

PROPOSED RESIDENTIAL DEVELOPMENT | ECCLES STREET | RAMSBOTTOM [4018] HIGHWAYS ASSESSMENT V1 (MAY 2023)

1. Introduction

- 1.1 Eddisons have been appointed by Simon Froud (the Applicant) to prepare a Highways Note to accompany a planning application relating to the development of a site for residential purposes on land off Eccles Street in Ramsbottom.
- 1.2 Following submission of the application, comments were received from the highways officer at Bury Metropolitan Borough Council (BMBC) who raised an objection to the proposals.
- 1.3 For ease, a copy of the BMBC comments is included at **Appendix 1**.
- 1.4 This Note has been prepared to address the points raised and provide further detail in regard to the highways and transport elements of the proposals and demonstrate that the development should be deemed acceptable on highway grounds.

2. Development Proposals

- 2.1 The development proposals refer to the construction of a contemporary, single family-dwelling with onsite parking and associated landscaping.
- 2.2 The proposed scheme is presented in **Plan 1**.
- 2.3 Vehicular access is proposed via Eccles Street, which is unadopted and forms part of the Public Right of Way (PRoW) network in the area.

3. Summary of Highways Comments

- 3.1 The comments from the highways officer can be summarised as follows:
 - The proposal would result in the intensification of use of a route classified as Public Footpath No. 56, Ramsbottom (Eccles Street), where visibility and facilities for pedestrians are sub-standard at its junction with Tanners Street, which would be detrimental to highway safety and maintaining the free flow of traffic on the adjacent restricted highways.
 - The proposed access is substandard in terms of visibility at the interface and junction with Eccles Street, which would be detrimental to highway safety and present a hazard to users of Public Footpath No. 56, Ramsbottom.
 - The application and submitted plans contain insufficient information in order to properly assess proposed accessible bin storage/collection arrangements for the new dwelling that should be within the curtilage of the site, close to the Eccles Street boundary.

4. Summary of Highways Comments

4.1 For ease, each of the above items will be discussed in the same order as they are set out above.

4.2 The first comment stated that:

The proposal would result in the intensification of use of a route classified as Public Footpath No 56, Ramsbottom (Eccles Street), where visibility and facilities for pedestrians are sub-standard at its junction with Tanners Street, which would be detrimental to highway safety and maintaining the free flow of traffic on the adjacent restricted highways.

4.3 The existing Eccles Street/Tanners Street junction currently serves 18no. residential properties.

4.4 Whilst the existing arrangement may not meet current design criteria, reference to accident statistics (www.crashmap.co.uk) confirms that no accidents have occurred along Eccles Street or at its junction with Tanners Street during the 23 year period available. This is illustrated in **Figure 4.1** below.

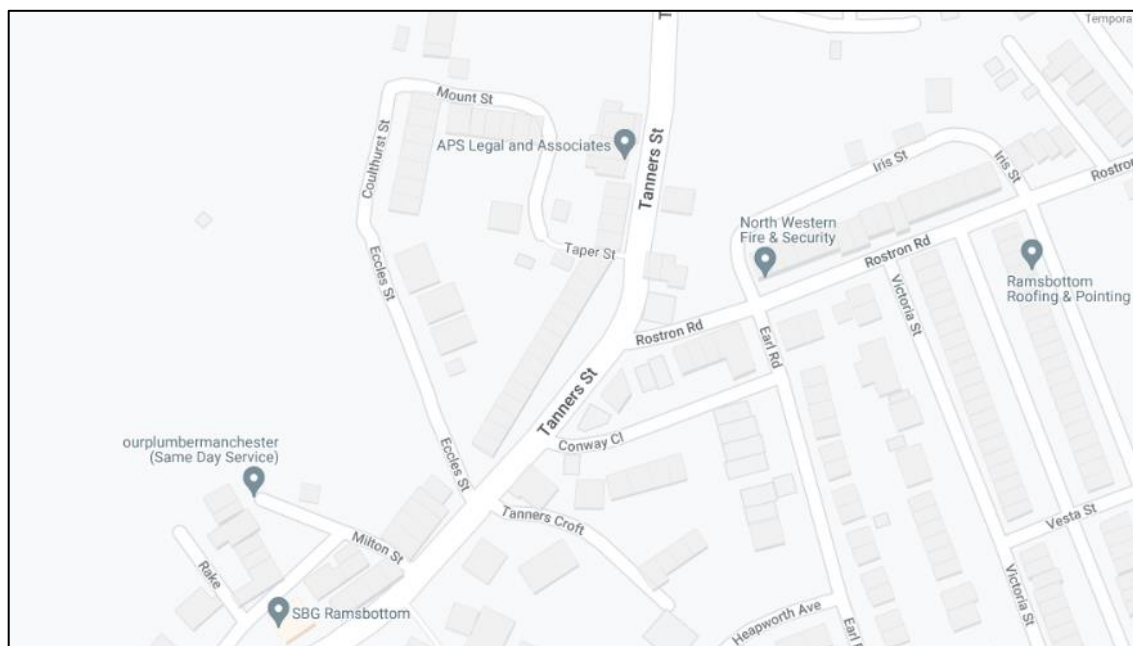


Figure 4.1 – Accident Plot

4.5 The above indicates that there are no existing safety issues at the junction for vehicles or pedestrians.

4.6 It should be reiterated that Tanners Street is subject to a 20mph speed limit and benefits from traffic calming measures, as shown in **Figure 4.2** below.



Figure 4.2 – View (looking north) along Tanners Street

- 4.7 As can be seen above, the road is subject to a 20mph limit and the presence of 'dragons-teeth' road markings, will help to enforce this limit and keep traffic speeds very low.
- 4.8 To the south, of the Eccles Street access, there are Traffic Regulation Orders (TRO's) in the form of double yellow lines, preventing any parking at any time, as shown in **Figure 4.3** below.



Figure 4.3 – View (looking south) along Tanners Street

- 4.9 The presence of double yellow lines will ensure the visibility splay is kept clear at all times.
- 4.10 Indeed, it is noted that three dwellings were permitted and constructed in the 1990s, as shown in **Figure 4.4** below, which demonstrably have not had a detrimental impact on highway safety.



Figure 4.4 – Dwellings Consented in the 1990's (3no. Dwellings)

- 4.11 As such, it can be confirmed that the current access arrangement off Tanners Street operates safely and there is nothing to suggest that the increase in traffic associated with the proposed single dwelling would change this.
- 4.12 The second comment also related to road safety and stated that:
- The proposed access is substandard in terms of visibility at the interface and junction with Eccles Street, which would be detrimental to highway safety and present a hazard to users of Public Footpath No 56, Ramsbottom.***
- 4.13 The above response also addresses the comment in regard to visibility and confirms that the achievable visibility envelope will not be impaired by parked cars. Visibility for drivers to the north of the junction will also be assisted by the gradient of the road, which goes slightly uphill, meaning drivers will have a better view.
- 4.14 Indeed, at paragraph 10.6.1 Manual for Streets advises that:

'Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly to how vehicles pull out when visibility along the carriageway is restricted'.

- 4.15 It should also be noted that there are several garages currently on the site, one of which will be retained. Based on the image in **Figure 4.5** below. It is apparent that car(s) also park at the entrance. As such, there is existing activity at the site entrance, which even involves vehicles reversing from the site. The proposal will result in a new dwelling, but would remove the two garages and the ability for a car to park adjacent to the garage.



Figure 4.5 – Existing Parking on Site

- 4.16 As such, it is Eddisons view that there would not be any intensification of use at the access.
- 4.17 Indeed, vehicles will be able to enter and leave the site in a forward gear, which should provide betterment to the existing situation.
- 4.18 And lastly, the highways officer noted that:

The application and submitted plans contain insufficient information in order to properly assess proposed accessible bin storage collection arrangements for the new dwelling that should be within the curtilage of the site, close to the Eccles Street boundary.

- 4.19 In light of the above, the proposed site layout has been amended to include bin stores and is shown in **Plan 1**.

5. Conclusions

- 5.1 This note has provided evidence to show there are no existing road safety issues at the Eccles Street/Tanners Street junction.
- 5.2 A review of the CrashMap website has shown that there have been no recorded accidents over the last 23 years.
- 5.3 The existing visibility splay to the north is protected by existing double yellow lines which prevent parking at any time.
- 5.4 The existing speed limit is 20mph and this is reinforced by the presence of '*dragons teeth*' carriageway markings, located just south of the Eccles Street junction.
- 5.5 The vehicles that are currently parked on site will be removed and therefore effectively off-set any increase in vehicular movements to and from the site and indeed the Eccles Street/Tanners Street junction.
- 5.6 Appropriate bin storage and collection arrangements can be provided to ensure the site can be adequately serviced without giving rise to any highway issues.
- 5.7 In conclusion, it is Eddison's view that all issues raised by BMBC in respect to the transport aspects of the proposals have been satisfactorily addressed and there should therefore be no objections to the development on highway grounds.

Encs.

Plan 1 Proposed Site Layout

SITE PLAN_AS PROPOSED 1:500 @ A3

Site Plan Key

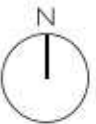
- 1 Proposed access drive
- 2 Proposed house
- 3 Proposed terrace
- 4 Proposed bin store
- 5 Existing garage (In use by neighbour)
- 6 Proposed planted screening
- 7 Access to Grants Wood
- 8 Neighbouring property



Existing established trees and woodland



Proposed native tree planting



Scale 1:500
0 5 10 15 20 25 Metres