

PROPOSED RESIDENTIAL DEVELOPMENT

BURY OLD RD PRESTWICH

SUPPLEMENTARY TRANSPORT NOTE.

SEPTEMBER 2025

Steven Oxford

INTRODUCTION/ SITE DESCRIPTION

Proposed development

This involves the construction of a new residential block containing 5 flats, each of 1 bedroom.

Vehicular access to the site is to be taken from Infant Street and an existing private car park serving Rooden Court.

Pedestrian access to the development to be onto Bury Old Rd.

This document will consider the likely impact on the local highway network which result from the construction of 5 number 1 bedroom flats on land between 205 and 211 Bury Old Rd Prestwich.

A review of other highways issues around the proposed development is included with particular reference to sustainability of the development.

The site is within a predominantly residential area on the western side of Bury Old Road, Heaton Park lying on the Eastern side.

Bury Old Road (A665) runs roughly North-South and historically provides a road link between Bury to the North and Manchester to the South. Bury New Road, which runs roughly parallel and to the east of the site is now more commonly used for this journey and also links directly to the M62.

Bury Old Rd is subject to a 30mph speed limit, Whittaker Lane immediately north of the site is within a 20mph zone which extends broadly between Bury Old Rd and Bury New Rd.

Limited off-peak parking is permitted on the western side of Bury Old Rd immediately to the south of the site, with unrestricted on street parking available between Park St and Ostrich Lane. No waiting at any time (NWAAT) restrictions are in place along the eastern side of Heaton Park, and generally along both sides of Bury Old Rd with the exceptions noted above.

NWAAT restrictions are in place along both sides of Whittaker Lane, which is not unexpected given the proximity of the Metrolink stop.

Infant Street, which would give access to the development has NWAAT restriction along its full length.

A small public car park (5 vehicles) is available on Whittaker Lane/Infant St.

A car park is available on Park St for 16 vehicles. There is on street parking along much of Park St.

ACCESSIBILITY

In accordance with NPPF any new development proposals should extend the choice in transport and secure mobility in a way that supports sustainable development. New proposals should attempt to influence the mode of travel to the development leading to a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of local and national planning policy.

The accessibility of the site is considered with respect to the following modes of transport:

- Accessibility on foot
- Accessibility by cycle
- Accessibility by public transport

BY FOOT

Footways are provided on both sides of Bury Old Rd to and from local services, to schools, and to local bus and Metrolink stops.

The CIHT document *“Planning for Walking”* (2015) states in paragraph 1 that in 2012 79% of all journeys made in the UK of less than a mile (1.6km) were carried out on foot.

Within the IHT *“Guidelines for Providing for Journeys on Foot”* Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to ‘Town Centres’, ‘Commuting/Schools’ and ‘elsewhere.’ The preferred maximum distances are shown below.

Preferred Maximum walking distance		
Town Centre	Commute	Elsewhere
800m	2000m	1200m

Reference to the 2000m walking distance is also made in the now superseded PPG Note 13.

Manual for Streets (MfS) notes in Paragraph 4.4.1 that ‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (around 800m) walking distance of residential areas which residents may comfortably access on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest [potential to replace short car trips, particularly those under 2km.

WYG prepared a report entitled ‘Accessibility – How Far do People Walk and Cycle’ which used National Travel survey (NTS) data for the UK (excluding London), which noted the following 85%ile walk distances:

- All Journeys – 1930m
- Commute – 2400m
- Shopping – 1600m
- Education – 3200 (primary) 4800m (other).
- Personal Business – 1600m

Bus stops lie immediately fronting the site for northbound services (to Bury) and approximately 95m away for southbound services (to Manchester). Buses run every 10minutes in each direction. Controlled crossing facilities on Bury Old Rd ease access for pedestrians to and from the southbound stop.

As the development comprises 1 bedroomed accommodation there is limited likelihood of family/child occupation though local schools would provide potential employment opportunities for residents. St Monicas Secondary School lies around 300m walk south of the site; Park View Primary is around 1000m walk.

An Aldi store lies on Bury New Rd 1200m from the site.

Prestwich centre lies around 1600m from the site, within acceptable walking distance for employment commute and shopping.

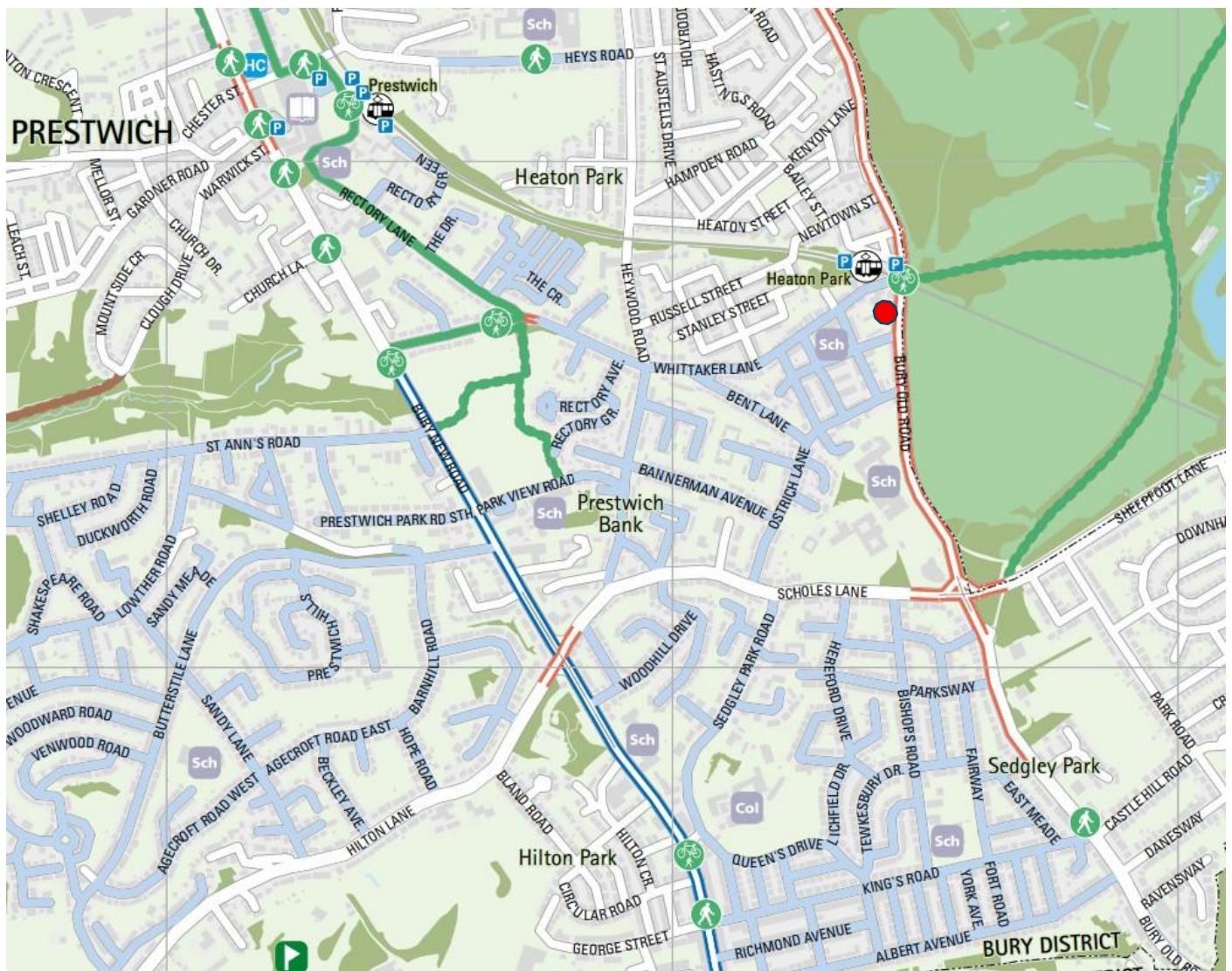
CYCLING

The development will include secure cycle storage facilities for residents to encourage potential cycle use.

The cycle facilities in the area including peak time cycle lanes on Bury Old Rd in the area of the site.

Signalised junctions include advanced stop lines for cyclists.

On street waiting restrictions afford increased carriageway width facilitating easier use by cyclists.



EXTRACT FROM TfGM CYCLE MAP

The 20mph residential streets around the site provide good cycle links to the wider GM network, including cycle lanes on Bury New Rd.

PUBLIC TRANSPORT

As noted earlier the nearest bus stops are located on the A665 Bury Old Road immediately fronting the site for northbound services (primarily the 165 service between Manchester Picadilly and Bury Bus Station/Interchange) and at approximately 95m from the site for southbound buses.

Other bus stops are available within 20 minutes walk on Bury New Road running frequently between Shudehill (Victoria) and Bury.

The site is clearly accessible to bus and tram services including during peak commuting periods. Public transport links to Bury and Manchester afford the opportunity for extended travel on public transport to the wider Greater Manchester area.

There is a Metrolink stop at 150m walking distance to the development site, providing links to Bury, Altrincham and Manchester, and points between. The stop includes cycle stands, ticket machines and accessibility aids for less mobile passengers.

Under the Greater Manchester Accessibility Levels Model the site falls within and towards the upper end of level 5 with a score of 10.8, suggesting a good level of accessibility to public transport.

33883	M7 4NU	382437	401953	5.811935	0	0	0 No	5.811935	4	4
33884	M25 1JF	382437	403641	5.653626	0	5.147456	0 No	10.80108	5	5
33885	M16 8NF	382438	394472	4.644867	0	3.496985	0 No	8.141852	5	5
33886	M7 1LG	382438	399977	7.578857	0	0	0 No	7.578857	5	5

Accessibility Level	Range of Index Scores	Description	Map Colour
1	0 , <=0.5	Very Low	
2	>0.5 , <=2.5		
3	>2.5 , <=5.0		
4	>5.0 , <=7.5		
5	>7.5 , <=12.5		
6	>12.5 , <=17.5		
7	>17.5 , <=25.0		
8	>25	Very High	

GMAL SCORES

ACCESSIBILITY SUMMARY

The proposed development has been considered in terms of its accessibility for non-car modes and the following conclusions may be drawn.

- The site is highly accessible on foot via existing walking infrastructure; footways are surfaced, lit and of sufficient width. Routes are suitable for all users with dropped kerb crossings on pedestrian desire lines at junctions, and controlled crossing facilities at major roads and junctions.
- Local public transport services connect the site with employment, retail and leisure facilities in the wider Bury and Manchester areas.
- Employment areas are accessible by cycle using the GM Bee network within the 5km distance accepted as the distance where cycling has potential to replace car journeys.
- Local facilities such as food shopping, medical centre and leisure activities are available within 1200m of the site and lie within accepted walking distance.

PARKING PROVISION

Bury parking standards are shown within SPD11 adopted in June 2025 which updated previous standards.

Paragraph 111 of the current NPPF requires that local parking standards take account of:

- Accessibility of the development
- Type mix and use of development
- Availability and opportunities for public transport
- Local car ownership levels
- The need to ensure adequate provision of spaces for charging plug in and other low emission vehicles.

The SPD acknowledges that an oversupply of parking can stimulate demand for car travel.

The development site lies within zone 4 as indicated in the plan within the SPD.

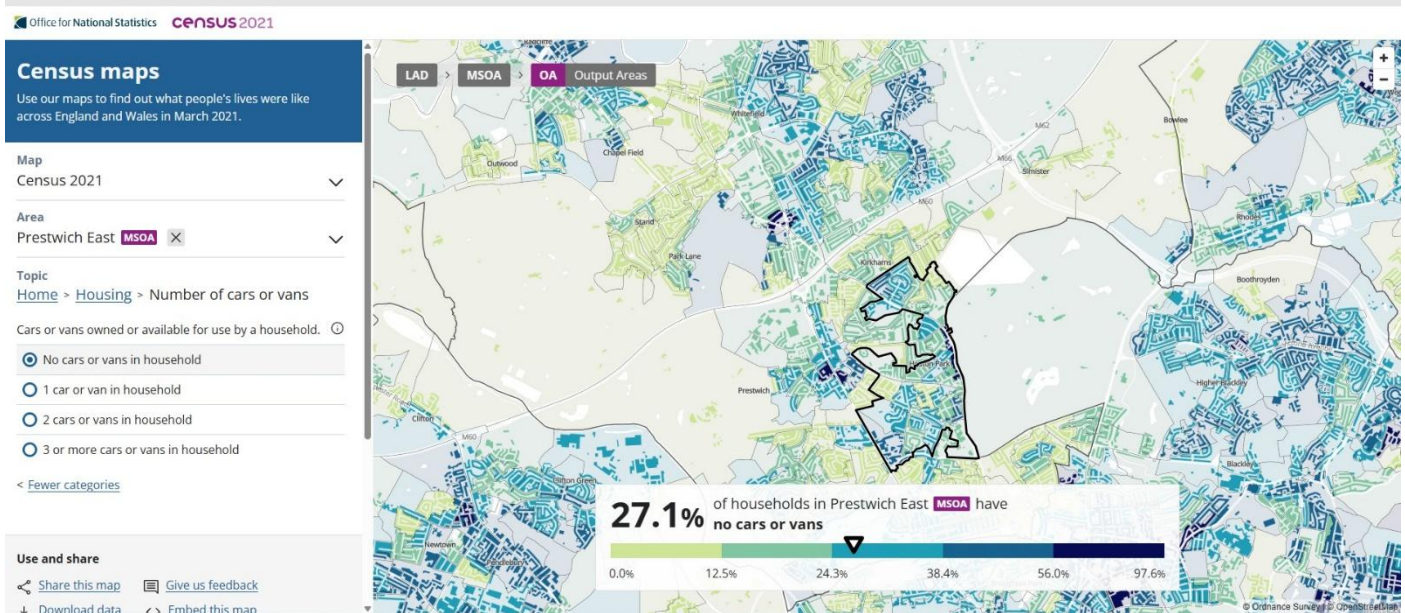
SPD para 4.4 table 1 sets out requirements for electric vehicles.

Table1: Electric Vehicle Parking Standards

Type of Development	Parking Standard
Residential Dwellings	1 active EV charge point per dwelling.
Residential apartment buildings with more than 10 associated parking spaces.	1 active EV charge point per dwelling, plus passive charging provision for all remaining parking spaces.
Non-residential buildings, residential institutions, secure residential institutions and hotels with more than 10 parking spaces.	10% of spaces to have access to an electric vehicle charge point (Active Provision), with at least 1 active charge point, and a further 10% to have passive provision.

Given the accessibility of the development site outlined above (and it would seem confirmed in officers comments accompanying a previous application for development of the site) residents of the proposed flats are unlikely to be reliant on private motor vehicles for access to employment opportunities, education, leisure activities and shopping.

From Office of National Statistics (ONS) data (2021 Census) 27.1% of households in Prestwich East possess no access to motor vehicles.



ONS data on car ownership

On the basis of the above there would be no expectation for more than 72.9% of flats in the proposed development to have access to vehicles. It is very likely that, given the data output area includes primarily property exceeding 1 bedroom (Only 10.1% of households within Prestwich have 1 bedroom, whereas 62.5% have 3 or more bedrooms.), vehicle use by occupants of 1 bedroomed accommodation will be considerably lower than the 72.9% overall figure, the level of car ownership being weighted towards dwellings with greater occupancy .

75.4% of households in Prestwich East access 1 or no vehicles.

Disabled parking provision within the SPD is stated as a percentage of total parking provision with a minimum of 1 space. One space is provided.

Table 3 within the SPD states a requirement for 1.5 spaces per dwelling within zone 4 which would suggest an expected requirement for 5 flats of 8 spaces. It is noted that Table 3 makes no reference to the number of bedrooms within each flat or apartment. Clearly parking demand would be expected to be lower for 1 bed flats than 2 or 3 bedroomed apartments.

CONCLUSIONS

- The level of *new* traffic generated by the proposed development is low and will not result in any significant impact on the safety or operation of the highway network such as to justify a refusal on highway grounds.
- No offsite highway works are necessary to facilitate development.
- The existing vehicular access via Infant St is demonstrably suitable, having been used for many years. Access is protected by waiting restrictions already in place.
- Whilst the proposed parking provision is below that expected for residential development within zone 4 within the Bury SPD. It is argued that the levels of accessibility to public transport and other non-motorised modes afforded by the site location justify a level of parking below that expected. The SPD makes specific reference to sites being considered individually. It is difficult to perceive of a site significantly more accessible to public transport than the site in question, immediately adjacent to a bus stop, and within 100m of other bus stops and the Metrolink network.
- It is considered that a sufficient level of parking for the development would be below that expected from the SPD. 6 spaces can be provided within the proposed rear parking area which would provide 1.2 spaces per dwelling, which exceeds average car availability per dwelling within Prestwich East.