



TRANSPORT STATEMENT
SAINT JAMES PLACE,
ROCHDALE
ALAM INVESTMENTS LTD

December 2025

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1. INTRODUCTION

INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Alam Investments Ltd to support a change of use application to provide residential dwellings at the former Saint James Place offices, Yorkshire Street, Rochdale.

SITE LOCATION AND DEVELOPMENT OVERVIEW

- 1.2 The site is located 1.4km northeast of Rochdale town centre (21-minute walk) and is bound by Yorkshire Street to the north, offices to the east, warehouses to the south and John Street to the west. The site location is shown in **Figure 1.1**, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Site Location



(Source: Google Maps)

- 1.3 The proposed development comprises of 21 residential dwellings:
- 17 1-bed apartments;
 - 4 2-bed apartments.

- 1.4 The building takes access from Yorkshire Street on the northern boundary of the site. There is no car parking provided as part of this development proposal. An internal secure cycle store is provided as part of the development with 16 cycle parking spaces.

REPORT STRUCTURE

- 1.5 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site by non-car modes;

Section 4 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;

Section 5 summarises the anticipated trip generation associated with the development proposals;

Section 6 considers the access, parking and servicing arrangements; and

Section 7 offers a summary and conclusion.

2. POLICY REVIEW

INTRODUCTION

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

NATIONAL POLICY CONTEXT

National Planning Policy Framework (NPPF – DCLG, December 2024)

- 2.2 The revised National Planning Policy Framework was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development. The key change in the most recent NPPF is the emphasis placed upon a vision-led approach, indeed Paragraph 109 states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."
- 2.3 The focus of development proposals should be to create a vision for the site and identify how that will be achieved, prioritising accessibility by sustainable modes through design whilst ensuring that "Any significant impacts from the development on the transport network (in terms of capacity and congestions), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."
- 2.4 Paragraph 116 identifies 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."
- 2.5 This Transport Statement will consider the development proposals, demonstrating that the site is well placed to take advantage of local sustainable travel options, meaning future residents will not need to own a car to access key amenities, supporting the car-free aspirations for the site.

LOCAL POLICY CONTENT

Places For Everyone Joint Development Plan Document (2022-2039)

- 2.6 The Places for Everyone 2022-2039, adopted in March 2024, outlines the strategic vision and policies guiding sustainable, inclusive development with the Borough of Greater Manchester. The plan focuses primarily on Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan as key strategic areas for development.
- 2.7 The Plan serves as the primary framework for assessing planning applications, identifying the need to align growth alongside improved infrastructure, accessible housing, and sustainable development with a focus on regenerating brown sites. Key objectives relevant to transport and community infrastructure include:
- **Objective 2: Create neighbourhoods of choice** – Encouraging development to focus on areas that are accessible and sustainable, including prioritising brownfield sites in core growth areas or town centres.
 - Prioritising sustainable modes of transport to reduce the impact of vehicles on communities.
 - **Objective 5: Reduce inequalities and improve prosperity** – Focuses on accessibility and access to the workplace, including ensuring improvements made towards transportation in the local areas to support workplace movement.
 - **Objective 6: Promote the sustainable movement of people, goods and information** – Ensure that developments encourage sustainable transportation as an accessible alternative, including new homes being within 800 metres of public transport hubs.

Rochdale Core Strategy (2016-2028)

- 2.8 Adopted October 2016, the Rochdale Core Strategy is the lead document on the Rochdale Local Plan. The document sets out the vision, strategy, development principles and policies to guide development in Rochdale until 2028.
- 2.9 The Rochdale Core strategy sets the direction of growth and development over the next couple of years, including a number of strategic policies which set out the overall pattern, scale and quality of development to deliver the development principles and spatial development strategy for the district. The following policies are of relevance to the development proposals:

- **Policy SO1: To deliver a more prosperous economy** – Ensure good transport accessibility to jobs and markets within and beyond Greater Manchester.
- **Policy SO2: To create successful and healthy communities** – Focus on delivering sufficient housing to meet demands, while also ensuring housing is supported by community facilities, service infrastructure, open space etc.
- **Policy SO5: To improve accessibility and deliver sustainable transport** – Direct development to the most accessible locations and improve access to the public transport network.

2.10 This Transport Statement demonstrates that the development proposals take full advantage of existing facilities for sustainable travel, locally, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF and local planning policy.

3. ACCESSIBILITY

INTRODUCTION

- 3.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage trips to the site by foot, bicycle or public transport, rather than by car.

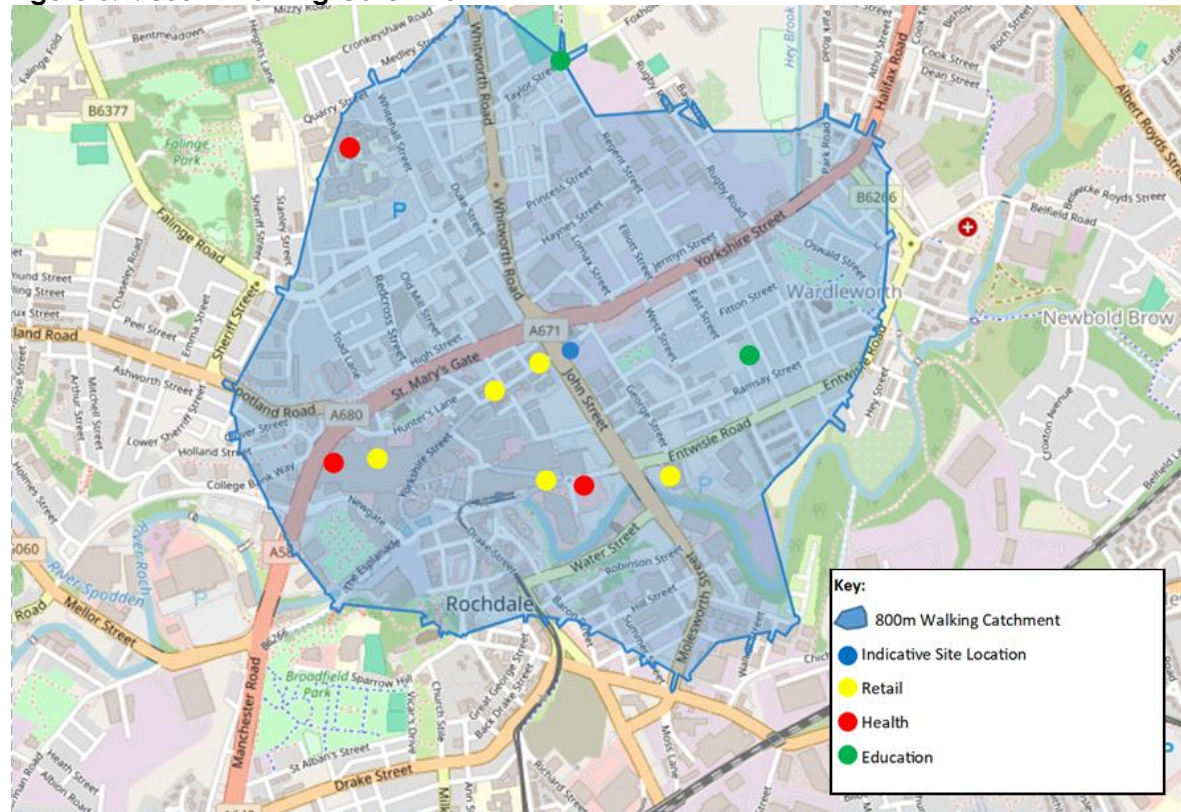
ACTIVE TRAVEL OPTIONS

Pedestrian Access

- 3.2 With reference to the walkable neighbourhoods concept, residents will be likely to walk to local facilities, to serve their daily needs, within 800m, or approximately 10-minutes (20-minute round trip).
- 3.3 An 800m walking catchment from the site is illustrated in **Figure 3.1**, overleaf. Within 800m walk of the site, there are a number of schools, health, retail and leisure facilities, these include:
- Rochdale Riverside Retail & Leisure Shopping Centre;
 - Farmfoods;
 - Aldi;
 - Rochdale Exchange Shopping Centre;
 - Townhead Post Office;
 - St Patricks RC Primary School;
 - Heybrook Nursery School;
 - Rochdale Infirmary;
 - JD Gyms Rochdale;
 - RISE Innovate Centre.
- 3.4 Pedestrian access to the site will be taken via the existing access on Yorkshire Street to the north of the site and which benefits from street lighting at the entrance. In the vicinity of the building entrance, there is a pedestrian area that provides an accessible route to the bus stop on St Marys Gate.
- 3.5 On the west boundary of the site, there is a signal-controlled staggered toucan crossing across John Street, with tactile paving and drop kerbs to support pedestrian crossings. There is guard railing atop the central reserve and on both sides of the carriageway to encourage pedestrians to use the crossing, with the rail extending 40m to the north. Approximately 480m

south of the site there is a puffin crossing, supported by tactile paving and dropped kerbs across John Street.

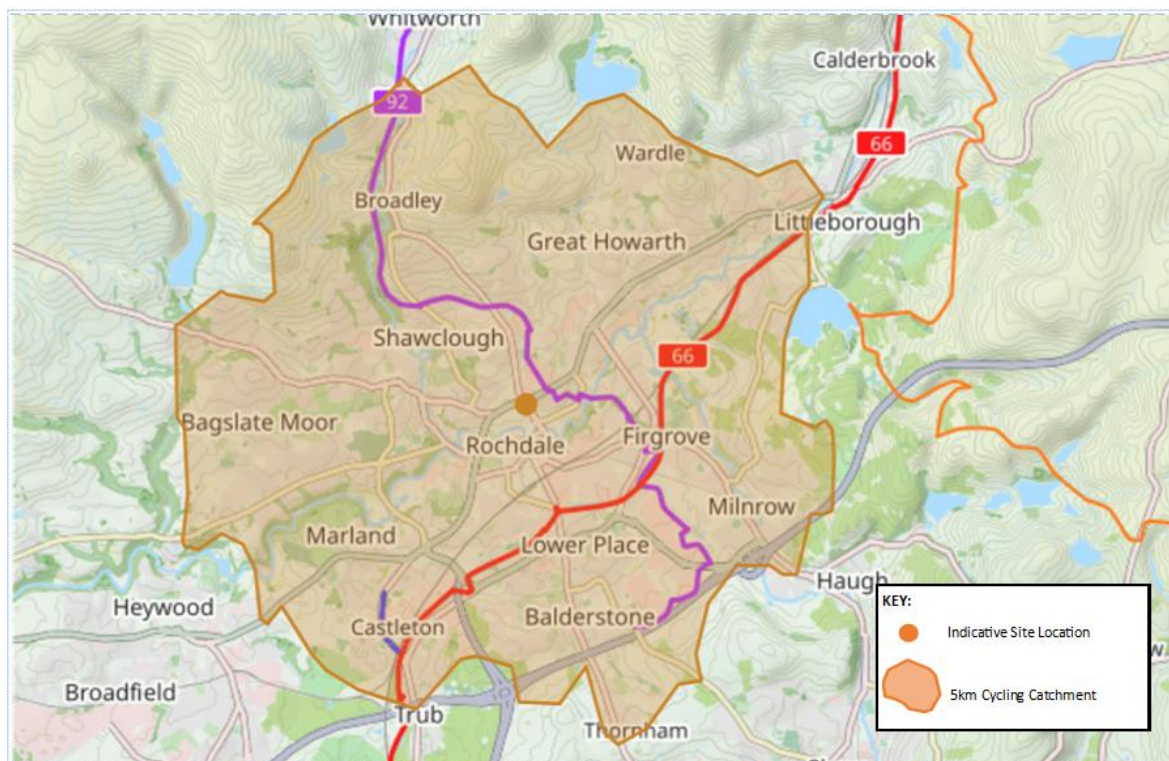
Figure 3.1: 800m Walking Catchment



(Source: Open Street Map)

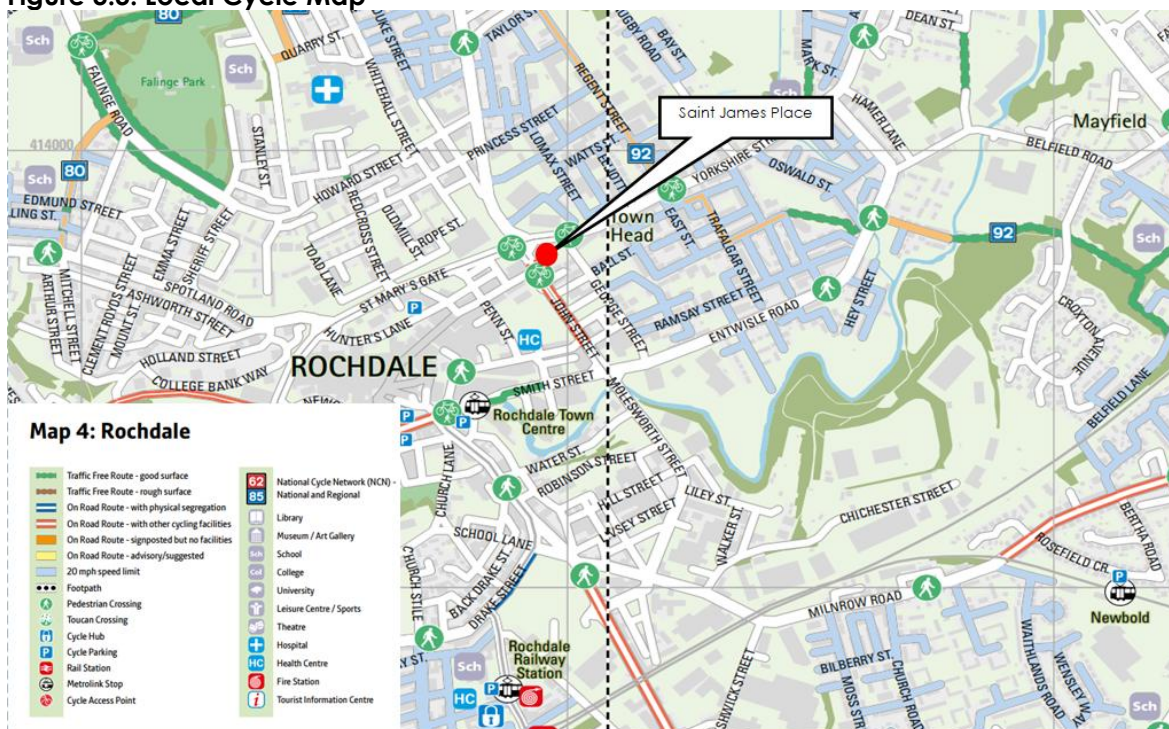
- 3.6 Following the toucan crossing west of the site, Yorkshire Street follows a one-way street, with speed restrictions of 20 mph. Both sides of Yorkshire Street benefit from footways, with dropped kerbs and street lighting. Approximately 180m west, Yorkshire Street develops into a pedestrianised street, with signage indicating no vehicle entry. From here, there are a range retail and health facilities that can be accessed, with the Rochdale Exchange Shopping Centre and town centre under a five-minute walk once entering the pedestrianised area.
- 3.7 Cycling
- 3.8 Five kilometres is typically considered to be a distance which people can realistically be expected to cycle, with relevant guidance stating that “cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”.
- 3.9 A 5km cycling catchment from the site includes Rochdale, Shawclough, Broadley, Marland, Baldestone and Castleton. A 5km cycle catchment can be seen in **Figure 3.2**.

Figure 3.2: 5km Cycling Catchment



(Source: Open Street Map)

Figure 3.3: Local Cycle Map



(source: Greater Manchester Cycling Map)

- 3.10 As highlighted in **Figure 3.2**, the closest formal cycle path is the National Cycle Route 92, which can be accessed via Yorkshire Street to the northern boundary of the site. The route connects Rochdale to Britannia via the Healey Dell Nature Reserve and offers a direct cycle route to nearby places such as Firgrove and Balderstone.
- 3.11 Additionally, as can be seen from **Figure 3.2**, many of the surrounding roads are subject to 20 mph speed limits mile zones, making it more attractive for cyclists travelling around the town. These routes give access to the NCN 92, which can be used for commuting or leisure purposes.
- 3.12 Cycling is considered to be an attractive travel option for future residents. The surrounding road network is generally suitable for cycling, offering safe and convenient routes. Further details of the amenities accessible within cycling distance of the site are provided in the table below.

Table 3.1: Cycle Distances to Amenities

Amenity	Distance	Cycle Time
Education		
Rochdale Additional Needs School	550m	2 mins
Heybrook Primary School	650m	2 mins
Faligine Park High School	1.4km	7 mins
Retail / Leisure		
Townhead Post Office	150m	1 min
Aldi	450m	2 mins
Rochdale Riverside Retail & Leisure	550m	2 mins
Rochdale Exchange Shopping Centre	650m	3 mins
Rochdale Interchange Bus Station	850m	3 mins
JD Gyms Rochdale	1km	5 min
Health		
Yorkshire Street Pharmacy	220m	2 mins
Rochdale Infirmary	750m	3 mins
Vista Health Rochdale	1.3km	4 mins

(Source: Google Maps)

PUBLIC TRANSPORT ACCESSIBILITY

Bus Services

- 3.13 The closest bus stops to the site are located on John Street approximately 70m west of the site (1-minute walk), for the north and south bound services, respectively. Both of these stops

benefit from a pole and a flag, while the northbound stop also benefits from a shelter, and seating and a designated hard shoulder.

- 3.14 There are additional bus stops on St Marys Gate, which can be accessed approximately 80m north of the site (1-minute walk).
- 3.15 **Figure 3.5** illustrates the locations of the closest bus stops whilst **Table 3.2** summarises the services available from these stops.

Figure 3.5: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Service Summary

Service	Route	Approximate Headway			
		Weekday	Weekday Evening	Saturday	Sunday
Yorkshire Street					
456/458	Rochdale – Littlebournough	30 mins	30 mins	30 mins	30 mins
590	Halifax Bus Station - Rochdale Bus Station	60 mins	5 services	60 mins	60 mins
John Street					
440	Rochdale - Syke	60 mins	60 mins	60 mins	60 mins
464	Accrington - Rawtenstall - Bacup - Rochdale	15 mins	15 mins	15 mins	30 mins

800	Falinge Park High School - Smallbridge	2 service	-	-	-
862	Syke Chapel - St Cuthberts RCHS	2 service	-	-	-

(Source: PT Operators) *varying frequencies

- 3.16 Connecting bus services are available from Rochdale Bus Station, approximately 600m southwest of the site, which can be accessed in an 8-minute walk or a 5-minute bike ride.

Local Tram Service

- 3.17 Alongside the bus service, the pink tram line runs from Manchester to Rochdale and is accessible within a 7-minute walk (550m) from the site via John Street.
- 3.18 Via the service, a tram can be taken directly into Manchester City Centre, which takes just under 50 minutes. Services travelling from Rochdale runs every 12 minutes.

National Rail Services

- 3.19 The closest railway station to the site is Rochdale, located approximately 1.4km south of the site. This can be accessed in around 20 minutes by foot or 7 minutes by bike. Managed by Northern Railway, this station benefits from step-free access and cycle storages, equipped with 16 cycle stands.
- 3.20 The station benefits from links with local areas in Greater Manchester and further afield. **Table 3.3**, shows the available destinations and the frequency from Rochdale station.

Table 3.3: Train Service Summary

Destination	Frequency
Manchester Piccadilly	10 mins
Salford Crescent	10 mins
Wigan	15 mins
Leeds	20 mins
Blackburn	20 mins
Bradford Interchange	20 mins

SUMMARY

- 3.21 Overall, it is considered that there are excellent opportunities for walking and cycling locally, with good pedestrian and cycling infrastructure connecting the site with key local amenities. Furthermore, frequent bus services can be accessed on St Mary's Gate and John Street, to a range of destinations including the town centre. Rochdale railway station is also located within good walking / cycling distance. Trips to and from the proposed development site

can, therefore, easily be undertaken by sustainable modes of travel, thus minimising the use of the private car.

4. BASELINE CONDITIONS

INTRODUCTION

- 4.1 This section of the Transport Statement describes the existing highway network in the vicinity of the site and provides an overview of the historic road safety record.

EXISTING HIGHWAY NETWORK

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**, below.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 The site is to take vehicular access from Yorkshire Street, on the northern boundary, which runs in a broadly southwest to north alignment between the outskirts of the town centre to the west and Littleborough to the north. The former serves as part of a ring road around the outskirts of the town centre. In the vicinity of the site Yorkshire Street is a two-lane carriageway, with a bus lane on the site side of the road.
- 4.4 The kerb-to-kerb width of Yorkshire Street is approximately 8.2m opposite the site access and also comprised of a nearside bus lane of approximately 2.6m. On the opposing side, a

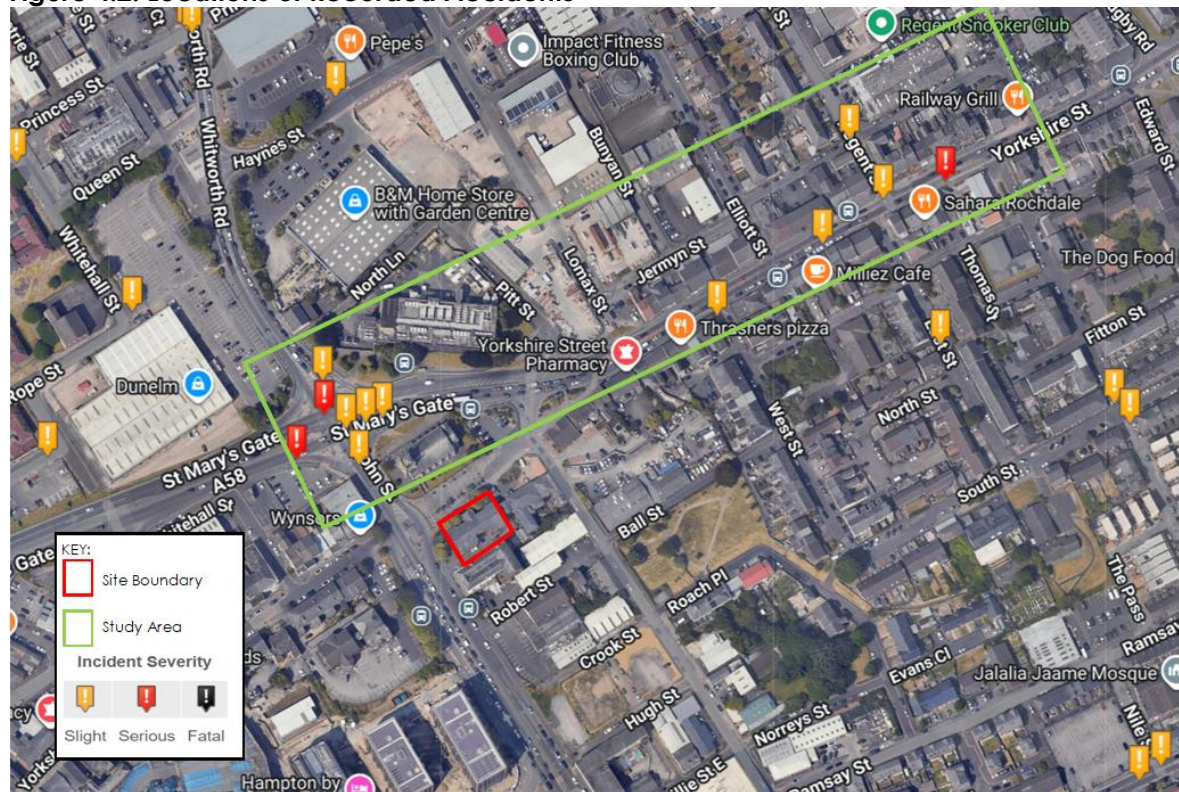
singular carriageway is around 7.5m across and comprises of a designates right turn central reserve of approximately 4.5m

- 4.5 Exiting the site, Yorkshire Street/ George Street initially operates as a one-way street. When entering the carriageway, the central reserve prevents vehicles from turning right out of the junction, as such the access operates as a left-in, left-out arrangement. At the traffic-controlled junction at St Mary's Gate/ John Street / Whitworth Road, vehicles can travel north then make a U-turn on the Whitworth Road mini roundabout, allowing vehicles to then be able to travel east on Yorkshire Road.

ROAD SAFETY

- 4.6 Accident data for the most recent 5-year period (2019 - 2023) has been sought from www.crashmap.co.uk for the highway network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The location and severity of the recorded in the vicinity of the site are shown in **Figure 4.2** and tabulated in Table 4.1.

Figure 4.2: Locations of Recorded Accidents



(Source: Crash Map)

Table 4.1: Accident Summary

	2019	2020	2021	2022	2023	Total
Site Access / St Marys Gate						
Slight	2	0	0	0	1	3
Serious	0	0	1	0	1	2
Fatal	0	0	0	0	0	0
Total	2	0	1	0	2	0
Yorkshire Street						
Slight	0	0	1	1	1	3
Serious	0	0	1	0	0	1
Fatal	0	0	0	0	0	0
Total	0	0	2	1	1	4
Whitworth Road/ John Street						
Slight	1	2	0	1	1	4
Serious	0	0	0	0	0	0
Fatal	0	0	0	0	0	0
Total	1	2	0	1	1	4

(Source: Crash Maps)

- 4.7 As can be seen in **Figure 4.2**, the main cluster of accidents have been recorded at the junction of St Mary's Gate/ John Street / Whitworth Road. This cluster consists of 5 slight accidents and 2 serious. Three of the slight accidents occurred in 2019, one in 2022 and one in 2023. The two serious accidents occurred in 2021 and 2023, with both involving one casualty.
- 4.8 Travelling eastbound away from the site there have been a total of 4 accidents recorded, with 3 slight accidents from 2021-2023, and 1 serious accident in 2023 involving 1 vehicle and 1 casualty.
- 4.9 It is considered that the level of accidents recorded over the most recent 5-year period does not indicate that there is an existing road safety issue in the vicinity of the site. Furthermore, as will be discussed further in **Section 5**, the development proposals will result in reduction in vehicle movement and, will not, therefore, impact on road safety within the vicinity of the site.

5. DEVELOPMENT PROPOSALS

INTRODUCTION

- 5.1 This section of the Transport Statement considers the development proposals, the access arrangements, parking and servicing.

DEVELOPMENT PROPOSALS

- 5.2 The proposed development comprises of 21 residential dwellings:
- 17 1-bed apartments;
 - 4 2-bed apartments.
- 5.3 Access to St James Place is to be taken from Yorkshire Street, on the northern boundary of the building, via the existing access. The access road runs between the boundary with the church car park and the former office buildings on the site.

PARKING

Car Parking

- 5.4 As previously highlighted, the proposed development has been put forward with no car parking. As seen in **Figure 3.1**, the location of the development is within walking distance of several health, retail or education facilities. The development also falls within an 800m walking distance of public transport hubs, adhering to the objectives set out in the Places for Everyone Joint Development Plan.

Cycle Parking

- 5.5 Minimum cycle parking standards are provided in the Rochdale Core Strategy (October 2016); for ease, these standards can be summarised as:
- Minimum of 1 cycle space per 5 dwellings, with a minimum of 2 cycle spaces per development (C3 Residential Dwellings).
- 5.6 As shown at **Appendix A**, 16 cycle parking spaces will be provided on the ground floor. This is 1 space per 1.3 dwellings, which is in excess of the parking standards and considered appropriate.

SERVICING

General Servicing and Refuse Collection

- 5.7 General servicing and delivery access for the development will take place from the roadside. General deliveries and servicing will occur from Yorkshire Street. Waste will be collected by Rochdale Borough Council. It is anticipated that the refuse collection will be from the roadside, via Pagan Street/ John Street.
- 5.8 As Illustrated at **Appendix A**, a bin store is provided on the ground floor, accessed via Pagan Street. Owing to the constricted nature of the site, it is not possible to manoeuvre within the site via Pagan Street in order to access the bin storage. Therefore, in advance of scheduled collections, bins will be wheeled to the west of the apartment building for collection by the roadside of John Street and returned promptly thereafter.

Fire Appliance Access

- 5.9 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Table 13.1 of the *The Building Regulations 2010 'Fire Safety' Approved Document B (2019 edition, incorporating the 2020 amendments)* Section 13 'Vehicle Access', sets out that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Fire tenders and emergency vehicles will access the site from the roadside on John Street and / or Yorkshire Street.

6. TRIP GENERATION

INTRODUCTION

- 6.1 This section of the Transport Statement considers the likely trip generation associated with the proposed development.

TRIP GENERATION

- 6.2 The TRICS database has then been interrogated for person trip rates for residential development. The following parameters were reached:

- Land Use: Residential, Flat Privately Owned;
- Range: 10-45;
- Date Range: 19/07/91 – 24/06/25; and
- Location: Edge of town centre; town centre.

- 6.3 **Table 6.1**, summarises the person trip rates, and resultant trip generation associated with the residential with the proposed residential dwellings; the full TRICS output is also provided in **Appendix B**.

Table 6.2: Proposed Residential Dwellings (21 Dwellings)

	AM Peak			PM Peak		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0.137	0.485	0.622	0.412	0.25	0.662
Trip Generation	3	10	13	9	5	14

(Source: TRICS)

- 6.4 As can be seen in **Table 6.2**, the proposed dwellings would be anticipated to generate 13 two-way person trips in the AM peak hour and 14 two-way person trips in the PM peak hour. Given that no parking is to be provided, it is anticipated that these trips would be undertaken by sustainable modes.

7. SUMMARY AND CONCLUSIONS

SUMMARY

- 7.1 TPS has prepared this Transport Statement to support a change of use application for 21 dwellings on land south of Yorkshire Street, Rochdale. The following summarises the key points:
- The proposals are in keeping with both the local and national transport and land use planning policy agenda;
 - An analysis of contemporary accident data suggests that there are no accident trends that might be exacerbated by the addition of development related traffic;
 - The site benefits from good connectivity with surrounding facilities, with opportunities for future residents to travel by non-car modes, such as walking, cycling and public transport;
 - An assessment of the likely vehicle trip generation indicates that the proposed development would generate 13 two-way person trips in the AM peak hour and 14 two-way person trips in the PM peak hour; and
 - Parking, refuse and servicing have been considered.

CONCLUSION

- 7.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



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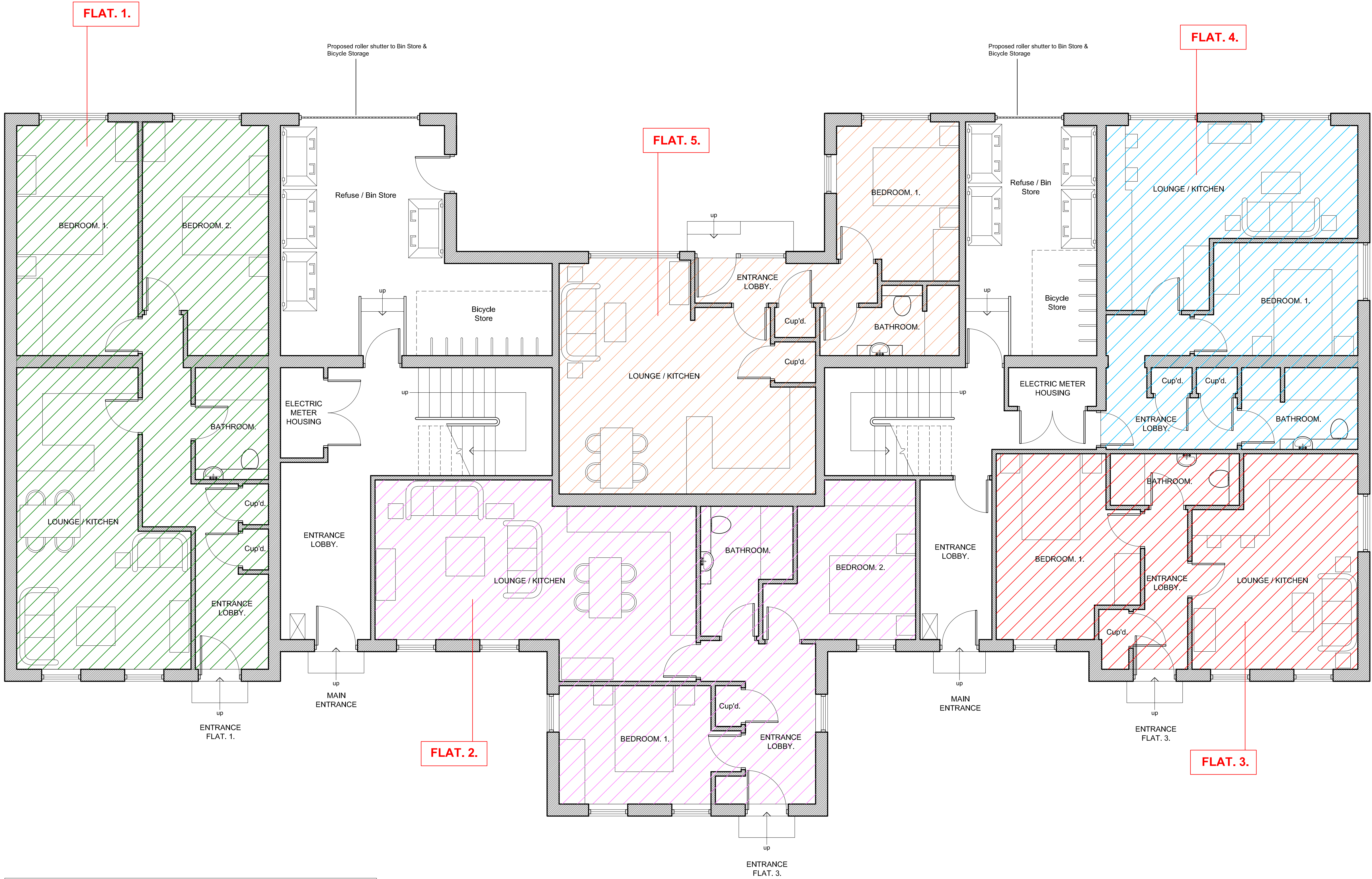
Web: www.tpsconsultants.co.uk

REPORT APPENDICES

Appendix A

Indicative Site Layout

FLATS.	BEDROOMS	SIZE (Sq. M.)
FLAT. 1.	2 Bedroom Flat	73.9 sq. m.
FLAT. 2.	2 Bedroom Flat	65.5 sq. m.
FLAT. 3.	1 Bedroom Flat	40.3 sq. m.
FLAT. 4.	1 Bedroom Flat	44.0 sq. m.
FLAT. 5.	1 Bedroom Flat	48.3 sq. m.



PROPOSED GROUND FLOOR PLAN LAYOUT @ 1 : 50

GENERAL NOTES

REVISIONS

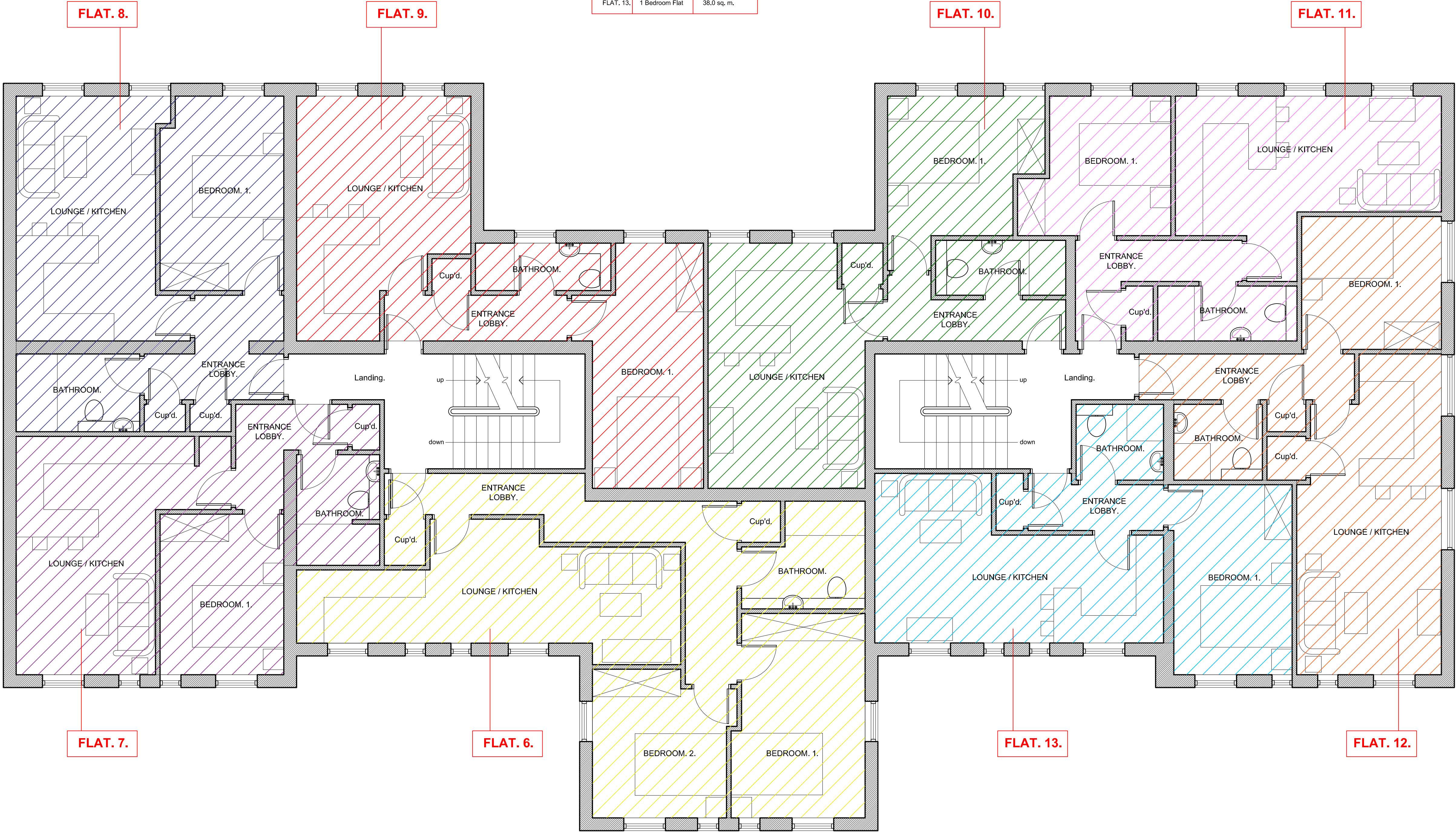
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PROJECT. Saint James Place, 168 Yorkshire Street, Rochdale, OL16 2DL		
CLIENT. Alan Investments		SIGNED.
DRAWING TITLE. PROPOSED GROUND FLOOR PLAN / LAYOUT		
DRAWING NO. BL / 23 / 002	SCALE. 1 : 50	DATE. 30 / 5 / 24
DRAWN BY. Russ Connolly		

FLAT'S	BEDROOMS	SIZE (Sq. M.)
FLAT. 6.	2 Bedroom Flat	61.0 sq. m.
FLAT. 7.	1 Bedroom Flat	38.5 sq. m.
FLAT. 8.	1 Bedroom Flat	42.0 sq. m.
FLAT. 9.	1 Bedroom Flat	39.0 sq. m.
FLAT. 10.	1 Bedroom Flat	38.0 sq. m.
FLAT. 11.	1 Bedroom Flat	37.5 sq. m.
FLAT. 12.	1 Bedroom Flat	39.5 sq. m.
FLAT. 13.	1 Bedroom Flat	38.0 sq. m.



PROPOSED 1st FLOOR PLAN LAYOUT @ 1 : 50

GENERAL NOTES

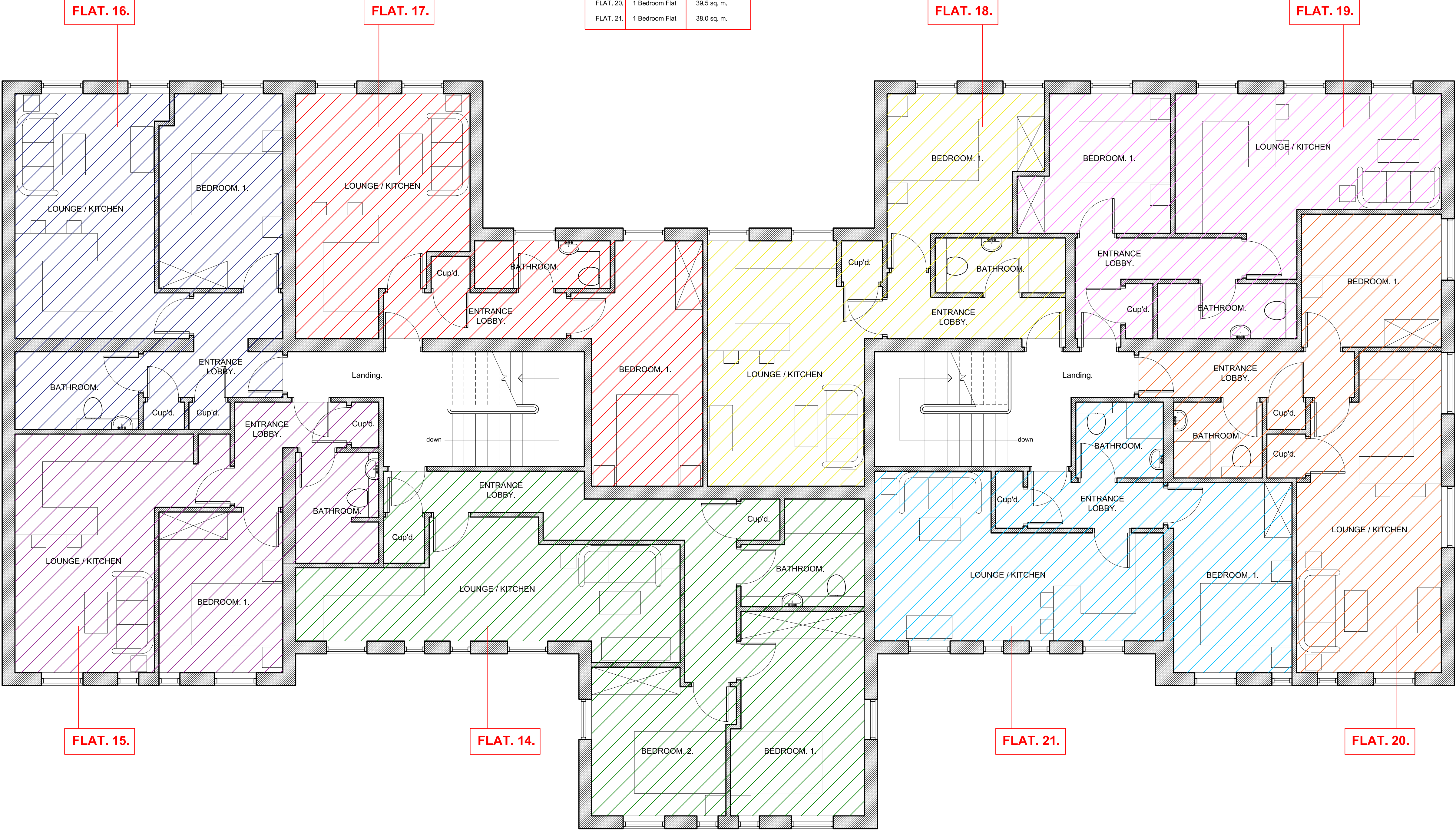
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FLAT'S	BEDROOMS	SIZE [Sq. M.]
FLAT. 14.	2 Bedroom Flat	61.0 sq. m.
FLAT. 15.	1 Bedroom Flat	38.5 sq. m.
FLAT. 16.	1 Bedroom Flat	42.0 sq. m.
FLAT. 17.	1 Bedroom Flat	39.0 sq. m.
FLAT. 18.	1 Bedroom Flat	38.0 sq. m.
FLAT. 19.	1 Bedroom Flat	37.5 sq. m.
FLAT. 20.	1 Bedroom Flat	39.5 sq. m.
FLAT. 21.	1 Bedroom Flat	38.0 sq. m.

PROPOSED 2nd FLOOR PLAN LAYOUT @ 1 : 50

GENERAL NOTES

REVISIONS

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identity interior design
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DRAWN BY. Russ Connolly		

The floor plan illustrates a four-story residential building with four flats. The layout is as follows:

- FLAT 1 (Top Left):** Includes Bedroom 1, Bedroom 2, a Bathroom, and an Entrance Lobby. It also features a Refuse / Bin Store and an Electric Meter Housing.
- FLAT 2 (Bottom Left):** Includes Bedroom 1, a Bathroom, and an Entrance Lobby. It also features a Refuse / Bin Store and an Electric Meter Housing.
- FLAT 3 (Bottom Right):** Includes Bedroom 1, a Bathroom, and an Entrance Lobby. It also features a Refuse / Bin Store and an Electric Meter Housing.
- FLAT 4 (Top Right):** Includes Bedroom 1, a Bathroom, and an Entrance Lobby. It also features a Refuse / Bin Store and an Electric Meter Housing.
- FLAT 5 (Center):** Includes two Bedrooms, a Bathroom, and an Entrance Lobby. It also features a Refuse / Bin Store and an Electric Meter Housing.

The plan also shows a central staircase and various storage areas. The building is labeled with 'FLAT 1.', 'FLAT 2.', 'FLAT 3.', 'FLAT 4.', and 'FLAT 5.' in the top left, bottom left, bottom right, top right, and center respectively.

FLAT'S	BEDROOMS	GROSS (Sq. M.)
FLAT 14	2 Bedroom Flat	61.0 sq. m.
FLAT 15	1 Bedroom Flat	36.0 sq. m.
FLAT 16	1 Bedroom Flat	42.0 sq. m.
FLAT 17	1 Bedroom Flat	36.0 sq. m.
FLAT 18	1 Bedroom Flat	36.0 sq. m.
FLAT 19	1 Bedroom Flat	37.0 sq. m.
FLAT 20	1 Bedroom Flat	36.0 sq. m.
FLAT 21	1 Bedroom Flat	36.0 sq. m.

PROPOSED FIRST FLOOR PLAN @ 1:100

FLAT 16.

FLAT 17.

FLAT 20.

FLAT 21.

FLAT 18.

FLAT 19.

FLAT 15.

FLAT 14.

PROPOSED SECOND FLOOR PLAN @ 1:100

DRAWN BY.
Charlotte Pink

Appendix B

TRICS Output

Audit Code: fe9870bc-bed5-4a77-bdda-e54a23ebb855

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total People

Selected regions and areas:

01	GREATER LONDON	
	HM	HAMMERSMITH AND FULHAM
	IS	ISLINGTON
	KI	KINGSTON
	KN	KENSINGTON AND CHELSEA
	SK	SOUTHWARK
	WF	WALTHAM FOREST
	WH	WANDSWORTH
03	SOUTH WEST	
	DC	DORSET
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS	KIRKLEES
08	NORTH WEST	
	GM	GREATER MANCHESTER
	MS	MERSEYSIDE
09	NORTH	
	CU	CUMBERLAND
10	WALES	
	CO	CONWY
	FS	FLINTSHIRE
11	SCOTLAND	
	HI	HIGHLAND
12	CONNAUGHT	
	CS	SLIGO
	MA	MAYO
14	LEINSTER	
	KD	KILDARE
	LU	LOUTH
	WT	WESTMEATH
	WX	WEXFORD
16	ULSTER (REPUBLIC OF IRELAND)	
	MG	MONAGHAN

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

Audit Code: fe9870bc-bed5-4a77-bdda-e54a23ebb855

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	10 to 45 (units:DWELLS)
Range Selected by User:	10 to 45 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	19/07/91 to 24/06/25

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

Selected survey days:	
Friday	4 days
Monday	7 days
Thursday	4 days
Tuesday	5 days
Wednesday	6 days

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

Selected survey types:	
Manual count	26
Direction ATC Count	0

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

Selected Locations:	
Edge of Town Centre	20 days
Town Centre	6 days

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

Selected Location Sub Categories:	
Built-Up Zone	7 days
High Street	1 days
No Sub Category	4 days
Residential Zone	14 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	9 days
Servicing vehicles Unknown	17 days

Audit Code: fe9870bc-bed5-4a77-bdda-e54a23ebb855

Secondary Filtering Selection:

Use Class:

C3	26 surveys
----	------------

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:

750 - 13600

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	4 surveys
100,001 or More	4 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	6 surveys
5,001 to 10,000	6 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
25,001 to 50,000	4 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	5 surveys
50,001 to 75,000	3 surveys
500,001 or More	9 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.5 or Less	3 surveys
0.6 to 1.0	8 surveys
1.1 to 1.5	15 surveys

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

Audit Code: fe9870bc-bed5-4a77-bdda-e54a23ebb855

Petrol filling station:

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

Travel Plan:

No	25 surveys
Yes	1 surveys

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

PTAL Rating:

2 - Poor	1 surveys
4 - Good	2 surveys
5 - Very good	1 surveys
6a - Excellent	3 surveys
6b - Excellent	2 surveys
No PTAL Present	17 surveys

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

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: fe9870bc-bed5-4a77-bdda-e54a23ebb855

1	CO-03-C-01	BLOCKS OF FLATS	CONWY
MOSTYN BROADWAY LLANDUDNO Edge of Town Centre Built-Up Zone Site area: 0.44999998807907104 hect Survey date: Survey Type: Manual			
2	CS-03-C-01	FLATS	SLIGO
LOWER NEW STREET SLIGO Town Centre No Sub Category Site area: 0.10000000149011612 hect Survey date: Friday 15/06/2007 Survey Type: Manual			
3	CU-03-C-01	BLOCK OF FLATS	CUMBERLAND
KING STREET CARLISLE Town Centre Built-Up Zone Site area: 0.20999999344348907 hect Survey date: Thursday 12/06/2014 Survey Type: Manual			
4	DC-03-C-01	BLOCKS OF FLATS	DORSET
ABBOTSBURY ROAD WEYMOUTH Edge of Town Centre Residential Zone Site area: 0.18000000715255737 hect Survey date: Tuesday 08/07/2008 Survey Type: Manual			
5	FS-03-C-01	BLOCK OF FLATS	FLINTSHIRE
WREXHAM STREET MOLD Edge of Town Centre Built-Up Zone Site area: 0.20999999344348907 hect Survey date: Survey Type: Manual			
6	GM-03-C-03	BLOCK OF FLATS	GREATER MANCHESTER
FAIRFIELD STREET MANCHESTER Town Centre Built-Up Zone Site area: 0.05000000074505806 hect Survey date: Friday 14/10/2011 Survey Type: Manual			
7	HI-03-C-01	FLATS	HIGHLAND
SHORE STREET INVERNESS Town Centre Residential Zone Site area: 0.6000000238418579 hect Survey date: Wednesday 20/05/2009 Survey Type: Manual			
8	HI-03-C-02	BLOCK OF FLATS	HIGHLAND
KING STREET NAIRN Edge of Town Centre Residential Zone Site area: 0.12999999523162842 hect Survey date: Wednesday 19/04/2023 Survey Type: Manual			

Audit Code: fe9870bc-bed5-4a77-bdda-e54a23ebb855

9 VANSTON PLACE FULHAM Town Centre High Street Site area: 0.12999999523162842 hect Survey date: Wednesday 16/07/2014	HM-03-C-01	BLOCK OF FLATS	HAMMERSMITH AND FULHAM	Survey Type: Manual
10 LEVER STREET FINSBURY Edge of Town Centre Built-Up Zone Site area: 0.029999999329447746 hect Survey date: Wednesday 29/06/2016	IS-03-C-05	BLOCK OF FLATS	ISLINGTON	Survey Type: Manual
11 CALEDONIAN ROAD HOLLOWAY Edge of Town Centre Residential Zone Site area: 0.05999999865889549 hect Survey date:	IS-03-C-06	BLOCK OF FLATS	ISLINGTON	Survey Type: Manual
12 STATION ROAD KILDARE Edge of Town Centre Residential Zone Site area: 0.7599999904632568 hect Survey date: Friday 22/05/2009	KD-03-C-01	BLOCK OF FLATS	KILDARE	Survey Type: Manual
13 PORTSMOUTH ROAD SURBITON Edge of Town Centre Residential Zone Site area: 0.14000000059604645 hect Survey date:	KI-03-C-03	BLOCK OF FLATS	KINGSTON	Survey Type: Manual
14 UXBRIDGE STREET NOTTING HILL Edge of Town Centre Residential Zone Site area: 0.029999999329447746 hect Survey date: Thursday 15/10/2009	KN-03-C-01	BLOCKS OF FLATS	KENSINGTON AND CHELSEA	Survey Type: Manual
15 KINGS MILL LANE HUDDERSFIELD ASPLEY Edge of Town Centre Built-Up Zone Site area: 0.20000000298023224 hect Survey date: Wednesday 13/09/2006	KS-03-C-01	BLOCK OF FLATS	KIRKLEES	Survey Type: Manual
16 NICHOLAS STREET DUNDALK Edge of Town Centre Residential Zone	LU-03-C-02	BLOCK OF FLATS	LOUTH	

Audit Code: fe9870bc-bed5-4a77-bdda-e54a23ebb855

Site area: 0.2199999988079071 hect
Survey date:

Survey Type: Manual

17 NICHOLAS STREET DUNDALK Edge of Town Centre Residential Zone Site area: 0.1899999976158142 hect Survey date:	LU-03-C-03	BLOCK OF FLATS	LOUTH	Survey Type: Manual
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18 KNOCK ROAD CLAREMORRIS Edge of Town Centre No Sub Category Site area: 0.5299999713897705 hect Survey date: Tuesday 14/09/2021	MA-03-C-01	BLOCKS OF FLATS	MAYO	Survey Type: Manual
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19 MALL ROAD MONAGHAN Edge of Town Centre No Sub Category Site area: 0.25999999046325684 hect Survey date: Friday 06/09/2013	MG-03-C-01	BLOCK OF FLATS	MONAGHAN	Survey Type: Manual
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20 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN Edge of Town Centre Residential Zone Site area: 0.20000000298023224 hect Survey date:	MS-03-C-04	BLOCK OF FLATS	MERSEYSIDE	Survey Type: Manual
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21 LAMB WALK BERMONDSEY Edge of Town Centre Built-Up Zone Site area: 0.10000000149011612 hect Survey date: Thursday 23/04/2015	SK-03-C-02	BLOCK OF FLATS	SOUTHWARK	Survey Type: Manual
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22 GROSVENOR ROAD WANSTEAD Edge of Town Centre Residential Zone Site area: 0.27000001072883606 hect Survey date: Tuesday 25/05/2021	WF-03-C-02	BLOCKS OF FLATS	WALTHAM FOREST	Survey Type: Manual
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23 GROSVENOR ROAD WANSTEAD Edge of Town Centre Residential Zone Site area: 0.4399999976158142 hect Survey date: Tuesday 25/05/2021	WF-03-C-04	BLOCKS OF FLATS	WALTHAM FOREST	Survey Type: Manual
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24 AMIES STREET CLAPHAM JUNCTION	WH-03-C-01	BLOCKS OF FLATS	WANDSWORTH	
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Audit Code: fe9870bc-bed5-4a77-bdda-e54a23ebb855

Edge of Town Centre

Residential Zone

Site area: 0.49000000953674316 hect

Survey date: Wednesday 09/05/2012

Survey Type: Manual

25

WT-03-C-02

FLATS

WESTMEATH

CUSTUME PLACE

ATHLONE

Town Centre

No Sub Category

Site area: 0.07000000029802322 hect

Survey date: Tuesday 19/06/2007

Survey Type: Manual

26

WX-03-C-01

BLOCKS OF FLATS

WEXFORD

UPPER GEORGE'S STREET

WEXFORD

Edge of Town Centre

Residential Zone

Site area: 0.4099999964237213 hect

Survey date: Thursday 20/04/2023

Survey Type: Manual

Audit Code: fe9870bc-bed5-4a77-bdda-e54a23ebb855

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0.000	0.000	0.000
07:00-08:00	26	26	0.032	0.117	0.149
08:00-09:00	26	26	0.060	0.156	0.216
09:00-10:00	26	26	0.086	0.085	0.171
10:00-11:00	26	26	0.063	0.089	0.152
11:00-12:00	26	26	0.073	0.066	0.139
12:00-13:00	26	26	0.069	0.075	0.144
13:00-14:00	26	26	0.085	0.077	0.162
14:00-15:00	26	26	0.051	0.091	0.142
15:00-16:00	26	26	0.098	0.067	0.165
16:00-17:00	26	26	0.102	0.089	0.191
17:00-18:00	26	26	0.136	0.099	0.235
18:00-19:00	26	26	0.118	0.073	0.191
19:00-20:00	6	25	0.061	0.034	0.095
20:00-21:00	6	25	0.047	0.047	0.094
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.081	1.165	2.246

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

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

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Audit Code: fe9870bc-bed5-4a77-bdda-e54a23ebb855

Parameter Summary:

Trip rate parameter range selected:	10 - 45 (units: DWELLS)
Survey date date range:	13/09/2006 - 20/04/2023
Number of weekdays (Monday-Friday):	26
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.

Audit Code: fe9870bc-bed5-4a77-bdda-e54a23ebb855

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

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0.048	0.000	0.048
07:00-08:00	26	26	0.070	0.294	0.364
08:00-09:00	26	26	0.137	0.485	0.622
09:00-10:00	26	26	0.186	0.273	0.459
10:00-11:00	26	26	0.156	0.247	0.403
11:00-12:00	26	26	0.175	0.203	0.378
12:00-13:00	26	26	0.218	0.224	0.442
13:00-14:00	26	26	0.215	0.221	0.436
14:00-15:00	26	26	0.187	0.219	0.406
15:00-16:00	26	26	0.314	0.230	0.544
16:00-17:00	26	26	0.323	0.225	0.548
17:00-18:00	26	26	0.412	0.250	0.662
18:00-19:00	26	26	0.341	0.190	0.531
19:00-20:00	6	25	0.284	0.122	0.406
20:00-21:00	6	25	0.162	0.128	0.290
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.228	3.311	6.539

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

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Parameter Summary:

Trip rate parameter range selected:	10 - 45 (units: DWELLS)
Survey date date range:	13/09/2006 - 20/04/2023
Number of weekdays (Monday-Friday):	26
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.