

2 Gloucester Road, Luton

Transport Statement

February 2024

For and on behalf of

Mr Amir Jaffer

Trace Design

Transport and Civil Engineering

Project Ref: 4607

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1 INTRODUCTION

Brief

- 1.1 Trace Design has been commissioned by Mr Amir Jaffer to prepare a Transport Statement (TS) to support a planning application for a mixed use development accessed off Gloucester Road, Luton.
- 1.2 This report has outlined and assessed any transport issues in relation to the site and have positioned the proposed development in context with regard to local and national planning policy.
- 1.3 A sustainability review of the site has also been undertaken with regard to access by non-car modes of transportation.

Overview of Guidance and Standards

- 1.4 A Transport Statement sets out the transport issues relating to a proposed development site (existing conditions) and details of the development proposals (proposed development).
- 1.5 This Transport Statement is produced in accordance with, and in recognition of, local and central government guidance and follows our understanding of the requirements set out in the National Planning Policy Framework (2021) and the National Planning Practice Guidance (2021).
- 1.6 Trace Design as independent transport planning consultants have prepared this Transport Statement providing what we consider is a fair and unbiased appraisal of the traffic and highways issues arising due to the proposed development and with consideration of other proposed developments in the area.

Report Structure

- 1.7 The chapters of this report will consider the following areas:
- **Section 2** – Existing Transport Conditions
 - **Section 3** – Transport Planning Policy Guidance Relevant to the Proposal
 - **Section 4** – Proposed Development and Access Strategy
 - **Section 5** – Development Impact
 - **Section 6** – Summary and Conclusions

2 EXISTING TRANSPORT CONDITIONS

Introduction

- 2.1 This section provides a review of the existing conditions at the site in relation to transport. It includes a review of the site location and access to local facilities and amenities, a review of the existing local highway network along with a preliminary study of collision data.
- 2.2 The sustainability of the site is considered regarding the provision of alternative modes of transport to the car, including walking, cycling and public transport.

Site Location and Description

- 2.3 The site is located Gloucester Road just southwest of the A6-A505 signalled interchange Gloucester Road is accessed off Bolton Road and Manor Road these provide links through to wider local road network, including Park Street to the south and to the north Windmill Road
- 2.4 The A505 link with the A6 forms part of strategic highway network which provides access to Luton Town Centre, and railway station and to the southeast Luton Airport.
- 2.5 The location plan is shown in **Figure 1**. Below.

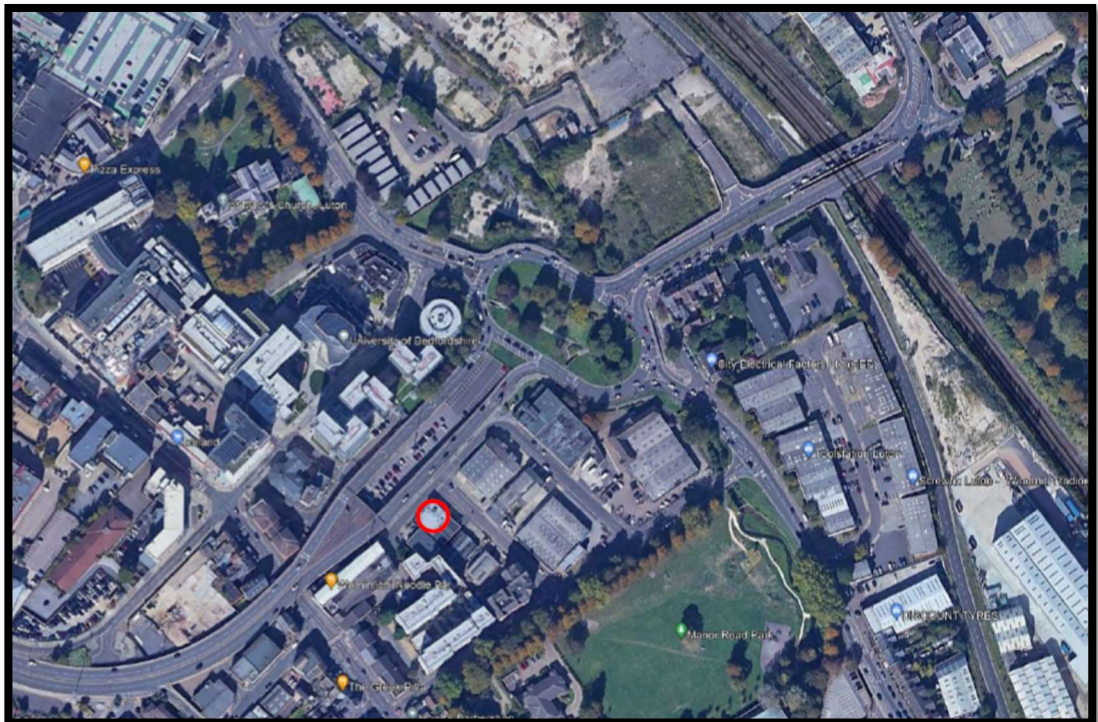


Figure 1. Site Location Plan

- 2.6 The application site is located within the University Quarter in the town centre and within close proximity to a wide range of services and facilities that can be accessed within a short walking trip. The Luton Town Centre Development Framework prepared by David Lock Associates in 2004 highlights the importance to provide residential development in order to provide a mixed use character in the area which would support the existing retail and commercial uses and would improve vitality at the town centre.
- 2.7 There are a mix of uses within this district, principally connected with the university. There is also a good mix of pubs, secondary shopping and commercial uses and along Park Street and access to The Mall Luton from Church Street.
- 2.8 Park Street provides an important pedestrian link to the town centre from the adjoining residential areas under the Park Viaduct

Pedestrian and Cycle Facilities

Existing Pedestrian Facilities

- 2.9 The site boundary is connected by good footway provision that provides access from Gloucester Road via various good road links to the town centre. This also has signalised pedestrian junctions to cross to the opposite side of the road along with dropped kerbs and tactile paving. An image of this is shown in **Plate 1**, extracted from Google Pro Maps.



Plate 1. Existing Pedestrian Network Bounding the Application site

- 2.10 A footway link also runs to the northwest under the Park Viaduct through the public car park from the application site the town centre, providing access to an extended range of facilities, services and amenities.

Existing Cycle Facilities

- 2.11 The site is bounded by the National Cycle Network Route 6, which connects Sheffield to the north, with Uxbridge to the south. This NCN route passes by the town centre, providing a swift journey to the facilities located in the centre.
- 2.12 Just south of Gloucester Road the NCN Route 6 is along Park Street this links to the NCN Route 606 to the western side of Luton and effectively providing a loop around the town and main facilities.
- 2.13 The location of the NCN Routes 6 and 606 is shown in **Figure 2** (extracted from OpenStreetMap).

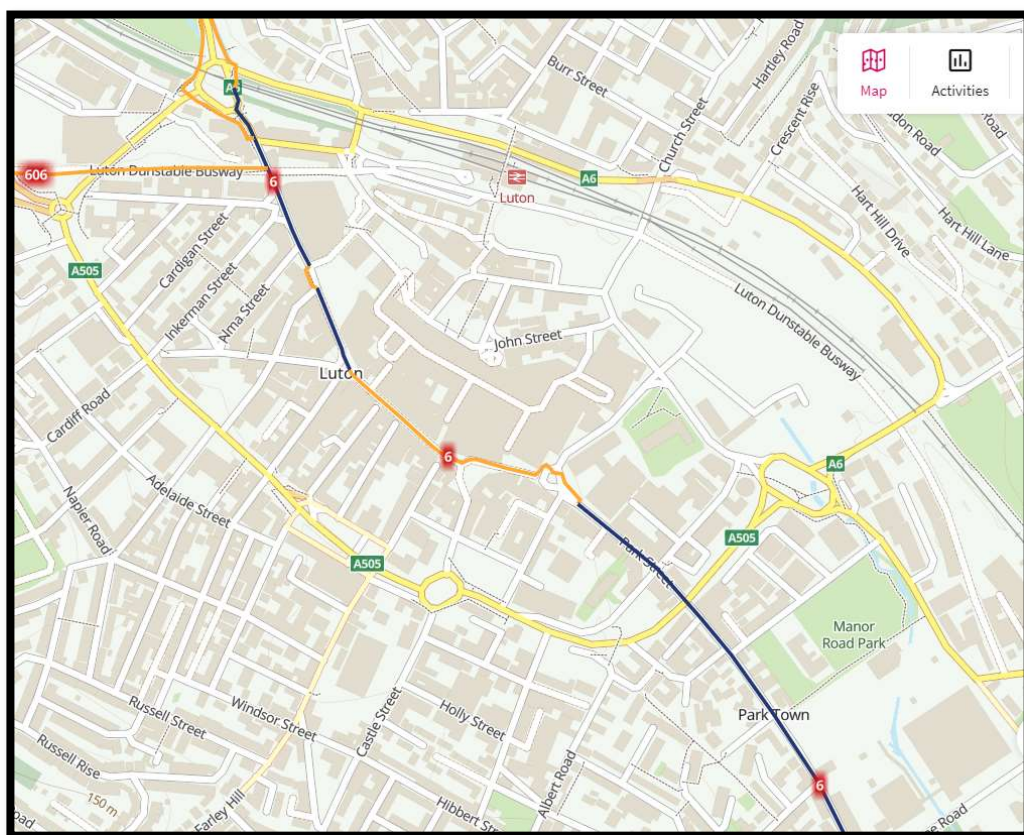


Figure 2. NCN Routes 6 and 606 Passing by the Site

- 2.14 Luton has a total of 18.8km of off-road cycle lanes, 4.2km of on-road cycle lanes and 1.7 kilometres of bus / cycle lanes. Luton also benefits from being in a predominantly flat area that is conducive to cycling.
- 2.15 The '*Luton Cycling Strategy*' was adopted in 2002 with the main aim to overcome relatively poor levels of cycling in the area and identify the hazards posed by heavy traffic, which acted as a major deterrent for many potential cyclists.

Public Transport

Bus Services

2.16 Owing to the site's centralised location, Gloucester Road is situated in a highly advantageous location for access by public transport. The Luton Station Interchange is located on Station Road and Luton Dunstable Busway 580m away from the site and within a 11-minute walk. The station, which serves as the main local hub for buses, consists of 13 departure bays.

2.17 Therefore, there are a number of bus stops located within close proximity to the site due to the convenient location of the site within the town centre. These provide access to a wide range of destinations with a high frequency. The closest bus stops to the site are:

- Manor Road, at 160m (2-minute walking time) No.88
- Park Street, at 320m (4-minute walking time) No.44,45 and 366
- Vicarage Street; at 160m (2 minute walking time) No.12,13,88,802,812 and 819
- Luton Station Interchange, at 580m (11-minute walking time)

2.18 The services are shown on the Luton Bus Map see **Figure 3**



Figure 3. Luton Bus Map

2.19 It can therefore be concluded that there is a very frequent bus service provision accessible from the site providing access to multiple destinations on a local and national level within the recommended walking distance to a bus stop (community facility) well within the 800m as set out in Manual for Streets (MfS).

2.20 The frequency and routing of the existing bus services in addition to the close position of the bus stops that serve the town centre within this short walking distance provides excellent opportunities for sustainable travel to and from the site by this mode and represents a realistic alternative to travel by private car.

Rail Services

2.21 Luton Railway Station is also located within 960m (13-minute walk) from the site at the Luton Station Interchange.

2.22 Train services on a northbound direction provide access to Bedford, Derby, Melton Mowbray, Corby, Leicester, Nottingham and Sheffield. Train services on a southbound direction provide access to London, Gatwick Airport, Brighton, Wimbledon and Sutton on a general frequency of one train every 15 minutes to Bedford and London.

Car Club Services

2.23 Luton provides access to a number of car clubs that operate as a social enterprise which allows members to pre-book car use as and when required.

2.24 The nearest car club parking space locations are in Midland Road and Alma Street, with both located within just 13-minute walk time..

2.25 The availability and close proximity of car clubs to the site will promote the use of these vehicles as a real alternative to the private car.

Parking

2.26 Gloucester Road and Vicarage Street in the vicinity to the site have 'No waiting or loading' restrictions in operation and the nearby roads are also denoted by single yellow lines.

2.27 Luton has a Special Parking Area (SPA) implemented enabling the Borough Council to have a major role in managing stationary vehicles.

2.28 There are a number of public car parks located within close proximity to the site, which include the following:

- Vicarage Street Car Park adjacent to the site

- Luton Station Multi-Storey Car Park at 960m (13-minute walk)
- The Mall Central Car Park at 800m (9-minute walk)

2.29 Some of these car parks have overnight stay available like the Mall central Car Park which allow for overnight stays.

Preliminary Study on Highway Safety

2.30 A preliminary study of personal injury collision data was undertaken for the local highway network. PIC (Personal Injury Collision) data for a full five-year period comprising January 2017 to December 2021 (both inclusive) was obtained from the Crash Map website for a study area surrounding the proposed development site using the latest information available.

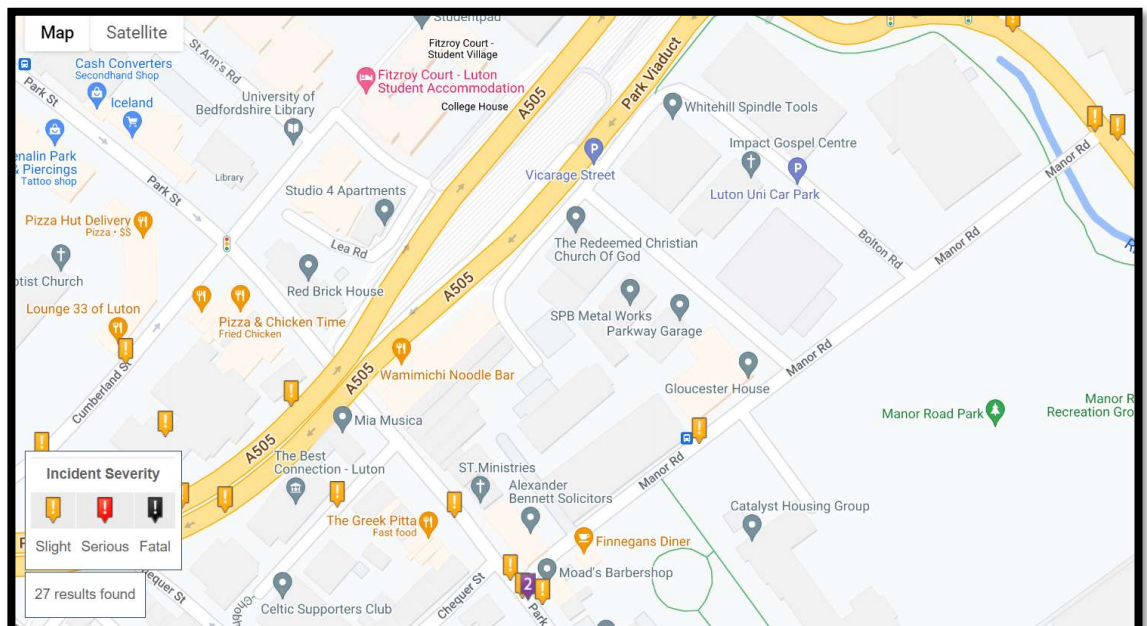


Figure 4. PIC Locations

2.31 As per the above figure, there have been no accidents on or around Gloucester Road the only accidents close to Gloucester Road occurred at the junctions of Manor Road with Park Street, to the south and Windmill Road to the north, and one on Manor Road only a total of 7 incidents during this period..

2.32 Based on the analysis of the collisions that occurred during the study period above, the incidents appear to have been isolated in nature for different reasons, with no clear statistically significant pattern or shared attributes/properties/causations which relate to a highways design issue.

- 2.33 It is therefore concluded that there are no existing highway safety concerns to mitigate and that further inquiry into Personal Injury Collision Data for the area was deemed unnecessary.

3 TRANSPORT PLANNING POLICY FRAMEWORK

Introduction

3.1 This section of the Transport Statement summarises the transport and land use policies pertaining to the proposed development, at a national, regional and local level. **Section 6** of this report sets out conclusions describing how the development proposals relate to relevant planning policy.

3.2 The following documents set out the relevant policy framework which guides the transport strategy for the proposed development. The way in which the proposed development accords with transport policy is described in this section:

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- Luton Local Transport Plan 2011-2026
- Luton Local Plan 2011-2031
- Manual for Streets

3.3 These policies place long-term sustainability as a key aim in order to consider the need and location for new development. The interaction between transport and land use and the potential for use of alternative modes of transport to the car are seen as objectives of outstanding importance to achieve the main aim of the long-term sustainability of new developments. The policies all highlight and advocate a move away from the reliance of the private car and greater adoption of sustainable travel practices. This is achieved by placing developments in areas with high accessibility by walking, cycling and public transport, in addition to providing and developing/improving the available options. Given the good sustainable nature of the site a car free development in this location would also be compliant with the recently adopted Local Plan and the revised NPPF

Borough Council Planning Policy Guidance

Luton Borough Council Local Transport Plan 3 2011 - 2026

3.4 The transport vision set out in the Local Transport Plan (LTP3) is stated as follows:

‘To make Luton a safer and healthier place in which to live, work, learn and have fun, we will provide an integrated, safe, accessible and more sustainable transport system’.

3.5 Sustainable development within the region is identified as a key factor in achieving this vision, and this includes challenges such as:

- Reducing single occupancy car journeys;
- Improving journey time reliability;
- Increasing use of public transport; and
- Utilising existing transport network through effective management and maintenance.

3.6 The reduction of the mode share for single occupancy car journeys to work is a key measure, despite 50% of people that either live or work in Luton commute less than 5km.

3.7 The site is located within walking distance of Luton Railway and Bus Station, which will encourage the use of public transport, as well as that of the nearby car clubs, focusing on sustainable travel to / from the site away from the private car.

Luton Borough Council Local Plan 2011-2031

3.8 The Luton Local Plan, adopted November 2017, sets out the development management policies for the period 2011-2031.

3.9 Policy LLP3 'Town Centre Strategy' states, amongst other things, that:

"(...) Development proposals for the town centre should address the following criteria:

- *i. contribute towards residential growth of around 2,100 new dwellings that will provide a significant contribution towards the new homes in the borough and create an expanded residential community in the centre of Luton;*
- *(...);*
- *v. opportunities for car free development will be encouraged where it conforms with Policy LLP32;*
- *(...)*

3.10 Policy LLP31 addresses Sustainable Transport Strategy for the future period and states:

'Planning Permission will be granted for proposed developments that meet the criteria below, where these are relevant to the proposal:

- *i. minimises the need to travel;*
- *ii. provides a sustainable transport choice with priority for buses, pedestrians, and cyclists;*
- *iii. reduces road congestion particularly at peak times;*

- *iv. reduces the safety risk to motor vehicles, non-motorised, and vulnerable users;*
- *v. provides cycle parking / storage; and*
- *vi. ensures the quality of the local environment is not compromised.'*

3.11 Policy LLP32 relates to Parking and states that:

'Development will be permitted providing that the Proposed Development does not exceed the maximum car parking standards set out in Appendix 2 unless a demonstrable need can be justified by the developer for higher car parking provision.'

3.12 It also states that: *"Proposals for reducing on-street parking in and around the town centre and for car free development may be supported in areas of high public transport accessibility (...)"*

3.13 Appendix 2 of the Local Plan also sets out the Cycling Standards for the area, which is 1 space per unit for the first 10 flats and 1 space per 5 units for the remainder.

3.14 The proposed scheme includes the provision of high quality cycle parking facilities in accordance with the above standards and the guidance set out in General Note 2 that states:

'Cycle parking should be conveniently located for users, offer security and be subject to surveillance during use. Wherever possible, it should be undercover'.

3.15 The Local Plan also sets out the promotion of the use of car clubs:

'Where car free housing developments are proposed (or with limited parking), the use of car clubs should be promoted. They can help reduce the need for car ownership, increase the proportion of low emission vehicles, help to improve air quality and reduce CO2 emissions.'

Design Guides

Manual for Streets (MfS)

3.16 Manual for Streets (MfS) has replaced Design Bulletin 32 and its companion guide "Places, Streets and Movement". This document complements Planning Policy Statement 3: Housing. MfS comprises technical guidance and does not set out any new policy or legal requirements.

3.17 Regarding movement for a community, MfS considers that providing for movement along a street is vital, but that it should not be considered independently of the street's other

functions, and that the need to cater for motor vehicles should not mean that walking and cycling are less considered.

3.18 Manual for Streets states in Paragraph 6.3.1 that:

“The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing.”

This corroborates the good location of the site for residential development and the access to a wide range of public transport options.

3.19 Regarding the provision of car parking, Paragraph 8.3.6 states that:

3.20 *“Provision below demand can work successfully when adequate on-street parking controls are present and where it is possible for residents to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car. This will normally be in town and city centres where there will be good public transport and places that can be accessed easily on foot and by cycle. For residents who choose not to own a car, living in such an area may be an attractive proposition.”*

3.21 This is corroborated by Paragraph 8.3.23, which states that:

“In town centres and other locations with good accessibility by non-car modes, and where on-street parking is controlled, it is often appropriate to omit visitor car-parking spaces.”

Conclusion

3.22 It is clear from this review that the proposed development is compliant with the overarching national policy framework and local transportation policies in that the site is located on a highly sustainable location. Therefore, there is a strong policy case for the development of the application site.

4 PROPOSED DEVELOPMENT

Proposed Scheme

- 4.1 It is proposed to develop a total of five 1-bedroom, four 2-bedroom and six 3-bedroom flats over 7 floors and two commercial business units totalling 327.4m². The existing commercial unit was 327m².
- 4.2 A proposed site plan has been prepared for the site of which the ground floor plan is shown in **Figure 5**. This is also included as **Appendix A** to this report.

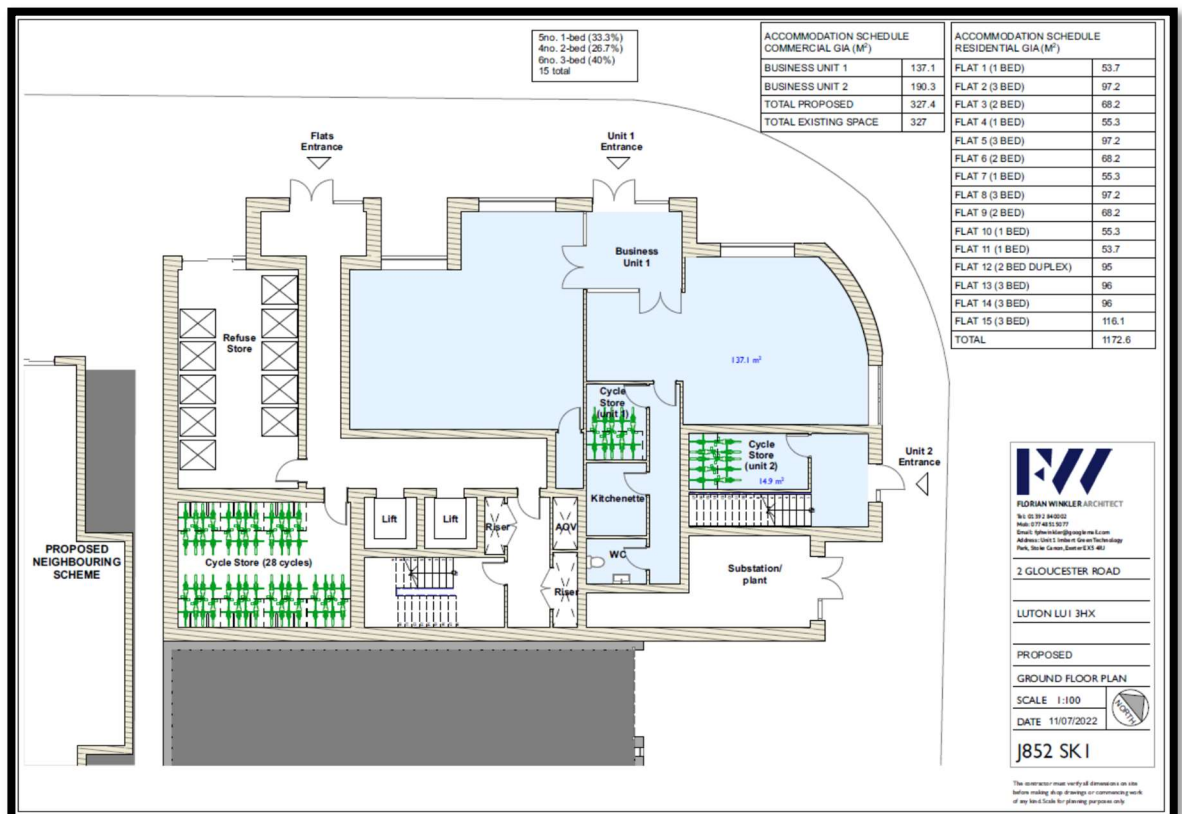


Figure 5. Proposed Site Plan - Ground Floor

Proposed Vehicle Access and Parking

Vehicle Access

- 4.3 No vehicular access is proposed to be provided for the development due to the highly sustainable location of the site regarding access to the multiple facilities and services provided in the town centre, as well as access to walking, cycling, car club and public transport modes of transport which provide a very convenient and realistic alternative to the use of the private car. This would also be supported by the Local Plan as highlighted in **Section 3** of this Transport Statement.

On-Site Parking

- 4.4 No parking facilities for the residential development will be provided due to the wide range of options available as alternatives to the use of the private car and also due to the number of public car parks and options within a short walking distance from the application site, in case this was needed, even though the use of car clubs would be more convenient.
- 4.5 This is also supported by a number of recent granted planning permissions in locations within close proximity to the application site:
- Planning application 16/02101/COM for the proposed change of use from B1a office to C3 residential for four two-bed apartments on Langham House was granted permission with the Committee Report stating regarding highways and parking that (emphasis by Trace Design):
 - *“Mill Street is restricted by double yellow lines and has no on-street parking provision. **The site is in a sustainable location within comfortable walking distance of town centre facilities and transport links so it is not essential, in theory, to own a vehicle.** The provision of parking available at the rear of the site for the existing office units would be transferred to the flats and, therefore, there is not considered a significant impact in terms of traffic, congestion or parking.”*
 - Planning application 19/00465/FUL for the conversion and from D1 non-residential institution to a 87-bedroom hotel on Phoenix House at 2-4 Mill Street was granted permission with a total of only 16 parking spaces, of which only one would be dedicated for the hotel manager and all the staff, along with most of the customers would not have parking available and well below the maximum parking standards included within the Local Plan. The Committee Report stated in this case:
 - *“The site is in a highly sustainable location within walking distance of the Town Centre services and facilities. LBC Highways have no objections to the application. (...). Given the sustainable location of the site, the proposed level of car parking and cycle storage provision is considered to be acceptable (...).”*
- 4.6 It is also proposed to provide cycle storage area for a total of 28 bicycles for the residential units and 5 each for the two business units.. The Local Plan requires a minimum of 1 space per unit for the first 10 units of a residential block of apartments and 1 space per 5 units for the remainder. This would result in a requirement of 10.2 cycle

parking spaces. The proposed development will more than double the parking spaces required by the Local Plan in order to incentivise the use of cycling as a mode of transport and alternative to the private car.

Deliveries

4.7 The proposed development will be serviced by the current collections for residual waste and dry recycling on the Gloucester Road kerbside.

4.8 Bin stores will be taken out at specific times and will be placed in front of the building, which will be collected along with the adjacent commercial premises along Gloucester Road.

Proposed Pedestrian Access

4.9 The entrance to the proposed development will be off Bolton Road by the section providing access to the site boundary. **Figure 6** shows an image of the proposed building.



Figure 6. Image of Proposed Building and Pedestrian Access

Travel Plan

- 4.10 As set out in this Transport Statement the development has no on-site parking so will be car free, therefore there is no requirement for a formal Travel Plan. Due to the site location residents will have the use of other modes of transport.
- 4.11 Public transport provision is considered important and in respect of this site and the level of development, the existing public transport services, which include the local rail and bus stations, along with a wide number of bus stops and car club parking spaces, are considered more than suitable to meet the public transport requirements of the residents and users of the site and achieve a tangible modal shift

5 DEVELOPMENT IMPACT

Introduction

5.1 This section describes the traffic analysis undertaken to determine the likely effect that the proposed development will have on the surrounding highway network. The traffic analysis includes the calculation of the number of trips associated with the development.

Trip Generation for the Proposed Development

5.2 Trip generation is one of the critical elements of the study of the impact caused by the proposed development and is the process to estimate the number of trips associated with a specific land-use or development. Peak hour trips are typically estimated. In order to determine the impact of this development, the predicted traffic generated by the site needs to be determined. Use has been made of the TRICS database, which contains a series of traffic surveys that can be used to provide traffic generation predictions, in order to establish the likely number of trips generated by the development of the site.

5.3 The peak hours and daily trip rates for the proposed development in terms of total number of people are summarised in **Table 1**. The filtering criteria for land use 03/C (Residential/Flats Privately Owned) chosen for this assessment have been town centre and edge of town centre locations restricted to population of up to 500,000 within 5 miles to ensure that samples located in higher density areas are excluded.

5.4 The TRICS output files used for this assessment has also been included as **Appendix B** to this report.

People / Period	Units	Trip Rates (per Unit)			Vehicle Trips		
		ARR	DEP	Total	ARR	DEP	Total
AM Peak (08:00-09:00)	15	0.103	0.532	0.635	2	8	10
PM peak (17:00-18:00)		0.438	0.204	0.642	7	3	10
Daily (07:00-19:00)		2.628	2.763	5.391	39	41	80

Table 1. TRICS Trip Generation – Total People

5.5 The proposed commercial business units have the same floor area 327m² as the existing commercial unit so generating the same level of pedestrian movements. Therefore, the only additional pedestrian movements will be from the residential units.

5.6 It is evident from this analysis that the proposed development will generate a minimal impact of additional pedestrian volumes on the local network which will have a negligible impact, even during the busiest peak hours.

6 SUMMARY AND CONCLUSIONS

Introduction

- 6.1 Trace Design has been commissioned by Mr Amir Jaffer to prepare a Transport Statement (TS) to support a planning application for a mixed use development at 2 Gloucester Road, Luton. It is proposed to develop a total of five 1-bedroom, four 2-bedroom and six 3-bedroom flats over 7 floors and two commercial business units totalling 327.4m². The existing commercial unit was 327m².
- 6.2 This Transport Statement has been undertaken in accordance with the guidance included within the National Planning Practice Guidance and the National Planning Policy Framework.
- 6.3 The site is situated in a highly accessible and sustainable location within the town centre, within a short walking distance of a wide range of facilities and amenities, including the main local rail and bus station as well as car club parking spaces and a comprehensive cycle infrastructure.
- 6.4 The site is surrounded by wide footways, pedestrianised routes and by cycle lanes, which feature the National Cycle Network Route 6 which bounds the application site to the west.
- 6.5 The site is located within a 11-13-minute walking trip to both the bus station and the rail station, as well as to car club parking space locations, which offer high frequency trips to a wide range of destinations and are easily and conveniently accessed by a network where pedestrian trips have priority over vehicle traffic.
- 6.6 It has been identified that there are no highway safety concerns on the local road network in the vicinity of the site.
- 6.7 The proposed development meets the objectives of national policy, as set out in the revised National Planning Policy Framework (NPPF) and supports the aims of current government planning guidance on the integration of land use planning and transport.
- 6.8 The development proposals accord with the objectives of Luton Borough Council in that they seek to reduce reliance on the car and encourage the use of non-car modes of transport.
- 6.9 No vehicular access is proposed for the development due to the highly sustainable location of the site.

- 6.10 It is proposed to provide a car-free development due to the wide range of options available as alternatives to the use of the private car. This is supported by the Local Plan and also by a number of recent granted planning permissions in locations within close proximity to the application site.
- 6.11 An assessment undertaken using the national TRICS database showed that the proposed residential development will have a negligible impact on the highway network, including the peak periods.
- 6.12 The results show that the development will result in a negligible impact on the local highway and pedestrian network. It is therefore considered that the proposal can be readily accommodated and with no detrimental effect on the local highway network.
- 6.13 The proposal is compliant with NPPG and NPPF regulations, and with MfS/MfS2. Based on the above, it is considered that the proposed development is acceptable and does not affect the safety or integrity of the local road network.
- 6.14 The residual cumulative impacts of the proposed development have been fully assessed and the development impact cannot be considered as severe. The development will provide sustainability benefits in providing residents in an accessible location close to where people live, shop and work. The development proposals are therefore considered to be acceptable in transport terms.

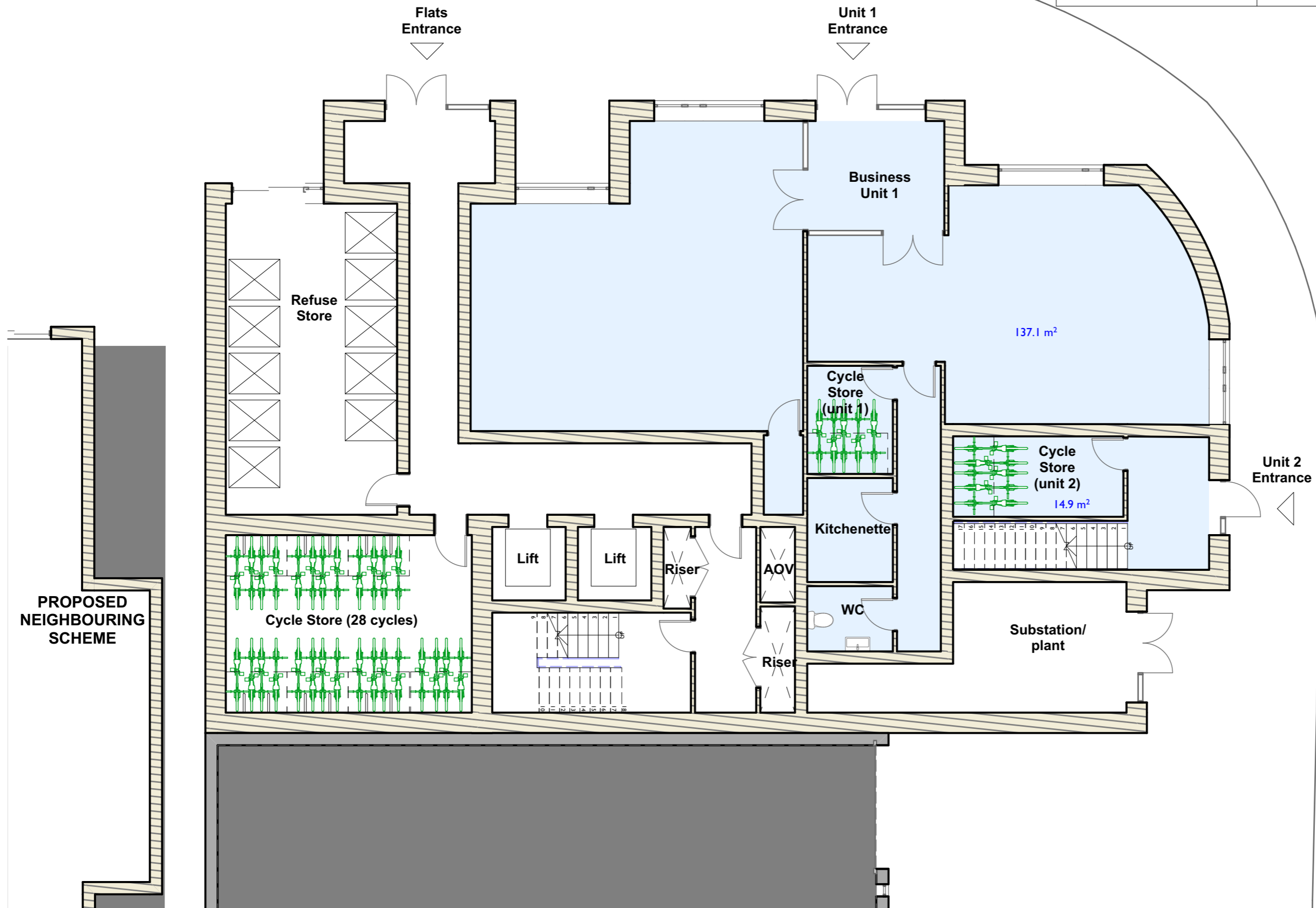
APPENDIX A

Proposed Site Plan – Ground Floor

5no. 1-bed (33.3%)
 4no. 2-bed (26.7%)
 6no. 3-bed (40%)
 15 total

ACCOMMODATION SCHEDULE COMMERCIAL GIA (M ²)	
BUSINESS UNIT 1	137.1
BUSINESS UNIT 2	190.3
TOTAL PROPOSED	327.4
TOTAL EXISTING SPACE	327

ACCOMMODATION SCHEDULE RESIDENTIAL GIA (M ²)	
FLAT 1 (1 BED)	53.7
FLAT 2 (3 BED)	97.2
FLAT 3 (2 BED)	68.2
FLAT 4 (1 BED)	55.3
FLAT 5 (3 BED)	97.2
FLAT 6 (2 BED)	68.2
FLAT 7 (1 BED)	55.3
FLAT 8 (3 BED)	97.2
FLAT 9 (2 BED)	68.2
FLAT 10 (1 BED)	55.3
FLAT 11 (1 BED)	53.7
FLAT 12 (2 BED DUPLEX)	95
FLAT 13 (3 BED)	96
FLAT 14 (3 BED)	96
FLAT 15 (3 BED)	116.1
TOTAL	1172.6



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2 GLOUCESTER ROAD

LUTON LU1 3HX

PROPOSED

GROUND FLOOR PLAN

SCALE 1:100

DATE 11/07/2022



J852 SK I

The contractor must verify all dimensions on site before making shop drawings or commencing work of any kind. Scale for planning purposes only.

APPENDIX B

TRICS People Trip Generation Assessment

Calculation Reference: AUDIT-452201-201023-1020

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	KN KENSINGTON AND CHELSEA	1 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days
14	LEINSTER	
	LU LOUTH	3 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 6 to 175 (units:)
 Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 06/03/20

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

Selected survey days:

Monday	3 days
Tuesday	7 days
Wednesday	3 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	19

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

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.

Secondary Filtering selection:

Use Class:

C3 20 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
25,001 to 50,000	8 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	6 days
75,001 to 100,000	3 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	14 days

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

Travel Plan:

Yes	2 days
No	18 days

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

PTAL Rating:

No PTAL Present	18 days
5 Very Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CB-03-C-01	BLOCK OF FLATS	CUMBRIA
	KING STREET		
	CARLISLE		
	Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL
5	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
6	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
7	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
8	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	<i>Survey date: THURSDAY</i>		<i>14/11/19</i>	<i>Survey Type: MANUAL</i>
10	KN-03-C-03 ALLEN STREET KENSINGTON	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	Edge of Town Centre Residential Zone Total No of Dwellings:		72	
	<i>Survey date: FRIDAY</i>		<i>11/05/12</i>	<i>Survey Type: MANUAL</i>
11	LU-03-C-01 DONORE ROAD DROGHEDA	BLOCKS OF FLATS		LOUTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		52	
	<i>Survey date: THURSDAY</i>		<i>12/09/13</i>	<i>Survey Type: MANUAL</i>
12	LU-03-C-02 NICHOLAS STREET DUNDALK	BLOCK OF FLATS		LOUTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		33	
	<i>Survey date: MONDAY</i>		<i>16/09/13</i>	<i>Survey Type: MANUAL</i>
13	LU-03-C-03 NICHOLAS STREET DUNDALK	BLOCK OF FLATS		LOUTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	<i>Survey date: MONDAY</i>		<i>16/09/13</i>	<i>Survey Type: MANUAL</i>
14	MG-03-C-01 MALL ROAD MONAGHAN	BLOCK OF FLATS		MONAGHAN
	Edge of Town Centre No Sub Category Total No of Dwellings:		28	
	<i>Survey date: FRIDAY</i>		<i>06/09/13</i>	<i>Survey Type: MANUAL</i>
15	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		51	
	<i>Survey date: THURSDAY</i>		<i>11/12/14</i>	<i>Survey Type: MANUAL</i>
16	SA-03-C-01 RACECOURSE ROAD AYR	BLOCK OF FLATS		SOUTH AYRSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		51	
	<i>Survey date: TUESDAY</i>		<i>16/09/14</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		85	
	<i>Survey date: THURSDAY</i>		<i>18/12/14</i>	<i>Survey Type: MANUAL</i>
18	SR-03-C-01 FORTH SIDE WAY STIRLING	FLATS		STIRLING
	Edge of Town Centre No Sub Category Total No of Dwellings:		80	
	<i>Survey date: WEDNESDAY</i>		<i>18/06/14</i>	<i>Survey Type: MANUAL</i>
19	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total No of Dwellings:		48	
	<i>Survey date: WEDNESDAY</i>		<i>18/06/14</i>	<i>Survey Type: MANUAL</i>
20	WH-03-C-01 AMIES STREET CLAPHAM JUNCTION	BLOCKS OF FLATS		WANDSWORTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		30	
	<i>Survey date: WEDNESDAY</i>		<i>09/05/12</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 11 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	20	65	0.036	0.400	20	65	0.140	1.542	20	65	0.176	1.942
08:00 - 09:00	20	65	0.056	0.613	20	65	0.185	2.036	20	65	0.241	2.649
09:00 - 10:00	20	65	0.068	0.750	20	65	0.081	0.886	20	65	0.149	1.636
10:00 - 11:00	20	65	0.062	0.682	20	65	0.085	0.937	20	65	0.147	1.619
11:00 - 12:00	20	65	0.071	0.784	20	65	0.088	0.963	20	65	0.159	1.747
12:00 - 13:00	20	65	0.110	1.210	20	65	0.095	1.040	20	65	0.205	2.250
13:00 - 14:00	20	65	0.082	0.903	20	65	0.087	0.954	20	65	0.169	1.857
14:00 - 15:00	20	65	0.071	0.784	20	65	0.085	0.937	20	65	0.156	1.721
15:00 - 16:00	20	65	0.102	1.125	20	65	0.064	0.707	20	65	0.166	1.832
16:00 - 17:00	20	65	0.119	1.312	20	65	0.074	0.818	20	65	0.193	2.130
17:00 - 18:00	20	65	0.172	1.892	20	65	0.092	1.014	20	65	0.264	2.906
18:00 - 19:00	20	65	0.169	1.857	20	65	0.097	1.065	20	65	0.266	2.922
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.118	12.312			1.173	12.899			2.291	25.211

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

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

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Parameter summary

Trip rate parameter range selected: 6 - 175 (units:)
 Survey date range: 01/01/12 - 06/03/20
 Number of weekdays (Monday-Friday): 20
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 11 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	20	65	0.062	0.682	20	65	0.337	3.706	20	65	0.399	4.388
08:00 - 09:00	20	65	0.103	1.133	20	65	0.532	5.854	20	65	0.635	6.987
09:00 - 10:00	20	65	0.137	1.508	20	65	0.204	2.241	20	65	0.341	3.749
10:00 - 11:00	20	65	0.147	1.619	20	65	0.181	1.994	20	65	0.328	3.613
11:00 - 12:00	20	65	0.149	1.644	20	65	0.183	2.011	20	65	0.332	3.655
12:00 - 13:00	20	65	0.232	2.556	20	65	0.215	2.360	20	65	0.447	4.916
13:00 - 14:00	20	65	0.182	2.002	20	65	0.188	2.070	20	65	0.370	4.072
14:00 - 15:00	20	65	0.166	1.823	20	65	0.176	1.934	20	65	0.342	3.757
15:00 - 16:00	20	65	0.318	3.502	20	65	0.162	1.781	20	65	0.480	5.283
16:00 - 17:00	20	65	0.294	3.238	20	65	0.173	1.900	20	65	0.467	5.138
17:00 - 18:00	20	65	0.438	4.814	20	65	0.204	2.249	20	65	0.642	7.063
18:00 - 19:00	20	65	0.400	4.405	20	65	0.208	2.292	20	65	0.608	6.697
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.628	28.926			2.763	30.392			5.391	59.318

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.*