

## APPENDIX 1

DC/15/1975/FUL – rear of 63 Victoria Street Bury St Edmunds

Parking survey Sunday 03 January 2016 – 7.40am to 8.35am

*Any accurate survey of parking spaces in a permit parking zone is best done early on a Sunday morning because this is when most residents are at home and their cars are close by, and there are no restrictions on outsider parking. If there are spaces early Sunday morning there will be spaces at all other times of the day and night. Unless there was a clear space between cars of around six metres I didn't count it. Any vehicle parked outside a marked bay counted as -1. Only Kings Road returned a minus figure and this is some distance from the application site. Kings Road is a bus route so for highway safety reasons the number of legitimate bays is restricted. There is a preponderance of terraced housing and this leads some residents to park illegally on double yellow lines overnight. Meanwhile, the nearby Parkway Surface car park, which backs on to Chalk Road and closes at 6.30pm, lies empty and there are over 150 spaces. Crazy, isn't it?*

*A copy of the Zone H map is attached for your information. Please note that within the next three months Zone H will be extended to cover the western halves of York Road and Queen's Road up to their junctions with West Road. Since the introduction of Zone L on 01 December 2014 many West Suffolk College students and staff who previously parked in Grove, Springfield and Cornfield roads have relocated to this area and this caused residents to ask me for a consultation on extending Zone H. The result was a 2:1 vote in favour. A TRO is currently close to completion, much to the delight of a clear majority of my electors in this area.*

*Twenty years ago I was the first chairman of the Brackland Residents Group and we ushered in permit parking Zone A (Brackland) and Zone B (Northgate Street). These were so successful that other areas now have their own schemes. We are now up to 12 in Bury and I have always found that supporting permit parking zones has benefitted me electorally. Since I first became a councillor in 2003 I have campaigned successfully to extend Zone H to the eastern halves of York Road and Queen's Road, York Close, Queen's Close, Out Risbygate and Shillitoe Close. On each occasion, the highway authority took great care to check that a clear majority of residents wanted permit parking; the county council has no wish to impose permit parking on unwilling residents.*

*Please read the figures in conjunction with the Zone H map. I started in Out Risbygate and finished in Queen's Close.*

*Out Risbygate zero: York Road +7: York Close zero: Albert Street +3: Princes Street +1: Victoria Street (north) 9: Chalk Road North 2: Chalk Road South zero: Kings Road -5: Victoria Street (south) +4: Albert Crescent +10: Shillitoe Close zero: Queen's Road +7: Queen's Close zero.*

*The net total of empty parking bays was 38. This is much higher during the working day as residents leave for work. The hours of operation in Zone H are 9am to 5pm Monday to Saturday. Albert Street is part of the Victoria Street Conservation Area lying between Parkway and West Road. Both this and most of Zone H is best*

*described as inner suburbs rather than town centre. Most residents have one car but some have two. The scheme allows for two permits per property. It's one of our most successful and popular schemes but it would be unreasonable for residents to expect to park directly outside their homes. This I fear is what some of the objectors are expecting. My objection is simply about design. The proposed dwelling is an 'ugly duckling' amidst a row of attractive housing. I do however sympathise with Mr Stebbing as he had a perfectly acceptable design refused on spurious grounds (ref: DC/13/0855/FUL).*

*David Nettleton  
05 January 2016*

*DC/15/1975/FUL – rear of 63 Victoria Street Bury St Edmunds*

*Parking Survey Update Sunday 24 January 2016 – 6.55am to 8.00am*

*Following my initial survey on 03 January 2016 I thought it might be a good idea to repeat the exercise. This I did three weeks later. Due to the earlier sunrise time I was able to start a little earlier. I followed the same route.*

*Out Risbygate +1: York Road +6: York Close +3: Albert Street\* zero: Princes Street zero: Victoria Street\*\* (north) +1: Chalk Road North +1: Chalk Road South +1: Kings Road -1: Victoria Street (south) zero: Albert Crescent +1: Shillitoe Close +4: Queen's Road +7: Queen's Close +1.*

*The net total of empty bays was 25 compared to 38 three weeks earlier. I haven't got a satisfactory explanation for this difference of 13 spaces. It could be that the earlier start time was a factor but I doubt it. More likely is that some people were still away visiting friends or relatives at New Year at the time of the first survey on Sunday 03 January 2016.*

*The other significant difference is that on 24 January, 6 bays in Albert Street were protected by cones and were therefore vacant. There didn't seem any obvious reason why. Five were on the eastern side and one on the western side. Had I counted them it would have raised the total to 31 empty bays. Comparative figures suggest that displaced Albert Street cars had moved temporarily to nearby Victoria Street – but I am summarised rather than knowing.*

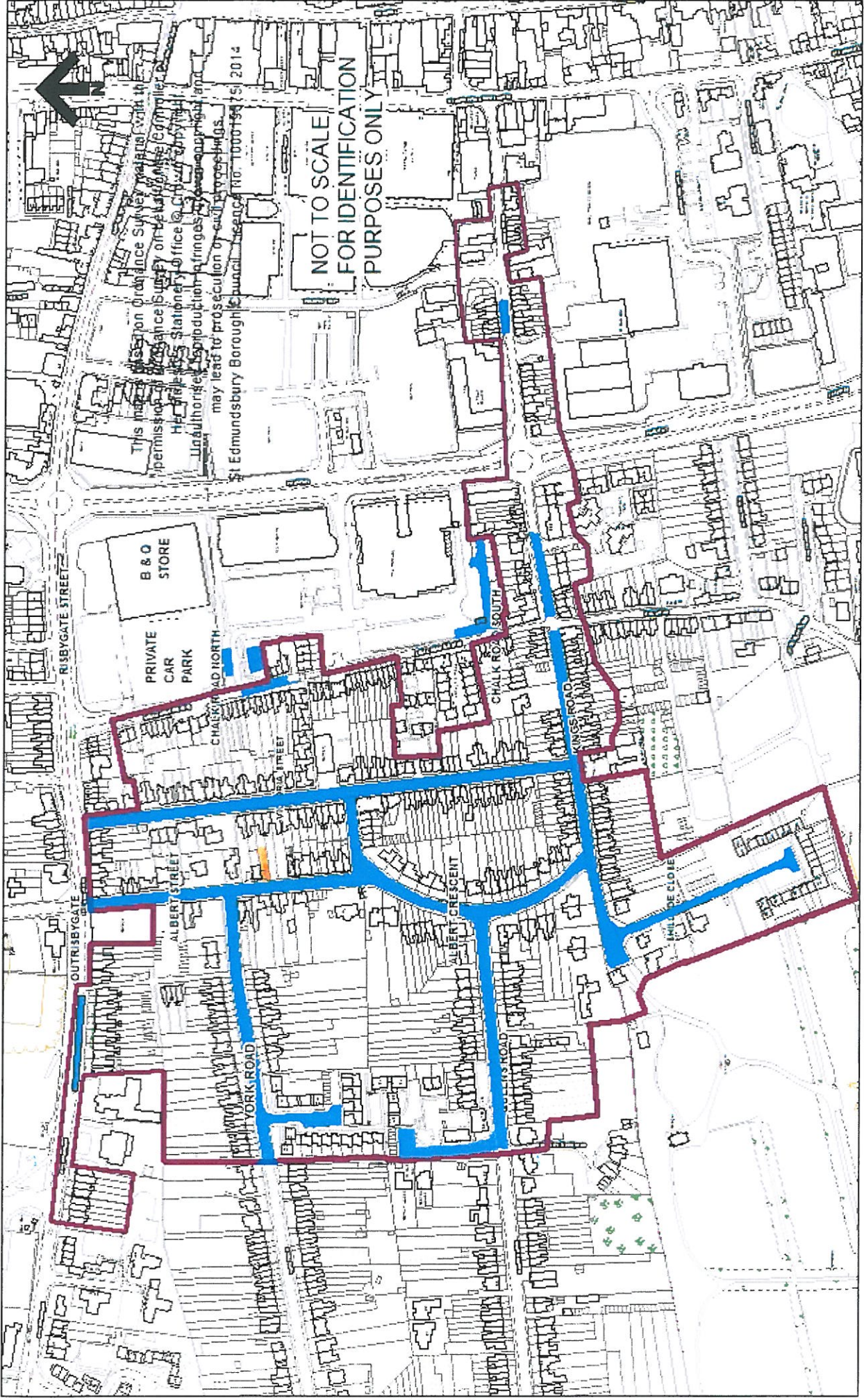
*My overall conclusion is that claims of a parking bays shortage in Zone H is at best an urban myth. If there are plenty of spaces early on Sunday morning when the vast majority of residents are at home, there will be even more spaces during each day during the rest of the week.*

*The other questionable claim is that the junction of Albert Street and York Road is dangerous. The highway authority clearly disagrees as this junction is protected by only a single not a double yellow line. Even so, on neither Sunday morning was a car parked here, despite it being lawful to do so.*

*I repeat that the previous application DC/13/0855/FUL was refused on incorrect claims about parking. However, I ask the committee to reject the current application on design grounds. This isn't an argument between 'modern' and 'traditional' architecture but the setting into which this dwelling will fit in with the street scene.*

*David Nettleton  
27 January 2016*

# NEIGHBOURHOOD PARKING PERMIT SCHEME - ZONE H



Streets with permit parking bays (parking in signed and marked bays only)



Area of eligibility to purchase Zone H permits & daily use vouchers

