

J000413-HTN04
February 2024

Proposed House in Multiple Occupation
(HMO) Including 16 En-Suite Private
Bedrooms.

34 Sandy Lane, Romiley, Stockport

Highways Technical Note

Prepared on behalf of:

VIEWS 

Views Holdings Limited

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of View Holdings Limited to consider relevant highways and transport matters associated with proposals for the conversion of an existing large property currently used as a residential medical / nursing home facility at Sandy Lane, Romiley to a House in Multiple Occupation (HMO) including 16 en-suite private bedrooms.

1.1.2 The scope and nature of matters considered within this HTN report reflect the extent of highways matters that are anticipated as being of material interest to officers of the local planning & highway authority Stockport Metropolitan Borough Council (SMBC), based on a review of prevailing highway conditions, the experience of the preparation of technical statements to support similar HMO schemes and information submitted to support a previous HMO scheme option at the Sandy Lane site (planning application refs: DC/088158). The HTN report therefore includes a review of existing / anticipated future highway operational conditions, a technical audit of the site proposals in terms of proposed access arrangements, internal arrangements & car parking / cycle parking provision and consideration of anticipated future development traffic levels when compared to the extant use of the site as a nursing home.

1.2 Report Structure

1.2.1 The structure of the remainder of this HTN is therefore as follows:

- Section 2 considers the location and historical use of the site, including a review of existing local baseline highway network conditions and an audit of the site's accessibility by alternative travel modes to the private car.
- Section 3 provides a review of the key elements of the proposed HMO scheme, including an audit of the proposed site arrangements and car parking.

- Section 4 provides an estimate of the traffic levels anticipated to be generated by the proposals and a comparison to existing traffic levels associated with the extant residential medical / nursing facility land use.

- Section 5 outlines the key conclusions drawn from the assessment.

2.0 REVIEW OF RELEVANT EXISTING CONDITIONS, PLANNING STATUS AND SITE ACCESSIBILITY

2.1 Site Location & Existing Access

2.1.1 The application site represents land and buildings associated with 34 Sandy Lane, Romiley. The strategic location of the site is illustrated in **Figure HTN1** to this report. This plan identifies the location of the site within the context of the settlement of Romiley and key local road routes of Sandy Lane, B6104 Compstall Road and A627 Barrack Hill / Otterspool Road.

2.1.2 **Figure HTN2** includes for an aerial image of the application site and its immediate context to the alignment of Sandy Lane and surrounding residential properties and apartment blocks. Photographs of key existing local highway features are included as **Appendix HTN1** to this report.

2.1.3 Review of **Figure HTN2** demonstrates that the site is a broadly rectangular shaped land parcel bordered the alignment of Sandy Lane to the west, land and gardens associated with mature residential development fronting Sandy Lane to the north and south and properties associated with Far Ridings and Syke Croft to the east.

2.1.4 Vehicle and pedestrian access to the site is taken via a dropped kerb footway crossover driveway access direct to Sandy Lane, located to the north-west corner of the site. This access is of minimum 4.8m in width and represents a shared vehicle access to the garages of the adjacent apartment development to the north of the application site. A footpath connects to the start of the drive and this provides foot access to the apartment units, via a path winding through the apartment garden area. The application site property is served by hard-surfaced parking & servicing areas to the front and rear of the existing building.

2.1.5 The existing driveway effectively operates as a shared space connection for use by pedestrians / cyclists / vehicles, with no dedicated pedestrian route demarcated, albeit that a circa 1m hardstrip does lie between the main driveway corridor and the building. The northern side of the driveway is utilised for parking (believed to

be associated with residents of the adjacent apartments and, historically, staff associated with the application site's extant medical care home use) along the side of the application site building. This effectively means that this section of the driveway operates via one-way shuttle working, with two-way passage available using space to the front and rear of the building. Given the relatively small number of vehicles observed parked on the site and served by the driveway (15 or less) no significant congestion / queuing issues, or blocking back onto Sandy Lane as a result of this one-way shuttle working of the driveway, were noted during site visits.

2.2 Existing Land Use, Extant Traffic Levels & Relevant Planning History

Existing Land Use

- 2.2.1 The site currently accommodates a single large building of circa 4,100sqft Gross Floor Area (GFA), located roughly to the centre of the site, with the site driveway running along the northern boundary and additional hardstanding areas available to the front and rear of the building (used for car parking and servicing). Site visits identified that 4-5 parked vehicles can be regularly accommodated on the driveway, with a further 3-4 vehicles in the front parking area and 2 to the rear.
- 2.2.2 The building has been operated as the 'Park Lodge Independent Hospital' a private residential medical / nursing home facility offering 10 patient bedrooms. The most recent use of the site was for a residential mental health facility which operated with high staff to patient ratios, reflecting the vulnerable nature of the residents. Staff included nursing staff, therapists, kitchen staff and a facility manager. In addition to staff trips, regular family visits to residents also took place.

Extant Traffic Levels

- 2.2.3 The Priory Group were the last operator of the site and it is understood that they ended care services in late 2022, shortly before putting the building on the market for sale. In order to estimate the potential traffic demand related to the consented medical / nursing home use of the site, Focus TP have made reference to 85th percentile trip rates (per 100sqm) for example small nursing home sites held on

the TRICS development database (see **Appendix HTN2**). TRICS is a nationally regarded source of historical trip demand data and contains observed traffic data for a variety of development-type sites and, as such, is considered to produce reliable base trip rate data.

2.2.4 The calculated reference 85th percentile trip rates for the traditional weekday AM & PM ‘rush hour’ time periods, as well as core weekday 12hr (7am - 7pm) daytime periods, are illustrated in **Table HTN2.1** below. These trip rates have been applied to the total bedrooms available at the site (10 rooms).

Table HTN2.1 - Estimate of Extant Nursing Home Trip Demand (85th Percentile Trip Rates)

	Trip Rates (per 100sqm)			Trip Demand for 10 bedrooms		
	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak (08:00-09:00)	0.277	0.174	0.451	3	2	5
PM Peak (17:00-18:00)	0.029	0.106	0.135	0	1	1
12h (07:00-19:00)	1.625	1.456	3.081	16	15	31

2.2.5 Review of the results of this exercise demonstrates that residential medical / nursing home use of the existing building could be expected to give rise to traffic levels of circa 1 - 5 vehicle movements during core weekday AM & PM ‘rush hour’ periods. Traffic demand over the core 12-hour weekday daytime period (07:00-19:00) could be expected to be of the order 30 - 31 vehicles (in + out).

Recent Planning History

2.2.6 In March 2023 Views Holdings Limited submitted a planning application for conversion of the existing site building for an HMO development including for 15 bedrooms. This application (SMBC Ref: DC/088158) was supported by the following formal highways related documentation prepared by Focus TP:

- J000413-HTN01c: “Highways Technical Note”;
- J000413-HTN02: “Parking Survey Report”.

2.2.7 No highways objections to the proposals were raised by the SMBC highways, subject to standard conditions securing proposed internal site layout features (parking & turning, and cycle / EV parking facilities) and a request for a contribution to support local amendments to the prevailing Traffic Regulation Order (TRO) on Sandy Lane (to ensure the protection of sightlines associated with the site access from inappropriate on-street parking). The planning officers report to committee noted the following highway officers comments which are considered directly relevant to the consideration of the current 22 bedroom HMO scheme:

“In terms of traffic generation impact, the traffic generated by the proposed use will not significantly differ from that for the previous care home use. The impact on the highway network resulting from the development could not therefore be deemed as severe and no objection on traffic generation grounds would seem reasonable or sustainable.

The site is accessible with public transport, shops, employment, and other facilities available within reasonable walking distance and by cycle.

The proposal notes provision of 7 car parking spaces. Guidance requires 0.5 spaces per HMO bedroom, reflecting the generally low levels of vehicle ownership in this type of development. In this respect the proposal falls very slightly short. Guidance does, however, comment on the need to consider several factors when assessing the level of parking required for an HMO. Whilst the Transport Note has undertaken an assessment of the number of trips to the site resulting from development, this does not directly correlate with parking demand. A survey was therefore requested.

It is noted that local dwellings do generally have provision for parking off street and it is suggested that limited on street parking resulting from the development can be accommodated without any detrimental impact on highway operation or safety. A parking survey on Sandy Lane was undertaken on a workday evening and weekend afternoon and confirmed that there was adequate on street parking available to accommodate any overspill from the development site given the limited amount of on street parking currently taking place.

The assertion within the Transport Note that satisfactory visibility is afforded largely because of the presence of the hatched section of carriageway would be less valid if residents or visitors parked within that area. Parking should therefore be discouraged within this area. In order to alleviate concerns around providing satisfactory visibility for drivers using the site entrance it is recommended that the developer be required to fund a traffic regulation order and road markings preventing parking in this area.

Appropriate secure and covered storage for cycles is provided

RECOMMENDATION : No objection subject to conditions”

2.2.8 The planning application for the 15 bedroom scheme was heard at SMBC Werneth Area Committee on 31 July 2023, where members resolved to approve the application, subject to the drafting and agreement of a S106 legal agreement relating to financial contributions for open-space and the abovementioned amended TRO. It is understood that the terms of the S106 legal agreement were to be negotiated between the Council and scheme applicant. The current February 2024 scheme (16 dwellings) proposes only 1 additional dwelling when compared to the 2023 consented scheme.

2.3 Relevant Planning Policy

National Planning Policy

2.3.1 December 2023 National Planning Policy Framework (NPPF) seeks to encourage development which accords with the sustainable transport objectives of minimising the need for travel, particularly road journeys, and promoting the efficient delivery of goods and supplies. NPPF also provides guidance on the nature and detail of transport appraisal to be carried out to support development and those key matters to be considered when determining the suitability of development proposals.

2.3.2 Ultimately NPPF concludes the following with respect to the technical consideration of highways and transport related effects:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” (Para 115)

2.3.3 Paragraph 115 to the NPPF is considered to be of key importance in the context of the assessment of the operation of the immediate local highway network. The NPPF

clearly identifies that development should only be refused in those cases where highways impact would be 'severe' (our underlining) - which is typically understood to mean situations where development is likely to result in a material detrimental 'step change' in circumstances when compared to predicted Baseline 'Do-Nothing' conditions. Should the operational effects as a consequence of development traffic be marginal in nature, then highway authorities are directed not to seek to prohibit development on highways and traffic grounds.

- 2.3.4 Whilst the NPPF does not seek to define the nature of what is considered to represent a 'severe' impact, thereby allowing for some flexibility to reflect site specific circumstances, it is clear that the guidance has the effect of setting a 'high-bar' for planning & highway authorities in terms of their ability to identify and successfully sustain objections to planning applications on highways grounds. The very nature of the wording of NPPF paragraph 115 inherently suggests that some measure of highways impact must be viewed as being 'acceptable' and that it is only when a 'severe' detrimental highways position is identified, that a refusal of planning permission on such grounds is appropriate.

Local Planning Policy

- 2.3.5 The adopted development plan for the SMBC administrative area comprises the following:
- Those policies set out in the Stockport Unitary Development Plan (UDP) Review (adopted 31st May 2006) which have been saved by direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004; and
 - Policies set out in the Stockport Core Strategy Development Plan Document (adopted 17th March 2011).
- 2.3.6 Retained UDP policy CDH1.4 'Houses in Multiple Occupation' is the key prevailing land use policy relevant to the HMO planning application scheme a Sandy Lane. The UDP notes that houses in multiple occupation represent a valuable source of cheaper accommodation across the borough, with core policy text set out below:

“...conversion of dwellings to multiple occupation will be permitted provided that the proposal:

- does not result in more than 2 houses in multiple occupation adjoining;*
- does not result in a single dwelling having a house in multiple occupation on both sides;*
- does not create such a concentration of houses in multiple occupation in a particular area or intensity of occupation of the property concerned that the character of the area is adversely affected;*
- includes useable rear gardens within the curtilage of at least 50m²;*
- includes suitably enclosed refuse storage areas at the rear of the property;*
- includes parking within the curtilage at the rate of 0.5 space per letting. Where car parking is to be provided by hard paving of the area in front of the dwelling, no less than 40% of that area should be landscaped to the satisfaction of the Council; and*
- complies with Policy EP1.10 (aircraft noise).”*

2.3.7 Core Strategy DPD policy CS4 ‘Distribution of Housing’ identifies that housing should be located in areas that promote accessibility to jobs, community facilities, shops and services, with a focus on making effective use of available land within accessible urban areas.

2.3.8 The Core Strategy DPD also sets out specific policies with respect to development and transport matters (Policies CS9 (Transport)) and states that the Council will require that development is sited in locations which are accessible by walking, cycling and public transport, will support development which reduces the need to travel by car and which provides for the needs of the most vulnerable road users. Key related Development Management policies within the DPD are as follows:

- Development Management Policy T-1 (Transport and Development):* new development, notably that generating significant numbers of trips, will be required to be sustainably accessible by public transport, walking and cycling.

- *Development Management Policy T-2 (Parking in Developments)*: developments shall provide car-parking in accordance with maximum parking standards for each type of land use as set out in the existing adopted parking standards.
 - *Development Management Policy T-3 (Safety and Capacity on the Highway Network)* development which will have an adverse impact on the safety and/or capacity of the highway network will only be permitted if mitigation measures are provided to sufficiently address such issues. Developments shall be of a safe and practical design, with safe and well-designed access arrangements, internal layouts, parking and servicing facilities.
- 2.3.9 Section 2.5 to this HTN report clearly sets out that the site is located in a highly accessible location, close to shops, services and a range of public transport options. Section 3 to this report demonstrates that the site is capable of meeting policy requirements for HMO parking and that additional on-street parking capacity is available to the immediate site frontage.

Supplementary Planning Guidance

- 2.3.10 SMBC development plan policy is also supported by a range of Supplementary Planning Guidance documents. These provide non-statutory approved guidance that can be regarded as material considerations by the Council when determining planning applications. Supplementary Planning Guidance document ‘Sustainable Transport SPD’ (December 2007) is the key reference text with respect to the consideration of highways and transport matters and new development. The SPD sets out detailed advice with respect to measures to promote and facilitate access to sustainable transport modes and to encourage alternatives to use of the private car. The document also provides additional advice with respect to the contents of formal transport related documentation to be prepared to support planning applications. The advice regarding the nature of assessment must, of course, be read in the context of the more contemporary guidance set out in NPPG and NPPF.

2.4 Description of Local Highway Network Conditions

- 2.4.1 The application site is accessed via a private shared driveway access point to the local distributor road route of Sandy Lane. Sandy Lane is of circa 9.5m carriageway width in the vicinity of the application site frontage, albeit that circa up to 1.5m of the carriageway to the site-side of the route is hatched out to discourage vehicle use on the approach to a kerbed pedestrian crossing 'build out' feature and circa 1.5m of the non site-side carriageway operates as an advisory northbound cycle lane facility (see **Appendix HTN1** to this report). In practice only circa 6.6m of the carriageway is marked for use by through vehicle traffic. Segregated (kerbed) footways of circa 1.5m - 2.0m width are available to both sides of the route corridor. Some sporadic on-street parking has been recorded to either side of Sandy Lane, both in the general vicinity of the site frontage and to the front of other residential properties. Whilst such parking took place within hatched / illustrative cycle lane areas, it was not noted to materially interfere with the potential for free-flowing two-way traffic on the route.
- 2.4.2 Sandy Lane climbs south to north, with a gradient of circa 5 - 6% in the northern direction. To the north of the application site the route provides local connections to the suburban areas of Greave & Woodley and to the south the route provides links to Romiley town centre (via the junction with B6104 Compstall Road). The route benefits from street lighting and operates under a 30mph speed limit. Approximately 200m to the south of the application site, the route is subject to a 20mph speed limit to the frontage of Romiley Primary School. This 20mph zone is demarcated by speed tables to both north and south boundaries, road narrowing via build outs and 20mph school zone signage. A vehicle actuated speed warning sign for southbound traffic is also located 60m to the south of the application site.
- 2.4.3 Immediately to the south eastern corner of the application site is a 1.5m wide kerbed 'build-out' into the site side carriageway. This build-out provides improved pedestrian visibility in this location and is sited at a connection to off-road pedestrian routes to the east, linking to the local residential streets of Far Ridings and Syke Croft. On the approach to this build out, the inside of the carriageway has been hatched out to warn drivers as to the presence of the kerbed island. This

hatching stretches across the full length of the application site frontage as part of taper arrangements and is circa 1.1 - 1.2m in width (measured from the kerbed carriageway edge) at the driveway access point to the application site (see **Appendix HTN1**).

- 2.4.4 The application site driveway connection to Sandy Lane is of a simple dropped kerb footway cross-over arrangement of circa 4.8m width. **Figure HTN3a** illustrates available practical lateral visibility available for vehicles exiting the driveway access point, when measured from x-distance of 2.4m back from the kerbed carriageway edge. **Figure HTN3b** illustrates available sightlines when measured from a point 2.4m back from the edge of the marked carriageway hatching. In both cases the sightlines have been measured either to the edge of the hatched carriageway markings (if present) or the carriageway kerb in all other cases - as these features represent the nearside extent of vehicle approach path. This exercise demonstrates the following available practical sightlines:

Sightlines from 2.4m x-distance measured from kerb carriageway edge:

- Leading direction (to the right): 22m to nearside hatched markings
- Leading direction (to the left): 59+m to nearside kerb edge

Sightlines from 2.4m x-distance measured from edge of carriageway hatching:

- Leading direction (to the right): 59m to nearside kerb edge
- Leading direction (to the left): 59+m to nearside kerb edge

- 2.4.5 Sandy Lane operates under a 30mph speed limit on the approach to the application site. A 59m sightline is recognised in national good practice guidance document, *Manual for Streets 2 (MfS2)*, as being suitable to provide safe visibility in cases where approach speeds on the mainline route are well in excess of a 30mph speed limit (circa 37mph). It is therefore considered that the current site access arrangements provide sufficient practical visibility for vehicles exiting the site, when one takes into account the additional opportunities for visibility / safe main carriageway operation delivered by the combination of the kerbed pedestrian build out and associated hatching. Forward visibility for northbound vehicles waiting to

turn right into the application site are in excess of 59m and so are also appropriate for a route operating under a 30mph speed limit.

Recorded On-Street Parking

2.4.6 A parking beat survey of the immediate sections of Sandy Lane to the application site frontage was carried out by independent traffic survey contractor ‘Andy Haxby Traffic Survey Consultant’ for the following dates and time periods:

- Friday 19th June: 17:00 - 20:30
- Sunday 11th June: 12:00 - 16:00

2.4.7 Surveys were carried out on the basis of 15 minute frequency parking ‘beats’ over a survey area of circa 250m on either side of Sandy Lane to the application site - between Marsden Road to the south and the access to the western service road serving properties 63-77 to the north. 250m is considered to represent a reasonable extent of walking catchment within which it could be expected that a resident or visitor to the application site might be prepared to walk if parking a vehicle off-site. A plan of the extent of this study area is included as **Figure Beat1 to Appendix HTN3** to this report.

2.4.8 In order to provide some further context with respect to the location of any recorded on-street parking, the study area has been broken into a number of defined zones, as described below (see also **Figure Beat1**). The survey recorded the number of vehicles recorded parking in each of these zone and whether these vehicles were parked solely on carriageway or included for on-pavement parking.

Western Kerbline (South to North)

- A. Marsden Road to Opposite Build Out
- B. Opposite Build Out to South of Driveway to Property No. 61
- C. North of Driveway to No. 61 to Service Road.

Eastern Kerbline (South to North)

- A. End of Bus Stop to Start of Taper Markings
- B. Taper Markings to Build Out
- C. Build out to End of Taper Markings
- D. Taper Markings to Opposite Service Road

- 2.4.9 The defined zones, particularly to the eastern (site side) of Sandy Lane, reflect the fact that there are some on-site carriageway kerbs / markings that could directly influence / deter the location of parking. The eastern side of the study zone includes for a kerbed 'build-out' to assist pedestrian crossings and hatched markings to either side, to guide drivers away from this physical kerb feature and to promote appropriate positioning of passing vehicles. This hatching extends across the side road connection serving the application site. Typically one would not expect to see parking take place within this hatching, but there are no formal parking restrictions in this area. To the western (non-site side) the carriageway includes for advisory cycle lane markings (dashed lines and coloured surfacing). There are no legal restrictions on parking within this advisory cycle lane.
- 2.4.10 The parking beat survey results are presented within the tables set out in **Appendix HTN3** to this report for the Friday and Sunday survey days. These tables present the number of vehicles recorded as parking in each of the study zones during each of the 15 minute beat periods. To help provide some context as to the extent of parking recorded, the tables include for an estimated notional parking 'capacity' value for each zone, which has been calculated by estimating the practical length of carriageway available for parking in each area (taking account of dropped kerb access points) and working on the basis of a parked vehicle requiring a minimum of 6m carriageway (to allow for easy space access / egress). Whilst it is accepted that this is not a definitive value of parking capacity it is considered that it does at least provide an indication as to whether any realistic space for additional parking might be available in each zone.
- 2.4.11 Review of the Friday parking survey results demonstrates that a strictly limited level of on-street car parking was recorded within the study area. Maximum recorded parking levels for the full survey area were just 6 vehicles (3 on-carriageway and 3 including pavement parking), with four of these vehicles parked to the western (non-site side) side of the route, generally to the north of the existing kerb build out.
- 2.4.12 Friday parking on the site-side of the route was noted to be low, with no parking recorded to the south of the application site. Parked vehicles were noted to be

parked to the north of the application within zone G, i.e. outside of the area 'protected' by the hatch markings.

2.4.13 Review of the Sunday parking survey results demonstrates lower levels of on-street parking than during the weekday survey period. Maximum recorded on-street parking demand during the survey period was just 4 vehicles during the period 12:15-12:30, with 2-3 vehicles recorded as parked at all other times. The majority of the recorded parking during the early part of the survey took place to the eastern side of Sandy Lane, in the section of route to the north of the taper markings that cross the site entrance (up to 3 vehicles recorded parked in this section). During the second half of the survey, this parking cleared and limited parking was observed taking place to the western side of the link (to the south of the build-out). In practice, during the second half of the survey period there was rarely more than one vehicle parked in any of the identified zones.

2.4.14 Based on the review of the results of the parking survey exercise it is considered reasonable to conclude that the immediate study area section of Sandy Lane to the application site does not experience high levels of existing on street parking. Indeed very few vehicles were recorded parking on-street within the study area across either of the survey dates. This would suggest that there is adequate capacity to accommodate any small level of potential overspill parking from the proposed HMO development should this occur.

Road Safety: Review of Personal Injury Accidents

2.4.15 An appraisal of the operational safety of the immediate sections of the Sandy Lane corridor to the application site, including the existing site access arrangements, has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database for the 6-year search period, 2017 - 2022 inclusive. This database includes for all accident incidents as recorded by the police & emergency services and therefore represents 'industry standard' data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a 6-year search period is in excess of the 5-year minimum search criteria required by NPPG good practice guidance.

- 2.4.16 This highway safety review exercise identifies that no accident events took place at or immediately close to the application site access. Indeed, just one accident incident was recorded across the full search area - see **Figure HTN4** to this report. This recorded event took place at the junction of Sandy lane and Marsden Road, circa 90m to the south of the site access connection and was noted be of 'slight' injury classification. Review of the available accident details for this incident identify that it took place during daylight & good weather conditions in May 2017 and involved a collision between a vehicle turning left and a motorcycle user.
- 2.4.17 Based on this review, it is concluded that there are no clear & substantive prevailing road safety issues that would call the proposed conversion of the proposal site for residential (HMO) land-use into question or require direct additional highway safety mitigation measures funded by the proposals.

2.5 **Audit of Site Accessibility**

Pedestrian & Cycle Access

- 2.5.1 National technical guidance document Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas. The guidance goes on to state, however, that this should not be viewed as an upper limit and that walking offers the greatest potential to reduce short distance car trips, particularly those under 2km. Indeed, guidance produced by Chartered Institution of Highways and Transport (CIHT) notes that 800m represents an 'acceptable' walking distance to community facilities and shops, with 1200m representing a 'preferred maximum'. 2000m has been identified by CIHT as a suitable walk distance for regular commuting trips and journeys to / from school.
- 2.5.2 **Figure HTN5** to this report illustrates a 2km walk catchment from the site, using available road corridors and local designated footpaths. Review of this exercise demonstrates that effectively all of the built-up area of the town of Romiley lie within this 2km walk catchment. Indeed, the majority of core 'everyday' facilities (town centre, education facilities, community & leisure facilities and public

transport opportunities) are located within less than 1000m travel distance of the application site. **Figure HTN6** to this report demonstrates the proximity of such key local travel destinations and clearly demonstrates the application site's excellent local accessibility.

2.5.3 National planning guidance also notes that cycling has the potential to substitute for short car trips - particularly those of less than 5km or which could form part of a longer journey by public transport. **Figure HTN7** to this report illustrates a 5km cycle catchment from the application site and demonstrates that such a travel distance would allow for practical cycle access to all of the built-up area of Romiley & Bredbury as well as parts of the surrounding settlements of Offerton, Marple, Marple Bridge and Gee Cross / Hyde.

2.5.4 Cycle access to / from the site could be expected to be encouraged by the opportunity to utilise a range of dedicated cycle infrastructure available close to the site. **Figure HTN8** to this report, identifies local cycling infrastructure available to the application site, such as the traffic free cycle route linking through Romiley Park to the Peak Forest Canal and connections via Chadkirk Road / Vale Road to NCR route 55 (Stockport - Marple - Macclesfield). An advisory cycle lane is also available on the northbound carriageway of Sandy Lane to the north of the application site access.

Access to Public Transport: Bus Services

2.5.5 Closest bus stops to the application site are as follows:

- Sandy Lane circa 100m to the south of the application site, close to the junction with Marsden Road (simple flagpost stops, with passenger information boards and 'bus cage' carriageway markings).
- Compstall Road circa 450m from the application site, close to the junction with Sandy Lane (passenger shelters, with passenger information boards and 'bus cage' carriageway markings).

2.5.6 **Figure HTN9** provides an extract of the Transport for Greater Manchester public transport route map for Stockport. This identifies that the above stops are served by the following routes and service frequencies:

Table HTN2.2: Bus Services Available from Local Bus Stops

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency
<i>Sandy Lane</i>		
382	Woodley - Greave - Romiley - Bredbury - Stockport	Hourly / Hourly / No service
<i>Compstall Road</i>		
383 / 384	Offerton - Marple - Romiley - Bredbury Stockport Circular Service	20 mins / 20 mins / 30 mins

2.5.7 Review of this information highlights that both local bus stops provide access to regular services connecting to key destinations such as Stockport Town Centre, Marple, Bredbury and Woodley. Indeed, the stops on Compstall Road offer a daytime frequency of 4 buses per hour to Stockport interchange.

Access to Public Transport: Rail Services

2.5.8 In addition to the above bus connections, Romiley railway station is located within a 700m walk of the application site. This station is served by trains on both the Manchester Piccadilly to Marple / New Mills line (with a number of these services extending via the Hope Valley line to Sheffield) and Manchester to Rose Hill line (see Figure HTN10). The combination of these services provides a Mon-Sat daytime frequency of four trains per hour to / from Manchester Piccadilly, with connections to Marple (2 trains per hour), New Mills (2 trains per hour), Sheffield (1 train per hour), Bredbury (2 trains per hour) and Rose Hill (2 trains per hour).

2.5.9 Opportunities to access good frequency local rail services within a short walking distance of the site is considered to enhance the application site's accessibility credentials, particularly in terms of encouraging regular commuting trips by alternative travel modes to the private car.

3.0 REVIEW OF THE PROPOSAL SCHEME

3.1 Scheme Principles

3.1.1 The proposal scheme comprises the conversion of the existing residential medical / nursing home building to an HMO of 16 en-suite bedrooms, with communal cooking / dining and other space. A general arrangement plan of the scheme is included as **Appendix HTN4** to this report, along with floor plans of the building under the proposed 16 en-suite bedroom HMO use (7 bedrooms to ground floor and 9 bedrooms to first floor). The proposals represent an HMO scheme of just 1 additional bedroom when compared to a similar HMO scheme for 15 resident bedrooms, that was consented in 2023 (SMBC Ref: DC/088158).

3.1.2 The scheme details also propose improved on-site car parking areas, allowing for a total of 7 vehicles to be parked across the front and rear parking zones. Outdoor / garden space for use by residents will be provided to south side of the property. The layout of these outdoor zones is effectively the same as that associated with the consented 2023 HMO scheme for 15 resident bedrooms.

3.2 Highway Access & Parking Arrangements

3.2.1 It is proposed that the proposed HMO scheme would continue to be accessed via the shared driveway from Sandy Lane. Main pedestrian and cycle access would be through the main parking area to the front of the site, providing access to the building front door and dedicated cycle parking area. The applicant has indicated that he would be willing to support the implementation of a TRO to extend local parking controls in the vicinity of the site access to maintain suitable visibility from the site exit - to be secured via a S106 legal agreement.

3.2.2 The scheme proposals would include for some amendments to the existing car parking and driveway areas to allow access to the proposed spaces. The proposed layout illustrated in **Appendix HTN4** provides 4 designated car parking spaces (minimum 2.4m by 4.8m space dimensions) to the front parking area, with one of

these spaces provided to mobility impaired user standard. 3 designated spaces would be provided to the rear parking area.

- 3.2.3 The provision of a total of 7 on-site parking spaces to serve the proposed 22-bedroom HMO is less than SMBC parking standards for HMO development as set out in UDP Policy CDH1.4 (1 space per 2 HMO bedrooms). These standards would potentially require a total of 8 spaces to be provided across the site. It is noted, however, that parking guidance does acknowledge that the level of parking to be provided in relation to HMO schemes can, in practice, be influenced by a range of factors, including accessibility to local facilities and the extent of public transport connections available from a site.
- 3.2.4 Furthermore, as noted in section 2.4 to this report, significant spare parking capacity has been demonstrated to be available on-street on those sections of Sandy Lane, close to the site frontage - such that it is considered that should any overspill parking associated with the HMO use take place, it could comfortably be accommodated on-street without resulting in any parking capacity / safety issues.
- 3.2.5 **Appendix HT5** to this report illustrates that all of the proposed on-site spaces within the HMO scheme curtilage would be accessible by a typical family sized vehicle (MPV design vehicle).
- 3.2.6 Covered secure cycle storage for up to 16 cycles would be provided to the south side of the property, adjacent to the garden areas.
- 3.2.7 It is anticipated that refuse servicing would be undertaken direct from Sandy Lane and would not require direct access to the site. This is a similar arrangement to the previous waste servicing of the site associated with the extant residential medical / nursing land use and is the same servicing approach proposed to support the consented 15 bedroom HMO scheme, (no objection from SMBC highways). The bin storage area would be located at a reasonable push-distance from the edge of the Sandy Lane carriageway to assist refuse collection operatives.

- 3.2.8 Any other ad-hoc servicing of the site can be accommodated by direct vehicle access. Day-to-day servicing by typical residential scale vehicles (3.5t or 4.6t Transit Van) can be accommodated within the internal site manoeuvring areas, to allow access to / from the site in forward gear. Any ad-hoc larger vehicle servicing would require a reversing movement to / from the site, under banksman supervision.
- 3.2.9 It should be recognised that the site has historically been accessed in a similar manner by private vehicle trips and occasional large vehicle movements as part of the previous residential medical / nursing land use at the site, without incident. Indeed, as set out in section 4 to this report, it is anticipated that the conversion of the site for HMO land use is not expected to result in a material increase in daily vehicle trip making to / from the site or site servicing when compared to this historical use.

4.0 REVIEW OF TRAVEL DEMAND ASSOCIATED WITH THE PROPOSALS

4.1 Predicted Traffic Demand to the Proposed HMO

4.1.1 This section of the HTN report seeks to identify the future level of traffic demand anticipated to be generated by the proposals to convert the application site building for residential (HMO) re-use. Due to a lack of HMO sites within available trip generation databases, these estimates have been undertaken via reference to representative small apartment sites held within the industry standard TRICS development trip rate database. This approach can be expected to provide a robust appraisal of likely site demand, as HMO facilities can be expected to generate a lower level of trip demand (per unit) in comparison to traditional apartment / trip demand, reflecting the nature of residential accommodation offered.

4.1.2 The reference residential sites chosen from the TRICS database (see **Appendix HTN6** to this report for full TRICS output) have been selected for general characteristics similar to the application site and surrounding area, viz:

- Town centre, edge of town centre and suburban sites only.
- Development sites of under 50 apartment units.
- Not including sites in Greater London or Eire.

4.1.3 It should be noted that the reference sites utilised to generate the TRICS trip rates demonstrated an average car parking provision of 1.172 spaces per dwelling, therefore well in excess of the parking supply proposed at the Sandy Lane HMO site (indeed, over twice the parking provision proposed at the application site). In order to best reflect future traffic demand associated with the application site, a manual 56% reduction adjustment has been applied to the calculated TRICS vehicle trip rates.

4.1.4 In order to ensure a robust assessment of future development traffic demand, core residential trip generation considered in this report has been based on 85th percentile trip rate values of the ranked sites from the TRICS database. 85th percentile estimates provide an indication of a realistic 'maximum' trip generation

demand for travel to / from a development site and therefore should ensure a robust ‘worst case’ assessment of operational impact. Details of the calculated trip rates, including for the manual adjustment, are included in **Table HTN4.1** below.

Table HTN4.1 - Residential (HMO) Development Traffic (85th Percentile Trip Rates)

	Adjusted Trip Rates (per HMO Bedroom)			Trip Demand for 16 HMO Bedrooms		
	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak (08:00-09:00)	0.057	0.108	0.165	1	2	3
PM Peak (17:00-18:00)	0.110	0.077	0.187	2	1	3
12h (07:00-19:00)	0.828	0.883	1.711	14	15	29

4.1.5 The above analysis demonstrates that the application scheme is not anticipated to generate a substantive level of travel demand at peak times, with maximum rush hour two-way (in + out) vehicle demand not anticipated to exceed 3 vehicles, or one vehicle trip every 20 minutes. Indeed, site related traffic demand over the core 12-hour weekday daytime period (07:00-19:00) is predicted to be only circa 29 - 30 vehicles (in + out).

4.2 Predicted ‘Net’ Traffic Effects & Relevant Supporting Case

4.2.1 It is not expected that the above identified levels of traffic demand associated with the proposed residential (HMO) conversion of the site would result in a severe change in local highway network operational conditions. Indeed, it is reasonable to expect that HMO conversion scheme would result in generally neutral traffic effects when compared to current permitted site use - as demonstrated in the comparative analysis set out in **Table HTN4.2** below.

Table HTN4.2 - Comparison of Extant Nursing Home Trip Demand and Proposed Residential (HMO) Traffic Levels

	Predicted Trip Demand Extant Care Home / HMO Resi			Difference HMO Resi v Care Home		
	Arrival	Depart	Total	Arrival	Depart	Total
AM Peak (08:00-09:00)	3 / 1	2 / 2	5 / 3	- 2	-	-2
PM Peak (17:00-18:00)	0 / 2	1 / 1	1 / 3	+ 2	-	+2
12h (07:00-19:00)	16 / 14	15 / 15	31 / 29	-2	-	-2

4.2.2 Based on the above review of issues it is concluded that there are no grounds for objection to the residential (HMO) conversion scheme on anticipated changes in development site related traffic demand or network operational effects.

5.0 SUMMARY AND CONCLUSIONS

5.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of View Holdings Limited to consider relevant highways and transport matters associated with proposals for the conversion of an existing large property currently used as a residential medical / nursing home facility at Sandy Lane, Romiley to a House in Multiple Occupation (HMO) including 16 en-suite resident bedrooms.

Existing Site Conditions & Traffic Demand

5.2 The application site represents land and buildings associated with 34 Sandy Lane, Romiley. The site currently accommodates a single large building of circa 4,100sqft Gross Floor Area (GFA), located roughly to the centre of the site, with the site driveway running along the northern boundary and additional hardstanding areas available to the front and rear of the building (used for car parking and servicing).

5.3 It is understood that historically the site building has been operated as the 'Park Lodge Independent Hospital' a private residential medical / nursing home facility offering 10 patient bedrooms and a high staff to patient ratio. Reference to example trip rate information taken from the TRICS traffic database suggests that if operated to typical residential medical / nursing home potential, the current building could generate of the order of 1 - 5 vehicles per hour (in + out) during traditional weekday AM & PM peak periods and circa 30 - 31 vehicle trips across the core 12hr (7am - 7pm) daytime period.

Local Highway Network Conditions & Safety Records

5.4 The application site is accessed via a private shared driveway access point to the local distributor road route of Sandy Lane. Sandy Lane is of circa 9.5m carriageway width in the vicinity of the application site frontage, albeit that circa up to 1.5m of the carriageway to the site-side of the route is hatched out to discourage vehicle use on the approach to a kerbed pedestrian crossing 'build out' feature and circa 1.5m of the non site-side carriageway operates as an advisory northbound cycle

lane facility. In practice only circa 6.6m of the carriageway is marked for use by through vehicle traffic. Segregated (kerbed) footways of circa 1.5m - 2.0m width are available to both sides of the route corridor. Some sporadic on-street parking has been recorded to either side of Sandy Lane, both in the general vicinity of the site frontage and to the front of other residential properties.

- 5.5 To the north of the application site Sandy Lane provides local connections to the suburban areas of Greave & Woodley and to the south the route provides links to Romiley town centre (via the junction with B6104 Compstall Road). The route benefits from street lighting and operates under a 30mph speed limit. Approximately 200m to the south of the application site, the route is subject to a 20mph speed limit to the frontage of Romiley Primary School.
- 5.6 Immediately to the south eastern corner of the application site is a 1.5m wide kerbed 'build-out' into the site side carriageway. On the approach to this build out, the inside (site side) of the carriageway has been hatched out to warn drivers as to the presence of the kerbed island. This hatching stretches across the full length of the application site frontage as part of taper arrangements and is circa 1.1 - 1.2m in width (measured from the kerbed carriageway edge) at the driveway access point to the application site. The presence of this hatching allows vehicles to 'nose out' of the application site access driveway to improve visibility when exiting the site. Lateral visibility of at least 2.4m by 59m is available to both approach traffic streams on Sandy Lane when measured from an x-distance of 2.4m back from the edge of the hatching strip.
- 5.7 Such a 59m sightline is recognised in national good practice guidance document, *Manual for Streets 2 (MfS2)*, as being suitable to provide safe visibility in cases where approach speeds on the mainline route are well in excess of a 30mph speed limit (circa 37mph). It is therefore considered that the current site access arrangements provide sufficient practical visibility for vehicles exiting the site, when one takes into account the additional opportunities for visibility / safe main carriageway operation delivered by the combination of the kerbed pedestrian build out and associated hatching. Forward visibility for northbound vehicles waiting to

turn right into the application site are in excess of 59m and so are also appropriate for a route operating under a 30mph speed limit.

- 5.8 A detailed parking survey exercise was carried out for immediate sections of Sandy Lane to the proposals site. This demonstrated limited levels of existing on street parking demand, with few vehicles recorded as parking on-street within the study area across either of the survey dates. This suggests that there is adequate capacity to accommodate any small level of potential overspill parking that might be generated by the proposed HMO development should this occur.
- 5.9 An appraisal of the operational safety of the immediate sections of Sandy Lane to the application site frontage demonstrates no recorded accidents at the site access and only 1 accident elsewhere (circa 90m from the site access). Indeed, there is very limited evidence of local highway safety concerns regarding general side road traffic access to the immediate sections of the Sandy Lane corridor. It is ultimately concluded that there are no clear & substantive prevailing road safety issues that would call the proposed conversion of the proposal site for residential land-use into question or require direct additional highway safety mitigation measures funded by the proposals.

Site Accessibility

- 5.10 It is considered that the application site represents a suitable location for residential (HMO) development, being located within an established edge of town centre residential area and within a practical walking distance of regular frequency public transport services (bus & train) and everyday local shops, services & facilities. Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

Development Proposals

- 5.11 The application scheme comprises the conversion of the existing residential medical / nursing home building to an HMO of 16 en-suite bedrooms, with communal cooking and dining area. Outdoor / garden space for use by residents will be provided to south side of the property.
- 5.12 7 on-site parking spaces would be provided to serve the proposed 16-bedroom HMO. This parking supply is less than SMBC parking standards for HMO development, which would potentially require a total of 8 spaces to be provided across the site. It is noted, however, that parking guidance does acknowledge that the level of parking to be provided in relation to HMO schemes can, in practice, be influenced by a range of factors, including accessibility to local facilities and the extent of public transport connections available from a site. Furthermore, significant spare parking capacity has been demonstrated to be available on-street on immediate sections of Sandy Lane, close to the site frontage - such that should any overspill parking associated with the HMO use take place, it could comfortably be accommodated on-street without resulting in any parking capacity / safety issues. 16 covered and secure cycle parking spaces would be provided as part of the scheme.
- 5.13 Similar waste collection arrangements to those serving the site at present (i.e. direct from Sandy Lane) and approved for a previous 15-bedroom HMO scheme, would be adopted for the application scheme. The internal site driveway layout would be suitable to allow for residential scale servicing of the site small delivery / transit van.

Development Traffic Demand

- 5.14 It is not anticipated that the proposed residential scheme would generate a significant level of travel demand, with maximum rush hour two-way (in + out) vehicle demand not anticipated to exceed 3 vehicles, or one vehicle trip every 20 minutes. Indeed, traffic demand over the whole core 12-hour weekday daytime period (07:00-19:00) is predicted to be only circa 29-30 vehicles (in + out).

- 5.15 It is not expected that the above identified levels of traffic demand associated with the proposed residential (HMO) conversion of the site would result in a severe change in local highway network operational conditions. Indeed, it is reasonable to expect that HMO conversion scheme would likely result in generally neutral traffic effects when compared to current permitted site use. It is therefore concluded that there are no grounds for objection to the residential (HMO) conversion scheme on the basis of anticipated intensification of future traffic movements associated with the site.

Summary

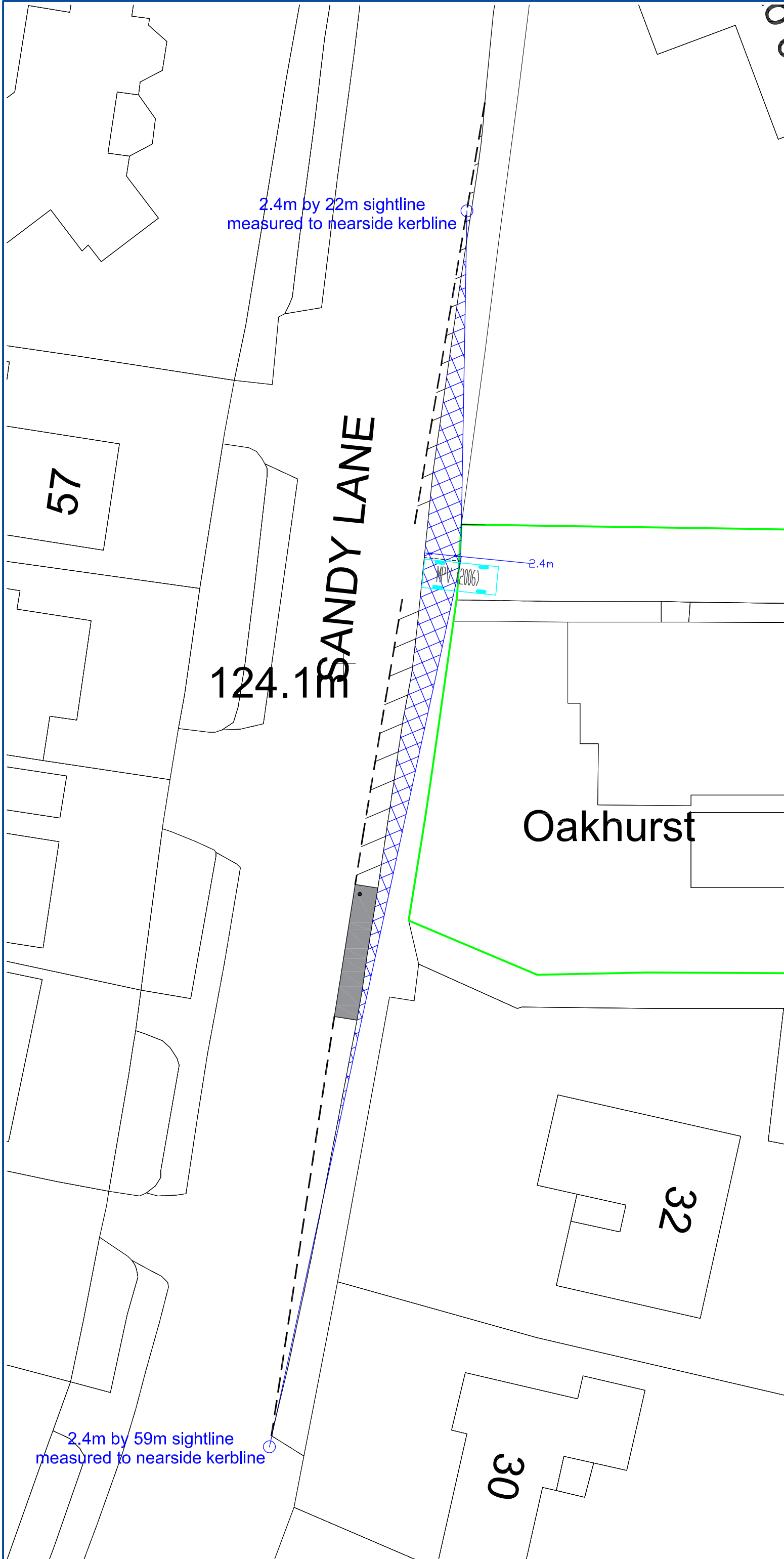
- 5.16 Based on the above review of issues, which demonstrates that the application scheme can be accessed safely by vehicles and would result in a negligible change in vehicle trip movements over the immediate local highway network when compared to extant permitted use, Focus TP would commend the proposals to the Council, when considered with respect to highways and transport matters.





Application Site





Revision:	-
A -	-

Client: View Holdings

Project: 34 Sandy Lane
Proposed House of Multiple Occupany

Drawing Title: Site Access Arrangements
Visibility From 2.4m Back from Kerb Edge

Drawing Number: Figure HTN3a
Revision: -

Date: 19/02/23
Scale: 1:250@A3

Drawn By: APB
Checked By: -

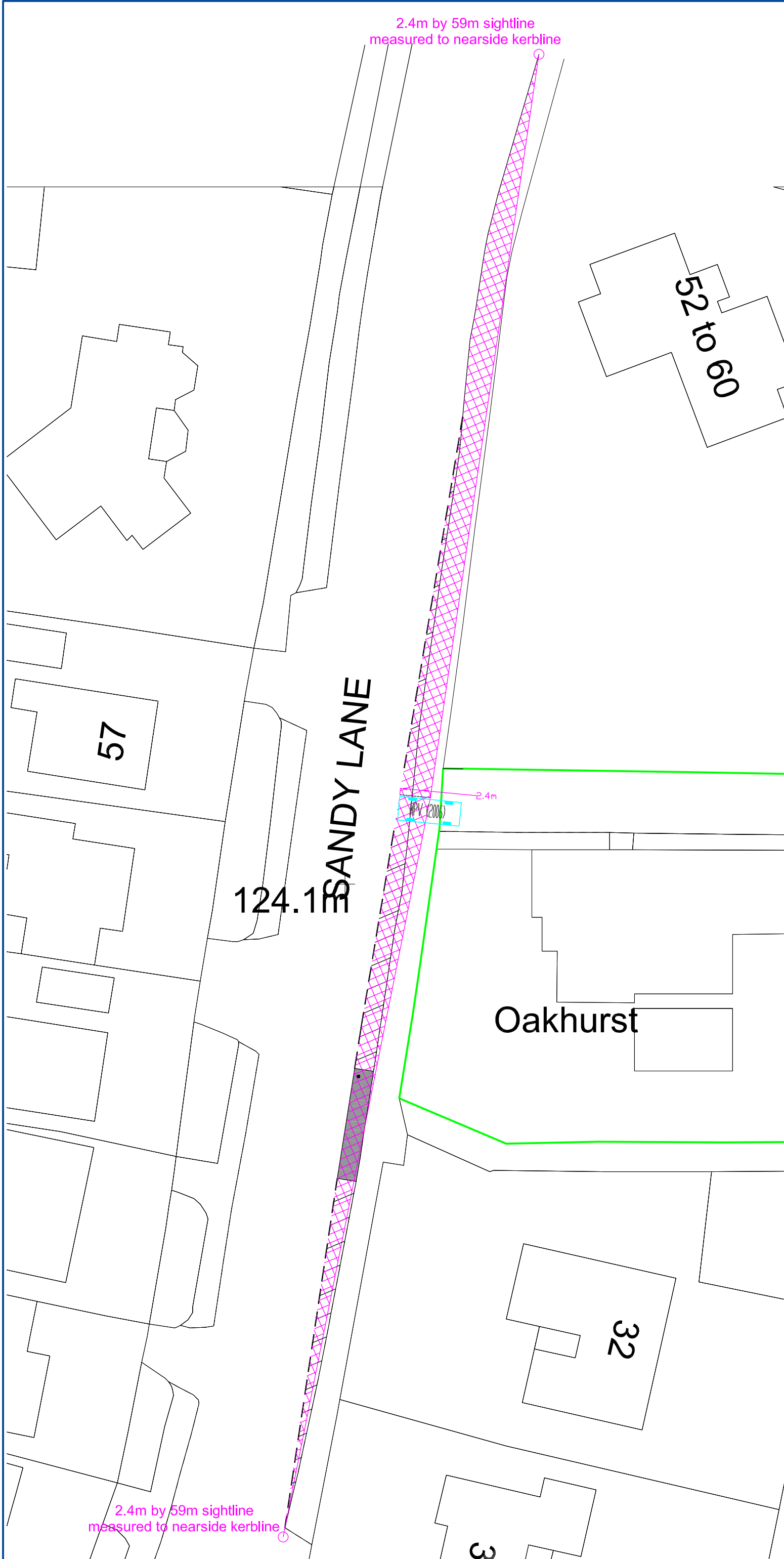
Status: Information

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Revision:	-
A -	-

Client:	View Holdings
Project:	34 Sandy Lane Proposed House of Multiple Occupancy
Drawing Title:	Site Access Arrangements Visibility From 2.4m Back from Hatch Markings to Site Side of Sandy Lane
Drawing Number:	Figure HTN3b
Revision:	-
Date:	19/02/23
Scale:	1:300@A3
Drawn By:	APB
Checked By:	-
Status:	Information

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Figure HTN4

Location of Recorded Personal Injury Accident Incidents (2017 -2022)

J000413

HMO, 34 Sandy Lane, Romiley, Stockport February 2024

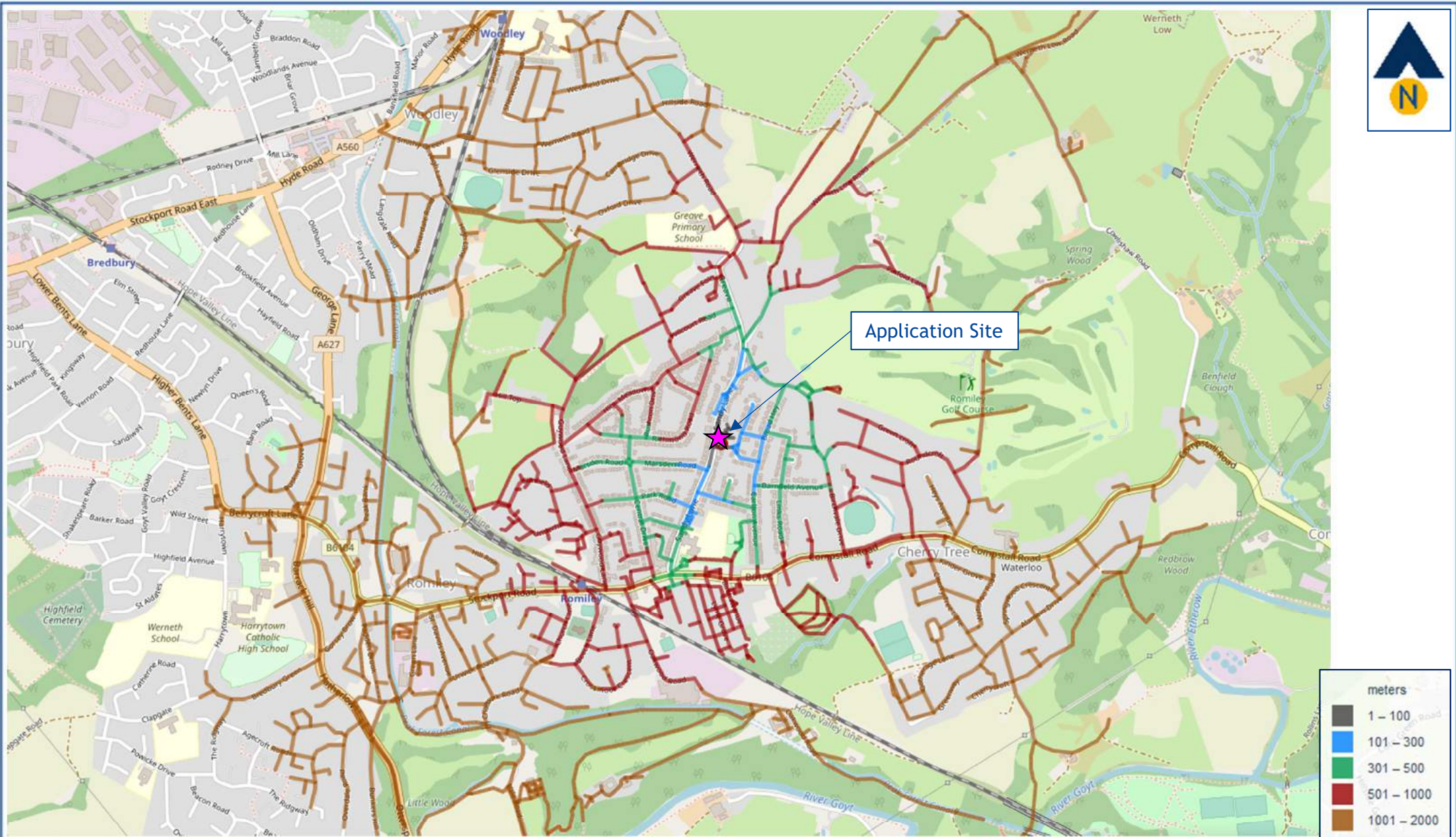


Figure HTN5

2km Local Walk Catchment to / from the Application Site

J000413

HMO, 34 Sandy Lane, Romiley, Stockport February 2024

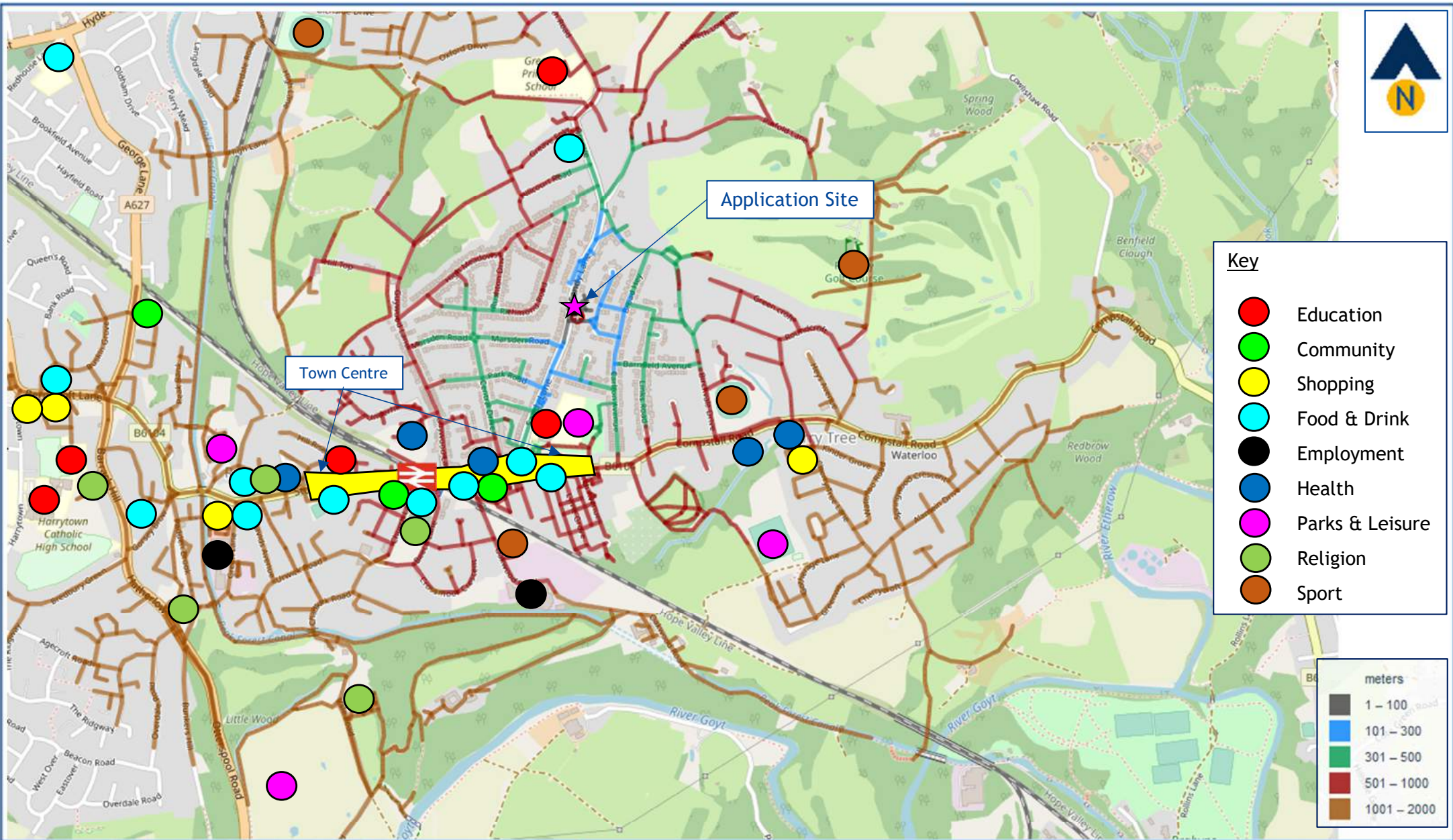
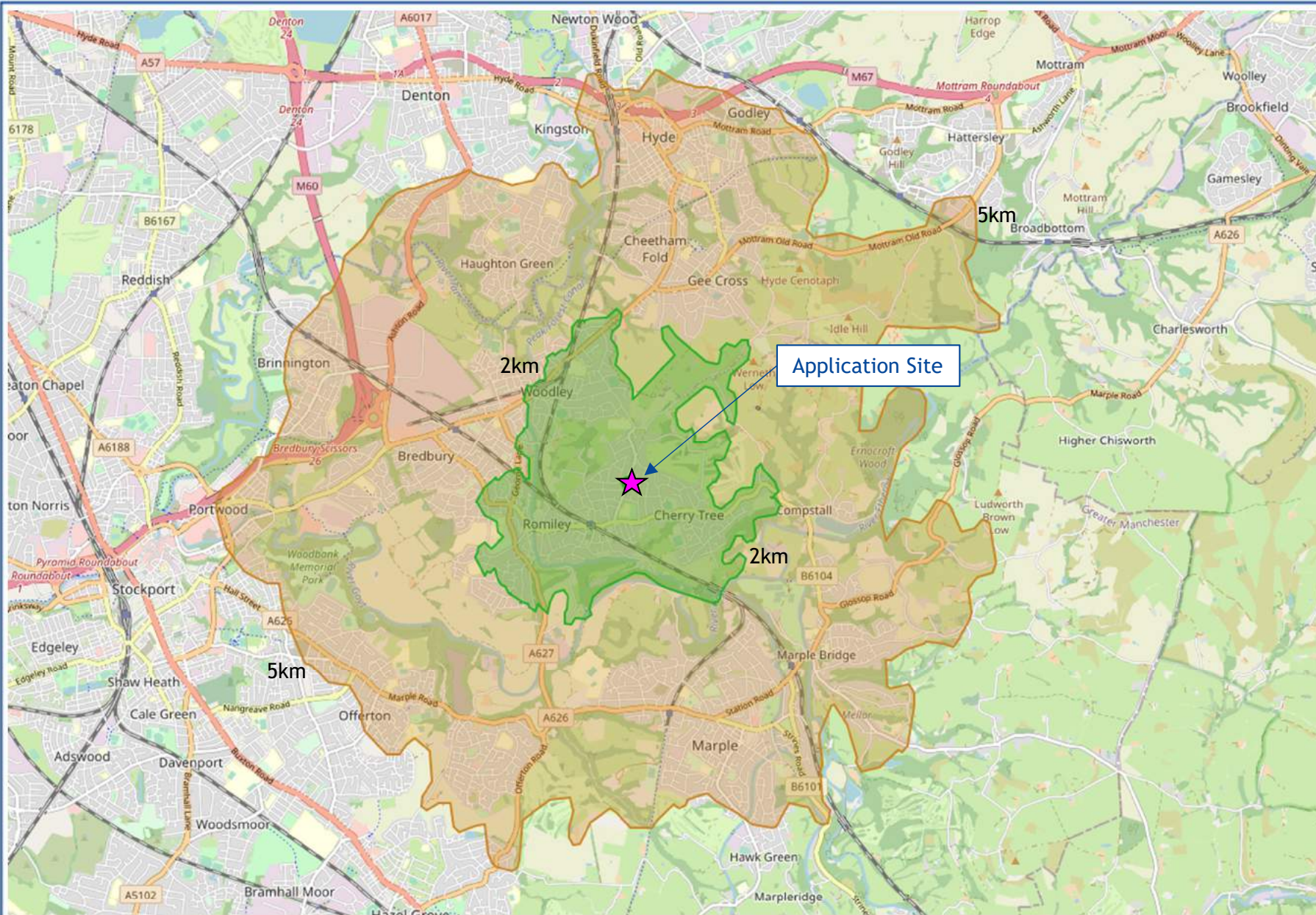


Figure HTN6

Key Local Facilities Within Short Travel Distance from the Application Site

J000413

HMO, 34 Sandy Lane, Romiley, Stockport February 2024



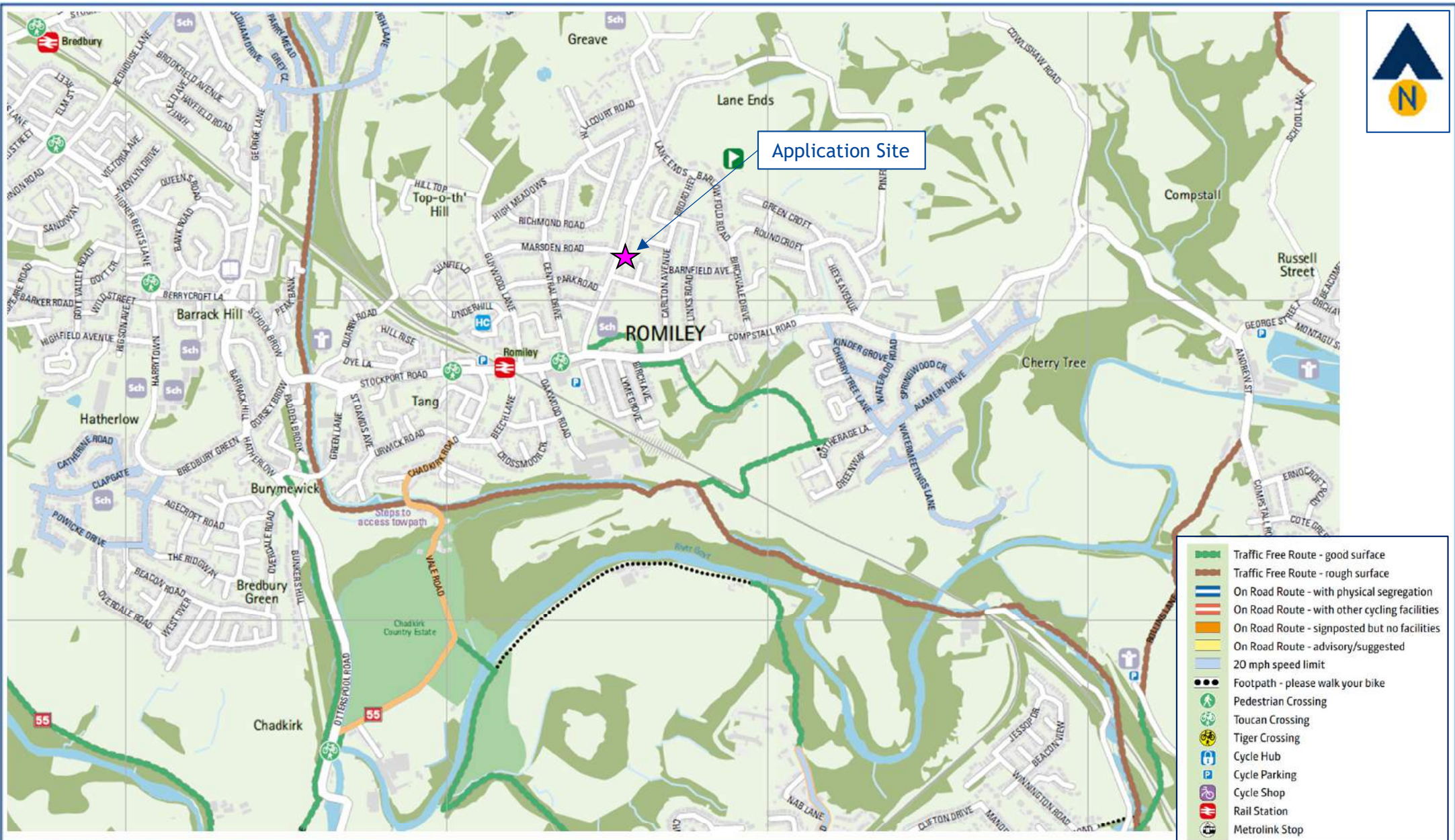
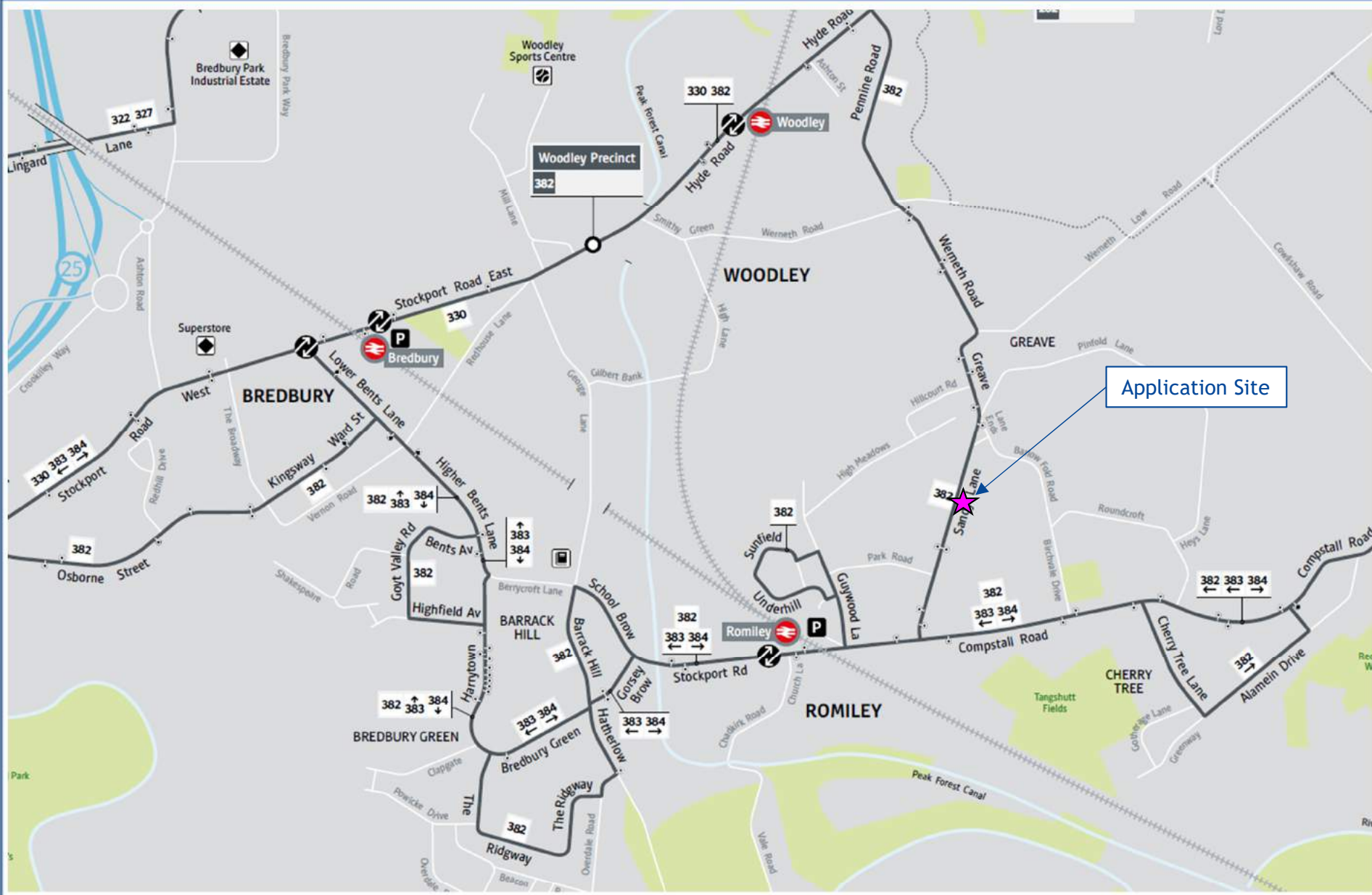


Figure HTN8

Local Cycle Connections to the Application Site

J000413

HMO, 34 Sandy Lane, Romiley, Stockport February 2024



Application Site

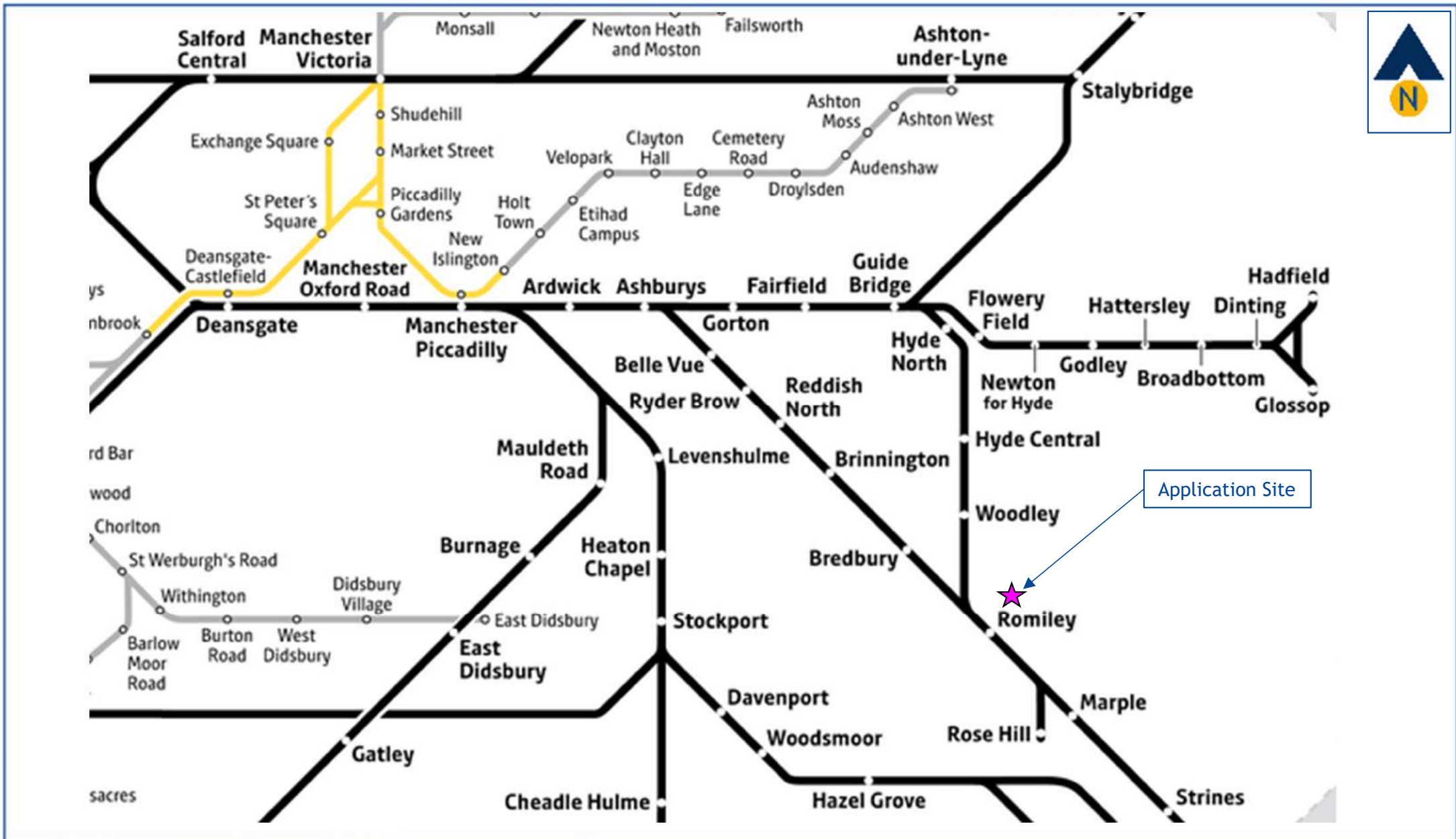


Figure HTN10 Local Rail Connections