



Proposed Residential Development, 17 Belle Vue Terrace, Bury

Highways Technical Note

Prepared for

Z Portnoy

**January 2025
5098-HTN01a**



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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by Z Portnoy 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 an 8-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 Site Planning History

- 1.2.1 In September 2023, an application was submitted to Bury Council for the change of use of the site from a 6-bedroom HMO to a 9-bedroom HMO with 1 off-street car parking space (application reference 71156). A Highways Technical Note (document reference: 3815-01-HTN01a, dated July 2024), also prepared by Axis, was submitted as an accompanying document to the planning application which assessed the highways and transport-related implications associated with the proposed scheme.
- 1.2.2 However, the application was ultimately refused planning permission and the decision notice, dated 8 October 2023, contains five reasons for refusal. Refusal reasons 2, 4 and 5 contain highway-related matters, which are set out as follows:
- i) Refusal reason 3 – *‘The proposed car parking provision is inadequate and is likely to lead to vehicles parking and carrying out manoeuvres on the highway to the detriment of the free flow of traffic and road safety.’*
 - ii) Refusal reason 4 – *‘The application and submitted plans contain insufficient information to enable the adequacy of the proposed bin storage/refuse arrangements to ensure that the adopted highway will not be used for the storage of bins to be properly assessed.’*
 - iii) Refusal reason 5 – *‘The proposed development, if approved, would create a precedent for similar development in the area, with a resultant cumulative impact on highway safety.’*

- 1.2.3 A full copy of the decision notice is contained in **Appendix A** to the rear of this report.



- 1.2.4 This HTN report has been prepared in accordance with the latest scheme, which now comprises 8No. HMO bedrooms and 2No. off-street car parking spaces. It seeks to address the highway-related reasons for refusal associated with the previous application (reference 71156).

1.3 Report Structure

- 1.3.1 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 C3 use 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, only 2 of which own a car.

- 2.2.2 There is currently space for two cars to park within the site, at 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.

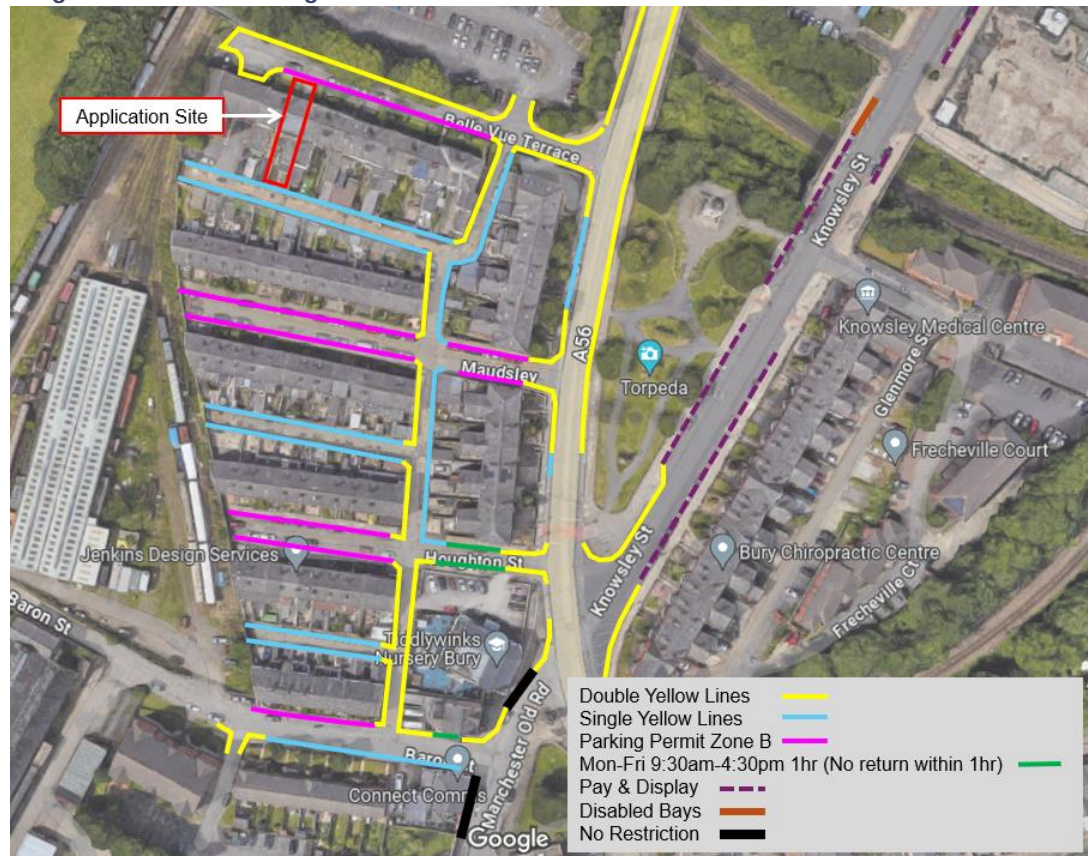
2.4 Local Traffic Regulation Order (TRO) Regime

- 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 110 of the National Planning Policy Framework (NPPF, December 2024) 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:

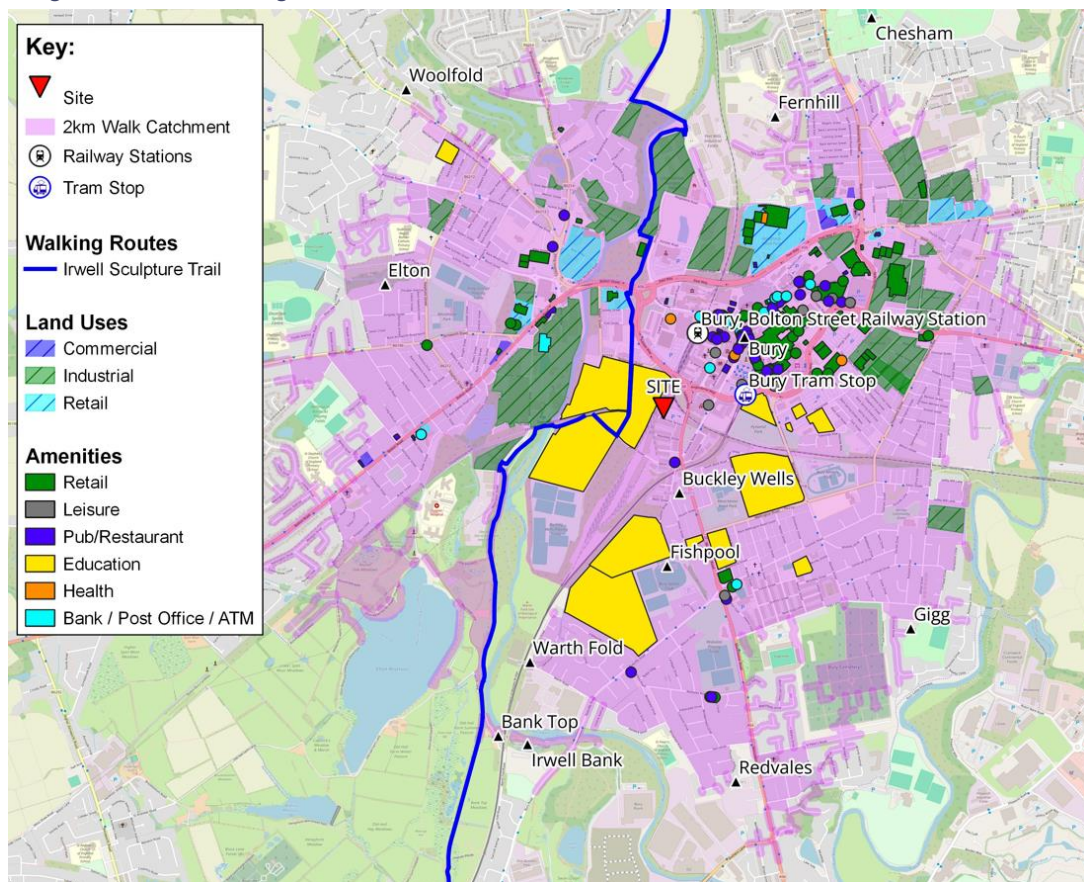
- i) Accessibility on foot;
- ii) Accessibility by cycle; and,
- iii) Accessibility on public transport.

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

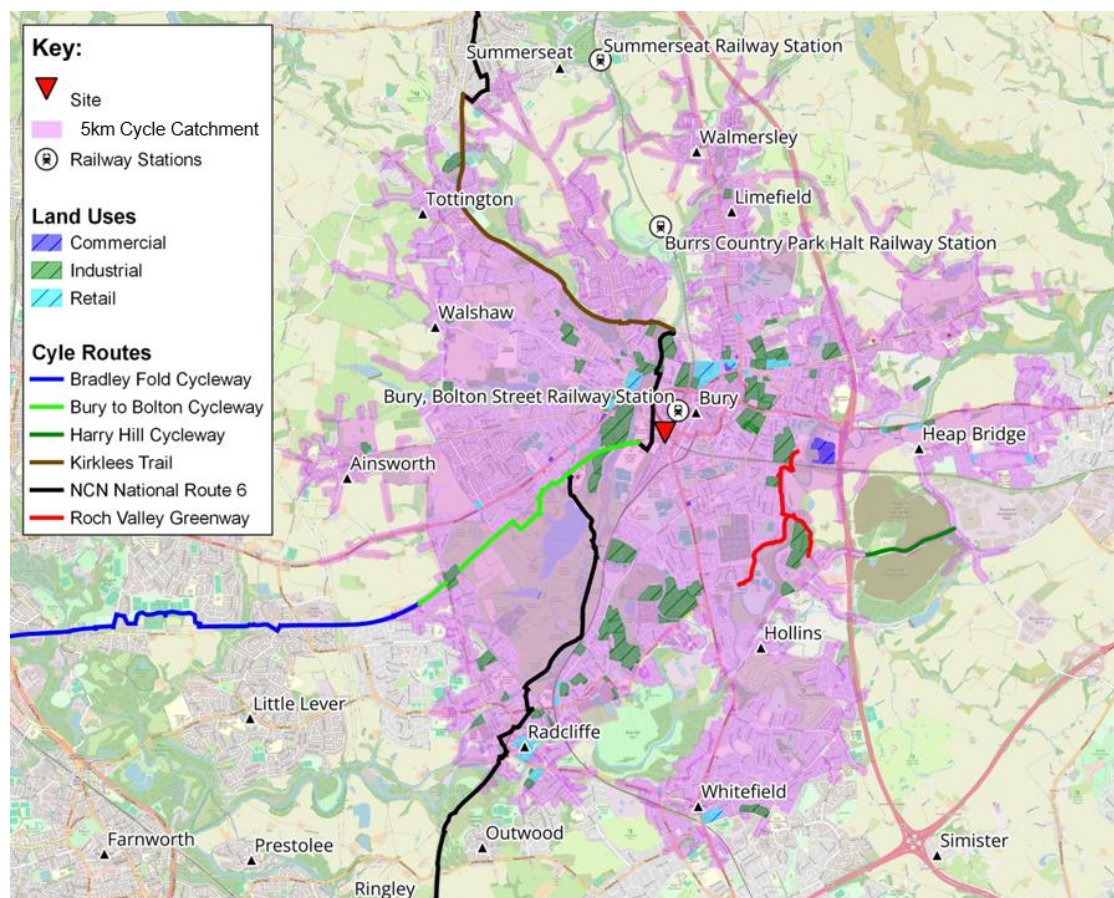


- 3.2.3 The site is very well located to encourage trips to be made to the site on foot. **Image 3.1** illustrates that the 2km catchment incorporates Bury Town Centre and all of the local amenities and facilities contained within it relating to education, leisure, retail and employment.
- 3.2.4 It should 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 an 8-bedroom HMO (i.e. 2 additional HMO bedrooms).
- 4.1.2 The proposed site plans are contained in **Appendix B** to the rear of this report.

4.2 Proposed Car Parking and Access Arrangements

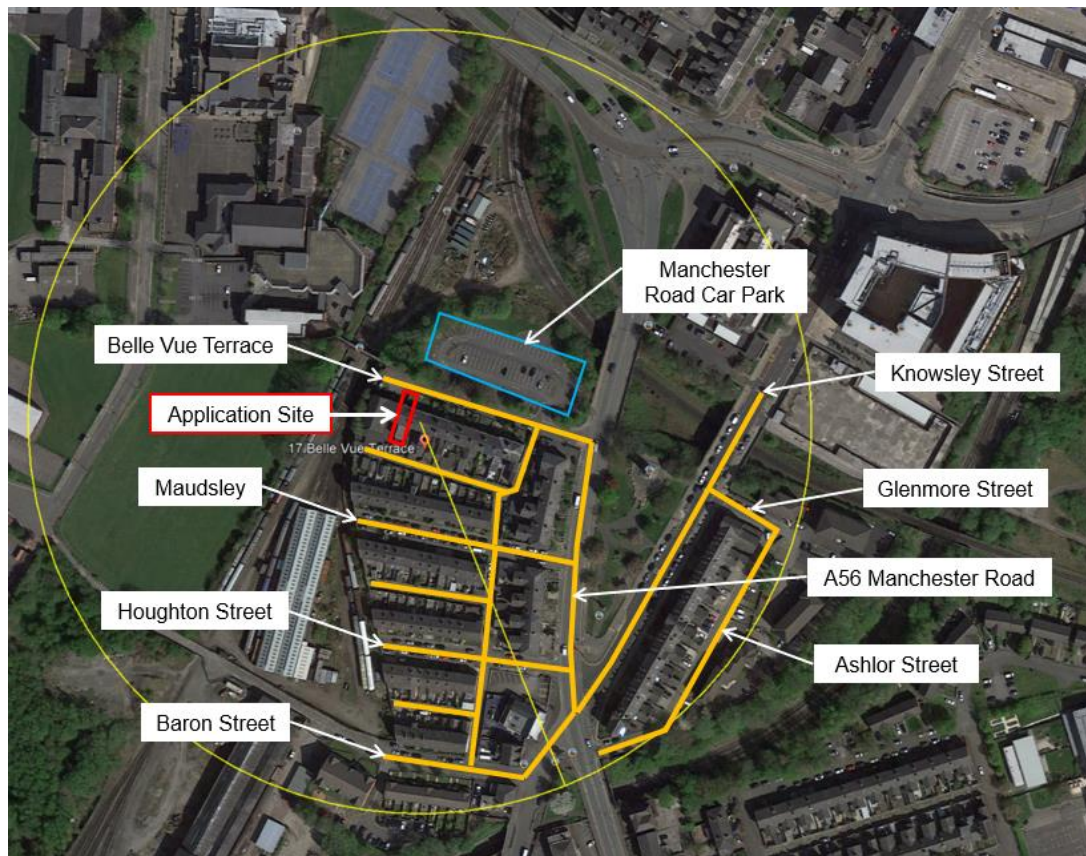
- 4.2.1 As shown on the proposed site plan in **Appendix B**, the proposed development will continue to provide two off-street car parking spaces located to the rear of the property. Based on the proposal for 8 HMO bedrooms, this equates to 0.25 spaces per resident (i.e. 2 spaces / 8 residents).
- 4.2.2 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 spare 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 additional 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.

4.2.12 Note that 2 of the HMO units were occupied at the time of the surveys, and so any off-site parking demand generated by these units will already have been recorded in the surveys.

Local Car Ownership Levels – 2021 Census Data

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

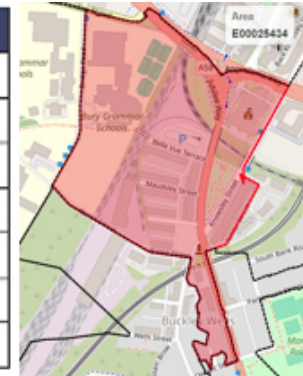


4.2.14 Data for the output area 'E00025434' (within which the site lies) has been obtained. This will therefore give an indication of how many cars might be owned by occupants of the proposed 2 additional HMO bedrooms.

4.2.15 **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%



4.2.16 The data demonstrates that car ownership is at 101% within the local area which, when applied to the proposed 2 additional bedrooms, would equate to an additional parking demand for around 2 cars. When applied to the total proposed number of HMO bedrooms (i.e. 8 bedrooms), this would equate to a gross car parking demand for around 8 cars. Based on the site comprising 2 off-street car parking space, this would result in an off-site parking demand of around 6 cars, in total.

4.2.17 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 (as evidenced below with reference to the car ownership levels at the existing site and TRICS-based comparator sites).

Comparison with Other TRICS Sites

4.2.18 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).

- 4.2.19 The TRICS sites from the search results (**Appendix C**) 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%

- 4.2.20 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.
- 4.2.21 This car ownership level is generally consistent with that of the existing site, which is 0.33 per resident / bedroom (i.e. 2 out of the 6 existing residents own a car).
- 4.2.22 On the basis of the above, and assuming that the proposed additional HMO bedrooms are likely to have a level of car ownership similar to the TRICS-based comparator sites and the site's existing residents, it is estimated that the proposed development could be expected to generate an additional car parking demand of up to 1 space (i.e. 2×0.31 or 2×0.33 rounded up).
- 4.2.23 When applied to the total proposed number of HMO bedrooms (i.e. 8 bedrooms), this would equate to a gross car parking demand of up to 3 spaces (or an off-site parking demand of 1 space, when having regard to the 2 off-street parking spaces).
- 4.2.24 This is considered to provide a more accurate representation of the level of additional parking demand that is likely to be generated by the proposed additional HMO bedrooms 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

- 4.2.25 When having regard to the off-street car parking provision for 2 cars, 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 (likely to be 3 spaces based on the car ownership levels at the existing site and TRICS-based comparator sites), it is considered that the proposals are satisfactory from a parking perspective.
- 4.2.26 A forecast overspill parking demand of 1 car parking space on the local highway network is not considered to be 'severe' in accordance with paragraph 116 of the NPPF, and is not considered to result in any significant additional parking pressures or highway safety concerns locally. Moreover, it is considered that this increase in demand would fall well within the typical daily fluctuations in parking demand locally, and would be imperceptible in terms of its impact on the local network and the free flow of traffic.
- 4.2.27 This has previously been acknowledged by Bury Council in respect of other similar schemes locally. Specifically, in August 2023, Bury Council approved planning application reference 70842 for the change of use of a single dwelling to an 8-bedroom HMO at No. 29 Parliament Street, just 350m to the south-east of 17 Belle Vue Terrace. Within the officer report, it was stated that: *'The property could lawfully be occupied by 6 residents without the need to provide any parking and it is considered an additional 2 occupiers for a site in this sustainable location. on balance would not significantly add to parking pressures in the area or impact on highway safety.'* This site is considered to be slightly less sustainably located than the application site, being location further away from Bury Town Centre, and also did not comprise any off-street car parking provision.
- 4.2.28 Similarly, Bury Council approved planning application reference 70439 in January 2024 for the change of use of a single dwelling to an 8-bedroom HMO at No. 193 Walmersley Road, which also provided 2 off-street car parking spaces.

4.2.29 A further two planning applications were approved by Bury Council for the development of two 8-bedroom HMOs at 45 Knowsley Street (reference 69826) and at 27 Knowsley Street (reference 70178). Both applications were approved with the provision of just 1 off-street car parking space, which was justified on the basis of their sustainable location and their proximity to nearby public car parks, including the Manchester Road Car Park.

4.2.30 With specific regard to application reference 70178, the officer report states:

“It is acknowledged that an HMO use tends to have a lower level of car usage than for a single residential dwelling and it is generally expected that town centre living would not necessarily or automatically provide parking, and any future occupiers would be aware of this fact before taking up residence.”

4.2.31 Having regard to the similarity between the proposed development and the above-mentioned approved developments, it is considered that there should be no reasons why this application should not be assessed in the same regard.

4.2.32 Refusal reason 5 of the previous planning application (reference 71156) raises concerns about setting a precedent for similar developments in the local area. However, it is well-established that each planning application must be assessed on its own merits, taking into account the specific circumstances of the site and the details of the proposal.

4.2.33 In this case, comprehensive parking surveys have been provided, demonstrating that the proposed development would not result in significant additional parking pressures or adverse impacts on highway safety or operation. The application has been evaluated in the context of the local area, and the findings of this report support the conclusion that the development is acceptable from a parking perspective.

4.3 Proposed Cycle Parking Provision

4.3.1 The proposed development includes 8 cycle parking spaces, which equates to a provision of 1 space per bedroom (100%). As shown on the proposed site plans in **Appendix B**, cycle parking will be located internally within the property.



4.4 Proposed Servicing Arrangements

- 4.4.1 As shown on the proposed site plans in **Appendix B**, sufficient space will be dedicated within and to the rear of the site for bin storage. This will ensure that bins will not need to be stored on the adopted highway.
- 4.4.2 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 8-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 (8-bedroom HMO), and the associated net changes in vehicle trip generation. A copy of the full TRICS outputs is contained in **Appendix C**.

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 (8-bed HMO)	1	1	14
Net Difference between Existing and Proposed Trip Generation	0	0	+4

5.2.4 As can be seen in **Table 5.1**, the proposed development is forecast to generate an additional 4 two-way trips per weekday, on average, and no uplift in trips is forecast to be generated during the weekday AM and PM peak hours.

- 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 Z Portnoy 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 an 8-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, two of which own a car. It should however be noted that at the time of the recent parking beat surveys, only 2 bedrooms were occupied. There are currently two off-street parking spaces which are 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 will continue to comprise 2 off-street car parking spaces located to the rear of the property. Based on car ownership levels at the existing site and TRICS-based comparator sites, the proposed 8-bedroom HMO is forecast to generate a gross parking demand of 3 spaces. When accounting for the 2 off-street car parking spaces, this would equate to an overspill demand of just 1 car parking space. However, 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 more than sufficient on-street parking capacity to accommodate this demand without detriment to the safety or operation of the local highway network.
- 6.1.6 The proposed development also includes the provision of 8 cycle parking spaces located internally within the property. This equates to a 100% provision (i.e. 1 cycle parking space per resident/bedroom).

- 6.1.7 A dedicated area within the site boundary, to the rear of the property, is provided for bin storage to ensure that bins are not stored on the adopted highway. 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 4 additional two-way trips per day on average. It is considered that this level of trips would be imperceptible to the casual observer, and that the proposed development is acceptable from a traffic impact perspective.
- 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 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

- 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 – Application 71156 Decision Notice



NOTICE OF REFUSAL OF PLANNING PERMISSION

Town and Country Planning Act 1990 Town and Country Planning (Development Management Procedure) (England) Order 2015

To:
Ewart
Paul Butler Associates Ltd
31 Blackfriars Road
Salford
M3 7AQ

On Behalf Of:
Mr Portnoy
C/O Agent
.
M3 7AQ

PART 1 - Particulars of Application

Application Number: 71156

Date of Registration: 08/10/2024

Proposal:
Change of use from a 6 bed House in
Multiple Occupation (HMO) to a 9 bed (single
occupancy) House in Multiple Occupation
(HMO)

Location:
17 Belle Vue Terrace, Bury, BL9 0SY

PART 2 - Particulars of Decision

The Bury Metropolitan Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been **REFUSED** for the carrying out of the development referred to in Part 1 hereof for the following reasons:-

- 1 The proposed development, by virtue of the increased occupation which would result in the significant intensification of the use of the building which would provide poor and inadequate living conditions for existing and future occupiers by virtue of restricted outlooks, small windows, limited daylight . The proposed development would therefore be contrary to H2/1 - The Form of New Residential Development, H2/2 - The Layout of New Residential Development, H2/4 - Conversions of the Bury Unitary Development Plan, Supplementary Planning Document 13 - Conversion of Buildings to Houses in Multiple Occupation, Policy JP-H3: Type, Size and Design of New Housing of the Places for Everyone Joint Development Plan, and the National Planning Policy Framework.
- 2 The application and submitted plans contain conflicting information with regards to the existing and proposed occupation and use of the rooms labelled as bedrooms 1-6 and void on the existing plans and bedrooms labelled as 1-9 on the proposed plans to enable them to be properly assessed. The proposed development would therefore be contrary to H2/1 - The Form of New Residential Development, H2/2 - The Layout of New Residential Development, H2/4 - Conversions of the Bury Unitary Development Plan, Supplementary Planning Document 13 - Conversion of Buildings to Houses in Multiple Occupation, Policy JP-H3: Type, Size and Design of New Housing of the Places for Everyone Joint Development Plan, and the National Planning Policy Framework.

- 3 The proposed car parking provision is inadequate and is likely to lead to vehicles parking and carrying out manoeuvres on the highway to the detriment of the free flow of traffic and road safety.
The proposed development would therefore be contrary to UDP Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, H2/4 - Conversions, HT2/4 - Car Parking and New Development and PfE Policies JP-C5: Streets For All, JP-C6: Walking and Cycling, JP-C8 - Transport Requirements of New Development and SPD13.
- 4 The application and submitted plans contain insufficient information to enable the adequacy of the proposed bin storage/refuse arrangements to ensure that the adopted highway will not be used for the storage of bins to be properly assessed.
The proposed development would therefore be contrary to UDP Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, H2/4 - Conversions, HT2/4 - Car Parking and New Development and PfE Policies JP-C5: Streets For All, JP-C6: Walking and Cycling, JP-C8 - Transport Requirements of New Development and SPD13.
- 5 The proposed development, if approved, would create a precedent for similar development in the area, with a resultant cumulative impact on highway safety. The proposed development would therefore be contrary to UDP Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, H2/4 - Conversions, HT2/4 - Car Parking and New Development and PfE Policies JP-C5: Streets For All, JP-C6: Walking and Cycling, JP-C8 - Transport Requirements of New Development and SPD13.

The following policies of the Bury Unitary Development Plan, National and Regional Government were considered relevant:

NPPF	National Planning Policy Framework
H2/1	H2/1 - The Form of New Residential Development
H2/2	H2/2 - The Layout of New Residential Development
H2/4	H2/4 - Conversions
EN1/2	EN1/2 - Townscape and Built Design
EN7/2	EN7/2 - Noise Pollution
HT2/4	HT2/4 - Car Parking and New Development
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-S2	Carbon and Energy
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
SPD11	Development Control Policy Guidance Note 11 - Parking Standards in Bury
SPD13	Development Control Policy Guidance Note 13 - Conversion of Buildings to Houses in Multiple Occupation
Area	Area BY2 - Bridge Road/Buckley Wells
BY2	

This decision relates only to the Town and Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

Applicant Plan Numbers:

Red edge location plan

Site plan as existing and proposed dwg 006 rev A
Plans as existing dwg 004
Plans as proposed dwg 005 rev B

NOTES TO APPLICANT

Not Applicable

Signed:

A handwritten signature in black ink, appearing to read 'Paul Harris', written over a dotted line.

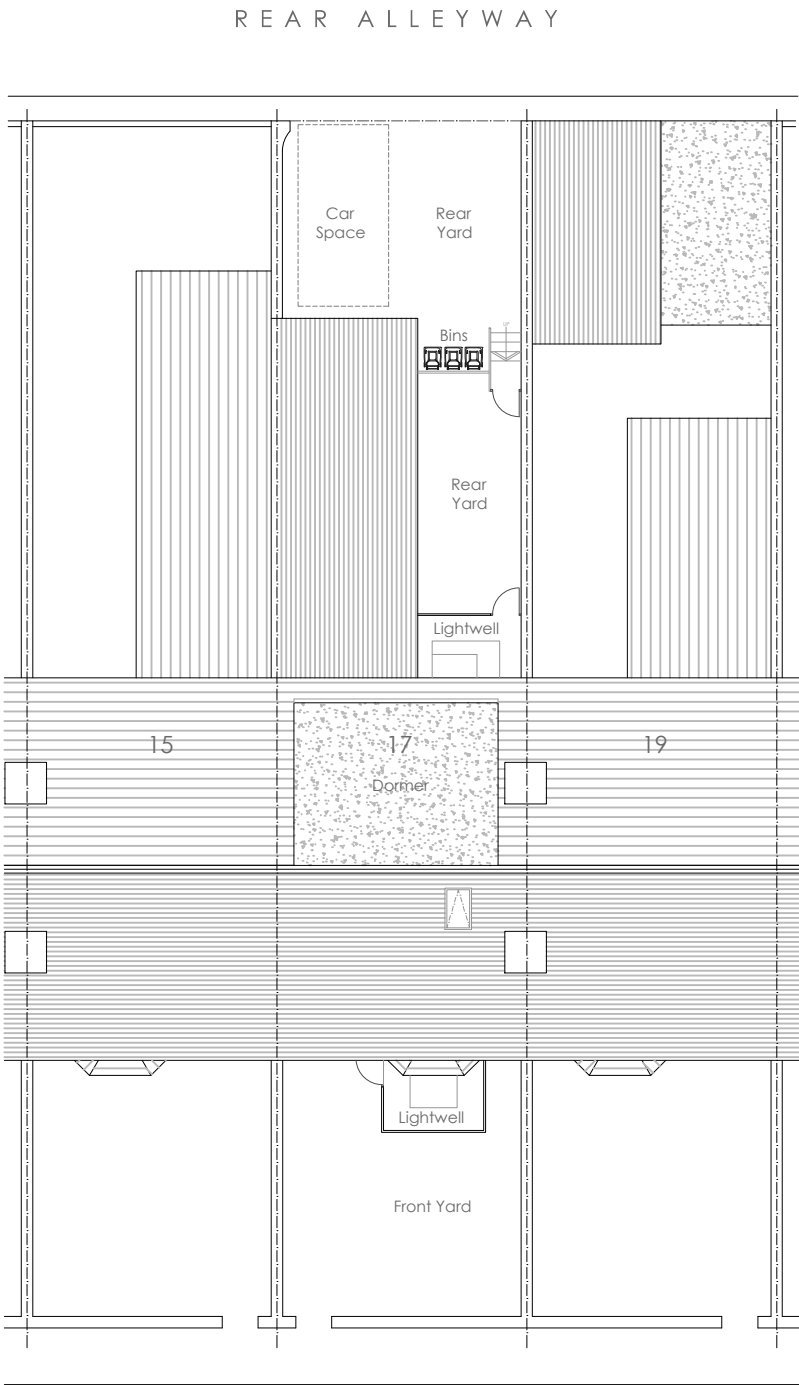
3 of 3

.....
On behalf of the Council

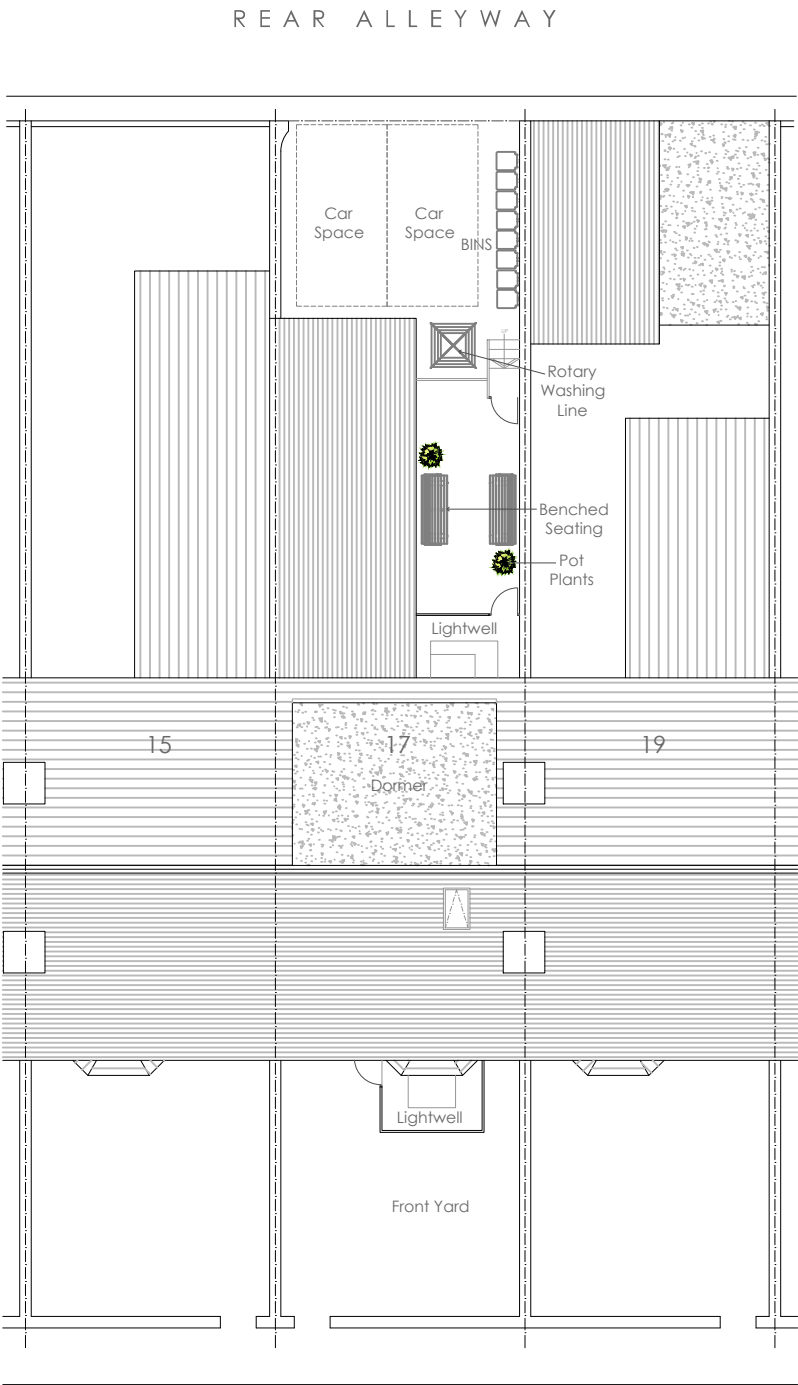
Date of Decision: 29/11/2024

Appendix B – Proposed Site Plans





SITE BLOCK PLAN AS EXISTING



SITE BLOCK PLAN AS PROPOSED



Tim Spencer Associates

Design and Project Management Consultants

12 Manley Close
Holmes Chapel
Cheshire CW4 7HL
Tel Fax: 01477 549 254
E-mail: admin@timspencerassociates.co.uk

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:	B

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



Tim Spencer Associates

Design and Project Management Consultants

12 Manley Close
Holmes Chapel
Cheshire CW4 7HL
Tel Fax: 01477 549 254
E-mail: admin@timspencerassociates.co.uk

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: D

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

Appendix C – 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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Licence No: 339901

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.

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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 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.