

Technical Note

Proposed Residential Development Leigh Lane, Bury

Our reference: AM/250331/TN01

Author: Abbie Moore

Date: 03 April 2025

Reviewed: Peter Todd

Date: 03 April 2025

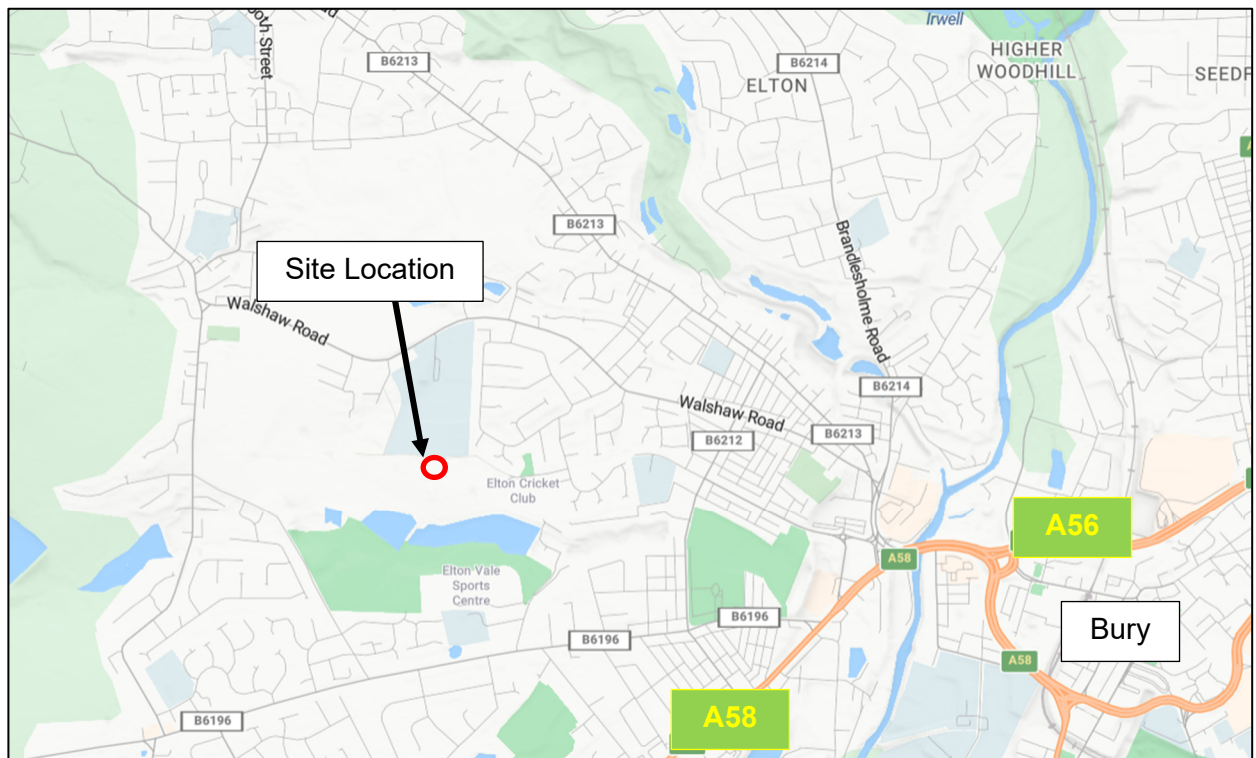
Introduction / Background

1. SCP have been instructed by KAMM Trading Ltd to provide transport planning and highways advice in relation to a proposed residential development on land to the south of Leigh Lane, Bury.
2. Two outline planning applications (Reference: 68088 & 68086) on separate parcels of land were submitted to Bury Council for the demolition of existing bungalows and outbuildings, along with the erection of a new bungalow, with all matters reserved, on 14th February 2022. These applications were a resubmission of previously approved applications in 2007, 2010, 2015 and 2019.
3. Bury Council, as Local Highway Authority, reviewed both planning applications and raised no objection, with the delegated report concluding that '*the proposed development would not have an adverse impact upon highway safety*'. Both applications were subsequently approved on 7th April 2022, subject to a number of conditions.
4. The principle of residential development on the two sites, with access being taken from Leigh Lane, has therefore been established.
5. Planning condition 5 attached to both applications relates to highways and states the following:-
 - *Full details of the following highway aspects shall be submitted at first reserved matters application stage:*
 - *Access arrangements at the junction with Leigh Lane/Public Right of Way (Bridleway) No. 143, Bury;*
 - *Provision of turning facilities within the curtilage of the site in order to enable vehicles to enter and leave in a forward gear;*
 - *Provision of parking facilities within the curtilage of the site in accordance with the maximum standards in SPD 11 - Parking Standards in Bury.*
 - *The highway works subsequently approved shall be implemented to an agreed programme and to the written satisfaction of the Local Planning Authority before phase of the development subsequently agreed is first occupied.*
 - *Reason. To ensure good highway design, adequate off streetcar parking provision and to minimise the standing and turning movements of vehicles on the highway, in the interests of road safety.*
6. This Technical Note has been produced in support of the reserved matters planning application, which are pursuant to the outline applications (Reference: 68088 & 68086), and provides the necessary information to allow planning condition 5 to be discharged.

Existing Conditions

- The application site is located on land to the south of Leigh Lane, approximately 2.4km west of Bury town centre. The site boundary plan can be found in **Appendix A** with the site location shown on **Figure 1** below:

Figure 1 – Site Location



- The site is located at the former Ainsworth Nurseries and consists of an existing detached dwellings within a large plot of land which formed part of the former nursery.
- Leigh Lane is a private road that fronts the northern site boundary and serves existing residential dwellings, connecting to Moreton Drive to the east. At present, there is no turning head or turning arrangements along the length of Leigh Lane.
- Bridleway PROW 143 is located along Leigh Lane provides a connection between the footpath (149BUR) to the east with PROW 146BUR to the northwest off Owlebrarrow Road.

Road Safety

- A review of accident data covering the most recently available five-year period has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses Leigh Lane within the vicinity of the site. The location and severity of any accidents within the study area during this period, is presented in **Figure 2** below.

Figure 2 – 5-Year Accident Record



12. As can be seen from the above, no accidents were recorded in the study area during the 5-year study period. Overall, the recorded accident data does not demonstrate any pattern of incidents or trends that would suggest any underlying cause relating to the operation of the highway that could be affected by the development proposals.

Proposed Development

13. The proposed development includes the erection of 2 dwellings, consistent with the outline permissions, with the site layout plans presented in **Appendix A**.

Access Arrangements

14. Access to the dwellings will be provided from the existing access off Leigh Lane, which will be upgraded to typical residential standards with a 5.5m wide access road and 6m junction radii. In addition, Leigh Lane will be widened along the site's western frontage which, in addition to the proposed upgrades to the site access, will facilitate the turning of refuse vehicle and fire tender.
15. The site access provided visibility splays of 2.4m x 25m, which is compliant with the visibility requirements set out in the Manual for Streets (MfS) for a 20mph design speed.
16. The proposed access arrangements and visibility splays are shown on drawing number SCP/250331/D01 Rev A, presented in **Appendix B**.
17. Swept path analysis has been undertaken of the site access which demonstrates that two large cars can pass simultaneously, as shown in drawing number SCP/250331/ATR03 Rev A presented in **Appendix C**.

Servicing Arrangement

18. As detailed earlier, Leigh Lane will be widened along the sites western frontage which, in addition to the proposed upgrades to the site access, will facilitate the turning of refuse vehicles and a fire tender. This provided a material benefit to Leigh Lane, given that no turning facilities are currently provided along its length.
19. Swept path analysis has been undertaken of the turning area, as shown on drawing number SCP/250331/ATR01 Rev A and SCP/250331/ATR02 Rev A, presented in **Appendix D and Appendix E**, which demonstrates that the movements of a fire engine and a refuse vehicle can be accommodated.

Parking

20. As detailed in condition 5 of the outline planning permissions, the maximum parking standards for residential dwellings in Bury are presented in '*SPD 11- Parking standards in Bury*' and are as follows:
 - Maximum Standards for car parking provision in low access areas,
 - 1-bed: 2.0 per unit
 - 2-bed: 2.5 per unit
 - 3-bed: 3 per unit
 - 4- bed and above: 3 per unit
 - Minimum Standards for car parking provision for those who are disabled:
 - Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.
 - Additional Considerations: Car Parking for all types of dwellings- Visitor parking spaces should be shared.
21. As shown on the site layout plan, contained in **Appendix A**, the proposed development provides a level of parking in accordance with the Council's maximum parking standards.
22. Swept path analysis of the proposed parking bays has been undertaken which demonstrate that the spaces are accessible by a large car, as can be seen on drawing number SCP/250331/ATR03 Rev A presented in **Appendix C**.

Trip Generation

23. The principle of residential development on the two sites, along with the traffic generation and access being taken from Leigh Lane, has been established through the granting of the outline planning permissions.
24. Notwithstanding this, a single residential dwelling can typically be expected to generate circa 6-8 two-way vehicle movements per day, or circa 1-2 two-way vehicle movements in the AM and PM peak hours. On this basis, the vehicle movements generated by the proposed development will not have a material intensification or impact on the operation of Leigh Lane, particularly when having regard to the volume of traffic which would be generated by the existing residential and nursery uses of the site.

Conclusion

25. Having regard to the evidence presented in this Technical Note, the proposed development is considered acceptable from an access, servicing and parking perspective. In addition, the information presented in this Technical Note is sufficient to allow condition 5 of the original outline planning applications to be discharged.

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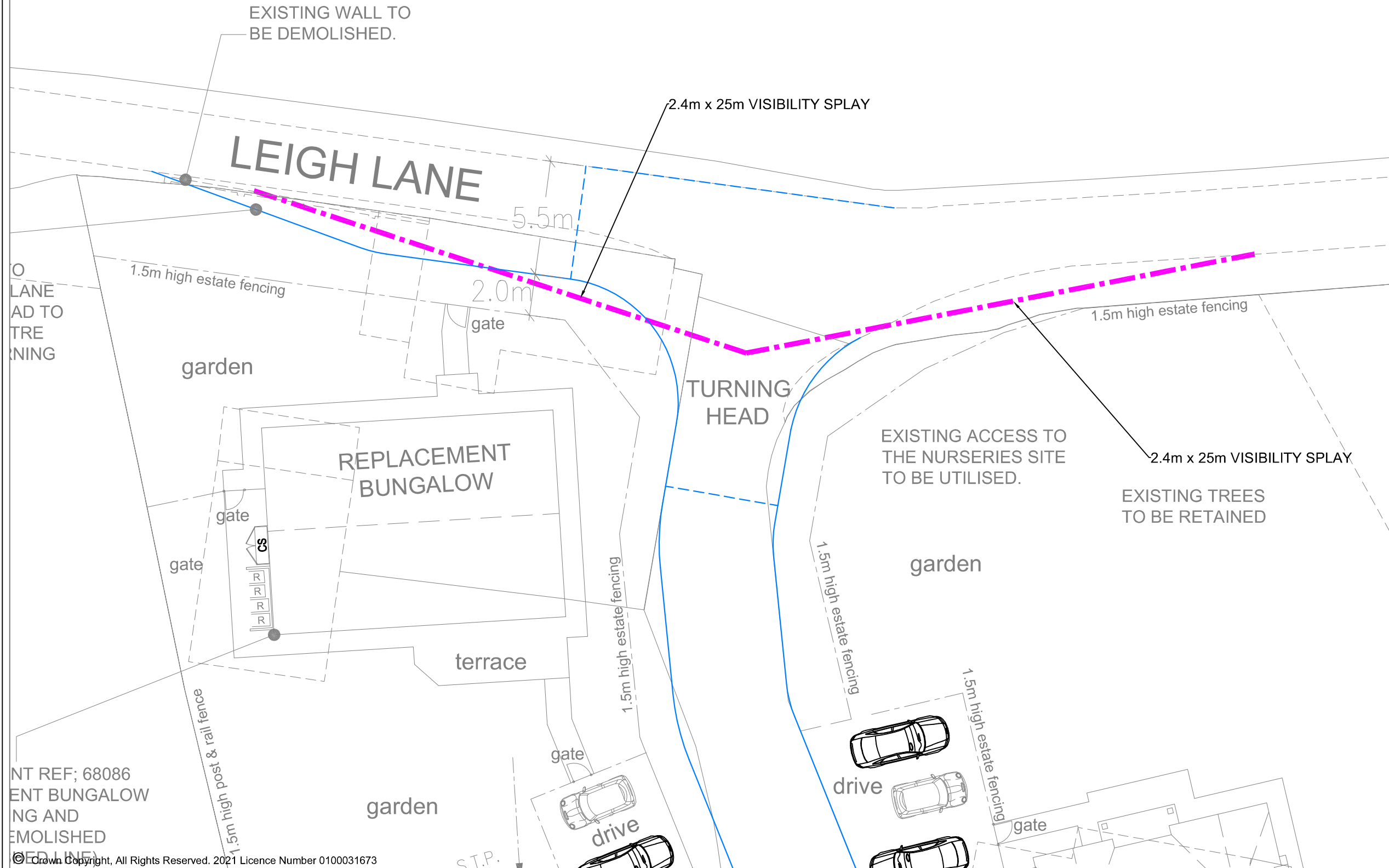
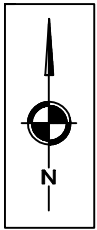
APPENDIX A



Amendments			
Project			
Title			
REDEVELOPMENT OF EXISTING RESIDENTIAL USE WITH A REPLACEMENT DWELLING AND A REPLACEMENT BUNGALOW AT THE NURSERIES, LEIGH LANE, BURY, BL8 1RL~			
Client			
MR M. CHOUDHRY			
Dwg. No.			
25/1327/701A - PROPOSED SITE PLAN - FEASIBILITY			
Date	Plot Scale	Drawn by	Status
31.03.2025	A1@1:200	JPE	FEASIBILITY

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APPENDIX B



NT REF; 68086
ENT BUNGALOW
NG AND
EMOLISHED
(RED LINE)
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NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

SCP
an **RSK** company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:
KAMM TRADING LTD

Project Title:
LEIGH LANE, BURY

Drawing Title:
VISIBILITY SPLAYS

Drawn By:	AM	Date:	02.04.2025
Checked:	PT	Scale:	1:200 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	Rev.
SCP/250331/D01	

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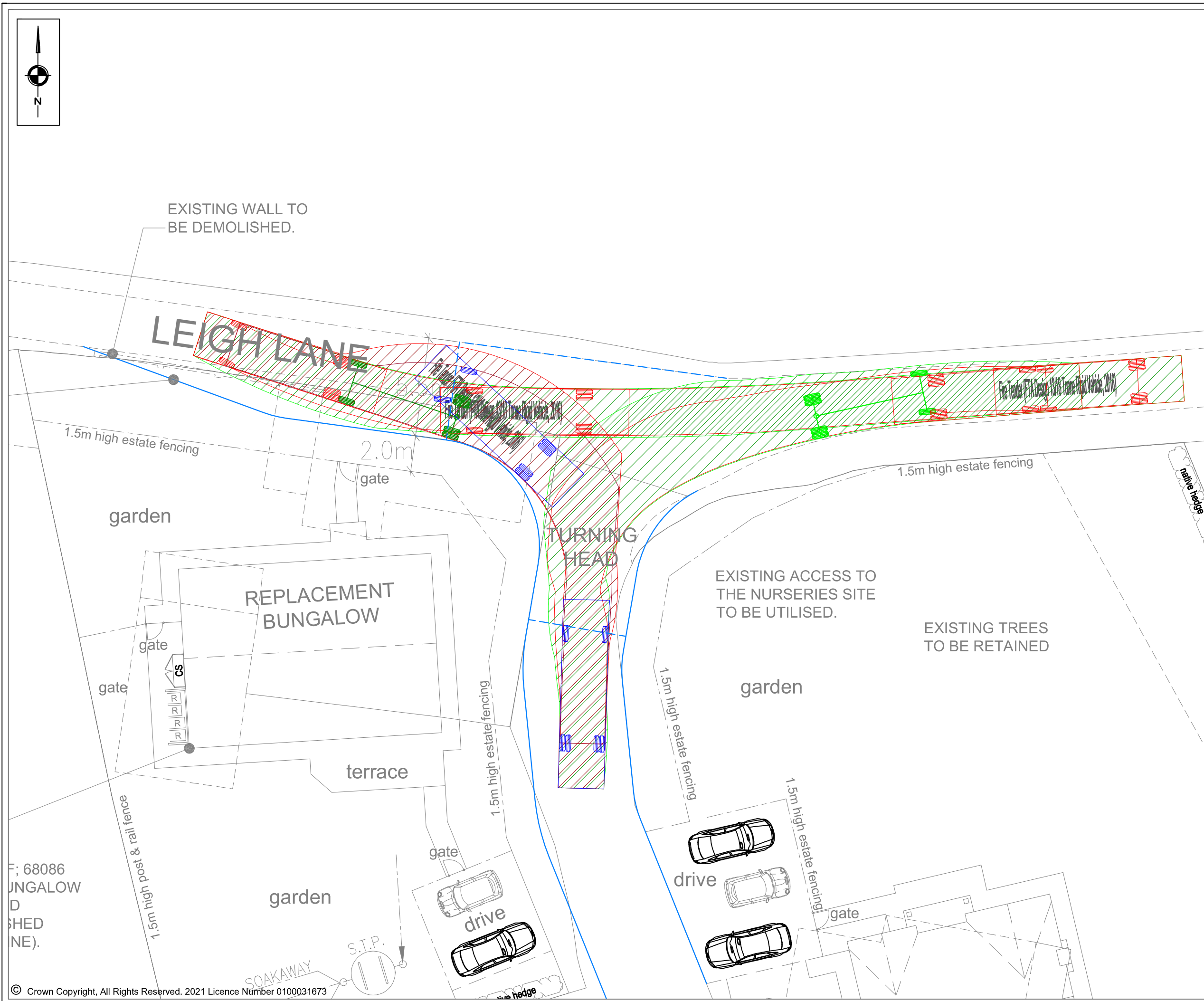
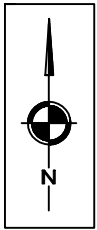
APPENDIX C



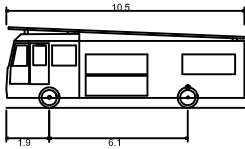
NOTES			
REVISIONS			
REV	DESCRIPTION	DATE	BY
A	-UPDATED SITE PLAN	04.04.25	AM
SCP an RSK company Office of Origin: Manchester Tel: 0161 832 4400 www.scptransport.co.uk - www.rskgroup.com			
Client Name:			
KAMM TRADING LTD			
Project Title:			
LEIGH LANE, BURY			
Drawing Title:			
SWEPT PATH ANALYSIS			
Drawn By:		Date:	
AM			
Checked:		Scale:	
PT		1:100 @ A3 (UNLESS OTHERWISE STATED)	
Status:		Approved/Unapproved:	
PLANNING		-	
Drawing No.			Rev.
SCP/250331/ATR03			A

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APPENDIX D



NOTES



Fire Tender (FTA Design 13/18 Tonne Rigid Vehicle, 2016)
Overall Length 10.500m
Overall Width 2.550m
Overall Body Height 3.545m
Min Body Ground Clearance 0.430m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-UPDATED SITE PLAN	04.04.25	AM

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an **RSK** company

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www.scptransport.co.uk - www.rskgroup.com

Client Name:

KAMM TRADING LTD

Project Title:

LEIGH LANE, BURY

Drawing Title:

SWEPT PATH
ANALYSIS

Drawn By:

AM

Date:

Checked:

PT

Scale:

1:200 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/250331/ATR01

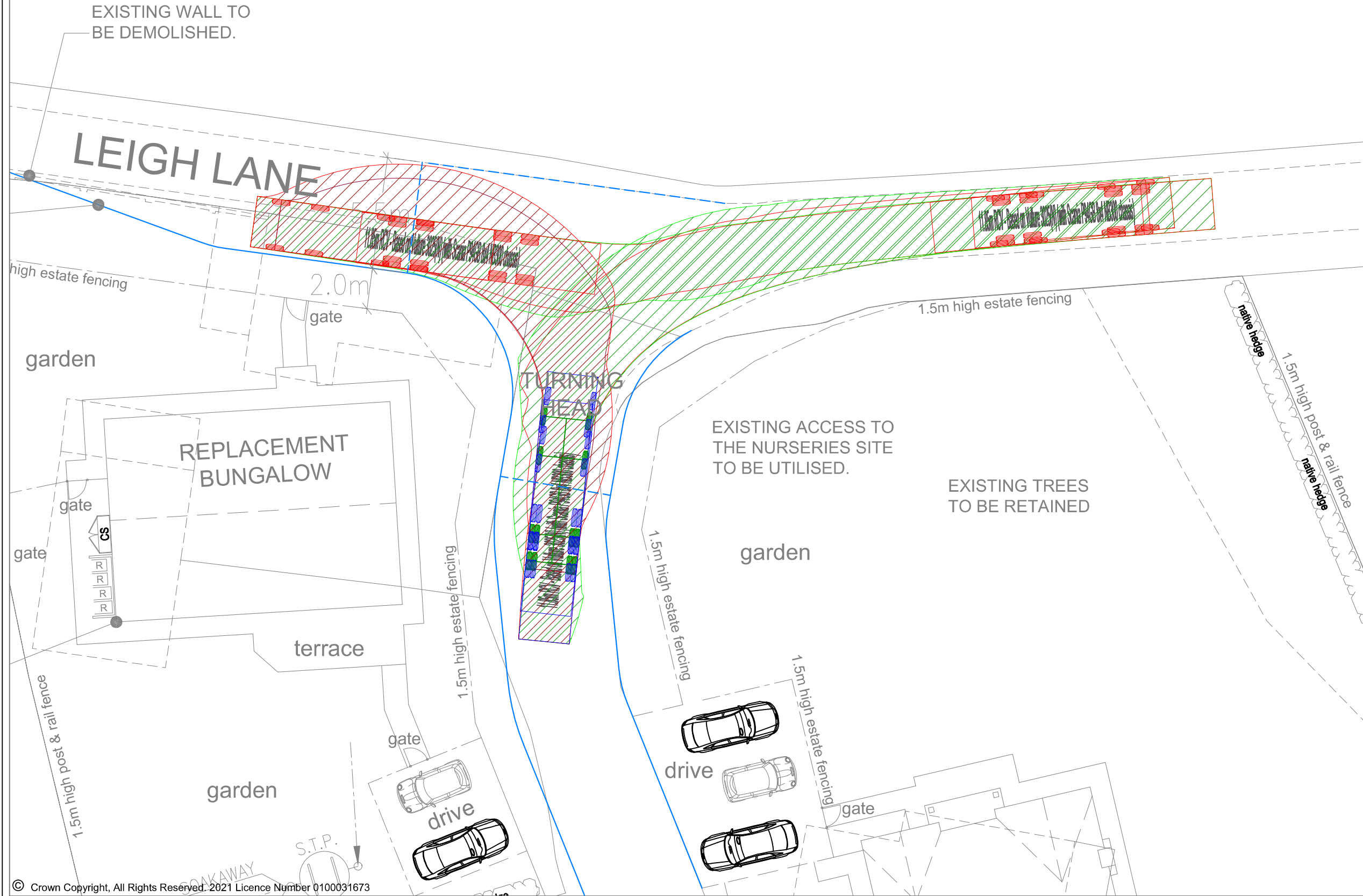
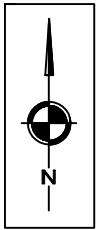
Rev.

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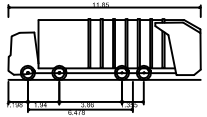
F; 68086
UNGALOW
D
SHED
(NE).

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APPENDIX E



NOTES



11.85m RCV - Based on Vulture 3025(N) (with Scania P04GB 8x4 NB300 chassis)
Overall Length 11.850m
Overall Width 2.500m
Overall Body Height 3.745m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.035m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-UPDATED SITE PLAN	04.04.25	AM

SCP

an **RSK** company

Office of Origin: Manchester Tel: 0161 832 4400
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Client Name:

KAMM TRADING LTD

Project Title:

LEIGH LANE, BURY

Drawing Title:

SWEPT PATH
ANALYSIS

Drawn By:

AM

Date:

Checked:

PT

Scale:

1:200 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

SCP/250331/ATR02

Rev.

A