiple Occupation, is created by change of use from a non-residential building, then it can be counted as one net additional dwelling". This is contrary to the calculations set out within the Design and Access Statement that appear to have incorrectly used the HDT calculations for student accommodation or other communal accommodation (e.g. C2 care homes) rather than HMOs and therefore state that the development would deliver an equivalent of 8.3 dwellings. As the property currently comprises 4 flats, and the application is to retain 3 flats and provide 2 HMOs, the proposal would actually result in 1 net additional dwelling. As such, the proposal would have a limited contribution to housing supply.

Principle (HMO Sui Generis Use)

Policy H1/2 states that the Council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses.

Policy H2/4 - Conversions, has specific regard to effects on amenity of neighbouring properties, general character of the area, amenity of occupants, effects from external changes on the street scene and car parking and servicing requirements. This is supported by SPD 13- The Conversion of Buildings to Houses in Multiple Occupation, that seeks to ensure that properties are of a sufficient size to accommodate the proposals and are large enough to offer satisfactory levels of accommodation for future residents. This document also seeks to ensure that HMO's are located in suitable locations.

SPD 13 is rather dated in absolute terms (adopted in May 2007) and in some of the assumptions expressed (e.g. HMO's tend to attract residents in their teens and twenties who by their nature can be a little more energetic than older people, leading to a more active social life in the evenings). However, the general factors against which proposals should be assessed at UDP Policy H2/4 remain relevant.

Policy JP-H3 - Seeks to provide an appropriate mix of dwelling types and sizes reflecting local plan policies and having regard to relevant local evidence. Development across the plan area should seek to incorporate a range of dwelling types and sizes, including for self-build.

Paragraph 63 of the NPPF confirms that "size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing; families with children; older people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes" however no direct reference is made to HMOs or buildings of multiple occupation.

For clarification, a house in multiple occupation is a form of housing tenure, where occupants live together forming more than one household (i.e. where facilities such as kitchen, bathroom or bathrooms can be shared with other tenants).

The conversion of properties to multiple occupation can often make an important contribution to local housing stock. However, it is recognised that such conversions can put pressures on buildings, sites and areas depending upon the amount of accommodation to be provided, demands created from parking etc and thus have an adverse effect on residential amenity and the character of an area.

The main issues in relation to this proposal is the consideration of the impact of the proposed accommodation in relation to the suitability of the site and location, impacts on amenity, nature of the local environment, surrounding land uses and highway issues. These issues are discussed in more detail below and in light of the policies set out above.

Character of the area

Policy H2/4 takes into consideration the concentration of building conversions for multiple occupation and the impact this can have to the character of an area. This is an issue which has been raised by a number of objectors.

According to the current Bury Council Register of licensed Houses in Multiple Occupation, there are 9 licensed HMO's on Walmersley Road. 2 further HMO's on Walmersley Road have been approved through planning permission within the last 12 months but are not yet showing on the published register. No HMOs are registered on Porter Street, Clifton Street, Rake Street or Hornby Street.

No. 171 Walmersley Road is the nearest HMO to the site. This property is located on the junction of Walmersley Road and Porter Street and is adjacent to the site. This is registered as a 9 bed HMO. An additional 3 HMOs are registered or approved within 85 metres of the site. If the proposal were approved this would lead to 6 registered HMOs within an 85 metres.

Whilst a number of properties are retained in single occupancy, there are also a number of properties, particularly on Walmersley Road that have been subdivided into flats or are in use as hostels or community homes. Whilst these uses are compatible within residential areas, the over concentration of subdivided properties can impact on the character of the area due to the intensified use of the buildings in question.

In relation to this particular property when discussing the site and context the submitted Design and Access Statement references existing ground floor uses, and existing unauthorised uses at ground floor but does not reference the existing first floor uses, although this is referenced within the description of development and when reviewing alternative uses. The Executive summary (paragraph 1.5) also fails to take these existing, and retained flats into consideration. When discussing the surrounding land uses the Design and Access Statement states "The surrounding context is two-storey terraced housing with short yards accessed by back streets." No reference is made to the existing flats, HMOs or other residential uses within the vicinity of the site and how the introduction of further HMOs may impact the character of the area.

The existing plans are also insufficient. They reference "room areas" rather than room uses, although some of the room layouts do indicatively show their uses. The application form however does confirm that there are 3no. 1 bed flats and 1no. 2 bed flat existing at the property.

The Design and Access Statement references a number of NPPF paragraphs, but there is no assessment as to whether or not the proposal complies with these paragraphs. Bury UDP policies are also references but with little, to no assessment as to how the proposal would comply with these. When referencing H2/4 the Design and Access Statement states that "The proposal complies with the broad thrust of the policy." No assessment has been provided as to how this conclusion has been reached.

Policy JP-H4 requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design. Policy JP-H4 sets out minimum densities that should be considered. This site is within a GMAL6 area and within 800 metres of Bury Town Centre, therefore in accordance with PpE policy JP-H4 regard should be had to a minimum net residential density of 50 dwellings per

hectare. The total area of the site is 0.049 hectares, which based on a total of 5 dwellings would result in a density of 102 dwellings per hectare. This would result in a density at the site of over twice the minimum density.

JP-H4 also confirms that In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:

- A. 35-70 dwellings per hectare: primarily houses
- B. 70-120 dwellings per hectare: mix of houses and apartments
- C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable

The proposal is located in an area where the minimum density is 50 dwellings per hectare, and the policy above considers that these should primarily be provided through houses. Given the context set out above, where there are already a number of subdivided properties within the vicinity of the site it is therefore considered that the intensification of the existing building to provide the density proposed would be contrary to the policy considerations set out within JP-H4.

When considering the PD fall back at the site the Design and Access Statement states that the existing array of uses fall within either Class E or within sui-generis and benefit from prior approval allowances within Class MA and Class M of Part 3 of Schedule 2 of the GPDO 2015 respectively and consider that this would be a fallback position.

Whilst this fall back position is noted, it should also be noted that there is no evidence within the submitted documentation that the existing Class E or sui-generis uses have been appropriately marketed and are not viable at this site to provide important local services within walking distance of existing residents. The barber unit is still in use. Any prior approvals at the site would need to be adequately assessed against the relevant legislation in any event, and would not provide the 2 large HMOs applied for. Any external alterations would also need to be approved through a planning application.

The Design and Access Statement also considers that the existing flats can become HMO's under the provisions of Class L of Part 3 of Schedule 2 of the GPDO 2015. Whilst this is correct, considering these are 3no.1 bed flats and 1no. 2 bed flat it is considered that the conversion of these flats into HMOs would have limited, if any impact on the character of the area due to the limited number of bedrooms that can be provided. As such this is not considered to be a viable fall back position to provide the level of accommodation proposed.

It is considered that the applicant has failed to consider the full context of the existing building, retained uses, and the wider character of the area. The proposal would result in an additional 2no. HMOs which when considered against the existing neighbouring land uses would intensify the use of the site and fail to provide a good quality residential environment. The applicant has therefore failed to demonstrate that the proposal would not have a detrimental impact on the character of the area contrary to Policies H1/2, H2/4, JP-H4 and the National Planning Policy Framework.

Layout and Design

In addition to the policies set out above Policy EN1/2 seeks to ensure that development proposals would not have a detrimental effect on the visual amenity and character of a particular area. Policy JP-P1 Sustainable Places aims to promote a series of beautiful, healthy and varied places. UDP Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development, provide the assessment criteria for detailed matters relating to height, appearance, density and character, aspects and finish materials.

The existing street scene is depicted largely by two storey terraced dwellings. The site itself

is an end of terrace, two storey property . There is evidence of the site's former use as a co-operative within stone work to the front of the building, above the front window openings on door headers. A traditional shop front is also retained to the front of the building, however this has been somewhat degraded by the windows installed at No. 1.

The conversion of the building to residential needs to be sympathetic to the existing structure, reflecting it's character and retaining important features. It is noted that the applicant seeks to retain the shop front as a nod to the former use of the site and this is welcomed.

The proposed ground floor front windows however would not preserve the character of the property. They do not reflect the existing openings, and fail to reflect the vertical emphasis of the existing window openings at the first floor. The design of the proposed window openings is neither appropriate to, nor sympathetic with the existing structure, and would be detrimental to the visual amenity of the area. The proposed development therefore conflicts with policies EN1/2, JP-P1, H2/1, H2/2 and H2/4.

Amenity

Neighbouring Properties

Policy H2/4 requires applications for conversion to have regard to the effect on the amenity of the neighbouring properties through noise, visual intrusion, the position of entrances, impact of parking areas, extensions and fire escapes.

SPD 13 states that generally, planning applications will not be approved in areas of predominantly single family dwellings. However, decisions on such applications will depend upon the particular characteristics of each scheme, and its impact on the amenity and character of the neighbourhood. The LPA however can not condition who the tenants of the property would be and the management of the property would be undertaken by the landlord who would be required to obtain an HMO licence. The licensing of HMOs is required for landlords to ensure these properties are kept to the required standards and are adequately managed.

Bedrooms have been located adjacent to the shared wall between the site and No. 7 rather than the communal spaces, maintaining a similar relationship between the proposed use and the attached terraced dwellings.

There are no adopted aspect standards for new build residential properties however, SPD 6 provides guidance on aspect standards between residential properties in relation to householder extensions and as such, would be a reasonable guide in this case.

For clarity the following aspect standards would be applicable:

- 20 metres between directly facing habitable room windows;
- 13 metres between an existing habitable room window and a proposed two storey blank wall
- 6.5 metres between an existing habitable room window and a proposed single storey blank wall
- 7 metres between a proposed first floor habitable room window and a directly facing boundary with a neighbouring property.

SPD 6 confirms that in terraced streets, where the current aspect standards are not available, the existing distances between habitable room windows will be maintained as a minimum. However, the existing floor plans do not denote the uses of the existing rooms within the flats and commercial units to allow this assessment.

The front elevation of the site faces towards No. 2 - 10 Porter Street. A distance of 14 metres can be provided between the proposed ground floor and first floor habitable room windows. It is noted that this is below the 20 metres set out above however the site is separated from these dwellings by a highway. In addition whilst room uses have not been

included on the plans it would appear that there are already some habitable room windows at first floor with this existing relationship.

The rear windows would face towards the rear of the properties at No.6-10 Rake Street. The first floor rear windows would be located approximately 17metres from the rear boundaries of these properties exceeding the 7 metres set out above and would be over 20 metres from the principal rear elevations of these dwellings.

The ground floor rear windows would be separated from the rear of the properties along Rake Street by an area of amenity space, parking, a highway and the rear boundaries of these properties. As such no undue overlooking is foreseen.

Future Occupiers

Policy JP-H3: states that all new dwelling must:

1. Comply with the nationally described space standards; and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

This is further supported by UDP Policy H2/4 that seeks to consider the impact of any proposals on the amenity of the occupants.

HMO1

HMO 1 would be a 7no bed, single occupancy property. Each bedroom would be over 7.5m² and 2.15m wide complying with space standards for single occupancy rooms. Each bedroom would also have an ensuite that is not included within these floor areas.

A communal kitchen, diner and lounge with access to an additional shared WC would be located centrally within the unit would allow for approximately 34.7 square metres. Access would be available from this area to the communal outdoor space that would be sufficient to allow occupiers to site outside, or dry washing if required.

Bedroom 3 would be located in the basement. The only light for this window would be provided through an escape window that looks directly at a raised planter that is 900mm from the window. Whilst additional information could be provided in relation to light and ventilation of this room, this window would have no outlook, and would be significantly under aspect standards for a single storey to habitable room window relationship (6.5metres). As such it is considered that the location of a bedroom within the basement would be unacceptable.

The proposed development, by virtue of the proposed density and layout would lead to a poor arrangement of individual accommodation available for the future occupier of Bedroom 3 of HMO 1 and as such would have a detrimental impact on residential amenity of the occupiers contrary to UDP Policy H2/4.

HMO2

HMO2 would be a 8no. bed, single occupancy HMO. Each bedroom would be over 7.5m² and 2.15m wide complying with space standards for single occupancy rooms. Each bedroom would also have an ensuite that is not included within these floor areas.

This HMO would also have a kitchen/diner, a separate lounge at ground floor and co-working space at first floor. As with HMO access would be available from the kitchen/diner to the communal outdoor space that would be sufficient to allow occupiers to site outside, or dry washing if required.

A condition could be applied to ensure that the proposal would meet accessible and adaptable standards reflecting the the provisions of Part M4(2) of the Building Regulations.

Highways and Parking

Policy EN1/2 requires the consideration of the design and appearance of access, parking and service provision. This is further supported by Policy H2/2 that requires proposals to demonstrate adequate car parking provision, access for both vehicles and pedestrians, and provision for public transport and the existence of any public rights of way and Policy H2/4 that requires consideration of the impact of parking areas on the amenity of neighbouring properties, and the consideration of car parking and servicing requirements. Policies JP-C5 and JP-C6 require streets to be well designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

In terms of parking standards Policy HT2/4 requires all applications for development to make adequate provision for their car parking and servicing requirements. Supplementary Planning Document 11 provides parking standards for developments.

There are no specific car parking standards for HMO's or buildings of multiple occupation in SPD11 Parking Standards in Bury. However, SPD 13 The Conversion of Buildings to Houses in Multiple Occupation gives some general advice. It states that parking and road safety issues will be important considerations when assessing a planning application and any proposal that is considered to have a detrimental impact on highway safety or harm to amenity will not be permitted. Car parking provision should meet the requirements of the likely occupants and, where possible, should be provided off-street.

The proposal seeks to remove the existing single storey outbuilding to the rear to create 3no. spaces. SPD 11 confirms that the LPA do not consider garages within parking standards, and the plans submitted show an access door to this outbuilding that is 1.4m wide which would not currently allow access by a vehicle without modification. As such it is considered that there is currently no off street parking provided for the property.

No assessment has been provided within the Design and Access Statement as to the needs of the existing/retained flats at the property in addition to the proposed HMOs. The applicant has used the parking standards for sheltered housing as a guide for the proposed HMOs but has not referenced SPD 13.

3no. 1 bed flats would be retained at the property. SPD 11 would require a maximum of 1no. space for each of these units in a high access area. The site is in a sustainable location, within walking distance of Walmersley Road that is served by a bus route. It is also acknowledged that car ownership within HMO tenants is generally lower, however this can not be controlled. On street parking within the vicinity of the site is very limited and appeared to be at capacity when the case officer attended site and as such this should not be relied upon. With the addition of 15no. bedrooms provided for the HMO it is considered that 3no. parking spaces for approximately 18no. persons within the site as a whole is inadequate and would lead to vehicles parking and carrying out manoeuvres on the surrounding residential streets where on-street parking facilities are at a premium at all times of day, which would have a significant impact on existing parking facilities for existing residents and be detrimental to the free flow of traffic and road safety contrary to the policies set out above.

The provision of off street bike storage is welcomed.

The proposed parking spaces would be accessed from Back Rake Street. This is a narrow back street with yard walls, and existing footways limiting the space to manoeuvre vehicles into and out of parking spaces. No tracking has been submitted to show that the spaces proposed can be accessed safely. The proposed access and parking arrangements are sub-standard, with inadequate levels of visibility at junction with Back Rake Street and at the back edge of the footway and inadequate arrangements to maintain vehicles clear of the adopted highway, which is likely to lead to the creation of conflicts on the adopted highway between emerging and parked vehicles and pedestrians, to the detriment of highway safety contrary to the policies set out above.

A bin store for 6no. 1100ml Wheelie bins is shown to the rear of the proposed parking spaces. No information has been submitted as to why this level of bin storage is adequate for the existing, and proposed uses. The application and submitted plans therefore contain insufficient information to ensure that adequate off-highway bin storage arrangements can be provided for the number of flats and HMO's proposed within the curtilage of the site in order to ensure that the adjacent adopted highways are not used for refuse collection purposes or the storage of communal bins.

Carbon and Energy

Policy JP-S2 sets out the steps required to achieve net zero carbon emissions.

- Section 8 of the Design and Access Statement (p.25) discusses sustainable development and the 10 advantages of sustainable building but does not state how this proposal meets any of these 10 objectives.

It is likely, should the conversion works be carried out in compliance with Part L of the building regulations that the proposal could meet the policy requirements however additional information in order to confirm this has not been requested given the considerations set out above.

Digital Connectivity

Policy JP-C2 requires all new development to have full fibre to premises connections unless technically infeasible and / or unviable.

The site is located within an urban setting and as such it is likely that the internet connectivity can be provided for any occupiers that move into new property. As above, additional information in order to confirm this has not been requested given the considerations set out above.

Other Considerations

As highlighted on pages 10 and 11 of the Design and Access Statement the NPPF advocates early engagement with the LPA so that issues can be resolved prior to submission of an application. This process was not engaged with and for this particular site could have raised the issues set out above, as well as the recently adopted Places for Everyone Policy considerations that have not been referenced within the submission documentation.

Response to representations

It is considered that the material planning considerations raised within the representations submitted have been addressed within the main body of the report.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The proposal would not improve the economic, social and environmental conditions of the area nor does it comply with the development plan and therefore does not comprise sustainable development. There were no amendments to the scheme, or conditions which could reasonably have been imposed, which could have made the development acceptable and it was therefore not possible to approve the application. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Refuse

Conditions and Reasons:

- 1 The proposal would result in an additional 2no. HMOs within the locality that would

intensify the use and density of the site and result in a high concentration of such uses within the vicinity of the site. The application has therefore failed to demonstrate that the proposal would not have a detrimental impact on the character of the area contrary to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, H2/4 - Conversions, Places for Everyone Joint Development Plan Policy JP-H4 - Density of New Housing of the and the National Planning Policy Framework.

- 2 The design of the proposed window openings is neither appropriate to, nor sympathetic with the existing structure, and would be detrimental to the visual amenity of the area. The proposed development therefore conflicts with Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, H2/1 - The Form of New Residential Development, H2/2 - The Layout of New Residential Development and H2/4 - Conversions and Places for Everyone Joint Development Plan Policy JP-P1- Sustainable Places.
- 3 The proposed development, by virtue of the proposed density and layout would lead to a poor arrangement of individual accommodation available for the future occupier of Bedroom 3 of HMO 1 and as such would have a detrimental impact on residential amenity of the occupiers contrary to Bury Unitary Development Plan Policy H2/4 - Conversions.
- 4 The proposal would result in the significant intensification of the use of a building with no existing off-street parking facilities, which is highly likely to lead to vehicles parking and carrying out manoeuvres on the surrounding residential streets where on-street parking facilities are at a premium at all times of day, which would have a significant impact on existing parking facilities for existing residents and be detrimental to the free flow of traffic and road safety. The proposed development therefore conflicts with Bury Unitary Development Plan Policies HT2/4 - Car Parking and New Development, H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, H2/4 - Conversions and Places for Everyone Joint Development Plan Policies JP-C5 Streets For All, JP-C6 Walking and Cycling and Supplementary Planning Document 11 - Parking Standards in Bury.
- 5 The proposed access and parking arrangements are sub-standard, with inadequate levels of visibility at junction with Back Rake Street and at the back edge of the footway and inadequate arrangements to maintain vehicles clear of the adopted highway, which is likely to lead to the creation of conflicts on the adopted highway between emerging and parked vehicles and pedestrians, to the detriment of highway safety. The proposed development therefore conflicts with Bury Unitary Development Plan Policies HT2/4 - Car Parking and New Development, H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, H2/4 - Conversions and Places for Everyone Joint Development Plan Policies JP-C5 Streets For All, JP-C6 Walking and Cycling and Supplementary Planning Document 11 - Parking Standards in Bury.
- 6 The application and submitted plans contain insufficient information to ensure that adequate off-highway bin storage arrangements can be provided for the number of flats and HMO's proposed within the curtilage of the site in order to ensure that the adjacent adopted highways are not used for refuse collection purposes or the storage of communal bins. The proposed development therefore conflicts with Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, H2/4 - Conversions and Places for Everyone Joint Development Plan Policy JP-C5 Streets For All.
- 7 The application and submitted plans and supporting statements contain insufficient

information to enable the local planning authority to assess whether the proposal would maximize reductions in carbon emissions, as required by Policy JP-S2 of the Places for Everyone Joint Development Plan.

- 8 The application and submitted plans and supporting statements contain insufficient information to demonstrate that the proposal would comprise high quality digital infrastructure, as required by Policy JP-C2 of the Places for Everyone Joint Development Plan.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
HP	10/04/2024	DM	12/04/2024

APPENDIX C

TRICS Output Report

Calculation Reference: AUDIT-754101-240606-0631

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

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:

Gross floor area

Actual Range:

204 to 305 (units: sqm)

Range Selected by User:

70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 15/06/13 to 15/06/23

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:

Monday

1 days

Wednesday

1 days

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

Selected survey types:

Manual count

2 days

Directional ATC Count

0 days

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 undertaking using machines.

Selected Locations:

Edge of Town Centre

1

Suburban Area (PPS6 Out of Centre)

1

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

1

Built-Up Zone

1

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 Vehicles Counts:

Servicing vehicles Included

4 days - Selected

Servicing vehicles Excluded

4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known

1 days

E(a)

1 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
250,001 to 500,000	1 days

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	1 days
1.1 to 1.5	1 days

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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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	2 days
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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	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DY-01-O-01 NUNS STREET DERBY	SAINSBURY'S LOCAL	DERBY
	Edge of Town Centre Built-Up Zone Total Gross floor area: 204 sqm Survey date: WEDNESDAY 25/09/19		
2	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 305 sqm Survey date: MONDAY 19/09/16		
			Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CU-01-O-01	Saturday Survey
NE-01-O-01	on site parking
NF-01-O-03	on site parking
SD-01-O-01	on site parking
ST-01-O-01	on site parking
TW-01-O-02	on site parking

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL 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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	204	0.490	1	204	0.000	1	204	0.490
06:00 - 07:00	2	255	6.483	2	255	6.483	2	255	12.966
07:00 - 08:00	2	255	8.055	2	255	8.055	2	255	16.110
08:00 - 09:00	2	255	8.251	2	255	7.269	2	255	15.520
09:00 - 10:00	2	255	4.715	2	255	5.305	2	255	10.020
10:00 - 11:00	2	255	5.501	2	255	5.108	2	255	10.609
11:00 - 12:00	2	255	3.340	2	255	3.536	2	255	6.876
12:00 - 13:00	2	255	3.929	2	255	3.929	2	255	7.858
13:00 - 14:00	2	255	6.680	2	255	6.287	2	255	12.967
14:00 - 15:00	2	255	4.912	2	255	5.305	2	255	10.217
15:00 - 16:00	2	255	4.322	2	255	4.126	2	255	8.448
16:00 - 17:00	2	255	6.090	2	255	6.483	2	255	12.573
17:00 - 18:00	2	255	5.305	2	255	5.501	2	255	10.806
18:00 - 19:00	2	255	5.894	2	255	6.287	2	255	12.181
19:00 - 20:00	2	255	6.090	2	255	5.501	2	255	11.591
20:00 - 21:00	2	255	4.715	2	255	4.519	2	255	9.234
21:00 - 22:00	2	255	2.947	2	255	3.340	2	255	6.287
22:00 - 23:00	1	204	3.922	1	204	3.431	1	204	7.353
23:00 - 24:00	1	204	1.961	1	204	2.451	1	204	4.412
Total Rates:			93.602			92.916			186.518

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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Parameter summary

Trip rate parameter range selected:

204 - 305 (units: sqm)

Survey date date range:

15/06/13 - 15/06/23

Number of weekdays (Monday-Friday):

2

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

6

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TAXIS
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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	204	0.000	1	204	0.000	1	204	0.000
06:00 - 07:00	2	255	0.000	2	255	0.000	2	255	0.000
07:00 - 08:00	2	255	0.000	2	255	0.000	2	255	0.000
08:00 - 09:00	2	255	0.000	2	255	0.000	2	255	0.000
09:00 - 10:00	2	255	0.196	2	255	0.196	2	255	0.392
10:00 - 11:00	2	255	0.000	2	255	0.000	2	255	0.000
11:00 - 12:00	2	255	0.196	2	255	0.196	2	255	0.392
12:00 - 13:00	2	255	0.000	2	255	0.000	2	255	0.000
13:00 - 14:00	2	255	0.196	2	255	0.196	2	255	0.392
14:00 - 15:00	2	255	0.000	2	255	0.000	2	255	0.000
15:00 - 16:00	2	255	0.000	2	255	0.000	2	255	0.000
16:00 - 17:00	2	255	0.196	2	255	0.196	2	255	0.392
17:00 - 18:00	2	255	0.000	2	255	0.000	2	255	0.000
18:00 - 19:00	2	255	0.000	2	255	0.000	2	255	0.000
19:00 - 20:00	2	255	0.000	2	255	0.000	2	255	0.000
20:00 - 21:00	2	255	0.000	2	255	0.000	2	255	0.000
21:00 - 22:00	2	255	0.000	2	255	0.000	2	255	0.000
22:00 - 23:00	1	204	0.000	1	204	0.000	1	204	0.000
23:00 - 24:00	1	204	0.000	1	204	0.000	1	204	0.000
Total Rates:			0.784			0.784			1.568

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.*

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

OGVS

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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	204	0.000	1	204	0.000	1	204	0.000
06:00 - 07:00	2	255	0.000	2	255	0.000	2	255	0.000
07:00 - 08:00	2	255	0.196	2	255	0.196	2	255	0.392
08:00 - 09:00	2	255	0.393	2	255	0.196	2	255	0.589
09:00 - 10:00	2	255	0.196	2	255	0.393	2	255	0.589
10:00 - 11:00	2	255	0.196	2	255	0.196	2	255	0.392
11:00 - 12:00	2	255	0.000	2	255	0.000	2	255	0.000
12:00 - 13:00	2	255	0.000	2	255	0.000	2	255	0.000
13:00 - 14:00	2	255	0.000	2	255	0.000	2	255	0.000
14:00 - 15:00	2	255	0.000	2	255	0.000	2	255	0.000
15:00 - 16:00	2	255	0.196	2	255	0.196	2	255	0.392
16:00 - 17:00	2	255	0.000	2	255	0.000	2	255	0.000
17:00 - 18:00	2	255	0.000	2	255	0.000	2	255	0.000
18:00 - 19:00	2	255	0.000	2	255	0.000	2	255	0.000
19:00 - 20:00	2	255	0.000	2	255	0.000	2	255	0.000
20:00 - 21:00	2	255	0.000	2	255	0.000	2	255	0.000
21:00 - 22:00	2	255	0.000	2	255	0.000	2	255	0.000
22:00 - 23:00	1	204	0.000	1	204	0.000	1	204	0.000
23:00 - 24:00	1	204	0.000	1	204	0.000	1	204	0.000
Total Rates:			1.177			1.177			2.354

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
CYCLISTS
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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	204	0.000	1	204	0.000	1	204	0.000
06:00 - 07:00	2	255	0.393	2	255	0.393	2	255	0.786
07:00 - 08:00	2	255	0.786	2	255	0.786	2	255	1.572
08:00 - 09:00	2	255	0.000	2	255	0.000	2	255	0.000
09:00 - 10:00	2	255	0.786	2	255	0.786	2	255	1.572
10:00 - 11:00	2	255	0.196	2	255	0.196	2	255	0.392
11:00 - 12:00	2	255	0.589	2	255	0.589	2	255	1.178
12:00 - 13:00	2	255	0.196	2	255	0.196	2	255	0.392
13:00 - 14:00	2	255	0.000	2	255	0.000	2	255	0.000
14:00 - 15:00	2	255	0.196	2	255	0.196	2	255	0.392
15:00 - 16:00	2	255	0.196	2	255	0.196	2	255	0.392
16:00 - 17:00	2	255	1.179	2	255	1.179	2	255	2.358
17:00 - 18:00	2	255	0.982	2	255	0.982	2	255	1.964
18:00 - 19:00	2	255	1.179	2	255	0.982	2	255	2.161
19:00 - 20:00	2	255	0.000	2	255	0.196	2	255	0.196
20:00 - 21:00	2	255	0.000	2	255	0.000	2	255	0.000
21:00 - 22:00	2	255	0.000	2	255	0.000	2	255	0.000
22:00 - 23:00	1	204	0.000	1	204	0.000	1	204	0.000
23:00 - 24:00	1	204	0.000	1	204	0.000	1	204	0.000
Total Rates:			6.678			6.677			13.355

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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 CARS
 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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	204	0.000	1	204	0.000	1	204	0.000
06:00 - 07:00	2	255	3.733	2	255	3.733	2	255	7.466
07:00 - 08:00	2	255	4.519	2	255	4.519	2	255	9.038
08:00 - 09:00	2	255	6.876	2	255	5.894	2	255	12.770
09:00 - 10:00	2	255	4.126	2	255	4.519	2	255	8.645
10:00 - 11:00	2	255	4.322	2	255	3.929	2	255	8.251
11:00 - 12:00	2	255	2.358	2	255	2.554	2	255	4.912
12:00 - 13:00	2	255	3.340	2	255	3.340	2	255	6.680
13:00 - 14:00	2	255	5.697	2	255	5.305	2	255	11.002
14:00 - 15:00	2	255	4.126	2	255	4.519	2	255	8.645
15:00 - 16:00	2	255	3.929	2	255	3.733	2	255	7.662
16:00 - 17:00	2	255	5.501	2	255	5.894	2	255	11.395
17:00 - 18:00	2	255	3.929	2	255	4.126	2	255	8.055
18:00 - 19:00	2	255	5.697	2	255	6.090	2	255	11.787
19:00 - 20:00	2	255	6.090	2	255	5.501	2	255	11.591
20:00 - 21:00	2	255	4.519	2	255	4.322	2	255	8.841
21:00 - 22:00	2	255	2.554	2	255	2.947	2	255	5.501
22:00 - 23:00	1	204	3.922	1	204	3.431	1	204	7.353
23:00 - 24:00	1	204	1.961	1	204	2.451	1	204	4.412
Total Rates:			77.199			76.807			154.006

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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 LGVS
 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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	204	0.490	1	204	0.000	1	204	0.490
06:00 - 07:00	2	255	2.750	2	255	2.750	2	255	5.500
07:00 - 08:00	2	255	3.340	2	255	3.340	2	255	6.680
08:00 - 09:00	2	255	0.982	2	255	1.179	2	255	2.161
09:00 - 10:00	2	255	0.196	2	255	0.196	2	255	0.392
10:00 - 11:00	2	255	0.982	2	255	0.982	2	255	1.964
11:00 - 12:00	2	255	0.786	2	255	0.786	2	255	1.572
12:00 - 13:00	2	255	0.589	2	255	0.589	2	255	1.178
13:00 - 14:00	2	255	0.786	2	255	0.786	2	255	1.572
14:00 - 15:00	2	255	0.786	2	255	0.786	2	255	1.572
15:00 - 16:00	2	255	0.196	2	255	0.196	2	255	0.392
16:00 - 17:00	2	255	0.393	2	255	0.393	2	255	0.786
17:00 - 18:00	2	255	1.375	2	255	1.375	2	255	2.750
18:00 - 19:00	2	255	0.196	2	255	0.196	2	255	0.392
19:00 - 20:00	2	255	0.000	2	255	0.000	2	255	0.000
20:00 - 21:00	2	255	0.196	2	255	0.196	2	255	0.392
21:00 - 22:00	2	255	0.196	2	255	0.196	2	255	0.392
22:00 - 23:00	1	204	0.000	1	204	0.000	1	204	0.000
23:00 - 24:00	1	204	0.000	1	204	0.000	1	204	0.000
Total Rates:			14.239			13.946			28.185

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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MOTOR CYCLES
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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	204	0.000	1	204	0.000	1	204	0.000
06:00 - 07:00	2	255	0.000	2	255	0.000	2	255	0.000
07:00 - 08:00	2	255	0.000	2	255	0.000	2	255	0.000
08:00 - 09:00	2	255	0.000	2	255	0.000	2	255	0.000
09:00 - 10:00	2	255	0.000	2	255	0.000	2	255	0.000
10:00 - 11:00	2	255	0.000	2	255	0.000	2	255	0.000
11:00 - 12:00	2	255	0.000	2	255	0.000	2	255	0.000
12:00 - 13:00	2	255	0.000	2	255	0.000	2	255	0.000
13:00 - 14:00	2	255	0.000	2	255	0.000	2	255	0.000
14:00 - 15:00	2	255	0.000	2	255	0.000	2	255	0.000
15:00 - 16:00	2	255	0.000	2	255	0.000	2	255	0.000
16:00 - 17:00	2	255	0.000	2	255	0.000	2	255	0.000
17:00 - 18:00	2	255	0.000	2	255	0.000	2	255	0.000
18:00 - 19:00	2	255	0.000	2	255	0.000	2	255	0.000
19:00 - 20:00	2	255	0.000	2	255	0.000	2	255	0.000
20:00 - 21:00	2	255	0.000	2	255	0.000	2	255	0.000
21:00 - 22:00	2	255	0.196	2	255	0.196	2	255	0.392
22:00 - 23:00	1	204	0.000	1	204	0.000	1	204	0.000
23:00 - 24:00	1	204	0.000	1	204	0.000	1	204	0.000
Total Rates:			0.196			0.196			0.392

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.*

Calculation Reference: AUDIT-754101-240606-0644

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
WS WEST SUSSEX 1 days

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

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: Gross floor area
Actual Range: 300 to 300 (units: sqm)
Range Selected by User: 150 to 1250 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 02/05/13 to 02/05/23

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

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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:
Edge of Town Centre 1

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 1

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 Vehicles Counts:
Servicing vehicles Included 5 days - Selected
Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:
E(f) 1 days

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:
All Surveys Included
Population within 1 mile:
25,001 to 50,000 1 days

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

LIST OF SITES relevant to selection parameters

1

WS-04-D-01

NURSERY

FARNCOMBE ROAD

WORTHING

WEST SUSSEX

Edge of Town Centre

Residential Zone

Total Gross floor area: 300 sqm

Survey date: FRIDAY 13/05/22

Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-04-D-01	on site parking
DR-04-D-01	on site parking
EC-04-D-01	on site parking
LN-04-D-01	on site parking
NN-04-D-01	on site parking
SD-04-D-01	on site parking
SF-04-D-03	on site parking
SH-04-D-01	on site parking
TW-04-D-03	on site parking

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TOTAL 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									
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	1	300	4.667	1	300	2.667	1	300	7.334
08:00 - 09:00	1	300	4.333	1	300	5.333	1	300	9.666
09:00 - 10:00	1	300	0.333	1	300	0.333	1	300	0.666
10:00 - 11:00	1	300	1.000	1	300	1.000	1	300	2.000
11:00 - 12:00	1	300	1.000	1	300	1.000	1	300	2.000
12:00 - 13:00	1	300	1.000	1	300	0.667	1	300	1.667
13:00 - 14:00	1	300	0.333	1	300	0.667	1	300	1.000
14:00 - 15:00	1	300	0.333	1	300	0.000	1	300	0.333
15:00 - 16:00	1	300	3.667	1	300	3.667	1	300	7.334
16:00 - 17:00	1	300	1.000	1	300	1.333	1	300	2.333
17:00 - 18:00	1	300	3.333	1	300	3.667	1	300	7.000
18:00 - 19:00	1	300	0.333	1	300	1.000	1	300	1.333
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			21.332			21.334			42.666

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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Parameter summary

Trip rate parameter range selected:

300 - 300 (units: sqm)

Survey date date range:

02/05/13 - 02/05/23

Number of weekdays (Monday-Friday):

1

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

9

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.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TAXIS
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									
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	1	300	0.333	1	300	0.333	1	300	0.666
08:00 - 09:00	1	300	0.000	1	300	0.000	1	300	0.000
09:00 - 10:00	1	300	0.000	1	300	0.000	1	300	0.000
10:00 - 11:00	1	300	0.333	1	300	0.333	1	300	0.666
11:00 - 12:00	1	300	0.000	1	300	0.000	1	300	0.000
12:00 - 13:00	1	300	0.000	1	300	0.000	1	300	0.000
13:00 - 14:00	1	300	0.000	1	300	0.000	1	300	0.000
14:00 - 15:00	1	300	0.000	1	300	0.000	1	300	0.000
15:00 - 16:00	1	300	0.000	1	300	0.000	1	300	0.000
16:00 - 17:00	1	300	0.000	1	300	0.000	1	300	0.000
17:00 - 18:00	1	300	0.000	1	300	0.000	1	300	0.000
18:00 - 19:00	1	300	0.000	1	300	0.000	1	300	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.666			0.666			1.332

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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Licence No: 754101

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

CYCLISTS

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									
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	1	300	0.000	1	300	0.000	1	300	0.000
08:00 - 09:00	1	300	1.667	1	300	0.667	1	300	2.334
09:00 - 10:00	1	300	0.000	1	300	0.000	1	300	0.000
10:00 - 11:00	1	300	0.000	1	300	0.000	1	300	0.000
11:00 - 12:00	1	300	0.000	1	300	0.000	1	300	0.000
12:00 - 13:00	1	300	0.000	1	300	0.000	1	300	0.000
13:00 - 14:00	1	300	0.000	1	300	0.000	1	300	0.000
14:00 - 15:00	1	300	0.000	1	300	0.000	1	300	0.000
15:00 - 16:00	1	300	0.000	1	300	0.000	1	300	0.000
16:00 - 17:00	1	300	0.000	1	300	0.000	1	300	0.000
17:00 - 18:00	1	300	0.000	1	300	0.333	1	300	0.333
18:00 - 19:00	1	300	0.000	1	300	0.000	1	300	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.667			1.000			2.667

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.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
 CARS
 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									
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	1	300	4.333	1	300	2.333	1	300	6.666
08:00 - 09:00	1	300	4.333	1	300	5.333	1	300	9.666
09:00 - 10:00	1	300	0.333	1	300	0.333	1	300	0.666
10:00 - 11:00	1	300	0.667	1	300	0.667	1	300	1.334
11:00 - 12:00	1	300	1.000	1	300	1.000	1	300	2.000
12:00 - 13:00	1	300	1.000	1	300	0.667	1	300	1.667
13:00 - 14:00	1	300	0.333	1	300	0.667	1	300	1.000
14:00 - 15:00	1	300	0.333	1	300	0.000	1	300	0.333
15:00 - 16:00	1	300	3.667	1	300	3.667	1	300	7.334
16:00 - 17:00	1	300	1.000	1	300	1.333	1	300	2.333
17:00 - 18:00	1	300	3.333	1	300	3.667	1	300	7.000
18:00 - 19:00	1	300	0.333	1	300	1.000	1	300	1.333
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.665			20.667			41.332

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 for Land Use 04 - EDUCATION/D - NURSERY
Scooters
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									
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	1	300	0.000	1	300	0.000	1	300	0.000
08:00 - 09:00	1	300	0.333	1	300	0.000	1	300	0.333
09:00 - 10:00	1	300	0.000	1	300	0.000	1	300	0.000
10:00 - 11:00	1	300	0.000	1	300	0.000	1	300	0.000
11:00 - 12:00	1	300	0.000	1	300	0.000	1	300	0.000
12:00 - 13:00	1	300	0.000	1	300	0.333	1	300	0.333
13:00 - 14:00	1	300	0.000	1	300	0.000	1	300	0.000
14:00 - 15:00	1	300	0.000	1	300	0.000	1	300	0.000
15:00 - 16:00	1	300	0.667	1	300	0.667	1	300	1.334
16:00 - 17:00	1	300	0.000	1	300	0.000	1	300	0.000
17:00 - 18:00	1	300	0.000	1	300	0.000	1	300	0.000
18:00 - 19:00	1	300	0.000	1	300	0.000	1	300	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.000			1.000			2.000

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.

Calculation Reference: AUDIT-754101-240606-0615

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days

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

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

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: No of Dwellings
Actual Range: 27 to 135 (units:)
Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/23

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:

Monday 2 days
Tuesday 1 days
Wednesday 2 days
Thursday 1 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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:

Edge of Town Centre 3
Suburban Area (PPS6 Out of Centre) 3

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 3
Built-Up Zone 2
No Sub Category 1

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 Vehicles Counts:

Servicing vehicles Included 12 days - Selected
Servicing vehicles Excluded 9 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	4 days

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 days
1.1 to 1.5	3 days

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.

Travel Plan:

Yes	2 days
No	4 days

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	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS	DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings: 27 Survey date: MONDAY 10/07/17		Survey Type: MANUAL
2	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19		Survey Type: MANUAL
3	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 91 Survey date: THURSDAY 14/11/19		Survey Type: MANUAL
4	NF-03-C-02 HALL ROAD NORWICH LAKENHAM	MIXED FLATS & HOUSES	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82 Survey date: MONDAY 18/11/19		Survey Type: MANUAL
5	NG-03-C-02 CASTLE MARINA ROAD NOTTINGHAM	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 135 Survey date: WEDNESDAY 09/11/16		Survey Type: MANUAL
6	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS	PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 90 Survey date: TUESDAY 05/06/18		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-03-C-01	Not representative parking provision
BY-03-C-01	Covid
CA-03-C-03	Not representative parking provision
CT-03-C-01	not representative parking
CT-03-C-02	Not representative parking provision
CT-03-C-03	Not representative parking provision
MS-03-C-02	Not representative parking provision
MS-03-C-03	not representative parking
MS-03-C-04	Covid
NG-03-C-01	Not representative parking provision
SF-03-C-04	Covid
SF-03-C-05	Covid
SH-03-C-01	Not representative parking provision
SH-03-C-02	Not representative parking provision
WM-03-C-04	Not representative parking provision

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	6	76	0.040	6	76	0.110	6	76	0.150
08:00 - 09:00	6	76	0.037	6	76	0.138	6	76	0.175
09:00 - 10:00	6	76	0.051	6	76	0.053	6	76	0.104
10:00 - 11:00	6	76	0.031	6	76	0.042	6	76	0.073
11:00 - 12:00	6	76	0.048	6	76	0.055	6	76	0.103
12:00 - 13:00	6	76	0.068	6	76	0.075	6	76	0.143
13:00 - 14:00	6	76	0.048	6	76	0.053	6	76	0.101
14:00 - 15:00	6	76	0.046	6	76	0.053	6	76	0.099
15:00 - 16:00	6	76	0.075	6	76	0.031	6	76	0.106
16:00 - 17:00	6	76	0.077	6	76	0.040	6	76	0.117
17:00 - 18:00	6	76	0.112	6	76	0.073	6	76	0.185
18:00 - 19:00	6	76	0.105	6	76	0.064	6	76	0.169
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.738			0.787			1.525

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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Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

27 - 135 (units:)
 01/01/16 - 19/06/23
 6
 0
 0
 0
 15

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	6	76	0.007	6	76	0.007	6	76	0.014
08:00 - 09:00	6	76	0.000	6	76	0.000	6	76	0.000
09:00 - 10:00	6	76	0.002	6	76	0.002	6	76	0.004
10:00 - 11:00	6	76	0.000	6	76	0.000	6	76	0.000
11:00 - 12:00	6	76	0.002	6	76	0.002	6	76	0.004
12:00 - 13:00	6	76	0.009	6	76	0.009	6	76	0.018
13:00 - 14:00	6	76	0.000	6	76	0.000	6	76	0.000
14:00 - 15:00	6	76	0.002	6	76	0.002	6	76	0.004
15:00 - 16:00	6	76	0.002	6	76	0.002	6	76	0.004
16:00 - 17:00	6	76	0.004	6	76	0.004	6	76	0.008
17:00 - 18:00	6	76	0.000	6	76	0.000	6	76	0.000
18:00 - 19:00	6	76	0.004	6	76	0.004	6	76	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	6	76	0.007	6	76	0.007	6	76	0.014
08:00 - 09:00	6	76	0.000	6	76	0.000	6	76	0.000
09:00 - 10:00	6	76	0.002	6	76	0.002	6	76	0.004
10:00 - 11:00	6	76	0.000	6	76	0.000	6	76	0.000
11:00 - 12:00	6	76	0.000	6	76	0.000	6	76	0.000
12:00 - 13:00	6	76	0.000	6	76	0.000	6	76	0.000
13:00 - 14:00	6	76	0.000	6	76	0.000	6	76	0.000
14:00 - 15:00	6	76	0.000	6	76	0.000	6	76	0.000
15:00 - 16:00	6	76	0.000	6	76	0.000	6	76	0.000
16:00 - 17:00	6	76	0.002	6	76	0.000	6	76	0.002
17:00 - 18:00	6	76	0.000	6	76	0.002	6	76	0.002
18:00 - 19:00	6	76	0.000	6	76	0.000	6	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	6	76	0.004	6	76	0.018	6	76	0.022
08:00 - 09:00	6	76	0.004	6	76	0.015	6	76	0.019
09:00 - 10:00	6	76	0.002	6	76	0.000	6	76	0.002
10:00 - 11:00	6	76	0.002	6	76	0.002	6	76	0.004
11:00 - 12:00	6	76	0.004	6	76	0.000	6	76	0.004
12:00 - 13:00	6	76	0.002	6	76	0.000	6	76	0.002
13:00 - 14:00	6	76	0.002	6	76	0.000	6	76	0.002
14:00 - 15:00	6	76	0.011	6	76	0.009	6	76	0.020
15:00 - 16:00	6	76	0.002	6	76	0.002	6	76	0.004
16:00 - 17:00	6	76	0.002	6	76	0.000	6	76	0.002
17:00 - 18:00	6	76	0.015	6	76	0.009	6	76	0.024
18:00 - 19:00	6	76	0.009	6	76	0.004	6	76	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.059			0.118

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.*

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	6	76	0.020	6	76	0.095	6	76	0.115
08:00 - 09:00	6	76	0.031	6	76	0.127	6	76	0.158
09:00 - 10:00	6	76	0.040	6	76	0.046	6	76	0.086
10:00 - 11:00	6	76	0.029	6	76	0.035	6	76	0.064
11:00 - 12:00	6	76	0.035	6	76	0.046	6	76	0.081
12:00 - 13:00	6	76	0.051	6	76	0.053	6	76	0.104
13:00 - 14:00	6	76	0.044	6	76	0.046	6	76	0.090
14:00 - 15:00	6	76	0.040	6	76	0.051	6	76	0.091
15:00 - 16:00	6	76	0.068	6	76	0.026	6	76	0.094
16:00 - 17:00	6	76	0.064	6	76	0.029	6	76	0.093
17:00 - 18:00	6	76	0.103	6	76	0.059	6	76	0.162
18:00 - 19:00	6	76	0.097	6	76	0.055	6	76	0.152
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.622			0.668			1.290

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 for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	6	76	0.004	6	76	0.002	6	76	0.006
08:00 - 09:00	6	76	0.007	6	76	0.011	6	76	0.018
09:00 - 10:00	6	76	0.007	6	76	0.002	6	76	0.009
10:00 - 11:00	6	76	0.002	6	76	0.007	6	76	0.009
11:00 - 12:00	6	76	0.011	6	76	0.007	6	76	0.018
12:00 - 13:00	6	76	0.009	6	76	0.013	6	76	0.022
13:00 - 14:00	6	76	0.002	6	76	0.004	6	76	0.006
14:00 - 15:00	6	76	0.004	6	76	0.000	6	76	0.004
15:00 - 16:00	6	76	0.004	6	76	0.002	6	76	0.006
16:00 - 17:00	6	76	0.007	6	76	0.007	6	76	0.014
17:00 - 18:00	6	76	0.004	6	76	0.004	6	76	0.008
18:00 - 19:00	6	76	0.004	6	76	0.004	6	76	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.063			0.128

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

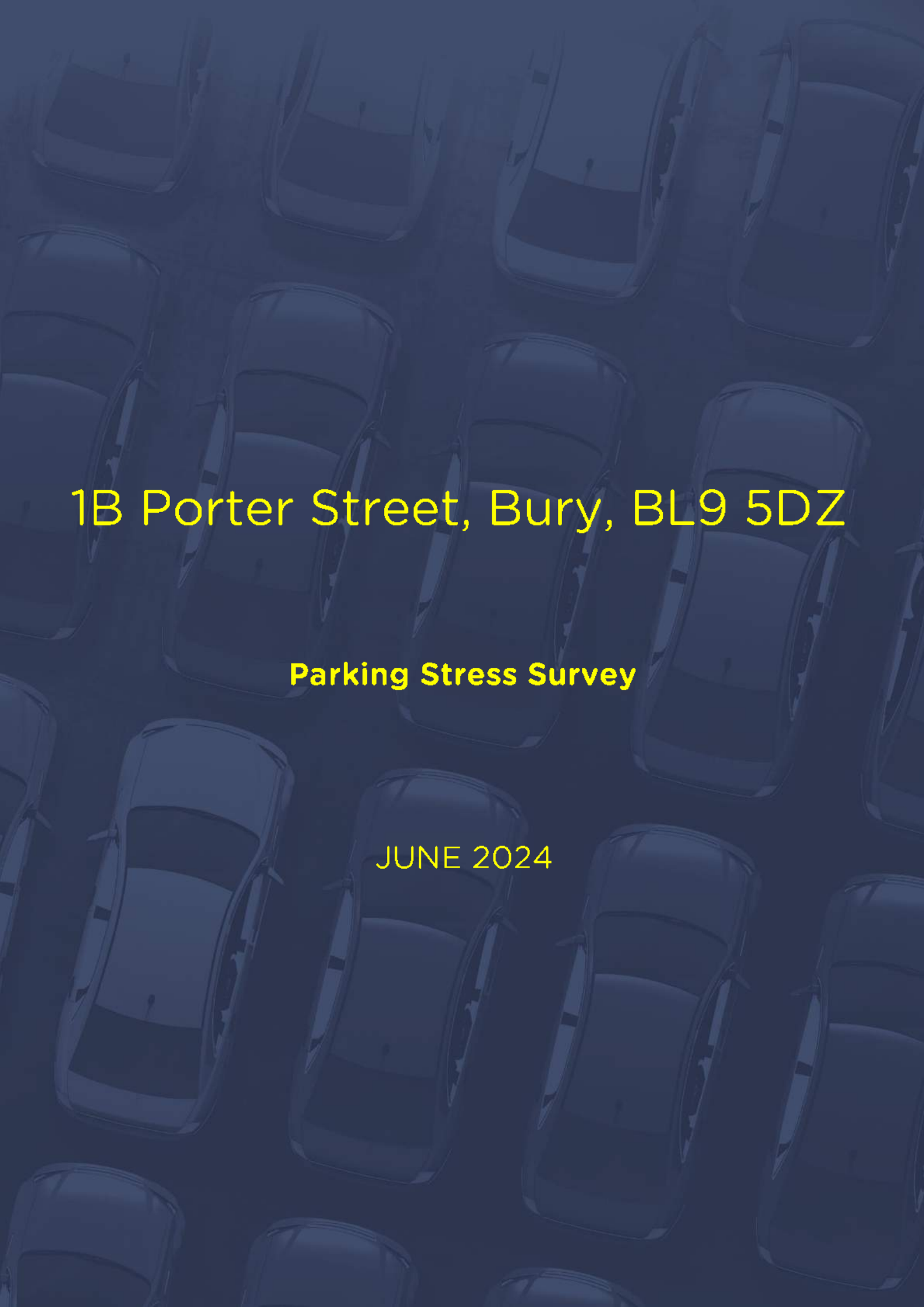
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	76	0.002	6	76	0.000	6	76	0.002
08:00 - 09:00	6	76	0.000	6	76	0.000	6	76	0.000
09:00 - 10:00	6	76	0.000	6	76	0.000	6	76	0.000
10:00 - 11:00	6	76	0.000	6	76	0.000	6	76	0.000
11:00 - 12:00	6	76	0.000	6	76	0.000	6	76	0.000
12:00 - 13:00	6	76	0.000	6	76	0.000	6	76	0.000
13:00 - 14:00	6	76	0.002	6	76	0.002	6	76	0.004
14:00 - 15:00	6	76	0.000	6	76	0.000	6	76	0.000
15:00 - 16:00	6	76	0.000	6	76	0.000	6	76	0.000
16:00 - 17:00	6	76	0.000	6	76	0.000	6	76	0.000
17:00 - 18:00	6	76	0.004	6	76	0.007	6	76	0.011
18:00 - 19:00	6	76	0.000	6	76	0.000	6	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.009			0.017

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.*

APPENDIX D

Parking Beat Survey Report



1B Porter Street, Bury, BL9 5DZ

Parking Stress Survey

JUNE 2024

PARKING STRESS SURVEY REPORT

Development: 1B Porter Street

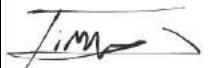
Location: Bury, BL9 5DZ

Client: Mode Transport

Version No: V01

Date: 04/07/2024

Approvals:

Name	Signature	Title
Tim Winder		Director

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Appendix A (Contact & Development information).....	11
Appendix B (1:1250 map plan per survey night).....	12

1 INTRODUCTION

Mode Transport has commissioned Alpha Parking Ltd to undertake a parking stress survey around the development site known as 1B Porter Street, Bury.

The purpose of the survey is to examine the roads within 200 metres' walking distance of the site and establish the existing levels of "parking stress", meaning the percentage of the kerbside parking space occupied at peak periods. This information can be used to assess whether there would be sufficient spare capacity on the streets for any additional parking generated by the development or whether special measures would be needed to manage the pressure for parking space.

Further details of the survey project are given in the inception document shown in Appendix A and a plan of the development site and survey area is shown in Figure 1.

The idea of parking stress surveys arose following changes in government policy in the 1990s to address concerns about growth in car use. In order to limit the available parking spaces the previous requirements to provide parking within housing developments were dropped and, instead, planning authorities were given new powers to cap the number of spaces that developers might choose to provide. However, reducing the levels of parking space did not necessarily stop the new residents from wanting cars. This tended to put pressure on the parking facilities in surrounding roads and, in some cases, for parking demand to exceed the available capacity.

In response to this a number of local authorities, such as the London Borough of Lambeth, realised the need to assess such problems at the planning stage and the concept of "planning/parking stress surveys" came into being. These allowed early identification of likely problems and meant that protective measures (often in the form of parking restrictions on the streets) could be brought in with, and funded by, the development. London Borough of Lambeth produced what are recognised as the standard guidelines on how to approach these surveys the "Lambeth Methodology". This approach is used as the basis for this survey.

2 PROJECT APPROACH

Alpha Parking Ltd recognises that the parking stress survey method developed by Lambeth Council has become an unofficial standard for this type of work and we use this as a basis for our surveys. This standard approach has an added benefit in allowing the results to be readily understood by anyone familiar with previous surveys.

However, we recommend that survey times and technical standards (such as the nominal length of road occupied by a parked vehicle) are tailored to reflect the preferences of the particular local authority involved and we plan the surveys to reflect these requirements.

Every Planning Department will decide on the parking situation on a case by case basis. This means that it is not possible to predict the planning decision, therefore the surveys are providing an independent and professional set of results to facilitate the decision rather than a conclusion. As an indication of the message from the results we would suggest that 85% is an indicative level at which parking stress becomes a cause for concern after allowance has been made for parking generated by the development. At this point, residents will begin to have difficulty parking close to their homes. Anything over 95% represents a situation where full capacity has effectively been reached. The use of a 200 metre walking distance to define the roads affected by the development is accepted as standard practice, but there needs to be flexibility over major developments which can affect roads over much greater distances.

3 METHODOLOGY

Background Assessment

An initial assessment was made taking into account the following factors:-

- The size and nature of the development
- Setting of development – residential/industrial etc, proximity to shopping centres, schools, railway stations etc
- Parking provisions within the development
- Other transport improvements linked to the development.

Surveys

The survey area and the times and days of the surveys were defined taking into account the results of the background assessment. Within each road, the lengths of each section of restricted or unrestricted parking were measured and recorded, together with the number of vehicles parked upon that section and the lengths of any dropped kerbs. The position of skips was also noted, as well as any other unexpected items on the roads.

Analysis

The lengths of restricted and unrestricted parking recorded on site were converted into equivalent numbers of parking spaces, assuming a 5 metre length for each space. Any sections with dropped kerbs were excluded from the calculation, as were any lengths of less than 5 metres.

4 RESULTS

Surveys

The area surveyed is shown on the plan in Figure 1 and the roads surveyed together with any additional comments are listed in Table 1 (located on the following page).

The overnight surveys took place between 01:00hrs and 05:30hrs on Tuesday 25th and Wednesday 26th June 2024. Additional fifteen minute interval counts took place on the Tuesday between 09:30hrs to 11:00hrs and 17:00hrs to 18:30hrs.

Table 1 shows a detailed breakdown of the results for both days and what restrictions are in place on the streets within the survey area.

A detailed street map of a residential area in Cheshire. A blue boundary outlines a specific neighborhood. Within this boundary, several streets are highlighted in yellow: Back Argyle St, Back Clifton St, Back Porter St, Back Rake St, Back Denton St, and Back Eldon St. A blue location pin is placed on Porter St. The map shows a network of streets including Monmouth Ave, Argyle St, Clifton St, Porter St, Rake St, Denton St, Eldon St, and Walmersley Rd. Other streets visible include West Dr, The Dr, Birley St, Back Monmouth Ave, Avondale Ave, Hornby St, Back Argyle St, Argyle St, Back Clifton St, Clifton St, Back Porter St, Back Rake St, Back Denton St, Back Eldon St, Eldon St, Back Walmersley Rd, Walmersley Rd, Hamilton St, Back Hamilton St, Back St Anne's St, Dawson St, Chesham Rd, Back Hillon St, Hillon St, Back Lathom St, Lathom St, Brookshaw, Every St, Louis Ave, Athlone Ave, Athlone Ave, Marquis's Ave, and Hanson St. The map also shows the A56 road and various residential plots.

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Table 1: Parking Stress Survey results:

Colour coding key:
Stress above 60%
Stress above 80%

Survey day / beat time			Tuesday		Wednesday		Morning day time counts										Evening day time counts										Overnight averages		Morning day time average		Evening day time average									
			01:00hrs		01:00hrs		09:30hrs		09:45hrs		10:00hrs		10:15hrs		10:30hrs		10:45hrs		11:00hrs		17:00hrs		17:15hrs		17:30hrs								17:45hrs		18:00hrs		18:15hrs		18:30hrs	
Road Name	Restriction type	Capacity	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%		
Porter Street	Unrestricted	34	31	91%	31	91%	25	74%	25	74%	25	74%	24	71%	23	68%	23	68%	24	71%	28	82%	27	79%	28	82%	28	82%	28	82%	27	79%	31	91%	24	71%	28	82%		
Monmouth Avenue	Unrestricted	35	31	89%	30	86%	23	66%	23	66%	25	71%	22	63%	22	63%	22	63%	22	63%	24	69%	23	66%	22	63%	22	63%	23	66%	23	66%	21	60%	31	87%	23	65%	23	64%
Argyle Street	Unrestricted	38	30	79%	31	82%	25	66%	25	66%	25	66%	26	68%	23	61%	24	63%	25	66%	25	66%	26	68%	26	68%	26	68%	25	66%	24	63%	24	63%	31	80%	25	65%	25	66%
Clifton Street	Unrestricted	36	29	81%	28	78%	22	61%	22	61%	23	64%	23	64%	23	64%	25	69%	24	67%	25	69%	25	69%	26	72%	26	72%	26	72%	26	72%	27	75%	29	79%	23	64%	26	72%
Rake Street	Unrestricted	37	33	89%	34	92%	28	76%	28	76%	28	76%	27	73%	26	70%	27	73%	29	78%	28	76%	27	73%	29	78%	28	76%	28	76%	26	70%	26	70%	34	91%	28	75%	27	74%
Denton Street	Unrestricted	43	39	91%	36	84%	33	77%	33	77%	32	74%	32	74%	32	74%	29	67%	30	70%	30	70%	30	70%	30	70%	30	70%	31	72%	30	70%	32	74%	38	87%	32	73%	30	71%
Eldon Street	Unrestricted	16	15	94%	15	94%	13	81%	13	81%	13	81%	13	81%	12	75%	12	75%	12	75%	12	75%	12	75%	12	75%	12	75%	12	75%	11	69%	11	69%	15	94%	13	79%	12	73%
Hornby Street	Unrestricted	61	49	80%	49	80%	39	64%	39	64%	39	64%	38	62%	39	64%	40	66%	40	66%	37	61%	38	62%	39	64%	40	66%	40	66%	40	66%	40	66%	49	80%	39	64%	39	64%
Louis Avenue	Unrestricted	15	13	87%	13	87%	11	73%	11	73%	10	67%	10	67%	9	60%	9	60%	9	60%	11	73%	11	73%	12	80%	12	80%	12	80%	12	80%	12	80%	13	87%	10	66%	12	78%
Athlone Avenue	Unrestricted	16	11	69%	10	63%	10	63%	10	63%	10	63%	10	63%	10	63%	9	56%	9	56%	8	50%	9	56%	9	56%	9	56%	9	56%	9	56%	9	56%	11	66%	10	61%	9	55%
Walmersley Road	Unrestricted	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Hamilton Road	Unrestricted	46	30	65%	30	65%	23	50%	23	50%	21	46%	20	43%	18	39%	19	41%	20	43%	23	50%	23	50%	23	50%	23	50%	23	50%	23	50%	22	48%	30	65%	21	45%	23	50%
Hanson Street	Unrestricted	6	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%	2	33%
TOTALS			313	82%	309	81%	254	66%	254	66%	253	66%	247	64%	239	62%	241	63%	246	64%	253	66%	253	66%	258	67%	258	67%	259	68%	254	66%	253	66%	311	81%	248	65%	254	66%

Time Stamp Photographs



5 CONCLUSION

While the parking decisions for developments remains with the Council the results here are moderate for a residential area.

The overnight Tuesday result at 82.00% and Wednesday result at 81.00% give an average occupancy level of 81.50%, reflecting 72 unoccupied parking spaces during the survey nights.

The morning counts took place every 15 minutes between 09:30hrs to 11:00hrs, on average the survey area is 65% stressed meaning there are 135 unoccupied parking spaces during the morning period. The peak stress of 66.00% was reached at 09:30hrs.

The evening counts also took place every 15 minutes between 17:00hrs to 18:30hrs. On average the survey area is 66.00% stressed meaning there are 129 unoccupied spaces during the evening period. The peak stress of 68.00% was reached at 18:00hrs.

From our experience, many Councils will consider that this provides capacity for further parking within the area.

Appendix A

A. CONTACT DETAILS

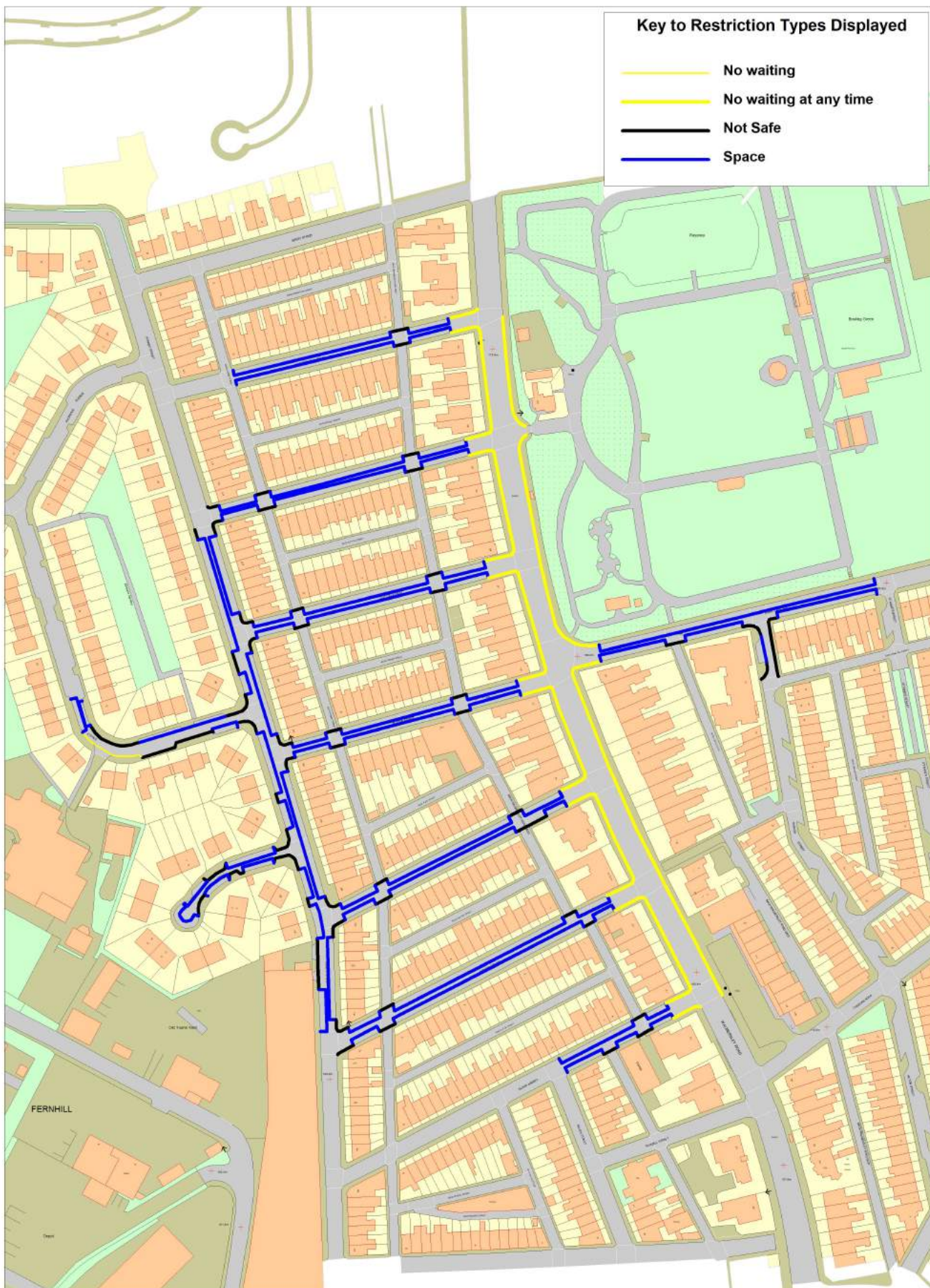
1. Client Contact Name	Mode Transport c/o – Patrick Magner
2. Client Contact Job Title	Consultant Transport Planner
3. Client Contact Email address	patrickmagner@modetransport.co.uk

B. DEVELOPMENT DETAILS

4. Development Name	1b Porter Street
5. Development address	Bury, BL9 5DZ
6. Can development plans be provided?	n/a

PLANNING REQUIREMENTS

7. Which Local Authority is requiring the Parking Stress Survey?	Bury Metropolitan Borough Council
8. Local Authority Planning address:	n/a



Key to Restriction Types Displayed

- No waiting
- No waiting at any time
- Not Safe
- Space



Restriction

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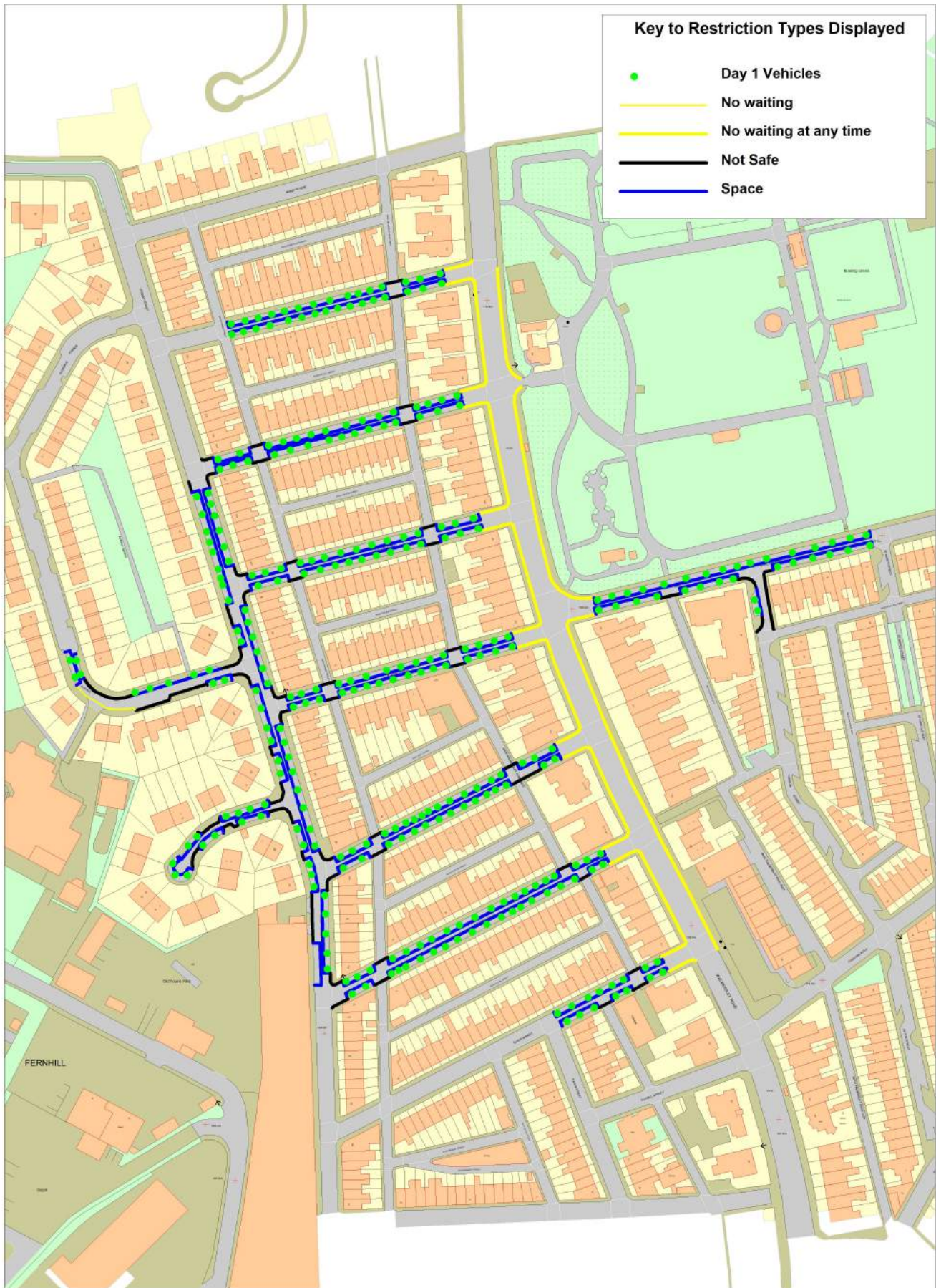
SCALE	1 : 1250
DATE	01/07/2024
DRAWING No.	
DRAWN BY	



Restriction Lengths

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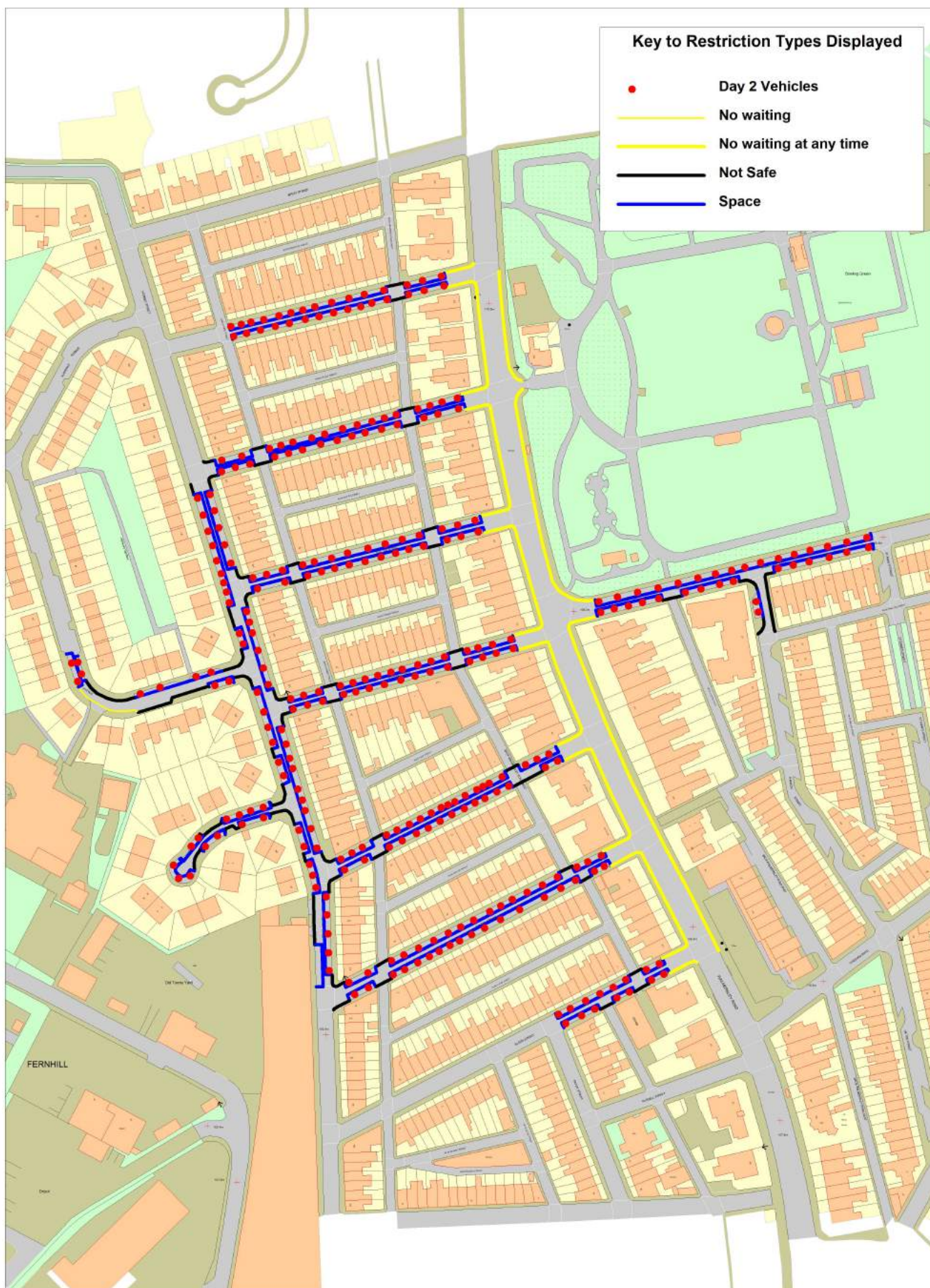
SCALE	1 : 1250
DATE	01/07/2024
DRAWING No.	
DRAWN BY	



Day 1 Count

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SCALE	1 : 1250
DATE	01/07/2024
DRAWING No.	
DRAWN BY	



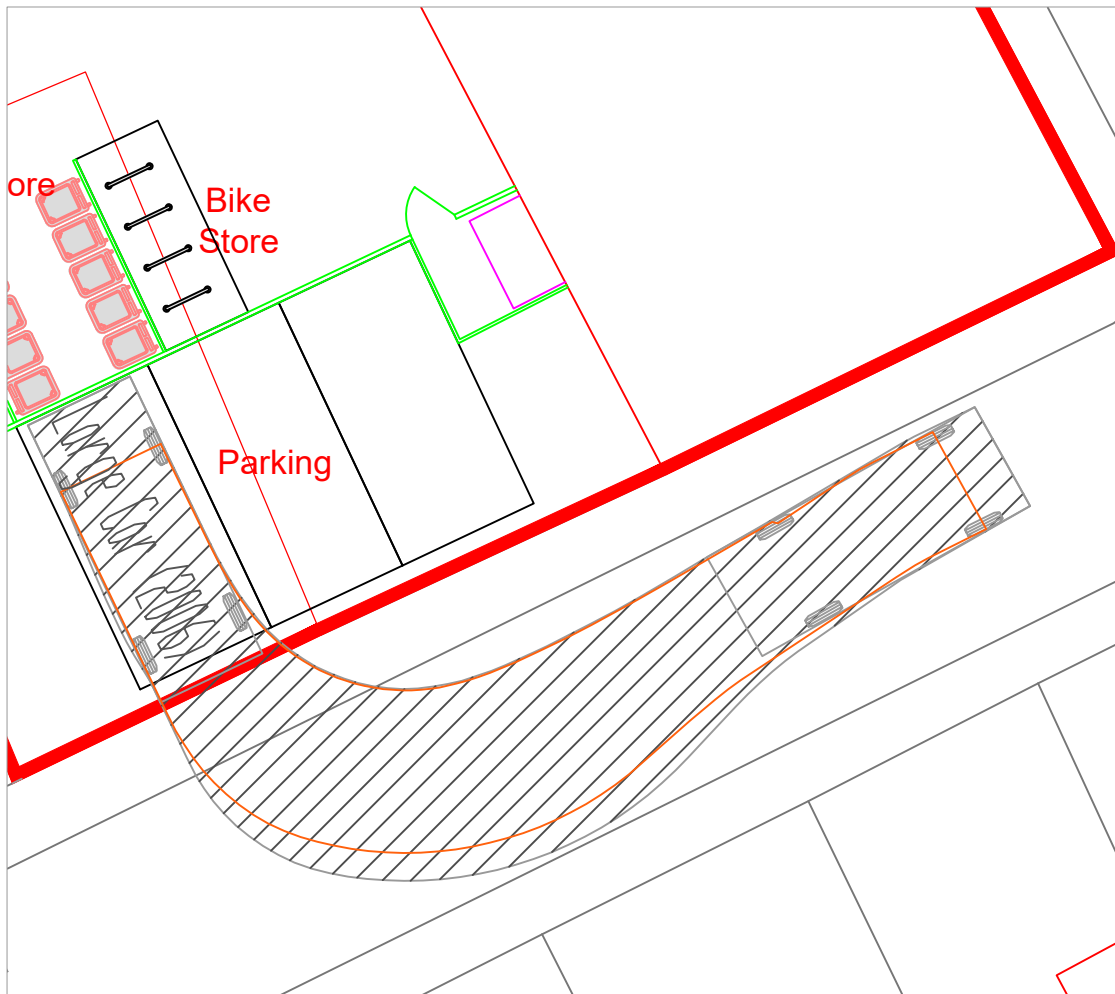
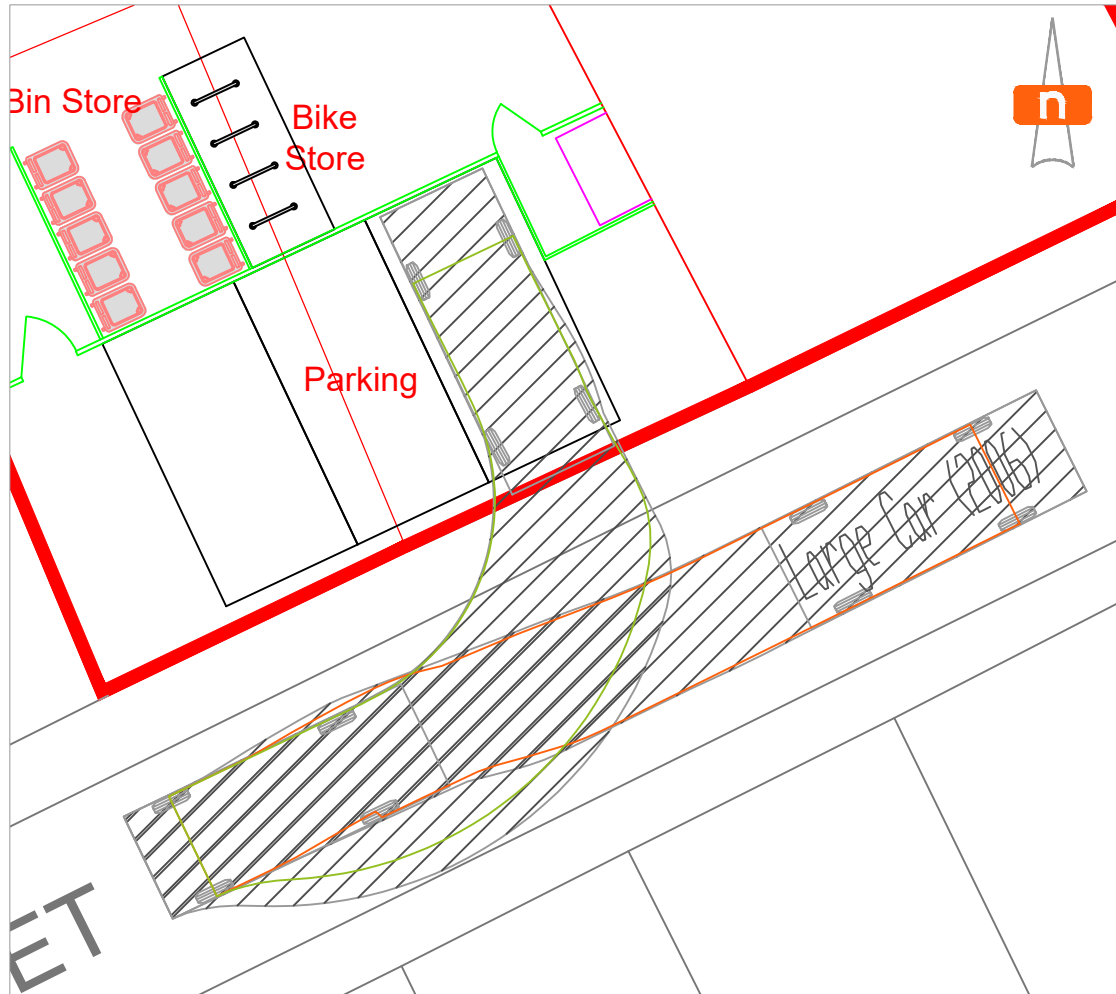
Day 2 Count

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SCALE	1 : 1250
DATE	01/07/2024
DRAWING No.	
DRAWN BY	

APPENDIX E

Drawings



- NOTE:
1. THIS DRAWING IS BASED UPON DRAWING NUMBER 20231116 1-5 PORTER STREET BY GRANT ERSKINE ARCHITECTS.
 2. THIS DRAWING IS BASED UPON THE ORDNANCE SURVEY'S (1:1250) MAP WITH PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT RESERVED.
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 4. ROAD MARKINGS & TRAFFIC SIGNS ARE TO BE IN ACCORDANCE WITH 'THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'
 5. DO NOT SCALE FROM THIS DRAWING WORK FROM FIGURED DIMENSIONS ONLY.
 6. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.

- KEY:
- SITE BOUNDARY
 - PEDESTRIAN VISIBILITY SPY 2.4m x 2.4m (WEST) and 2.2m x 2.4m (EAST)

Large Car (2006)

5.079

0.818 3.035

Large Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.079m

1.872m

1.525m

0.310m

1.831m

4.00s

5.900m

—	—	—
—	30.07.2024	INITIAL ISSUE
REV	DATE	REMARKS

CLIENT

SONALIGHT LIVING LTD

JOB TITLE

PORTER STREET,
BURY

DRAWING
TITLE

VEHICLE TRACKING AND,
PEDESTRIAN VISIBILITY

DRAWING NO.

J32-8142-PS-001

DRAWN	PM	CHECKED	ALF
CREATED	JUL '24	SCALE	NTS@A3

mode transport planning
GRIFFIN HOUSE
18-19 LUDGATE HILL
BIRMINGHAM
B3 1DW

T 0121 794 8390
E INFO@MODETRANSPORT.CO.UK
W WWW.MODETRANSPORT.CO.UK

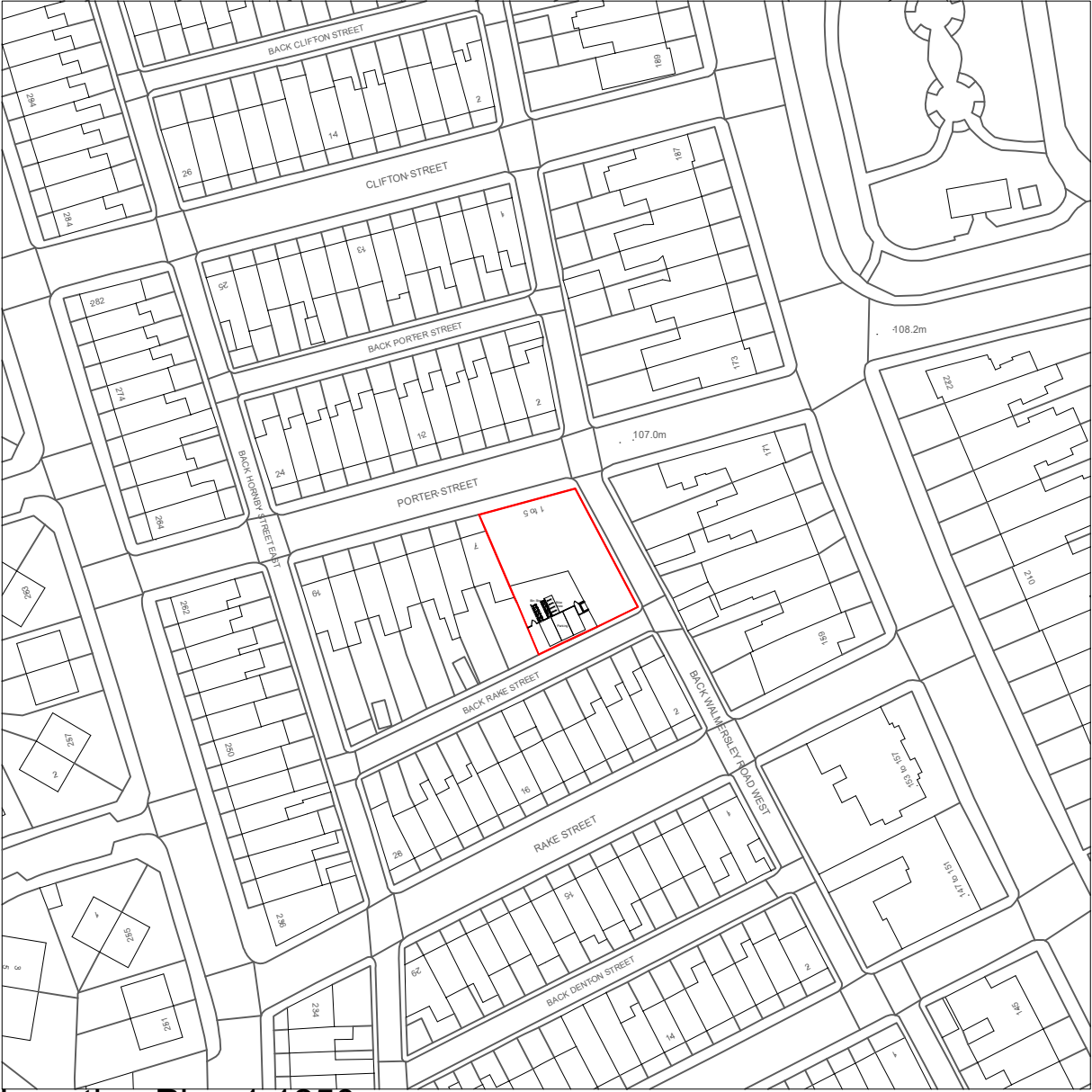
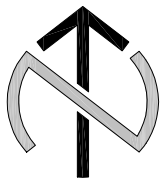


APPENDIX F

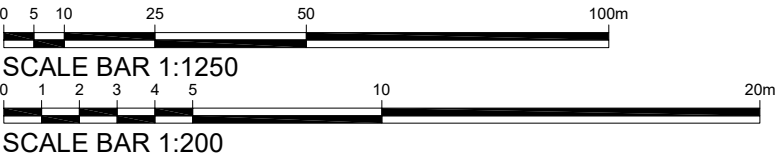
Revised Masterplan



Site Plan 1:200



Location Plan 1:1250



NOTES

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REVISION / DESCRIPTION	DRAWN	CHECKED	DATE
A - Amended in line with planner comments	MDS	MDS	23/02/24
B - Amended in line with planner comments	MDS	MDS	01/07/24

PROJECT TITLE	
1-5 PORTER STREET, BURY PARTIAL CONVERSION TO HMOS	
PROJECT NUMBER	
20231116	
DRAWING TITLE	SCALE
PROPOSED SITE & LOCATION PLANS	VARIOUS @A3
	DATE
	14/02/24
DRAWING No.	REVISION
(0-)A004	B

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