



Proposed Residential Development, 17 Belle Vue Terrace, Bury

Highways Technical Note

Prepared for

Weaste Properties Limited

**July 2024
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Document Control

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by Weaste Properties Limited to provide highways and transport advice to accompany a planning application which comprises the change of use of No. 17 Belle Vue Terrace, Bury, from a 6-bedroom house in multiple occupation (HMO) to a 9-bedroom HMO.
- 1.1.2 This Highways Technical Note (HTN) has been prepared to inform Bury Council, which is the Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transportation matters associated with the proposals, with particular regard to the proposed car parking arrangements.

1.2 Report Structure

- 1.2.1 Following this introductory section, this report is structured as follows:
- i) **Chapter 2** sets out the existing conditions on and around the site, including the site's location, existing use, and local highway network, alongside a review of the highway safety record on the local highway network;
 - ii) **Chapter 3** provides a high-level review of the accessibility of the site by sustainable, non-car modes of travel;
 - iii) **Chapter 4** provides a description of the development proposals, including the proposed site access, car parking and servicing arrangements;
 - iv) **Chapter 5** forecasts the traffic generation associated with the proposed development; and
 - v) **Chapter 6** summarises and concludes the report.

2.0 EXISTING CONDITIONS

2.1 Site Location

- 2.1.1 The site is located at No. 17 Belle Vue Terrace, approximately 500m (crow flies) to the south-west of Bury Town Centre.
- 2.1.2 The location of the site is shown on **Image 2.1** in the context of the local highway network.

Image 2.1 – Site Location



2.2 Existing Use

- 2.2.1 The site currently comprises a terrace property, which has recently been converted from a 3-bedroom dwellinghouse to a 6-bedroom HMO under permitted development rights. At the time of writing this HTN, the site is currently occupied by 6 tenants.

- 2.2.2 There is currently one off-street parking space which is accessed to the rear of the property.

2.3 Local Highway Network

Belle Vue Terrace

- 2.3.1 Belle Vue Terrace is a single lane, two-way road which borders the site to the north. It routes in a westerly direction for a distance of approximately 110m from its priority-controlled junction with Manchester Road.
- 2.3.2 The carriageway width along Belle Vue Terrace, within the vicinity of the site, is approximately 5.0m, with circa 1.0m wide footways on both sides. It is subject to a posted 20mph speed limit.

A56 Manchester Road

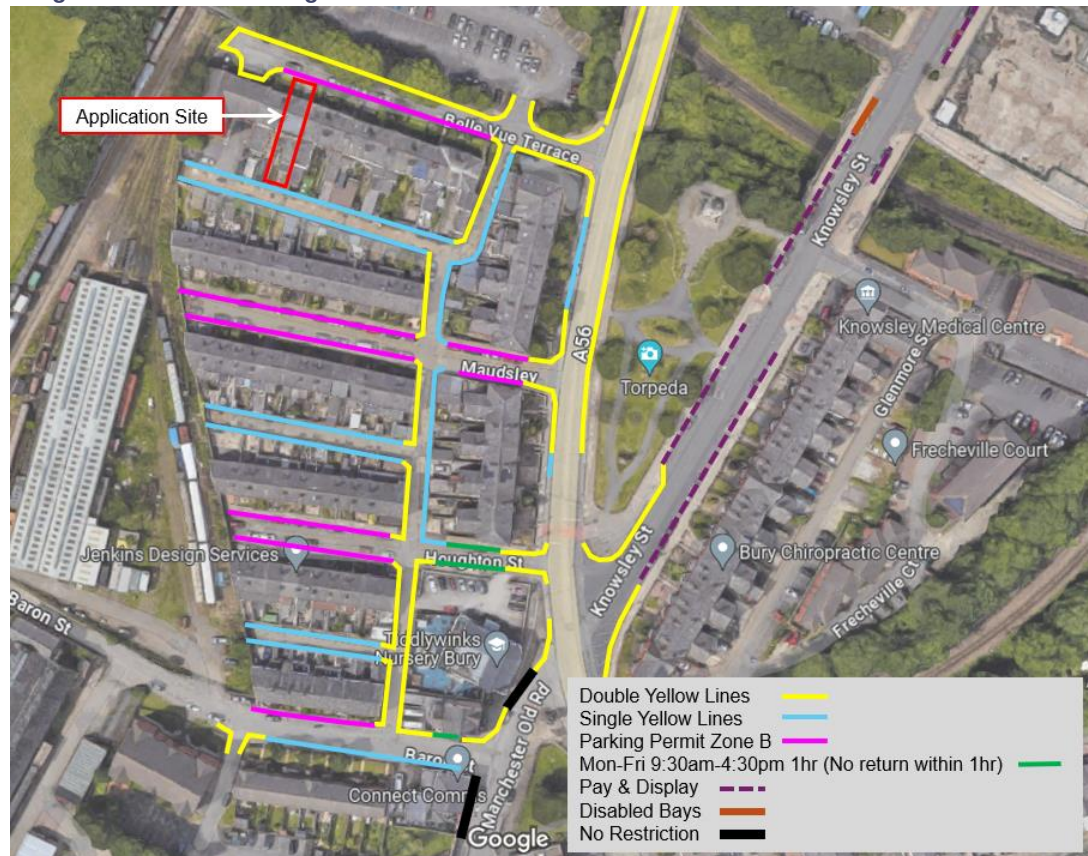
- 2.3.3 The A56 Manchester Road routes in a general north-south alignment between its signalised junction with the A58 Jubilee Way, circa 150m to the north of its junction with Belle Vue Terrace, and its priority-controlled junction with Well Lane, after which the A56 continues as Bury New Road.
- 2.3.4 Within the vicinity of the site, the A56 Manchester Road comprises a two-way road with a single lane in each direction. The carriageway also comprises cycle lanes on both sides of the carriageway, and there are circa 2.0m wide footways on both sides. It is subject to a 30mph speed limit.

2.4 Local Traffic Regulation Order (TRO) Regime

- 2.4.1 Belle Vue Terrace is subject to a TRO regime in the form of double yellow lines (No Waiting at Any Time) along the northern side of the carriageway, along the southern side for a distance of approximately 30m from its junction with the A56 Manchester Road, and around the turning head at its western end. The remainder of the carriageway is subject to a 'Resident permit holders only' restriction between 8am – 6pm, Monday – Saturday. Belle Vue Terrace is located within Parking Permit Scheme Zone B.
- 2.4.2 A plan showing the TRO regime on the local highway network to the site is shown on **Image 2.2**.



Image 2.2 – Local TRO Regime



2.4.3 **Image 2.2** demonstrates that the surrounding streets are characterised by significant sections of double and single yellow lines, and resident permit holder / short-stay on-street parking bays. All resident permit holder bays within Zone B (shown in pink on **Image 2.2**) are in operation between 8am – 6pm, Monday – Saturday.

2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data on the local highway network to the site has been obtained from the online Crash Map resource (www.crashmap.co.uk). Data was extracted for the most recently available complete three-year period, which is 2020 to 2022 (inclusive). The location and severity of the accidents are shown on **Image 2.3**.

Image 2.3 – CrashMap Extract (2020-2022 Inclusive)



2.5.2 **Image 2.2** shows that the following accidents have been recorded within the identified study area between 2020 and 2022 (inclusive):

- i) 1 'slight' severity accident at the A56 Manchester Road / A58 Jubilee Way junction;
- ii) 1 'slight' severity accident at the A56 Manchester Road / Belle Vue Terrace junction; and
- iii) 1 'slight' severity accident at the A56 Manchester Road / Knowsley Street junction.

2.5.3 A total of 3 accidents have therefore been recorded within the general vicinity of the site between 2020 and 2022 (inclusive), all of which were classified as being 'slight' in severity. This equates to one accident per year, on average.

2.5.4 This is not considered to present a material concern in the context of the proposed development.

3.0 ACCESSIBILITY OF THE SITE BY NON-CAR MODES OF TRAVEL

3.1 Introduction

3.1.1 Paragraph 109 of the National Planning Policy Framework (NPPF) states that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

3.1.2 To demonstrate the site's compliance with the above, this Chapter of the report examines the accessibility of the site by non-car modes of transport through consideration of the following modes of transport:

- i) Accessibility on foot;
- ii) Accessibility by cycle; and,
- iii) Accessibility on public transport.

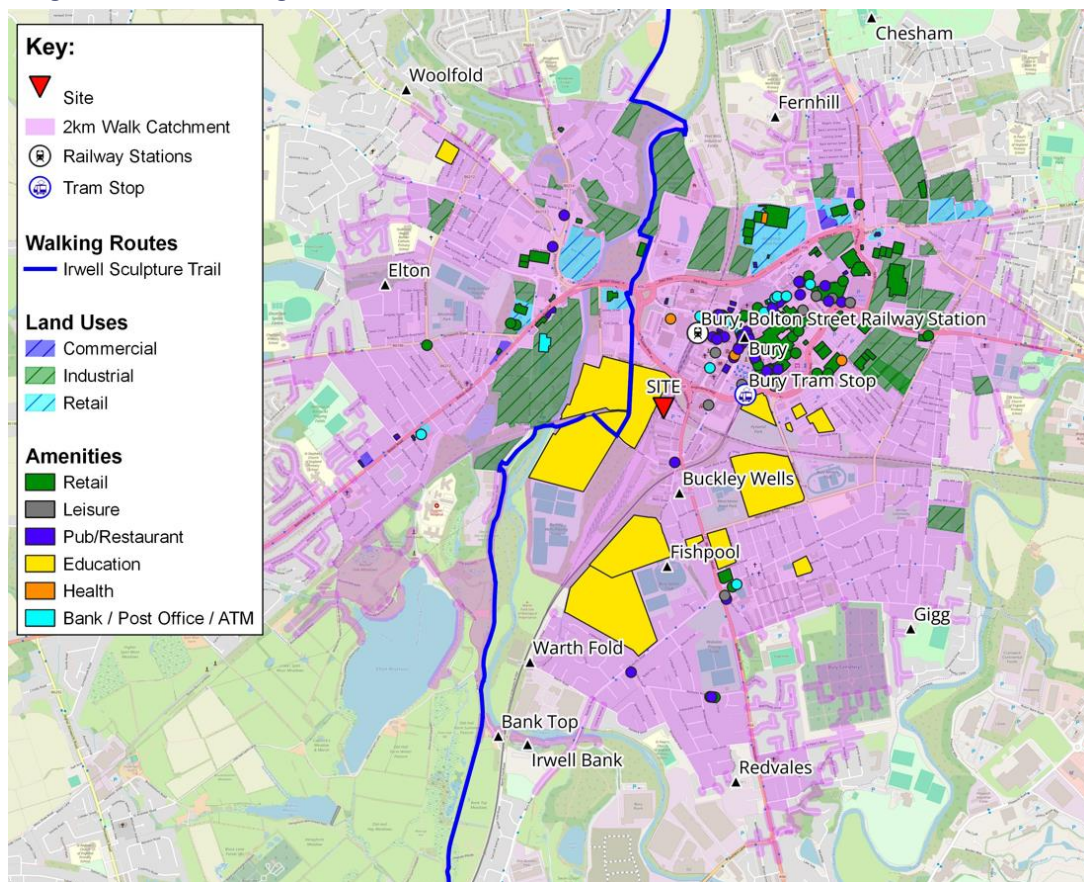
3.2 Pedestrian Accessibility

3.2.1 The Chartered Institute of Highways and Transportation (CIHT, formerly IHT) in their document, *‘Providing for Journeys on Foot’* recognises that although acceptable walking distances will vary between individuals and circumstances, for commuting, school, and sight-seeing trips, it is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 **Image 3.1** shows an indicative 2km walking catchment measured from the centre of the proposal site, providing an indication of the areas which can be reached within a 24-minute walk, assuming a walk speed of 1.4m/s.



Image 3.1 – 2km Walking Catchment

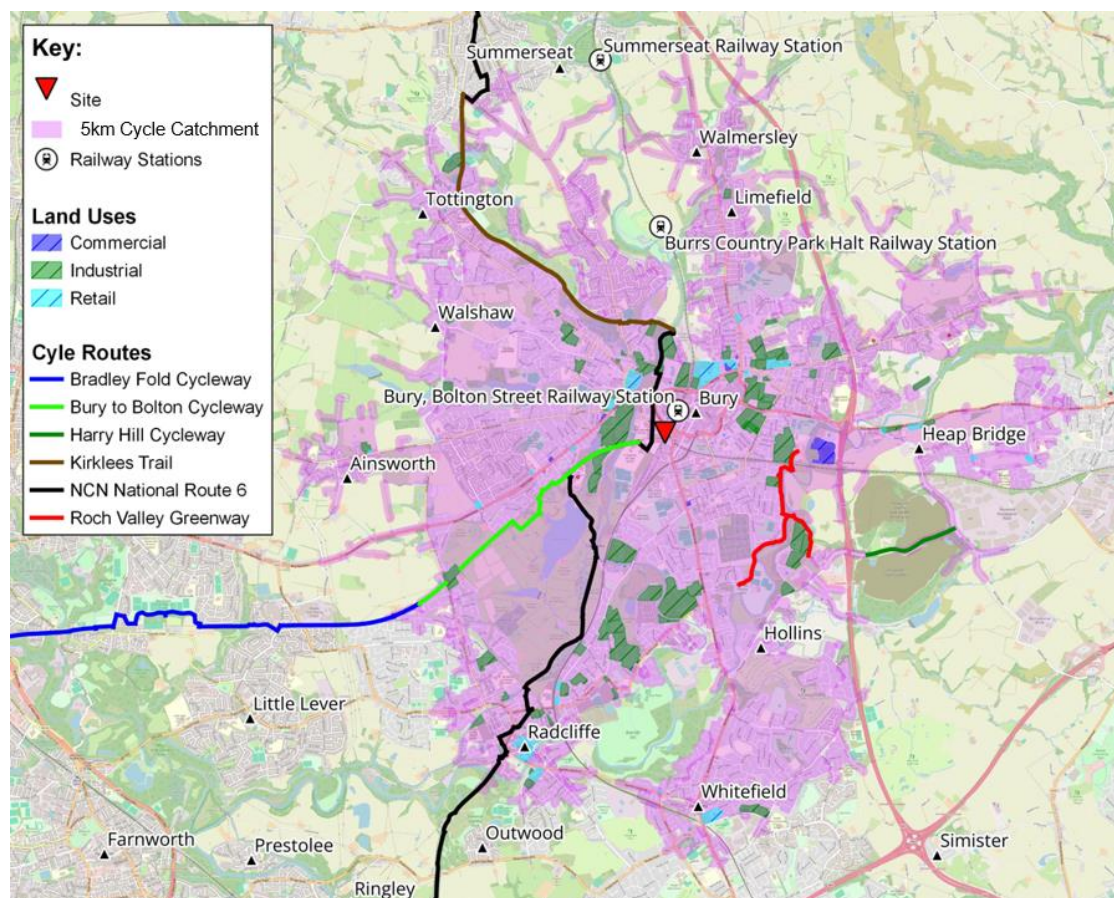


- 3.2.3 The site is very well located to encourage trips to be made to the site on foot. **Image 3.1** illustrates that the 2km catchment incorporates Bury Town Centre and all of the local amenities and facilities contained within it relating to education, leisure, retail and employment.
- 3.2.4 It should be noted that the local highway network provides a safe and realistic opportunity for residents to reach the areas contained within the 2km walking catchment. This includes footways, street lighting and pedestrian crossing points equipped with dropped kerbs and tactile paving at the key junctions surrounding the site.
- 3.2.5 **Image 3.1** also illustrates that the site is located within walking distance of part of the Irwell Sculpture Trail, which routes to the west of Bury Town Centre.
- 3.2.6 Accordingly, it is considered that the site is highly accessible on foot.

3.3 Accessibility by Cycle

- 3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole journey, or as part of a longer journey by public transport.
- 3.3.2 In order to assist in assessing the accessibility of the site by cycle, **Image 3.2** shows the 5km cycle catchment measured from the centre of the site.

Image 3.2 – 5km Cycle Catchment



- 3.3.3 As shown on **Image 3.2**, the 5km catchment incorporates the whole of Bury Town Centre, alongside surrounding areas such as Whitefield, Radcliffe, Tottingham and Walmersley, amongst others.
- 3.3.4 **Image 3.2** also illustrates that the 5km catchment includes parts of the National Cycle Network (NCN) Route 6, the Bury to Bolton Cycleway, the Roch Valley Greenway and the Kirklees Trail.

3.3.5 It should also be noted that the TfGM website (<https://activetravel.tfgm.com/cycling/>) also provides a range of online resources to encourage people to take up cycling, alongside tools to help users plan their journeys by cycle. This includes information relating to the benefits of cycling, cycling courses, locations of Cycling Hubs, and the Bee Network bike hire scheme, amongst other things.

3.3.6 With regards to the above, the site is therefore considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

Bus

3.4.1 Guidance from the CIHT document '*Guidelines for Planning for Public Transport in Development*' recommends that the walk distance from a new development to a bus stop should ideally be 300m, or a maximum of 400m.

3.4.2 The closest bus stops to the site are located along Knowsley Street and can be accessed within a 300m walk distance. The nearest bus stops to the site therefore confirm with the CIHT's lower walk distance threshold.

3.4.3 **Table 3.1** summarises the public bus services that operate from the Knowsley Street bus stops and their typical frequencies.

Table 3.1 – Local Bus Services and Typical Frequencies

Bus Stop	Service / Route Description	Typical One-way Service Times / Frequency		
		Weekday	Saturday	Sunday / Bank Holiday
135	Bury Interchange – Piccadilly Gardens	Every 10 minutes	Every 10 minutes	Every 20 minutes
513	Bury Interchange – Farnworth Bus Station	Every 1 hour	Every 1 hour	Every 2 hours
524	Bury Interchange – Bolton Interchange	Every 12 minutes	Every 12 minutes	Every 20 minutes

3.4.4 **Table 3.1** demonstrates that the nearest bus stops to the site are serviced by three public bus services which provide frequent services to Bury Town Centre, Bolton, Manchester City Centre and Farnworth, among other areas.

3.4.5 The site is therefore considered to be accessible by bus.



Tram

- 3.4.6 Bury Interchange Tram Stop is located within a 500m walk distance to the north-east of the application site and is located on the Altrincham – Bury and Piccadilly – Bury lines. Metrolink services typically operate every 12 minutes between Monday and Saturday (6am – midnight), and every 15 minutes on Sundays (7am – midnight).

3.5 Accessibility Summary

- 3.5.1 With regards to the above, the site is well located to facilitate journeys to / from the site to be made by sustainable modes of transport. The surrounding area is well equipped with pedestrian and cycle infrastructure and the site is located within walking distance to a range of frequent public transport services.
- 3.5.2 Moreover, the Greater Manchester Accessibility Levels (GMAL) provides a detailed and accurate measure of the accessibility of a point to public transport infrastructure and ranks accessibility from 1 (low) to 8 (high). GMAL identifies the site to be in level 7, and therefore confirms the highly sustainable credentials of the site.
- 3.5.3 Accordingly, it is evident that the site is accessible by sustainable transport modes and is therefore compliant with national (NPPF) and local policies.

4.0 PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 This planning application seeks planning permission for the change of use of No.17 Belle Vue Terrace, Bury from an existing 6-bedroom HMO to a 9-bedroom HMO (i.e. 3 additional HMO bedrooms).
- 4.1.2 The proposed site plans are contained in **Appendix A** to the rear of this report.

4.2 Proposed Car Parking and Access Arrangements

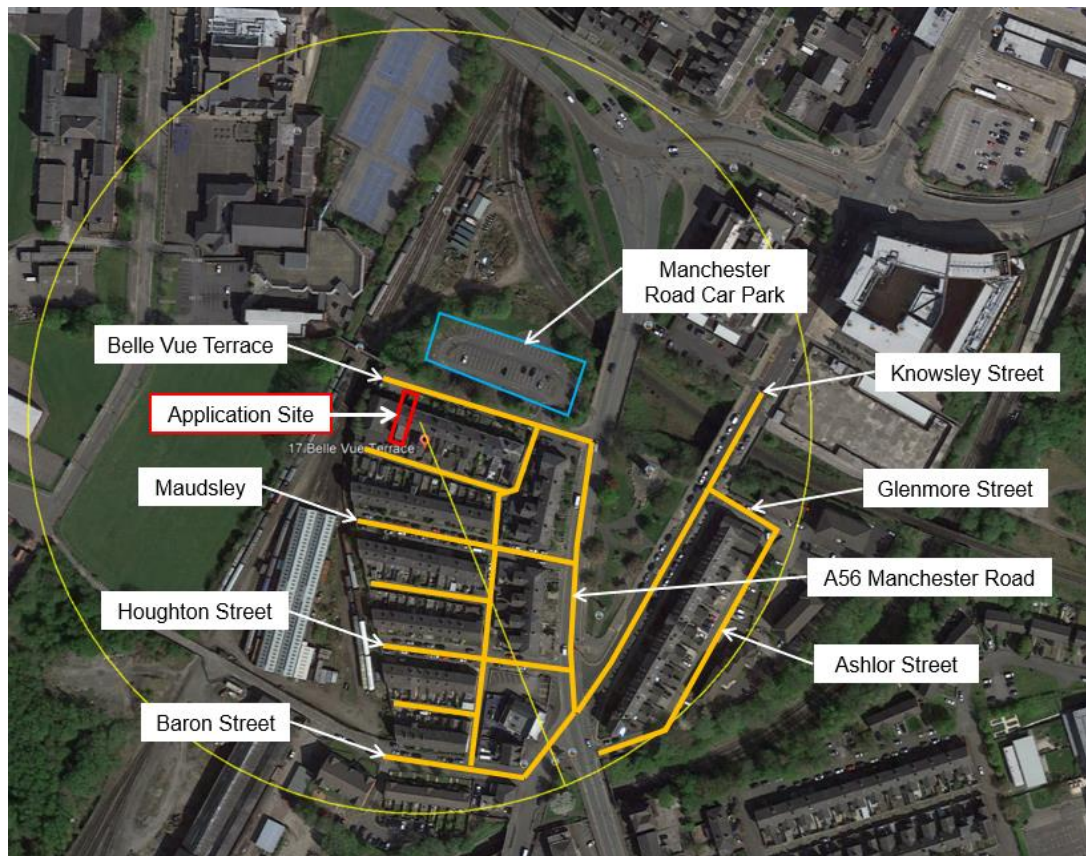
- 4.2.1 As shown on the proposed site plan in **Appendix A**, there is currently one off-street car parking space located to the rear of the site.
- 4.2.2 The following subsections of this report demonstrate that this would be acceptable and would not result in detriment to the safety or operation of the local highway network.

Parking Beat Surveys

- 4.2.3 A parking beat survey was undertaken on the local highway network in general accordance with the so-called 'Lambeth' methodology in order to determine the parking capacity / availability at night, during the worst-case period for parking demand in residential areas.
- 4.2.4 The parking beat surveys were undertaken on Wednesday 16th July 2024 and Friday 19th July 2024 between 00:30 and 05:30. Daytime surveys were also undertaken on Wednesday 16th July 2024 between 09:00-10:00, and on Thursday 18th July 2024 between 10:00 and 11:00. Whilst the existing 6 HMO units at the site are all currently occupied at the time of writing, it is understood that only 2 of the units were occupied at the time of the surveys.
- 4.2.5 The study area of the parking beat survey is shown on **Image 4.1** in relation to the application site.



Image 4.1 – Parking Beat Survey Study Area



4.2.6 The results of the parking beat surveys undertaken between 00:30am and 05:30am are summarised in **Table 4.1** and **Table 4.2**. During this period, none of the existing TRO restrictions in the form of single yellow lines, short-stay parking bays and resident permit holder bays are in operation. This therefore allows residents to park unrestricted at these locations within the study area. The only exception to this is along Knowsley Street, where all spaces within the study area are Pay & Display at all times.

4.2.7 It should also be noted that Manchester Road Car Park is included within the study area, which is accessed from Belle Vue Terrace and can be reached within a circa 100m walk distance of the site. This is a Council owned, town centre car park and the following information is published on Bury Council's website:

"All council owned car parks are open 24 hours a day, 365 days a year. Parking places are free after 6pm, until 8am the following morning. The charges shown apply Monday to Saturday. On Sundays there is a £1.50 standard charge for all council owned car parks in Bury town centre."

Table 4.1 – Parking Beat Survey Results – Wednesday 17th July 2024 (00:30-05:30)

Road	Description	Capacity	Utilised	Unutilised
Back Alley	Noth-South from Belle Vue Terrace to Baron Street	21	4	17
Back Alley	East-West between Baron Street and Houghton Street	7	0	7
Back Alley	East-West between Houghton Street and Maudsley	10	0	10
Back Alley	East-West between Maudsley and Belle Vue Terrace	13	2	11
A56 Manchester Road	From Belle Vue Terrace to Houghton Street	5	0	5
Knowsley Street	From A56 to Knowsley Place Car Park	35*	12	23
Baron Street	From Manchester Old Road to Buckley Grange Access	15	5	10
Houghton Street	From A56 to end of road	23	23	0
Maudsley Street	From A56 to end of road	33	31	2
Belle Vue Terrace	From A56 to end of road	11	9	2
Glenmore Street	Knowsley Street - Ashlor Street	5	1	4
Manchester Old Road	A56 Manchester Road - Baron Street	3	0	3
Ashlor Street	Glenmore Street – A56	8	0	8
Manchester Road Car Park		108	0	108
Total		297	87	210

*Pay & Display

Table 4.2 – Parking Beat Survey Results – Friday 19th July 2024 (00:30-05:30)

Road	Description	Capacity	Utilised	Unutilised
Back Alley	Noth-South from Belle Vue Terrace to Baron Street	21	4	17
Back Alley	East-West between Baron Street and Houghton Street	7	0	7
Back Alley	East-West between Houghton Street and Maudsley	10	0	10
Back Alley	East-West between Maudsley and Belle Vue Terrace	13	2	11
A56 Manchester Road	From Belle Vue Terrace to Houghton Street	5	0	5
Knowsley Street*	From A56 to Knowsley Place Car Park	35*	13	22
Baron Street	From Manchester Old Road to Buckley Grange Access	15	5	10
Houghton Street	From A56 to end of road	23	21	2
Maudsley Street	From A56 to end of road	33	32	0
Belle Vue Terrace	From A56 to end of road	11	10	1
Glenmore Street	Knowsley Street - Ashlor Street	5	2	3
Manchester Old Road	A56 Manchester Road - Baron Street	3	0	3
Ashlor Street	Glenmore Street – A56	8	0	8
Manchester Road Car Park		108	1	107
Total		297	90	207

*Pay & Display

4.2.8 Review of **Tables 4.1** and **4.2** demonstrate that on Wednesday 17th July 2024 there was a total space capacity for some 210 cars to park either on the local highway network or within the Manchester Road Car Park. On Friday 19th July 2024, there was a total spare capacity for 207 cars to park. The majority of this spare capacity is within the Manchester Road Car Park (i.e. spare capacity of 108 spaces on Wednesday 17th July 2024 and spare capacity of 107 spaces on Friday 19th July 2024).

4.2.9 **Tables 4.3** and **4.4** set out the results of the daytime surveys, which were undertaken between 09:00am and 10:00am on Wednesday 17th July 2024 and between 10:00-11:00 on Thursday 18th July 2024. The results only account for the on-street parking that will be available for use by residents during this period, having regard to the local TRO restrictions. This primarily comprises the resident permit holder bays within Zone B, and some single yellow line restrictions.

Table 4.3 - Parking Beat Survey Results – Wednesday 17th July 2024 (09:00-10:00)

Road	Description	Capacity	Utilised	Unutilised
Back Alley	Noth-South from Belle Vue Terrace to Baron Street	0	0	0
Back Alley	East-West between Baron Street and Houghton Street	0	0	0
Back Alley	East-West between Houghton Street and Maudsley	0	0	0
Back Alley	East-West between Maudsley and Belle Vue Terrace	0	0	0
A56 Manchester Road	From Belle Vue Terrace to Houghton Street*	5	4	1
Knowsley Street	From A56 to Knowsley Place Car Park	35**	19	16
Baron Street	From Manchester Old Road to Buckley Grange Access	9	6	3
Houghton Street	From A56 to end of road	23	17	6
Maudsley Street	From A56 to end of road	32	22	9
Belle Vue Terrace	From A56 to end of road	11	9	2
Glenmore Street	Knowsley Street - Ashlor Street	5	3	2
Manchester Old Road	A56 Manchester Road - Baron Street	3	1	2
Ashlor Street	Glenmore Street – A56	8	8	0
Manchester Road Car Park		108	102	6
Total		239	191	48

*West Side – Single Yellow Lines – Monday – Saturday 07:30-09:30 / 15:00-18:30 – Surveyed at 09:45

**Pay & Display

Table 4.4 - Parking Beat Survey Results – Thursday 18th July 2024 (10:00-11:00)

Road	Description	Capacity	Utilised	Unutilised
Back Alley	Noth-South from Belle Vue Terrace to Baron Street	0	0	0
Back Alley	East-West between Baron Street and Houghton Street	0	0	0
Back Alley	East-West between Houghton Street and Maudsley	0	0	0
Back Alley	East-West between Maudsley and Belle Vue Terrace	0	0	0
A56 Manchester Road	From Belle Vue Terrace to Houghton Street	5	4	1
Knowsley Street	From A56 to Knowsley Place Car Park	35**	19	16
Baron Street	From Manchester Old Road to Buckley Grange Access	9	6	3
Houghton Street	From A56 to end of road	23	20	3
Maudsley Street	From A56 to end of road	32	22	10
Belle Vue Terrace	From A56 to end of road	11	8	3
Glenmore Street	Knowsley Street - Ashlor Street	5	3	2
Manchester Old Road	A56 Manchester Road - Baron Street	3	1	2
Ashlor Street	Glenmore Street – A56	8	8	0
Manchester Road Car Park		108	107	1
Total		239	198	41

*West Side – Single Yellow Lines – Monday – Saturday 07:30-09:30 / 15:00-18:30 – Surveyed at 10:45

**Pay & Display

4.2.10 The results in **Tables 4.3** and **4.4** demonstrate that on Wednesday 17th July 2024, there was a total spare capacity for some 48 cars to park on the local highway network, and on Thursday 18th July 2024 there was spare capacity for circa 41 cars to park.

4.2.11 It is therefore considered that there is considerable spare on-street car parking capacity on the local highway network which would be more than sufficient to accommodate the parking demand that is forecast to be associated with the proposed development (see below), alongside any occasional spikes in activity associated with, for example, occasional visitor parking.

Local Car Ownership Levels – 2021 Census Data

4.2.12 The 2021 census data has been interrogated in order to determine the existing car ownership levels around the site.

4.2.13 Data for the output area 'E00025434' (within which the site lies) has been obtained. This will therefore give an indication of how many cars might be owned by occupants of the proposed 3 additional HMO bedrooms.

- 4.2.14 **Table 4.5** below shows the area covered by this output area and the Census data on car availability.

Table 4.5 – 2021 Census Data – Local Car Ownership Levels

Car / Van Availability	E00025434
All Households in Area	122
No Cars or Vans in Household	35
1 Car or Van in Household	59
2 Cars or Vans in Household	20
3 Cars or Vans in Household	8
All Cars or Vans in Area	123
Percentage Car Ownership	101%



- 4.2.15 The data demonstrates that car ownership is at 101% within the local area which, when applied to the proposed 3 additional bedrooms, would equate to an additional parking demand for around 3 cars. When applied to the total proposed number of HMO bedrooms (i.e. 9 bedrooms), this would equate to a gross car parking demand for around 9 cars. Based on the site comprising 1 off-street car parking space, this would result in an off-site parking demand of around 8 cars, in total. Note again that 2 of the 9 total HMO units were occupied at the time of the surveys, and so any parking demand generated by these units will already have been recorded in the surveys.
- 4.2.16 It should however be noted that the above assessment is based on households, and therefore includes a number of terraced houses within the local Census output area. Compared to the proposed HMO, the existing housing stock will generally have higher levels of car ownership, thereby making this analysis highly robust.

Comparison with Other TRICS Sites

- 4.2.17 To add to the above, the TRICS Database has been utilised to provide a review of car ownership levels at similar developments to the proposed development (i.e. affordable apartments schemes situated in Edge of Town Centre and Suburban locations).
- 4.2.18 The TRICS sites from the search results (**Appendix B**) have been tabulated and analysed in **Table 4.6** to determine what the typical occupancy rates and parking space provision are at these comparator sites.

Table 4.6 – Car Parking Provision and Demand at TRICS Comparator Sites

TRICS Site Reference	No. of Bedrooms	Parking Provision	Ratio of Spaces to No. of Bedrooms	Max. Car Parking Occupancy	% Ratio of Max observed Occupancy to No. of Bedrooms
DU-03-D-01	17	10	59%	7	41%
HC-03-D-02	20	23	115%	11	55%
LS-03-D-02	15	22	147%	3	20%
NF-03-D-01	20	0	0%	2	10%
SE-03-D-01	10	4	40%	3	30%
Average					31%

- 4.2.19 As shown above, the level of parking recorded at comparable sites indicates that the number of parking spaces utilised by residents of affordable apartment schemes in locations similar to the site is 0.31 per bedroom.
- 4.2.20 On the basis of the above, and assuming that the development is likely to have a level of car ownership similar to the comparator sites, it is estimated that the proposed development could be expected to generate an additional car parking demand of up to 1 space (i.e. 3×0.31 rounded up). When applied to the total proposed number of HMO bedrooms (i.e. 9 bedrooms), this would equate to a gross car parking demand of up to 3 spaces (or an off-site parking demand of 2 spaces, when having regard to the 1 off-street parking space).
- 4.2.21 This is considered to provide a more accurate representation of the level of parking demand that is likely to be generated by the proposed change of use compared to local car ownership data, which reflects car ownership of the terraced houses which make up the majority of the local Census output area.

Summary

- 4.2.22 When having regard to the proposed off-street car parking provision for 1 car, the existing on-street parking availability on the local highway network (minimum of around 41 spaces) and the forecast gross parking demand associated with the proposed development (between 2-8 cars), it is considered that the proposals are satisfactory from a parking perspective and would not cause detriment to the safety or operation of the local highway network.

4.3 Proposed Cycle Parking Provision

- 4.3.1 The proposed development includes 9 cycle parking spaces, which equates to a provision of 1 space per bedroom (100%). As shown on the proposed site plans in **Appendix A**, cycle parking will be located to the rear of the property.

4.4 Proposed Servicing Arrangements

- 4.4.1 Refuse collection will be undertaken in accordance with the servicing arrangements of the existing property and of the neighbouring properties along Belle Vue Terrace. As such, there would be a nil detriment effect on the safety and operation of the local highway network, as it would operate in the same manner as the existing site and nearby properties.

5.0 TRAFFIC GENERATION FORECASTS

5.1 Introduction

5.1.1 This Chapter of the HTN forecasts the traffic-generating potential of the proposed 9-bed HMO, as compared to the existing 6-bed HMO, in order to provide the anticipated net traffic changes that will arise from the proposed development.

5.2 Traffic Generation Forecasts

5.2.1 To estimate the traffic-generating potential of the proposed development, average trip rates from the industry-standard TRICS Database (V7.11.2) have been obtained.

5.2.2 The following search criteria has been applied within the TRICS database to obtain trip rates for the existing / proposed uses of the site:

- i) 'Residential – Affordable / Local Authority Flats';
- ii) Sites in Greater London and Ireland have been excluded;
- iii) Weekday surveys only;
- iv) Only sites in 'Edge of Town Centre' and Suburban locations have been selected; and
- v) Selection by total bedrooms.

5.2.3 **Table 5.1** shows the weekday peak hour vehicle trip rates (per 1 bedroom). It also shows the resultant trip forecasts when these trip rates are applied to the existing (6-bedroom HMO) and the proposed (9-bedroom HMO), and the associated net changes in vehicle trip generation.

Table 5.1 – Two-Way Vehicle Trip Rates and Trip Generation Forecasts

	Weekday AM Peak Hour (08:00-09:00)	Weekday PM Peak Hour (17:00-18:00)	Daily
Average Trip Rates (per 1 bedroom)	0.171	0.183	1.745
Existing Trip Generation (6-bed HMO)	1	1	10
Proposed Trip Generation (9-bed HMO)	2	2	16
Net Difference between Existing and Proposed Trip Generation	+1	+1	+6

5.2.4 As can be seen in **Table 5.1**, the proposed development is forecast to generate 1 additional two-way vehicle trip in the AM and PM peak hours, respectively. When assessed on a daily basis, the proposed development is expected to generate an additional 6 two-way trips.

- 5.2.5 The proposed development is therefore considered to be acceptable from a trip generation and traffic impact perspective.
- 5.2.6 Even when the redevelopment is considered in isolation (i.e. not by comparison to the current site use), the gross trip-generating potential is still insignificant and would not give rise to any unacceptable impact on the local highway network.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis have been appointed by Weaste Properties Limited to provide highways and transport advice to accompany a planning application which comprises the change of use of No. 17 Belle Vue Terrace, Bury, from a 6-bedroom HMO to a 9-bedroom HMO.
- 6.1.2 The site currently comprises a terrace property, which has recently been converted from a 3-bedroom dwellinghouse to a 6-bedroom HMO under permitted development rights. At the time of writing this HTN, the site is currently occupied by 6 tenants, although at the time of the recent parking beat surveys, only 2 were occupied. There is currently one off-street parking space which is accessed to the rear of the property.
- 6.1.3 A review of the PIA data on the local highway network to the site demonstrates that there are no accident clusters or blackspots that present a material concern in the context of the proposed development.
- 6.1.4 The site benefits from a high level of accessibility by the main non-car modes of transport, being within walking distance of a number of amenities, within cycling distance of various settlements via high quality routes and having good access to bus and tram services.
- 6.1.5 The proposed development does not include any additional off-street parking to the existing 1 parking space, which is located to the rear of the property. The results of a parking beat survey on the local highway network and within a nearby public car park (Manchester Road Car Park) demonstrates that there would be sufficient on-street parking capacity for the anticipated parking demand associated with the total proposed 9 HMO bedrooms.
- 6.1.6 The proposed development also includes the provision of 9 cycle parking spaces located to the rear of the property.
- 6.1.7 The site will continue to be serviced in accordance with the current servicing arrangements associated with the existing site and neighbouring properties.



6.1.8 The proposed development is forecast to result in 1 additional two-way trip in the weekday AM and PM peak hours, respectively, and an additional 6 two-way trips over the course of an average weekday.

6.1.9 Even when the redevelopment is considered in isolation (i.e. not by comparison to the current site use), the gross trip-generating potential is still insignificant and would not give rise to any unacceptable impact on the local highway network.

6.2 Conclusion

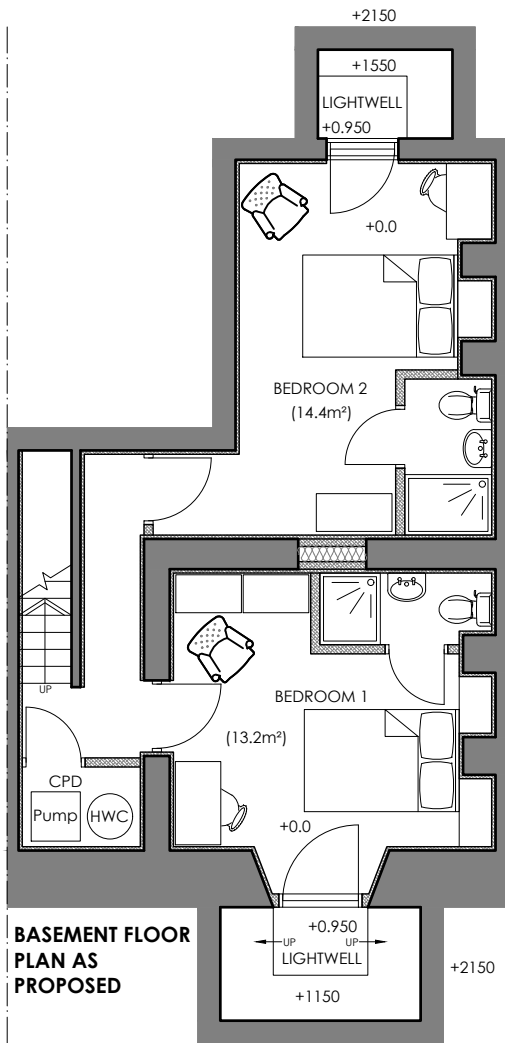
6.2.1 Paragraph 115 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

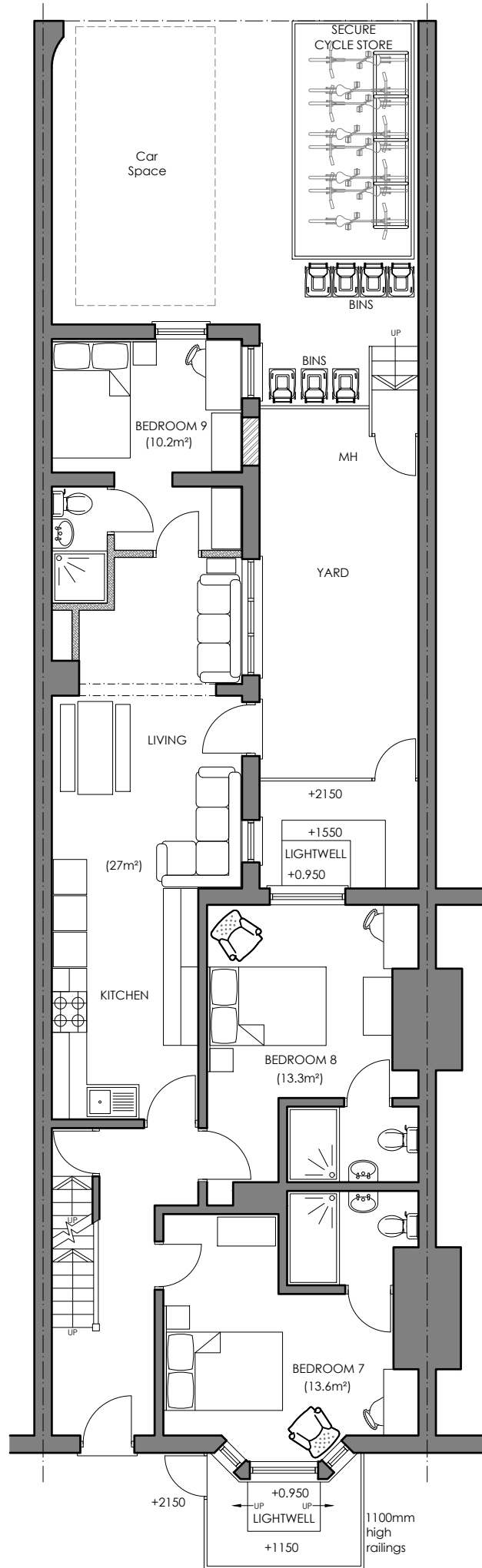
6.2.2 Based on the evidence presented in this HTN, no unacceptable impact would be created by the development and the application is therefore commended for approval.

Appendix A – Proposed Site Plans

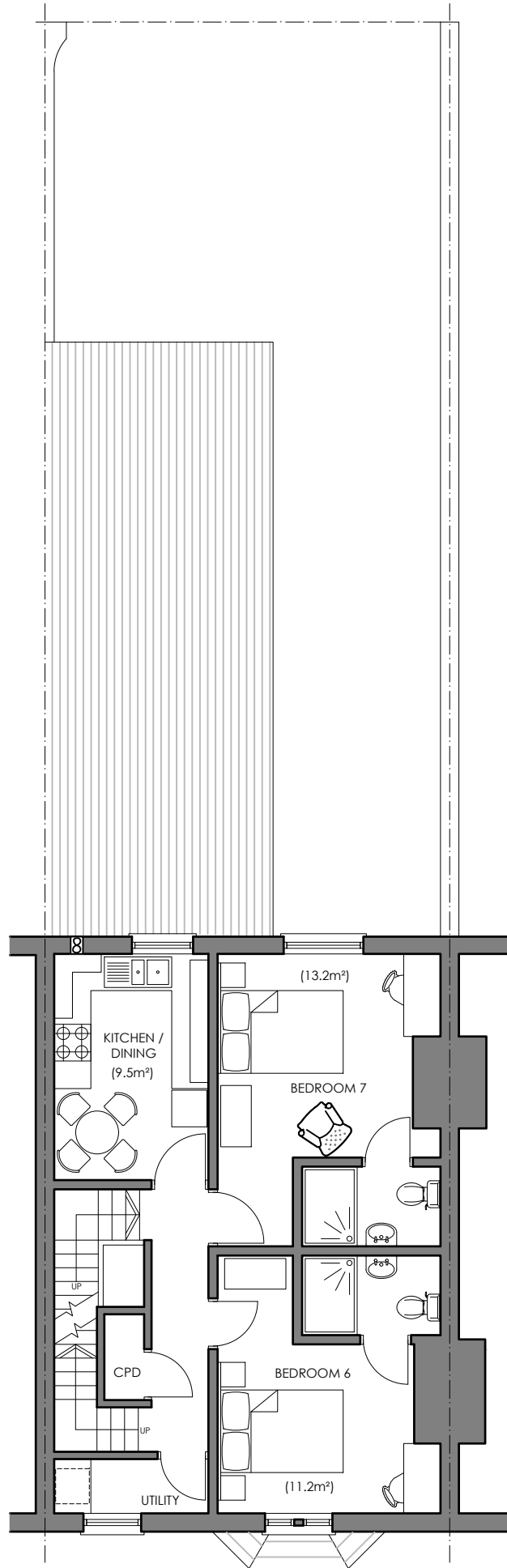




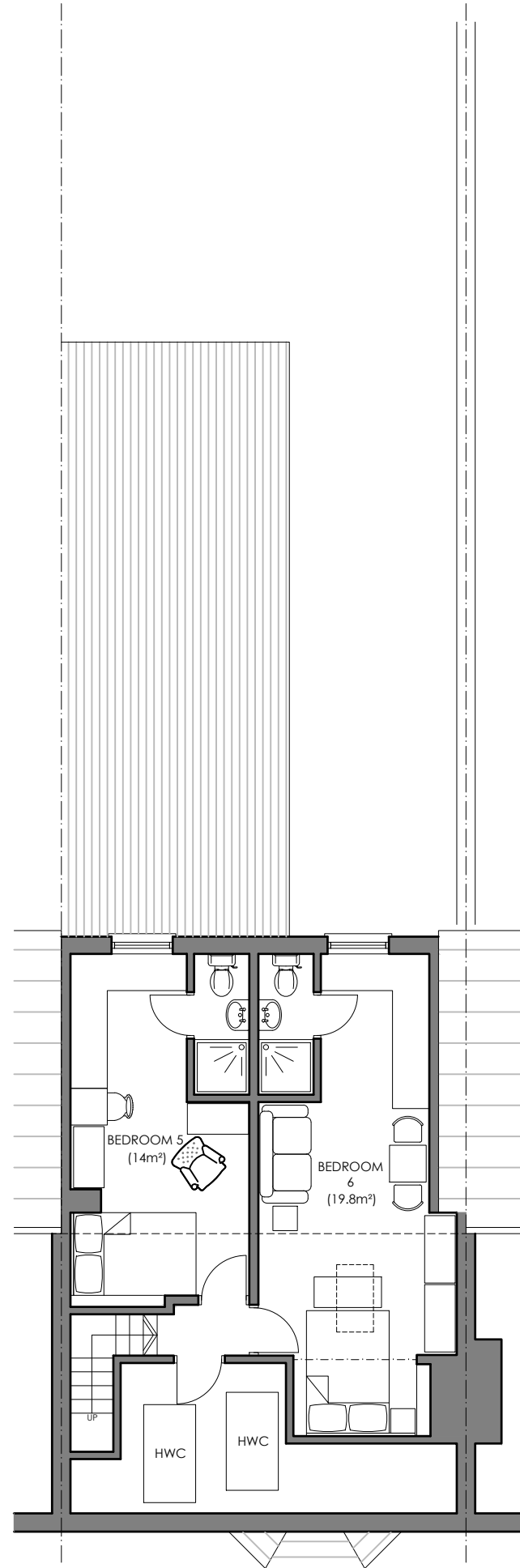
**BASEMENT FLOOR
PLAN AS
PROPOSED**



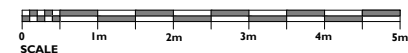
GROUND FLOOR PLAN AS PROPOSED



FIRST FLOOR PLAN AS PROPOSED



SECOND FLOOR PLAN AS PROPOSED



Tim Spencer Associates

Design and Project Management Consultants

12 Manley Close
Holmes Chapel
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Tel Fax: 01477 549 254
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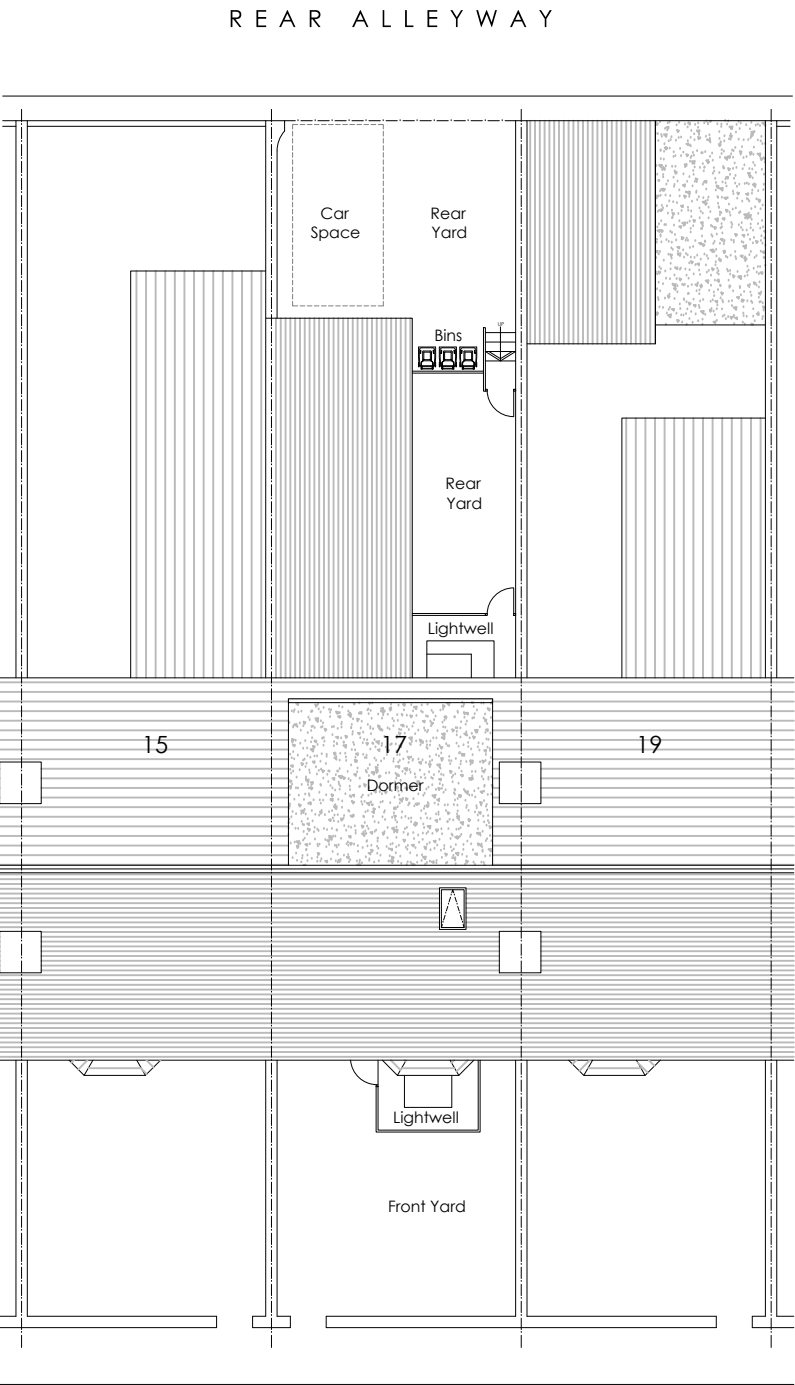
Project: 17 Belle Vue Terrace,
Bury, BL9 0SY

Description: **PLANS AS PROPOSED**

Job no: TSA 0223 Scale: A3@1/100

Drwg no: 005 Date: 9.12.23 Rev: -

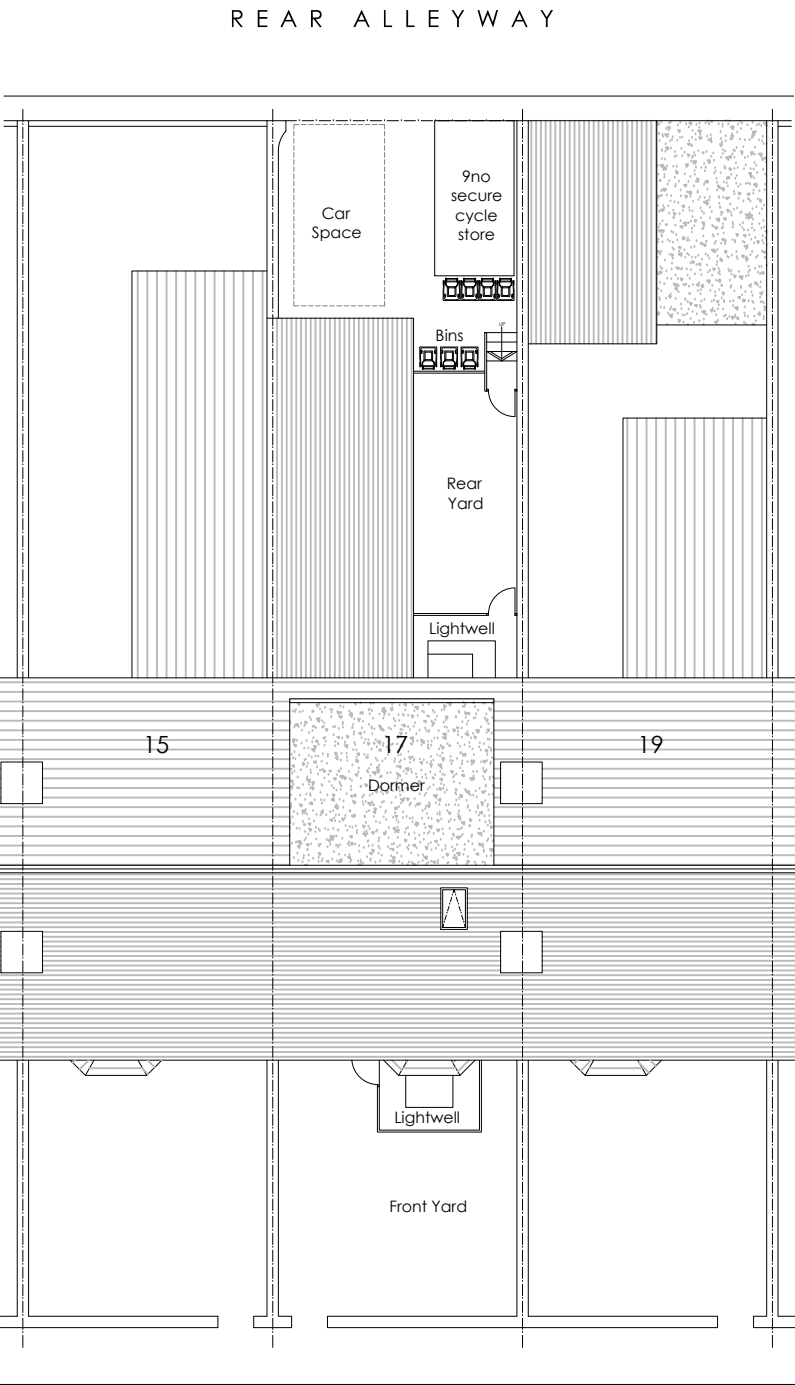
Drawing not to be scaled. Dimensions indicated must be checked on site prior to commencement of works. Any discrepancies to be reported immediately.



 **SITE BLOCK PLAN AS EXISTING**

0 2m 4m 6m 8m 10m

SCALE



 **SITE BLOCK PLAN AS PROPOSED**

0 2m 4m 6m 8m 10m

SCALE

Tim Spencer Associates

Design and Project Management Consultants

12 Manley Close
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Project: 17 Belle Vue Terrace,
Bury, BL9 0SY

Description: **SITE PLANS AS EXISTING
AND PROPOSED**

Job no: TSA 0223 Scale: A3@1/200

Drwg no: 006 Date: 9.12.23 Rev: -

Drawing not to be scaled. Dimensions indicated must be checked on site prior to commencement of works. Any discrepancies to be reported immediately.

Appendix B – TRICS Outputs



Calculation Reference: AUDIT-339901-240718-0713

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	SE SHEFFIELD	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

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Primary Filtering selection:

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

Parameter: Total Bedrooms
Actual Range: 10 to 20 (units:)
Range Selected by User: 10 to 20 (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: 01/01/05 to 21/06/23

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
Tuesday 1 days
Wednesday 1 days
Friday 2 days

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

Selected survey types:

Manual count 5 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
Suburban Area (PPS6 Out of Centre) 4

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 4
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 1 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 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

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Wilmslow

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Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	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
75,001 to 100,000	1 days
250,001 to 500,000	2 days
500,001 or More	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	2 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:

No	5 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	5 days
-----------------	--------

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

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LIST OF SITES relevant to selection parameters

1	DU-03-D-01	FLATS IN HOUSES	DUNDEE CITY
	JUBILEE PARK		
	NEAR DUNDEE		
	LETHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	17	
	Survey date: FRIDAY	06/05/11	Survey Type: MANUAL
2	HC-03-D-02	FLATS	HAMPSHIRE
	BOURNEMOUTH ROAD		
	EASTLEIGH		
	AMPFIELD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Total Bedrooms:	20	
	Survey date: FRIDAY	16/11/07	Survey Type: MANUAL
3	LS-03-D-02	BLOCK OF FLATS	LEEDS
	BELLE VUE ROAD		
	LEEDS		
	Edge of Town Centre		
	Residential Zone		
	Total Total Bedrooms:	15	
	Survey date: MONDAY	19/10/15	Survey Type: MANUAL
4	NF-03-D-01	BLOCK OF FLATS	NORFOLK
	DICKENS AVENUE		
	GREAT YARMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	20	
	Survey date: TUESDAY	20/09/05	Survey Type: MANUAL
5	SE-03-D-01	BLOCK OF FLATS	SHEFFIELD
	SAINT LAWRENCE ROAD		
	SHEFFIELD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Total Bedrooms:	10	
	Survey date: WEDNESDAY	21/06/23	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	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	5	16	0.012	5	16	0.085	5	16	0.097
08:00 - 09:00	5	16	0.073	5	16	0.098	5	16	0.171
09:00 - 10:00	5	16	0.037	5	16	0.073	5	16	0.110
10:00 - 11:00	5	16	0.049	5	16	0.061	5	16	0.110
11:00 - 12:00	5	16	0.049	5	16	0.049	5	16	0.098
12:00 - 13:00	5	16	0.122	5	16	0.061	5	16	0.183
13:00 - 14:00	5	16	0.085	5	16	0.134	5	16	0.219
14:00 - 15:00	5	16	0.110	5	16	0.061	5	16	0.171
15:00 - 16:00	5	16	0.049	5	16	0.049	5	16	0.098
16:00 - 17:00	5	16	0.085	5	16	0.037	5	16	0.122
17:00 - 18:00	5	16	0.098	5	16	0.085	5	16	0.183
18:00 - 19:00	5	16	0.085	5	16	0.098	5	16	0.183
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.854			0.891			1.745

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:

10 - 20 (units:)

Survey date date range:

01/01/05 - 21/06/23

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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