



**Report No. J1349/TS
August 2022**

**PROPOSED RESIDENTIAL DEVELOPMENT
LAND OFF WOODGATE HILL
ROAD/FERNGROVE, BURY

TRANSPORT STATEMENT**

TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT LAND OFF WOODGATE HILL ROAD/FERNGROVE, BURY

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J1349/TS	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	August 2022

<i>Revision Record</i>		
<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A		

TRANSPORT STATEMENT

PROPOSED RESIDENTIAL DEVELOPMENT

LAND OFF WOODGATE HILL ROAD/FERNGROVE, BURY

C O N T E N T S

	Page
1. INTRODUCTION.....	2
2. NATIONAL AND LOCAL POLICY GUIDANCE.....	3
National Policy	3
National Planning Policy Framework	3
Planning Practice Guidance	6
Summary	6
3. SITE DESCRIPTION.....	7
Site location context	7
Local Highway Provision	8
Safety review.....	12
Traffic counts and speeds	13
Summary	14
4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE.....	15
Walking and cycling	15
Travel by public transport.....	18
Summary	23
5. THE DEVELOPMENT PROPOSALS, LAYOUT AND ASSESSMENT	24
Development Proposals	24
Layout.....	24
Refuse collection	25
Car parking.....	25
Trip levels	26
6. PREVIOUS REFUSAL REVIEW	27
Introduction.....	27
Reasons for refusal and how new scheme answers the concerns raised	27
7. SUMMARY.....	32

1. INTRODUCTION

DTPC has been appointed by Harry Jackson on behalf of Ltd LGC Properties Ltd, to provide transport and highway advice for the traffic and transportation implications associated with the proposed residential development at land off Woodgate Hill Road/ Ferngrove, Bury.

The application relates to a site located in the urban area, previously partially used for open space used with access which will be developed for residential uses.

In order to advise the application, this report provides information on the scope of traffic and transport planning aspects of the proposals, to assist in the determination of the planning application.

It deals solely with the proposals as provided.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

National Planning Policy Framework

The NPPF 2020 has replaced the previous versions and sets out the policy framework for sustainable development and supersedes the previous advice.

Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development**.

11. Plans and decisions should apply a presumption in favour of sustainable development

56. Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

Delivering a sufficient supply of homes

59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

9 Promoting sustainable transport

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport; and
- d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

109. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. 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.

112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Planning Practice Guidance

The National Planning Practice Guidance (NPPG) is a live policy that combines planning guidance on various topics into one place. The NPPG defines Travel Plans as “long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.”

Transport Assessments, together with Travel Plans, are used to assess and mitigate the negative transport impacts of the proposed development; and hence, to promote sustainable development.

The guidance also states that the Transport Assessment should be:

- “proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- established at the earliest practicable possible stage of a development proposal;
- be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);

be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority. Engaging communities and local businesses in TSs can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”

Summary

The overriding theme of national policy is that developments must be accessible and safe.

Local policy supports the thrust of the national policies the sites location is considered compliant with these policies.

The proposed development will incorporate uses good design, has an accessible location and little impact on the local network.

3. SITE DESCRIPTION

Site location context

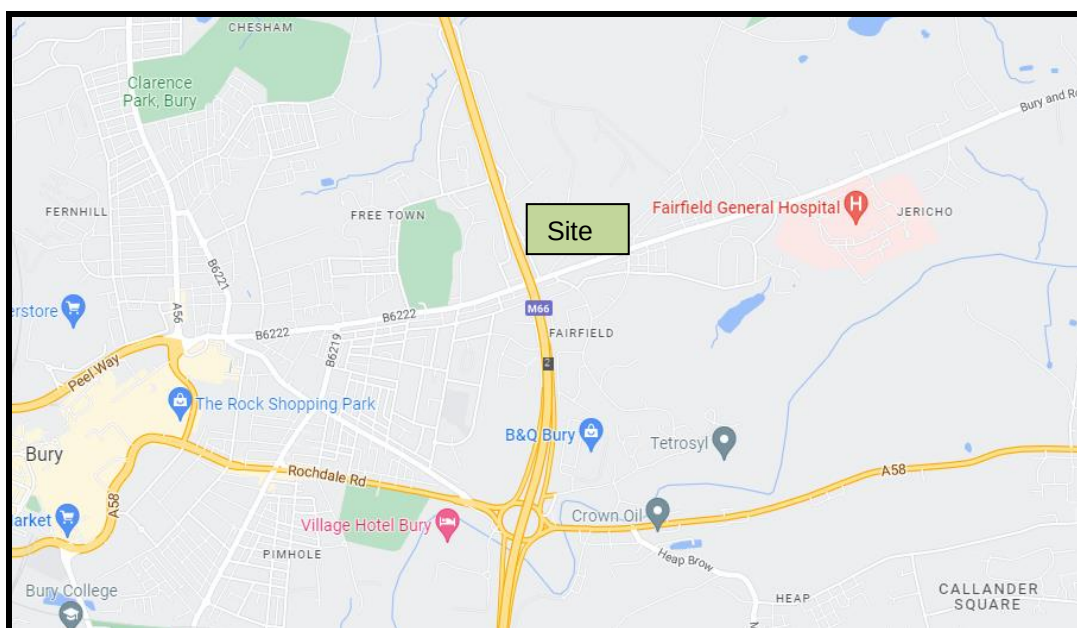
The development site is located in the Bury area north of the B6222 corridor. Access to the primary network is good, with the route connecting to the A56 west of the centre some 1.25km west.

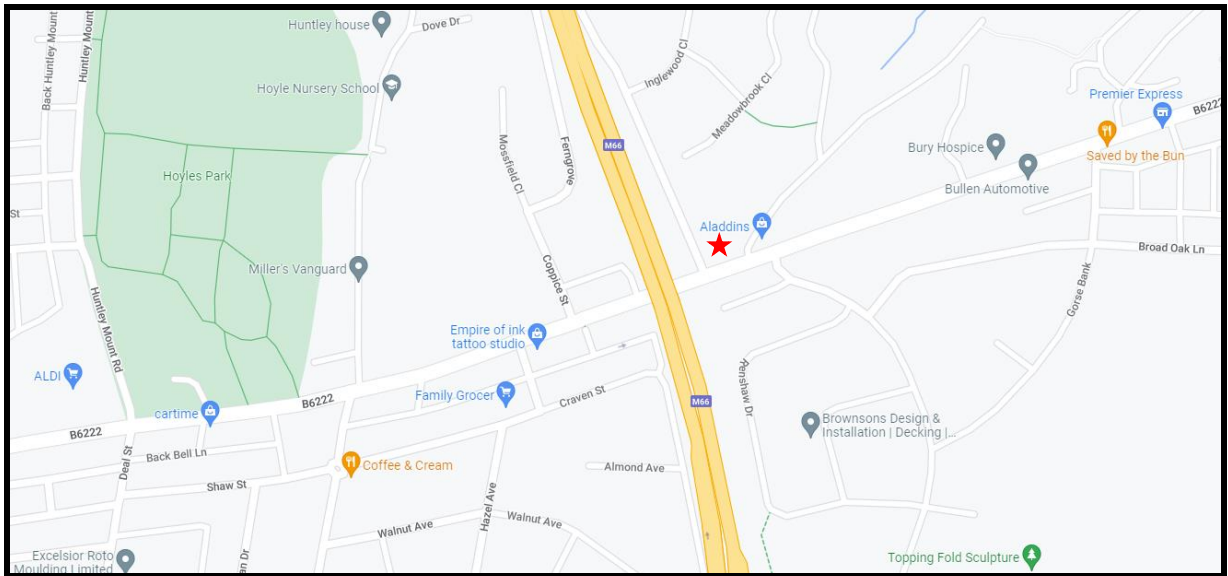


Site location plan in relation to neighbouring settlements

The site will be accessed from Rochdale Old Road via two routes, Ferngrove and Woodgate Hill Road. The area is largely residential in nature.

The location of the site in the local setting is shown below.





Local area above with facilities and aerial view below showing setting.



Site in the historic street location

Local Highway Provision

Bury Old Road is subject to a 30mph speed limit, is street lit and has footways on both sides. Ferngrove is subject to a 20mph speed limit, it is also street lit, has footway on the east side and is traffic calmed with speed humps. Woodgate Hill Road is 30mph street lit cul de sac with variable width and a path on the south side.

They both have simple priority junctions.

A photographic record of the local access and setting is provided below for future reference



Ferngrove to and away from Bury Old Rd junction and north of site access



Ferngrove left and right from existing site access



View into site showing unmade track/drive to existing building



Approach from east side heading to TC and away from TC below



Ferngrove/Bury Old Road junction left and right



Woodgate Hill Road heading away from junction



View left and right from Woodgate Hill Road site access



Approach to site from NE

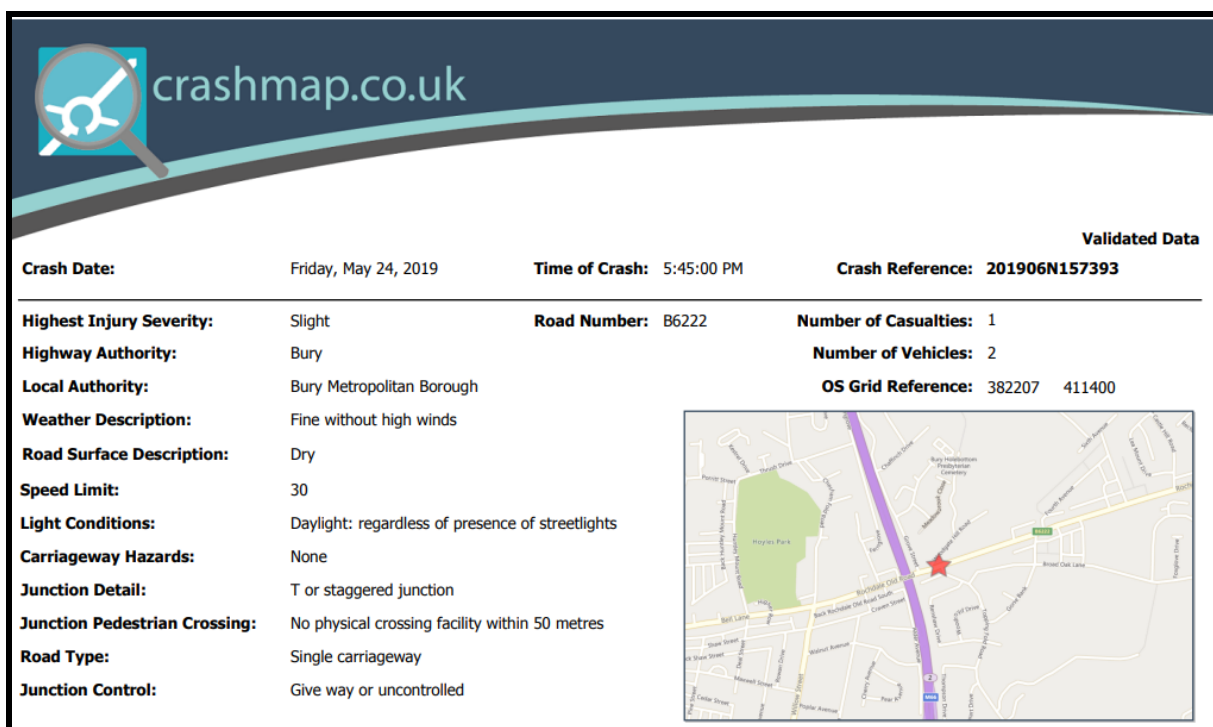
Safety review

Access to the GM data base has been undertaken and the resultant wider area mapping shown below.

The results show that over the past 5 years. No accidents have been recorded at the site frontage/access location.



Clearly the local network has a low level of recorded accidents across the period, the 2019 record below, the 2021 has yet to be fully verified, however the network does not suffer from a poor safety record or a trend associated with the site junction or discrete part of the links.



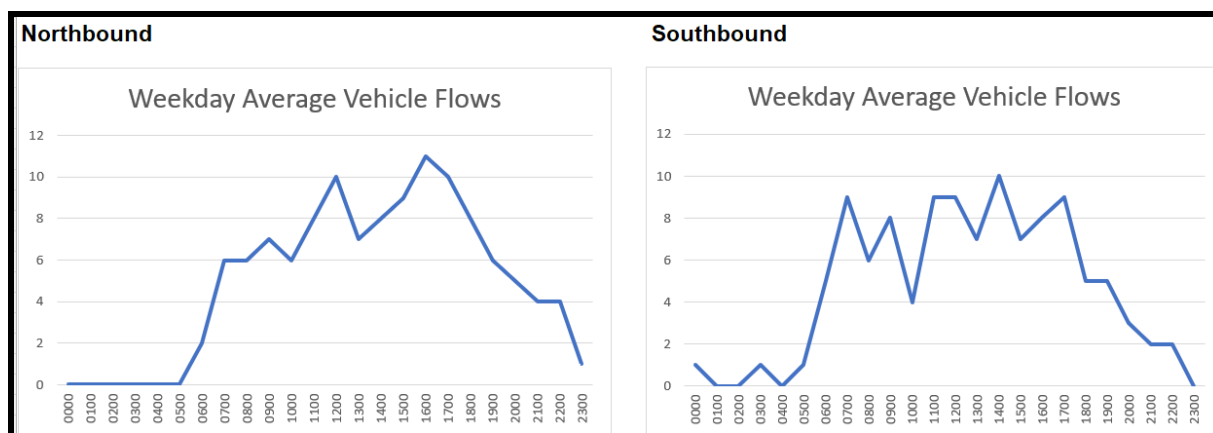
Vehicles involved									
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	7	Male	26 - 35	Vehicle is in the act of turning left	Back	Unknown	None	None

Casualties							
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Whilst any accident is regrettable incidents of this nature would not indicate a safety issue arising from the operation of the network.

Traffic counts and speeds

An ATC has been placed on Woodgate Hill Road to ascertain both the two way flows and speeds, full details appendix A.



The two way flows are around 22 in the late afternoon.

Northbound speeds

Vehicles = 787
 Posted speed limit = 30 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
 Maximum = 26.9 mph, Minimum = 1.7 mph, Mean = 14.9 mph
 85% Speed = 19.66 mph, 95% Speed = 21.88 mph, Median = 14.88 mph

Southbound speeds

Vehicles = 686
 Posted speed limit = 30 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
 Maximum = 26.0 mph, Minimum = 3.0 mph, Mean = 13.9 mph
 85% Speed = 18.90 mph, 95% Speed = 21.14 mph, Median = 13.98 mph

The turning flows etc have also been surveyed at the two junctions with the Bury Old Road route and shown overleaf in the peaks, full details appendix B.



08:00 to 09:00					
Arm Destination					
Arm Origin	A	B	C	Total	
	A	0	21	63	84
	B	14	0	726	740
	C	32	902	0	934
	Total	46	923	789	

17:00 to 18:00					
Arm Destination					
Arm Origin	A	B	C	Total	
	A	0	18	35	53
	B	16	0	741	757
	C	66	818	0	884
	Total	82	836	776	

The junction survey shows two way flows on Fengrove of AM 130, PM 135 with a bias to and from the Bury TC direction.

The ATC shows two way flows on Woodgate Hill Road of AM 15, PM 18 with a bias the evening peak.

Summary

The local area has a good standard of carriageway and footway provision, no capacity or safety issues that would impact on a scheme coming forward.

4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. accessibility on foot;
2. accessibility by cycle;
3. accessibility by public transport;

Walking and cycling

The proposed development site is located within an urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km salmon / 2km purple distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

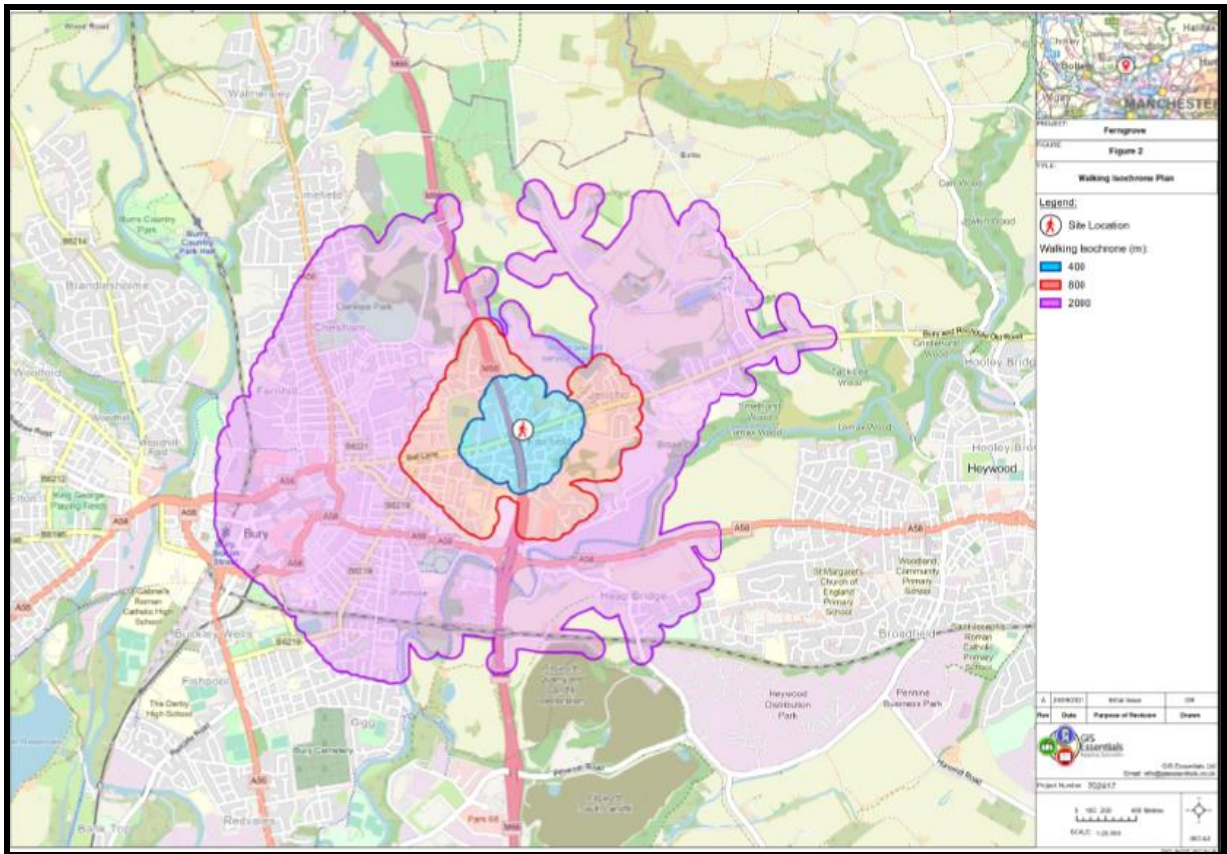
The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area south of the site.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Importantly, the 0.8km distance covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot. This is shown below.



800m - 2km walk distance

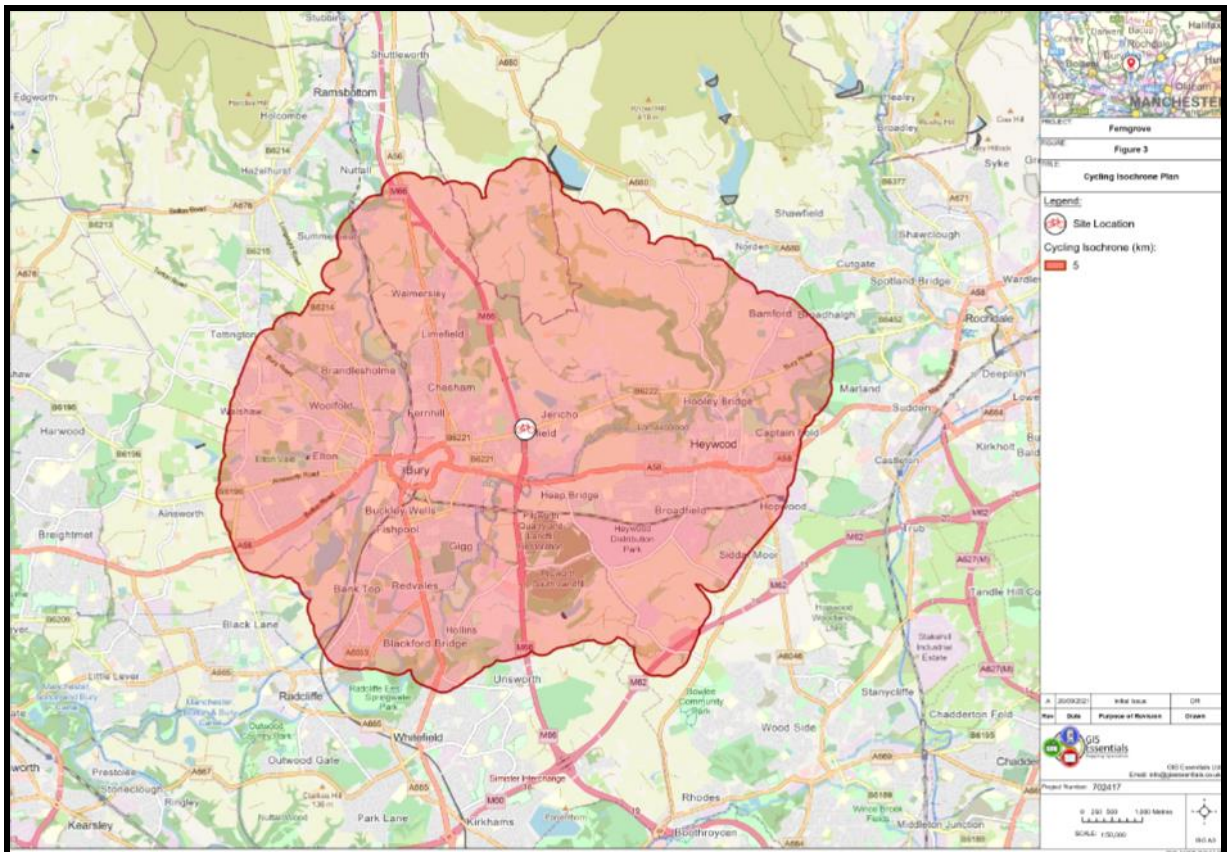
Clearly, there is also potential for walking to form part of a longer journey for residents and visitors via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport" The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken by the DfT) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography. For the purposes of this report the national guidance of 5km will be used.

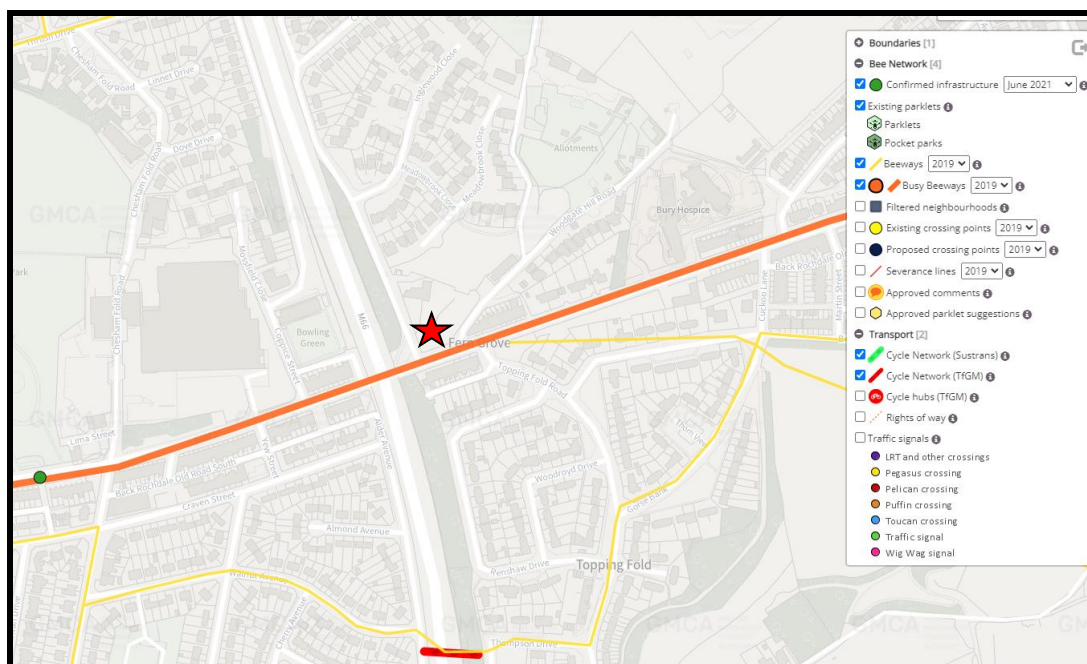
As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. The 10km distance will cover a substantial area. The 5 km distance is indicated below in salmon.

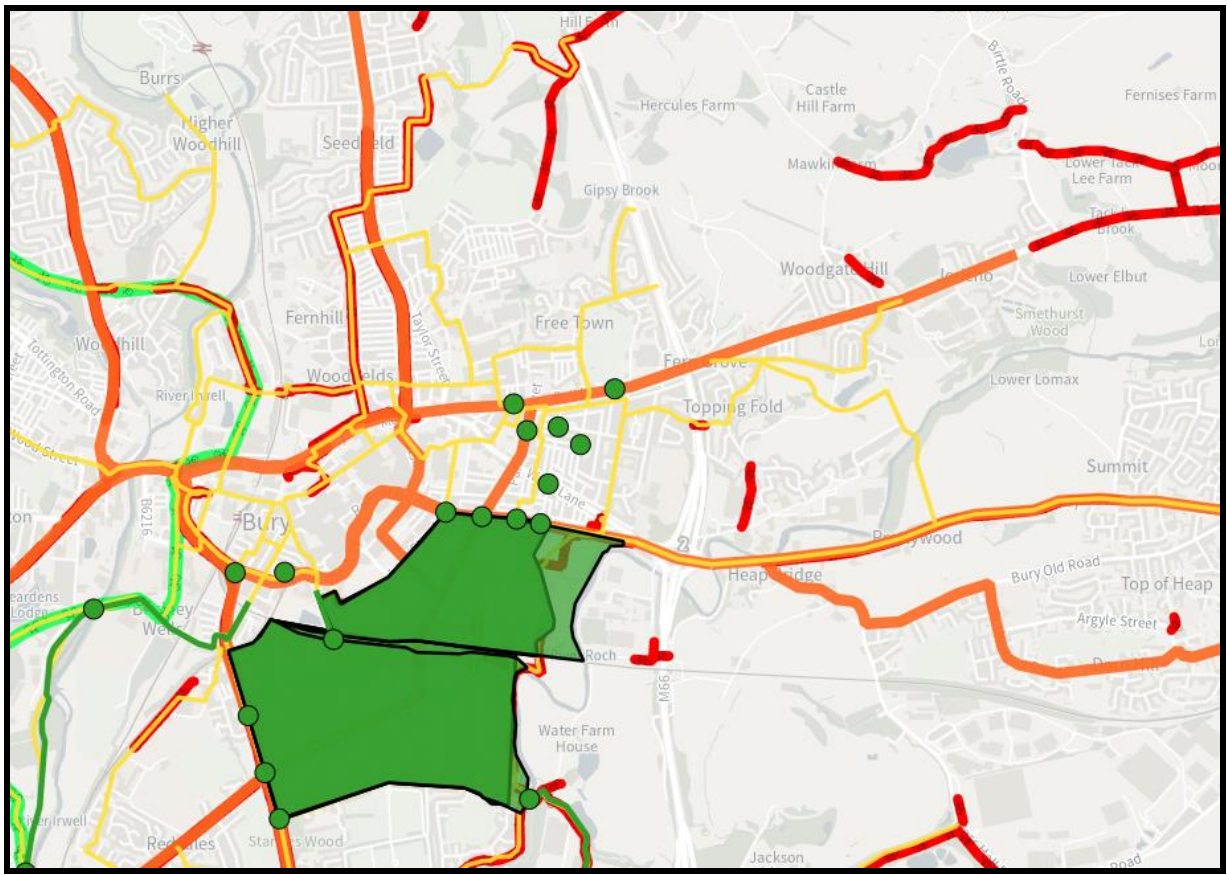


Cycle Catchment

The plan shows that a significant urban area with employment and other uses are within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.

Therefore, there are good opportunities to travel by cycle and the ability to connect to the local cycle network as shown below from the Beeline mapping.





The above cycle route map show key routes near the site and indicates that there are a wide variety of employment, residential areas, schools, shops, and other leisure and service facilities within the cycle catchment area which can be accessed.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work and leisure.

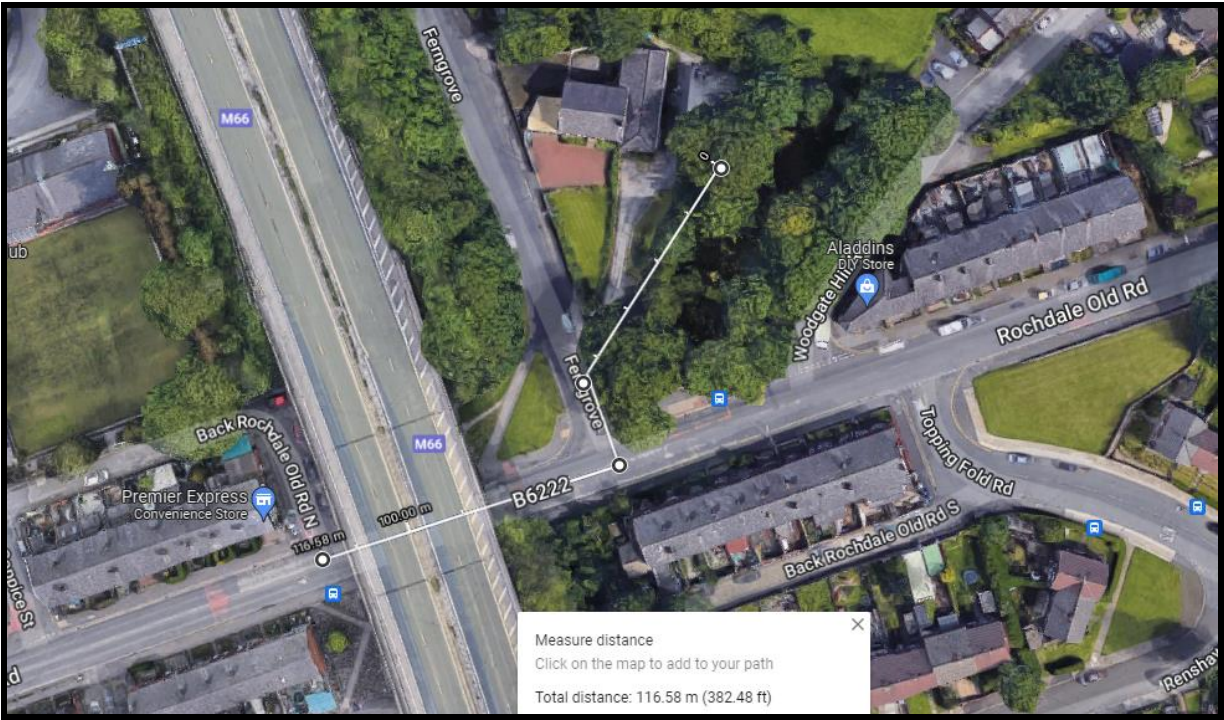
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The Bury Old Road route has the closest bus stops to the site all under 200m. These fall well inside the 200m walk distance.

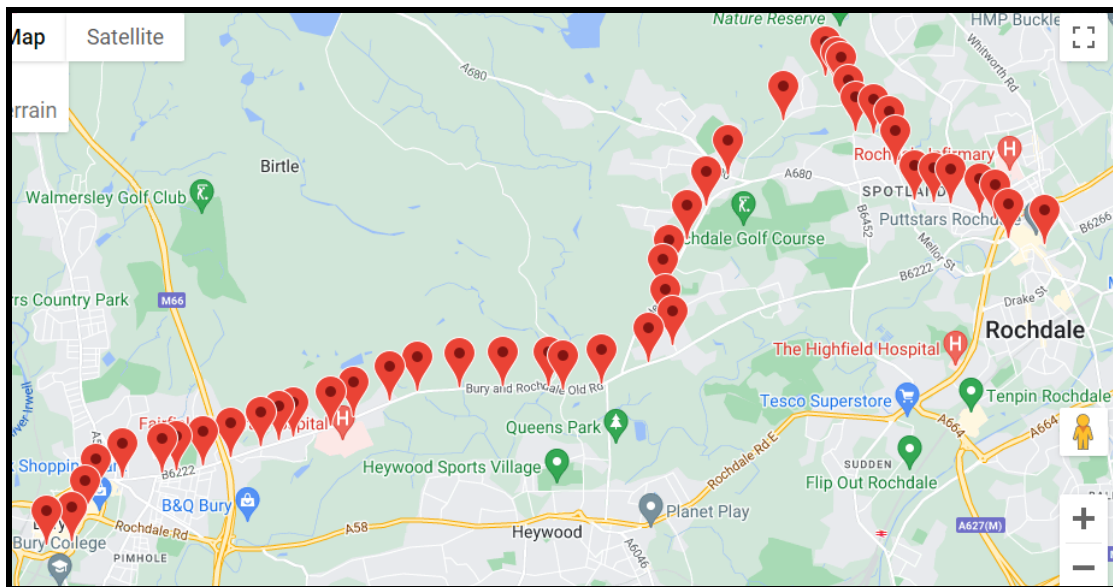


Local walk distance to stops

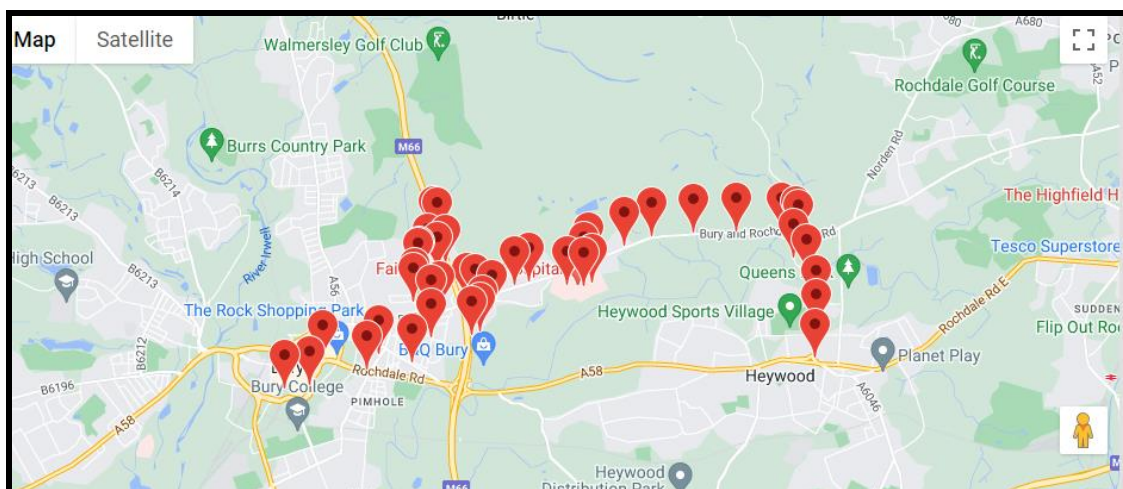
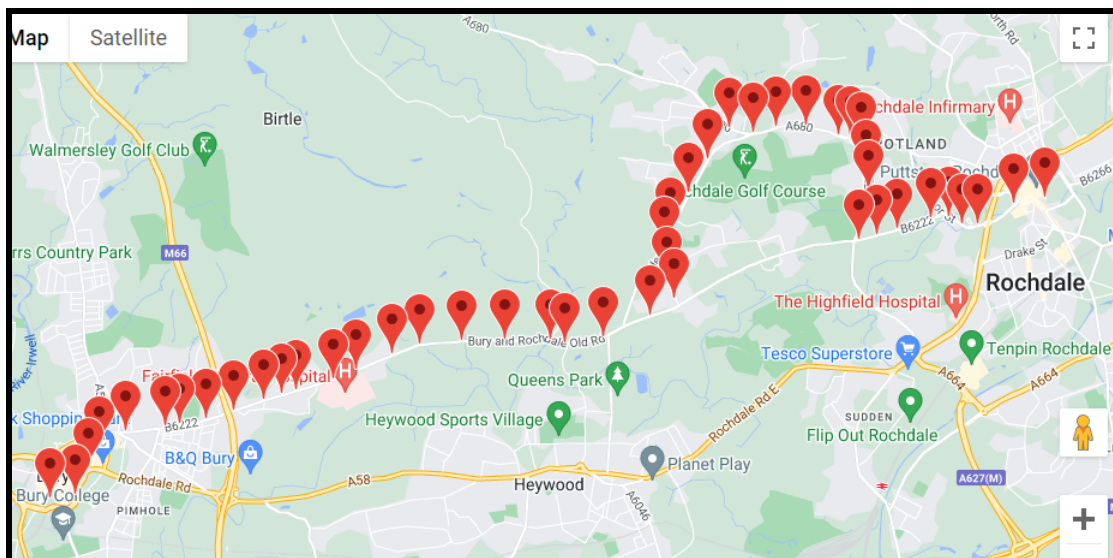


Bury Road stops east and west bound

Bus routes and timetables shown overleaf.



467 above and 468 below



Route 4b

[illegible]

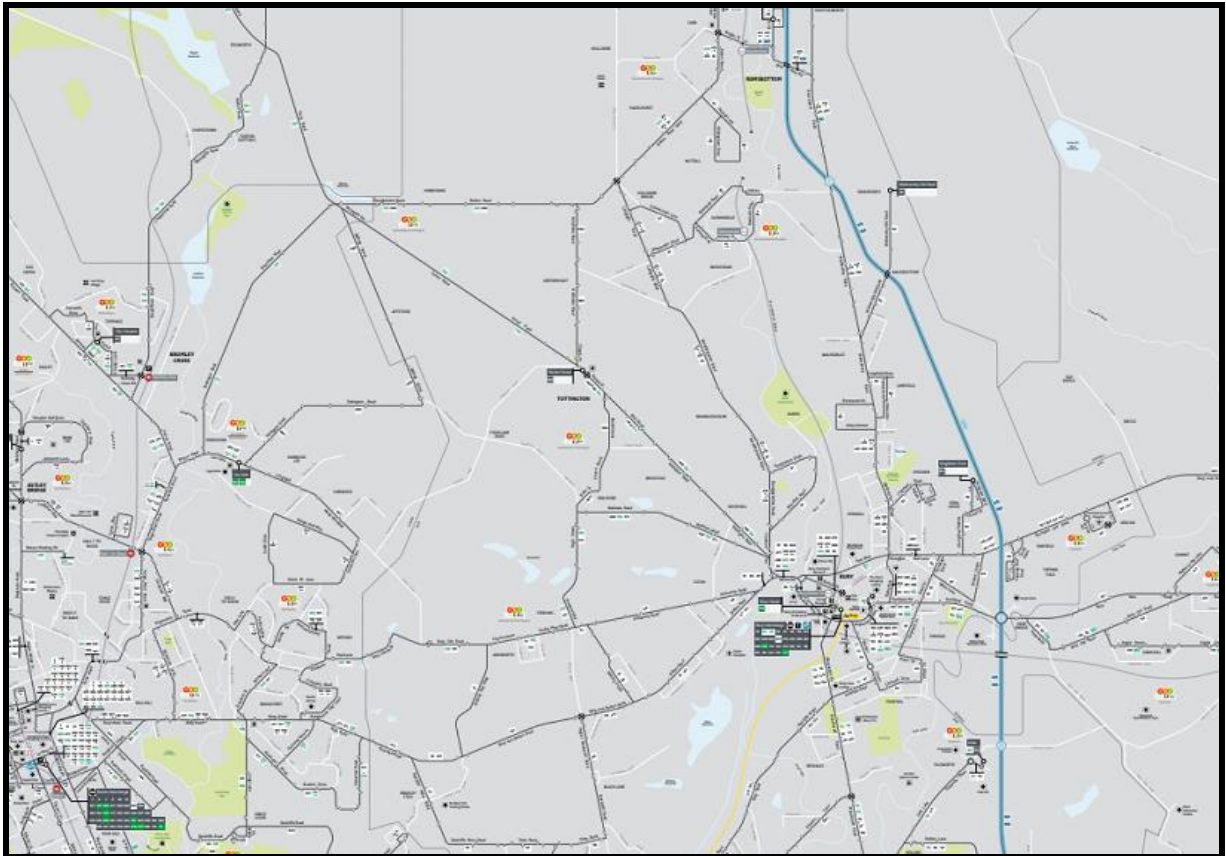
Heywood — Hopwood — Fairfield General Hospital — Bury

Mondays to Fridays

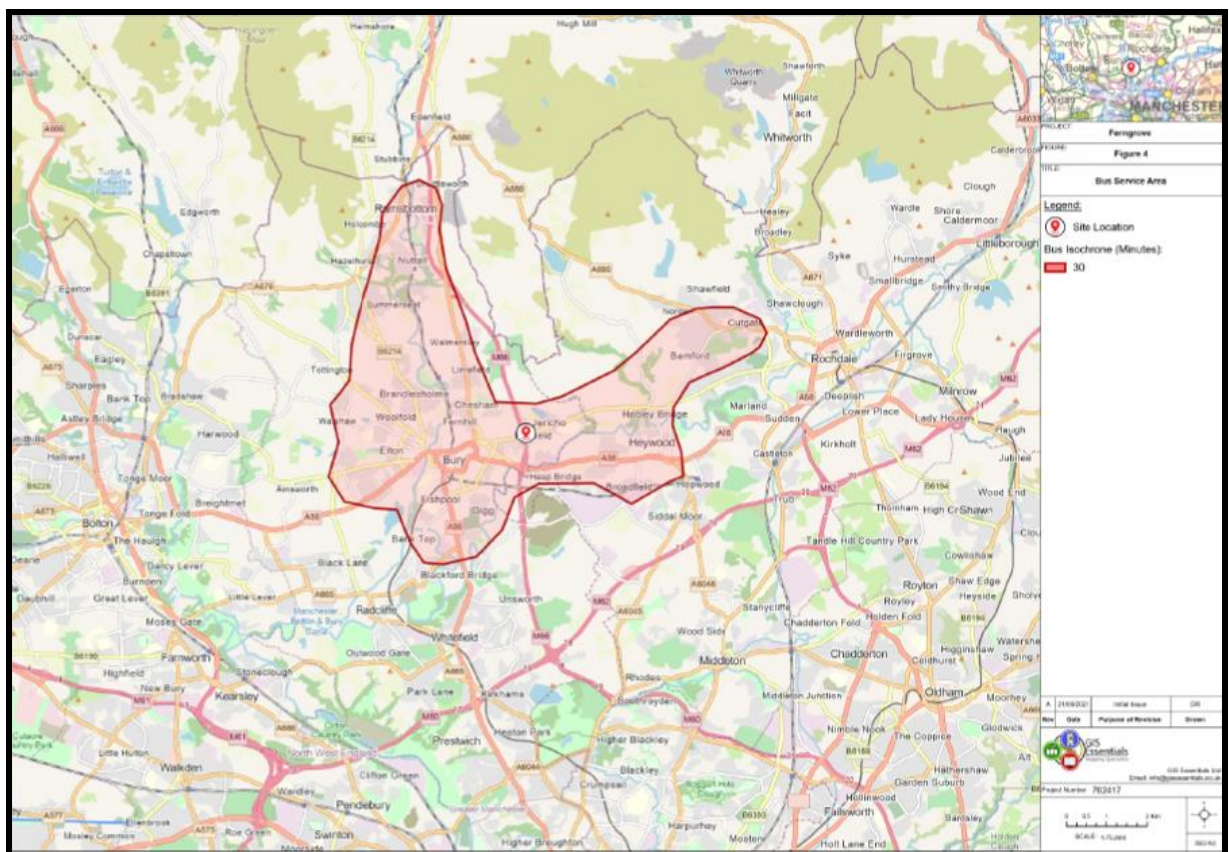
Bury — Fairfield General Hospital — Heywood — Hopwood

Mondays to Fridays

Bus timetables to show frequency



Bus routes above and 30 minute catchment below



The proposed development site is therefore located with access to bus stops that regularly serve a number of communities in the vicinity of the site.

These services provide the opportunity for residents of the proposed development site to travel via public transport.

Summary

In summary, therefore, the application site can be considered as being very accessible by public transport in particular bus, walking and cycling in accordance with planning policy guidance for an urban area.

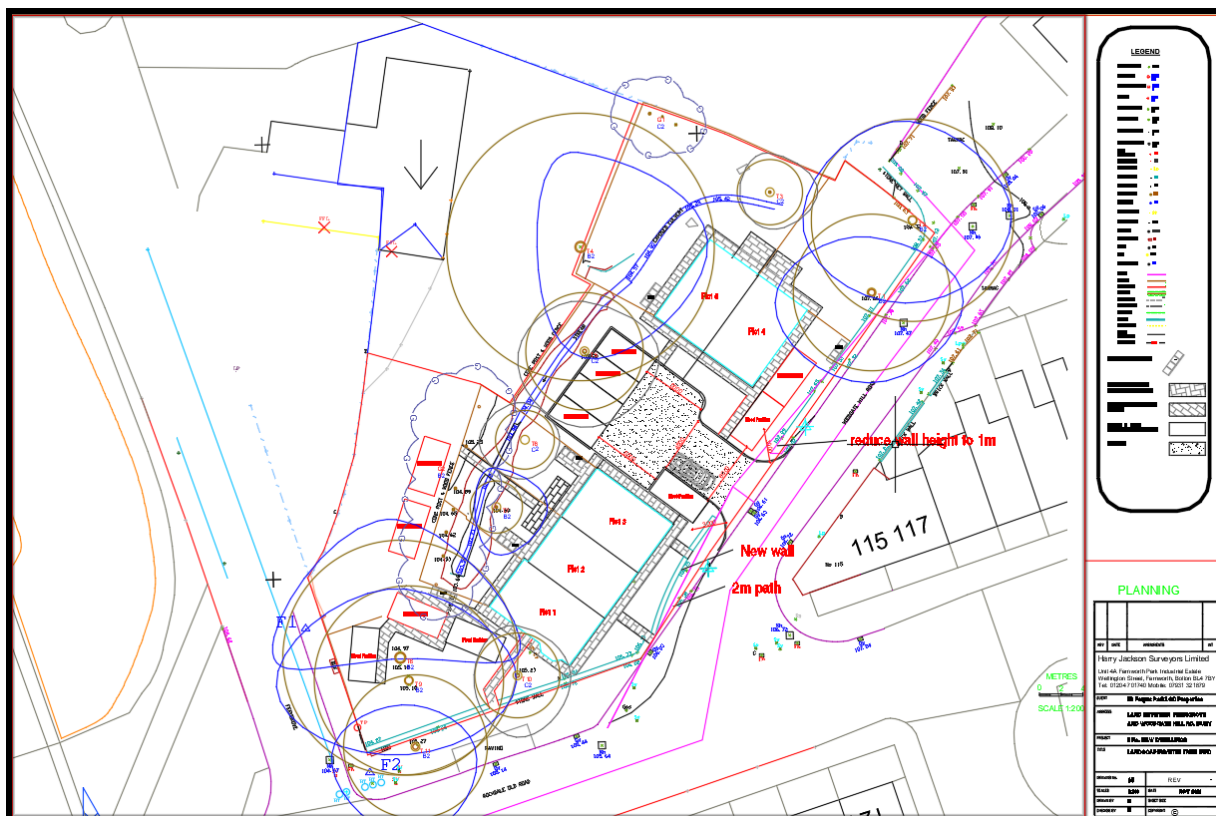
5. THE DEVELOPMENT PROPOSALS, LAYOUT AND ASSESSMENT

Development Proposals

The scheme is for a 5 unit development split onto two sites/access points, 3 from Woodgate Hill Road and 2 to Ferngrove.

Parking will comply with policy

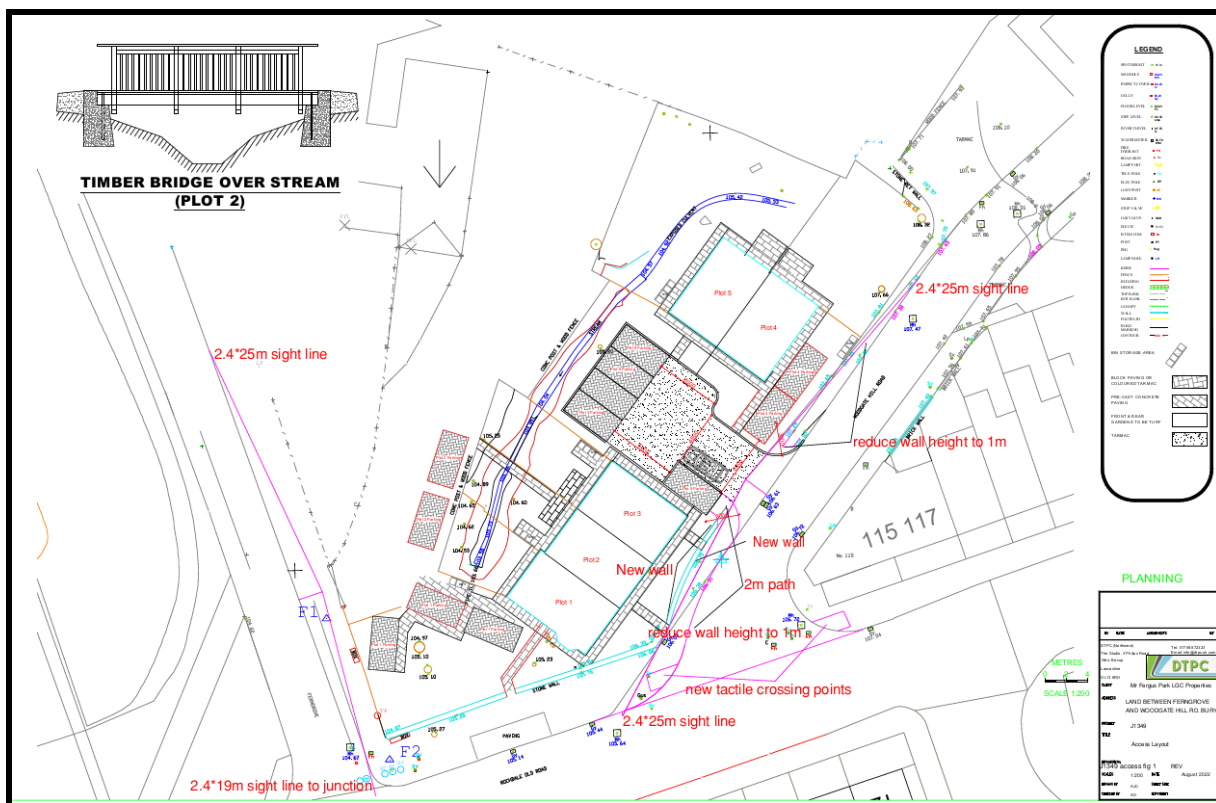
Layout



The speed survey and posted speed limits have been used to derive the sight lines needed for the new access and a review of the existing Ferngrove access as shown below.

Description	85th Percentile Speed	a = longitudinal gradient (%) (+ for upgrades and - for downgrades)	Stopping Sight Distances in metres. Not including 2.4m for bonnet length when assessing the forward stopping sight distance of a vehicle travelling along the carriageway.					
			Parameter	Highway Code	TRL Safety Report 332	DMRB CD109 Table 2.1		MfS 2 HGVs greater than 5%
			t = driver perception - d = deceleration			Desirable	One Step Relaxation	MfS Section 7.5.7 Desirable minimum
northbound from ATC	19.7	0	8.79	12	17	33	28	22
Southbound from ATC	18.8	0	8.40	11	16	31	26	21
						flat approach	plus bonnet	24.4
						flat approach	plus bonnet	23.4

Ferngrove at 20mph equates to 25m.



Refuse collection

For both access points the pick up will be on street as other properties adjacent are supported.

Car parking

All 5 units are 3 bed in offer, Burys current parking policy sets out:

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
10a. Dwelling Houses (C3)	High Access Area	Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.	Flats and apartments – 1 space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker.	Individual consideration	Car Parking for all types of dwellings: Visitor parking spaces should be shared.
1 bed	1.0				
2 bed	1.5				
3 bed	2.0				
4 bed and above	3.0 per unit				Lower parking thresholds will be applied to areas of high accessibility (see Appendix 1). These residential standards exclude garages.



The site is considered accessible and therefore a reduced parking offer could be made.

The larger 3 bed unit at the sw end of the block has 3 spaces, all others have 2 with 1 visitor space provided.

Trip levels

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments under 50 residential units do not need to be assessed. At paragraph 4.92 GTA states that

"For the avoidance of doubt, the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism....".

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network.

It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The above, assuming a simple very high 0.7 two way trip rate 5 two way trips are derived for both site on the wider network.

The proposal would therefore have little material impact on the local network.

Impact During Construction

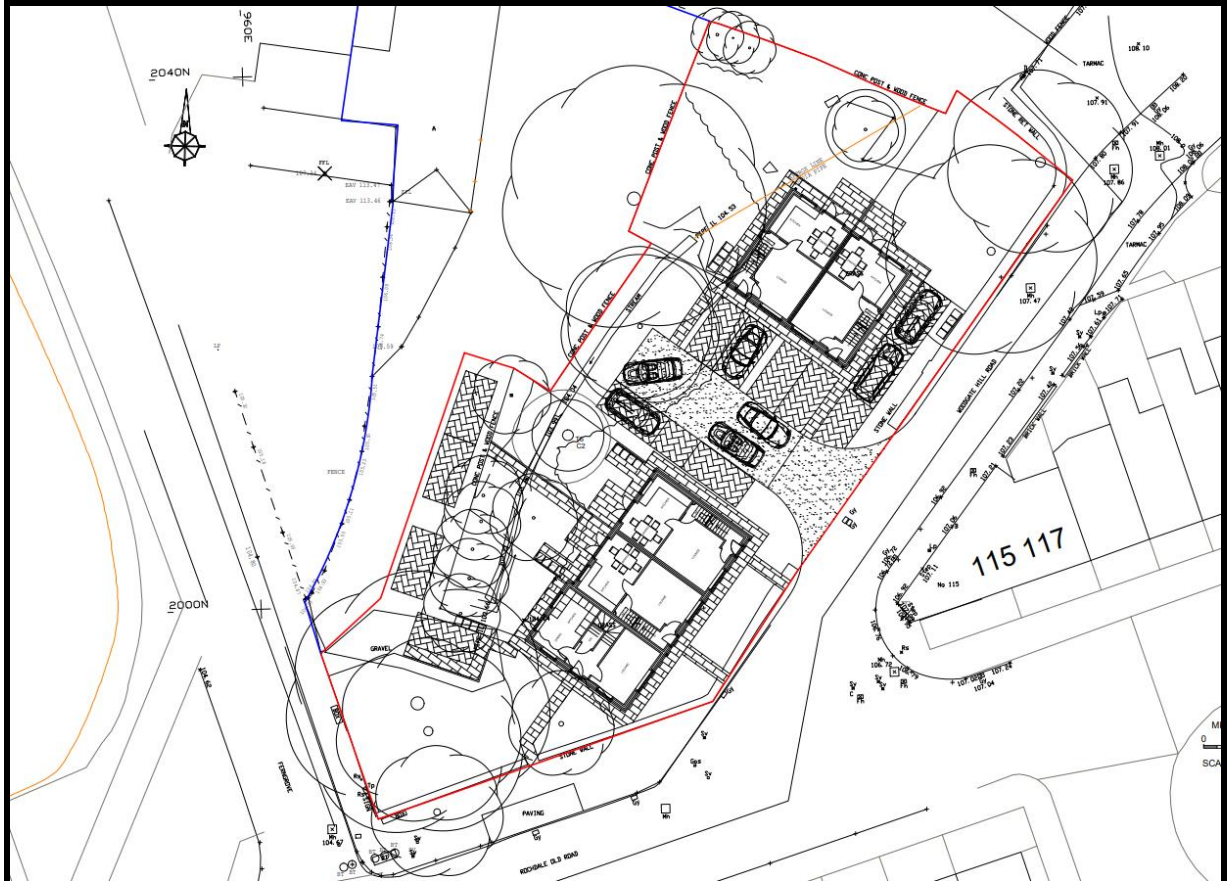
The development of the site will provide an element of HGV traffic during construction. Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area.

6. PREVIOUS REFUSAL REVIEW

Introduction

The site has been the subject of a previous application refused on a number of grounds including highways.

The application was not supported by a Transport Report.



Reasons for refusal and how new scheme answers the concerns raised

Refusal in *italics* and reply in **bold** for ease.

The highway reasons set out:

- 3 *The proposed vehicular and pedestrian access arrangements are substandard and unsafe, leading to the creation of vehicle and pedestrian conflicts on Woodgate Hill Road, which would be detrimental to road and pedestrian safety.*

The radii to the parking spaces is standard a 6m and the width 4.8m which is narrow, no path is shown from the main road alongside the site frontage to the drive area, paths and gates shown straight onto Woodgate Hill Road.

The new layout shows 6m radii, a 2m path alongside the site frontage removing the direct access from the road, the drive width is still 4.8m for the access area but widens to 6/6.5m to accommodate the turning space needed.

It is considered that the concerns raised have been answered by the new layout shown.

- 4 *The proposed access onto Woodgate Hill Road is sub-standard in terms of visibility, which would be detrimental to highway safety.*

The submission did not show the sight lines required and there is a boundary wall that is around 1.2m high in places, it could have been conditioned to be reduced in height if this was the only concern. The new layout shows sight lines based on the speed surveys indicating under 20mph 85%ile speeds thus 25m y distance shown, new sections of wall and the other sections reduced in height as required, removing the concern raised.

- 5 *The proposal would result in the intensification of use of a sub-standard access onto Ferngrove, leading to the creation of vehicle and pedestrian conflicts in close proximity to the junction with B6222 Rochdale Old Road, which would be detrimental to highway safety.*

The drive width/access referred to is some 4.1m wide and forms an existing typical dropped kerb type arrangement with no recorded safety issues. It is 19m north of the Bury Old Rd junction. The path width is around 2.3m wide and intervisibility is good in both directions and exceeds the 20mph zone requirement.

There are two units proposed to use this access in combination, these derive 1 to 2 trips per peak over and above any other flows.

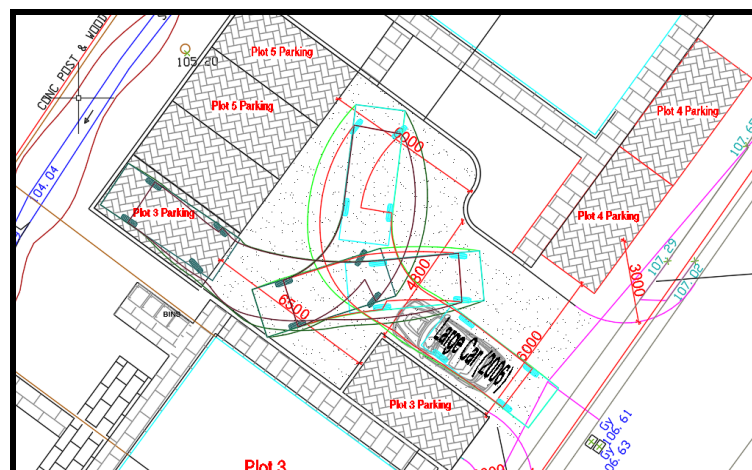
The junction survey shows two way flows on Ferngrove of AM 130, PM 135 with a bias to and from the Bury TC direction.

The intensification is so small as to be negligible and de-minimus in nature, i.e. would not be perceived on site.

It is considered that the concern raised will not occur i.e. the flows and the change are so low as not to be perceived and as such no additional potential conflicts arise.

- 6 *The proposal does not provide suitable accommodation for vehicles to enter and leave the site in a forward gear, and therefore is detrimental to road safety and maintaining the free flow of traffic*

The layout now shows an aisle width of 6-6.5m which is accepted as been able to accommodate three point turns etc from a drive to allow exit in forward gear. Large car shown as an example.



Not all cars will be large and the smaller the car the easier the turns. The impact on road safety alluded to is removed.

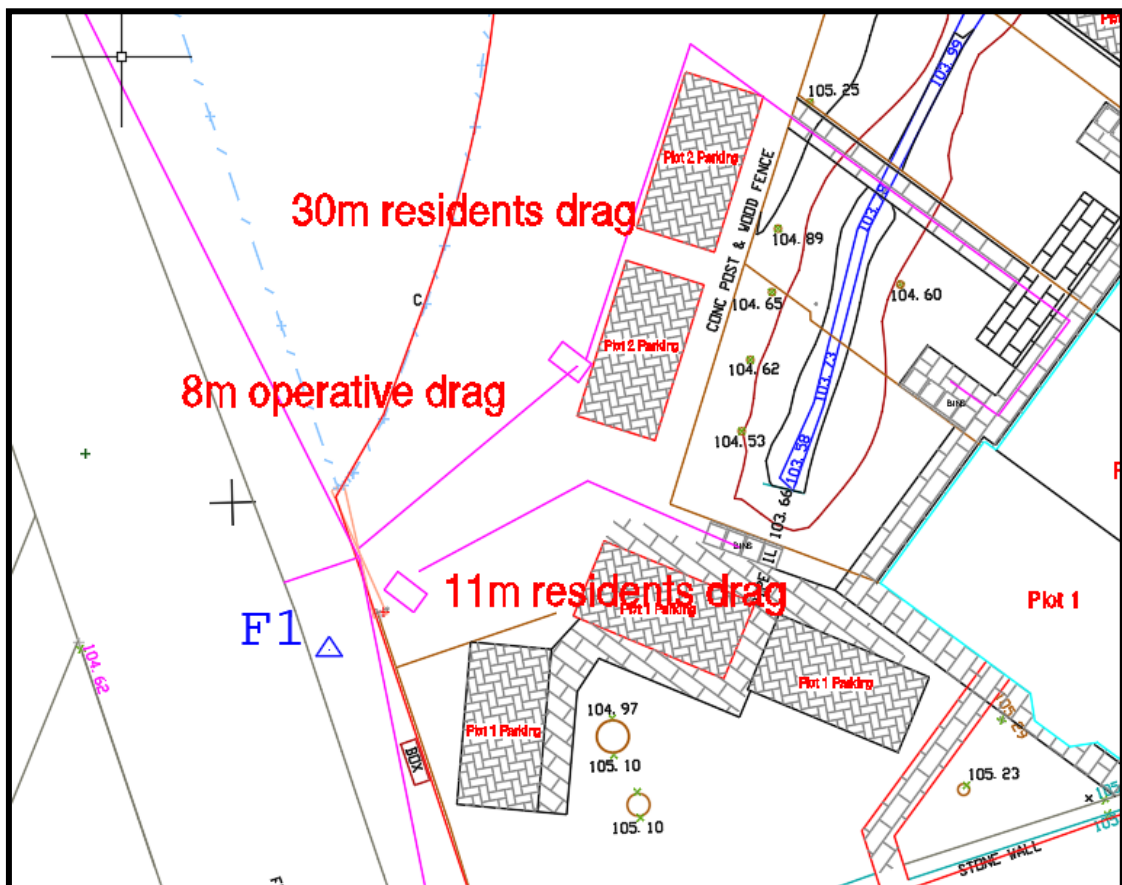
7 The application and submitted plans contain insufficient information to enable the following highway aspects to be properly assessed:

- The physical impact the development and its surface water drainage arrangements for the dwellings and hardstandings will have on the adjacent adopted highway and highway drainage;

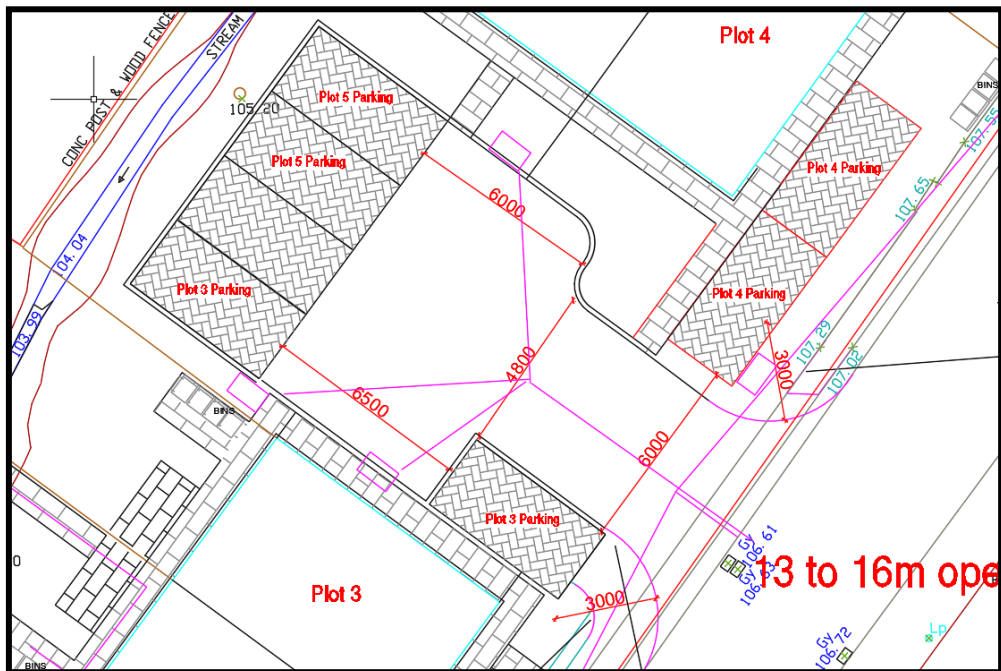
Reference to the topo survey supplied indicates the site falls away from the road, irrespective of this a drainage scheme would need to be provided that meets guidance in terms of suds/retention etc and ensuring no private water flows onto the highway, this can and could be conditioned.

- Adequate refuse collection arrangements for the storage wheelie bins within the curtilage of the site for use on collection day clear of the adopted highway and pedestrian routes to the dwellings;

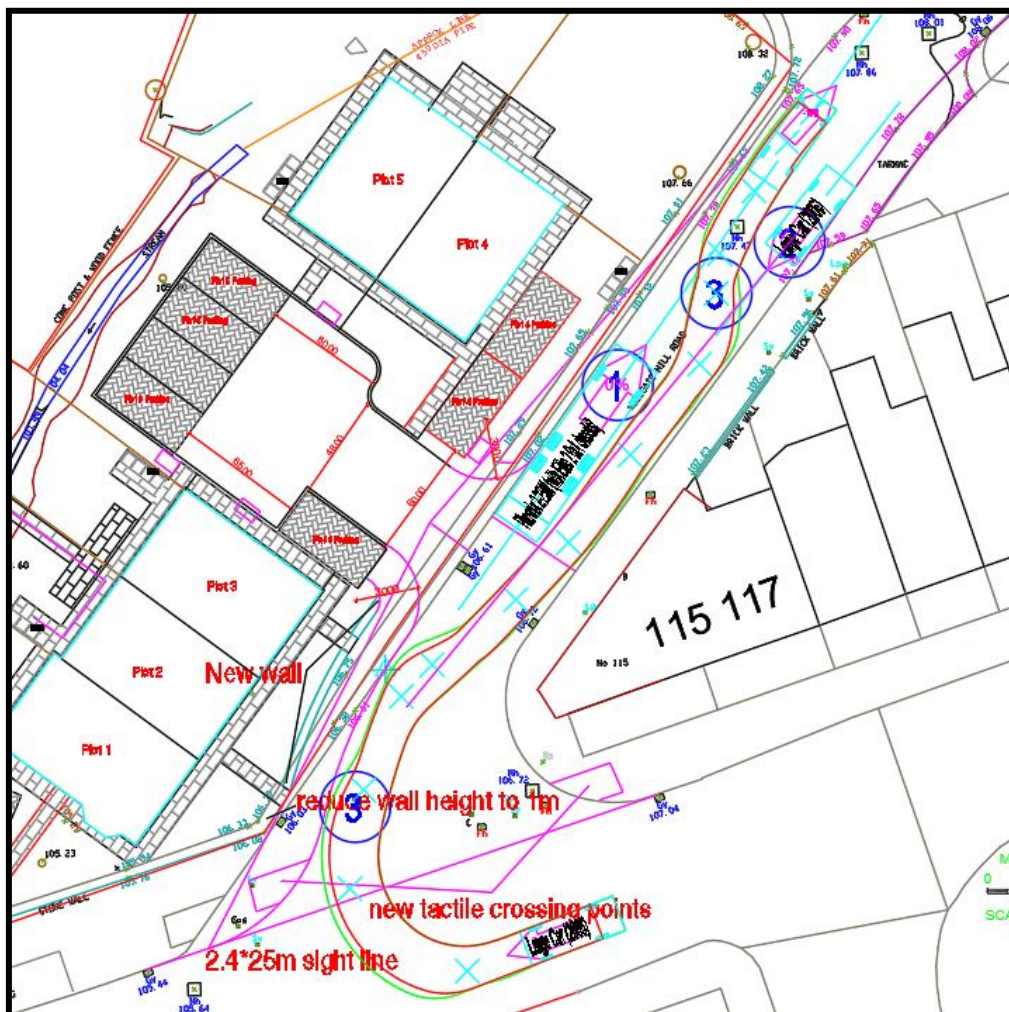
Bin store area are all shown on the refused plan and the new layout in similar locations, the potential pick up points have been added and the drag distances set out to show in accordance with MFS and British standards.



The use of the internal space is as existing for the unit already on site using the same access point with pick up from the street similar to other units all along this route.



Clearly there are a number of internal pick up areas than be used for each unit or they can be dragged to one space near the drive edge, in any even the drag to the refuse vehicle is well under guidance.



The refuse vehicle when stopped will occupy the ahead lane, the road width is 5.1m and can accommodate a car/van passing as needed exceeding the 4.8m min width normally applied from MFS.

The ATC shows two way flows on Woodgate Hill Road of AM 15, PM 18 with a bias the evening peak.

A vehicle entering from the south can turn and slow/stop without blocking of the pedestrian routes etc. inter visibility to the existing vehicle if there is one given the very low flows is 31m thus exceeds the 20mph speeds recorded.

The refuse operates in a similar manner to existing, drag distance comply with policy and two way flows can be accommodated as they are now.

- *Adequate and workable parking arrangements/provision in accordance with Development Control Policy Guidance Note 11 'Parking Standards in Bury;*

The refused application provided 2 spaces for each unit, however these were 4/5 bed units, the new design sets out 3 beds per unit and the 2 space provision fully complies with policy for a sustainable location with high bus route frequency.

- *Relative levels between the site and the adjacent adopted highway and resultant access road gradient and arrangements at the interface with Woodgate Hill Road.*

Woodgate Hill Road falls across the site access ne to sw thus a gully at the radii to the ne tangent point would pick up highway water before it enters the site, the new gully can be connected to the two existing gullies along the channel or direct to the sewer as required to be agreed as part of the detail design process.

The kerbing would be removed and made good with the resurfacing of the channel etc.

Internally there is a 1.4m fall to the brook over a 21.1m length or 1:15, assuming a 1:30 back fall from the channel over 5m the internal grade is changed to 1.23 over 16.1m or 1:13, this is considered acceptable for a drive area where a maximum 1:7 could be applied.

Alternatively, the area could be flatter with a steady 1:30 fall front to back and a grade out or small retaining wall provided. The final solution can be conditioned.

7. SUMMARY

The scheme accords with local and national policy to site development adjacent to good transport linkages and other attractions to minimise trips and share trip movements for such a location.

The site has a sustainable location and the layout accords with good practice.

Traffic flows have been assessed for up to date levels, the location has no capacity issues based on a robust view of the flows and no capacity issues are expected to arise with the adjacent junctions to the site.

The access accords with good practice

As such the scheme would have little material impact on the local network.

As such it is considered that there are no reasons why the scheme should not be approved from a transportation point of view.

