

HIGHWAYS NOTE

BURY OLD ROAD, PRESTWICH, BURY

Client: EasyLet Rooms Ltd



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1 INTRODUCTION

1.1 Preamble

- 1.1.1 Prime Transport Planning ('Prime') has been appointed by EasyLet Homes Ltd (EasyLet) to provide highways and transportation advice towards a planning application for 7 private flats on land between 205-211 A665 Bury Old Road (Bury Old Road), Prestwich.

1.2 Purpose of Report

- 1.2.1 This Highways Note (HN) has been prepared to support the full planning application and to provide the planning and highways officers at Bury Council (BC) with details pertaining to the highway's aspects of the development proposals. Specific details regarding vehicular and pedestrian access, as well as parking arrangements will be covered in the report, with this information relating to Highway Officer comments received previously for a similar scheme on the same site (Planning Reference 70561/FUL).

1.3 Transport and Planning Policy & Guidance

- 1.3.1 This report and the proposals themselves have been prepared with due cognisance to the following transport planning related policy and guidance:
- National Planning Policy Framework (NPPF);
 - Manual for Streets (MfS);
 - Development Control Policy Guidance Note 11 (Parking Standards in Bury 2007); and
 - Bury Local Transport Strategy 2040.

1.4 Scope of Report

- 1.4.1 Following this introduction, the remainder of the report is structured as follows:
- Section 2 describes the local highway network and provides a review of road safety issues in the vicinity of the site;
 - Section 3 considers the accessibility of the site by sustainable modes of transport;
 - Section 4 provides details of the proposed development; and
 - Section 5 provides a summary and conclusion.

2 EXISTING SITUATION

2.1 Site Description

2.1.1 The site is located between 205-211 Bury Old Road, Prestwich, approximately 7.0km to the north of Manchester. The site is irregular in shape and made up of two parcels, the eastern parcel being a communal garden space, and the western parcel a gravelled garden. Bury Old Road fronts the site's eastern boundary, 205 Bury Old Road and the gardens associated with Rooden Court form the southern boundary, the car park associated with Rooden Court forms the western boundary, and a neighbouring property off Infant Street and 211 Bury Old Road forms the northern boundary.

2.1.2 The location of the site in the context of the local highway network is illustrated in Image 2.1 below.

Image 2.1 – Site Location



Source: [OpenStreetMap](https://www.openstreetmap.org)

2.2 Local Highway Network

A665 Bury Old Road

- 2.2.1 Bury Old Road forms part of the A665, an arterial route which runs along a north-south alignment and provides a connection between Manchester City Centre in the south and the A58 in the north, passing through Prestwich, Whitefield and Ratcliffe.
- 2.2.2 In the vicinity of the development site, Bury Old Road measures circa 11.5m wide, the eastern footway measures circa 1.8m wide and the western footway measures circa 3.0m wide. Street lighting is present for the road's length, with a speed limit of 30mph in place.

- 2.2.3 The generous road width enables on-street parking to take place in areas without waiting restrictions, as well as the delivery of bus lanes and cycle lanes at various points along the route. A northbound bus stop is located along the site frontage complete with shelter, timetable information, seating, raised kerbs and bus stop road markings. Approximately 95m north, a southbound bus stop is located on the eastern side of the road, with this bus stop benefiting from a shelter, timetable information and raised kerbs. The services which can be accessed from these bus stops will be discussed more in Section 3.3.
- 2.2.4 A 'time limited' cycle lane is provided along Bury Old Road, with its enforcement in place during 07:30-09:30 and 15:00-18:00 to aid cyclists travelling the road during peak hours. Whittaker Lane forms a signalised junction with Bury Old Road circa 60m north of the development site, with notable cycle infrastructure such as advance cycle stop lines, cycle lanes and toucan crossings over all arms.
- 2.2.5 The cycle infrastructure, as well as accessible bus stops, all form part of the Transport for Greater Manchester's (TfGM) Bee Network. The Bee Network is an integrated transport network which comprises buses, trams and walking/cycling routes.

Whittaker Lane

- 2.2.6 Whittaker Lane runs in a generally east to west alignment, meeting with Bury Old Road signals at its eastern end. Whittaker Lane becomes Rectory Lane at its western end, where the road forms a mini-roundabout junction with Heywood Road. Circa 70m to the west of the Bury Old Road signals, a crossroad junction is formed by Infant Street to the south (described in more detail below) and Stores Street to the north. A westbound bus stop, complete with shelter, flag/pole and timetable information is located on the southern side of the road, and an eastbound bus stop comprising a flag/pole and timetable information is located on the northern side. Both of these bus stops are located approximately half-way between the Infant Street crossroad junction and the Bury Old Road signals. The services which can be accessed from this bus stop will be discussed more in Section 3.3.
- 2.2.7 In the vicinity of the development site, Whittaker Lane consists of a circa 6.0m wide carriageway, with footways on both sides of the carriageway. The footways vary in width, however, between the Bury Old Road signals and the Infant Street crossroad junction the footway on the northern side of the road measures circa 1.8m wide and the footway on the southern side measures circa 3.0m wide. Dropped kerbs are provided over most junctions and guard rails are provided on the southern side of the road. The road is subject to a 20mph speed limit, and double yellow or single lines are present for its length.

Infant Street

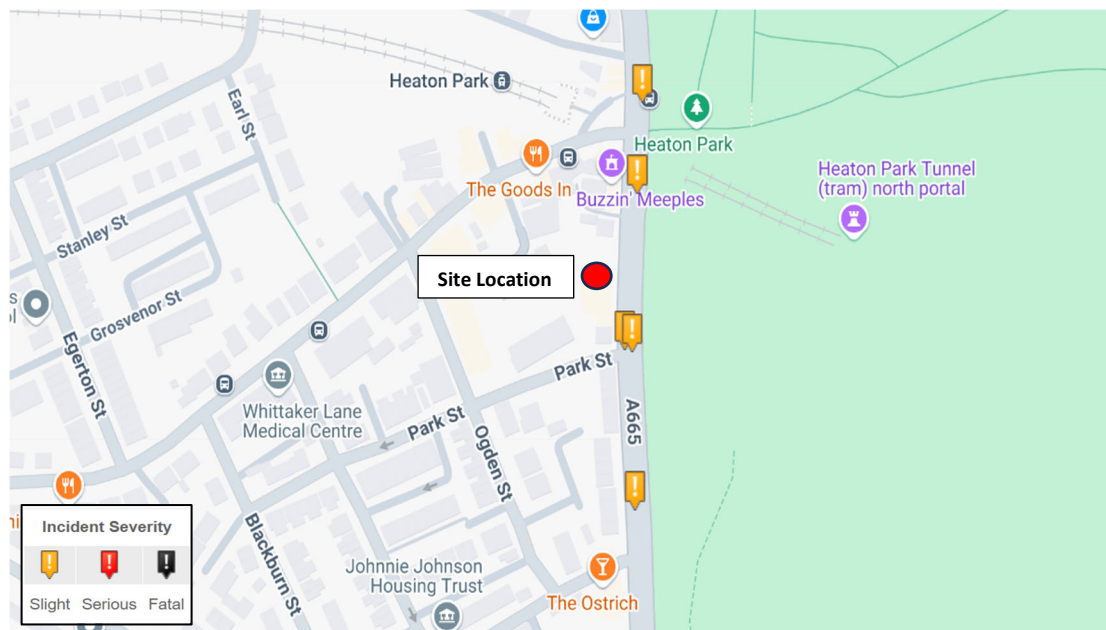
- 2.2.8 Infant Street is a short section of carriageway that forms a crossroad junction with Whittaker Lane and Stores Street at its northern end. The road provides access to various commercial premises, as well as the car park entrance to Rooden Court flats which is located at its southern end. The carriageway measures circa 4.5m wide, with a circa 1.8m footway provided on the eastern side and a

circa 1.2m wide footway provided on the western side. Double yellow lines and street lighting are present.

2.3 Road Safety

- 2.3.1 A review of the road safety records for the section of Bury Old Road adjacent to the site frontage has been undertaken utilising the CrashMap website (<https://www.crashmap.co.uk>). This assessment includes a review of the accident data for the most recent five-year period available (2018-2022). The results of this assessment are depicted on Image 2.2 below.

Image 2.2 – CrashMap Extract



Source: <https://www.crashmap.co.uk/>

- 2.3.2 A review of Image 2.2 shows there have been 5 accidents on Bury Old Road in the vicinity of the proposed development. All incidents resulted in slight injuries being sustained with 2 occurring in 2018 and 3 occurring in 2022.
- 2.3.3 Given the 'A' classification of Bury Old Road and the volume of traffic that uses the road on a daily basis, the number of injury accidents that have occurred in the vicinity of the proposed site is relatively low. This would suggest that there are no highway safety issues in the vicinity of the site that would be exacerbated by the development proposals.

3 ACCESS BY SUSTAINABLE MODES

3.1 Introduction

3.1.1 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

3.1.2 It is worth noting that the Delegated Officers Report (available to view via the BC Planning Portal – Ref:70561/FUL) for the previous planning application on this site acknowledged that:

‘The site is located within a highly sustainable location with a bus stop to the front of the site, and a metrolink within walking distance. Local amenities such as shops are also located within walking distance’.

3.2 Access by Walking and Cycling

Walking

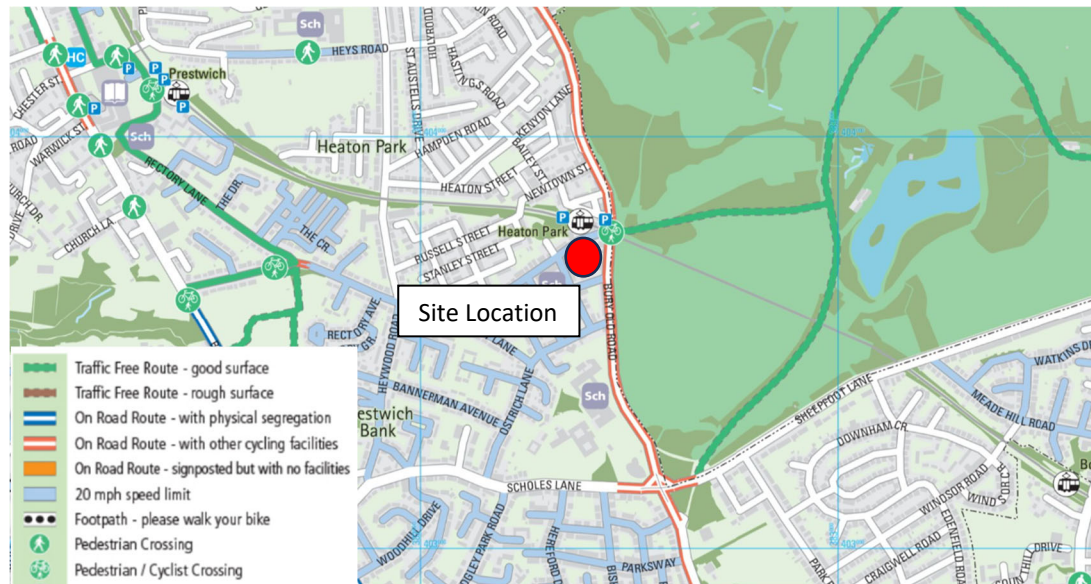
3.2.1 The site is located in an established residential area within Prestwich and is adjacent to Heaton Park. As such, the surrounding area has a good network of pedestrian infrastructure in the form of good quality footways, street lighting, dropped kerbs and uncontrolled and controlled crossings.

3.2.2 The Chartered Institution of Highways and Transportation (CIHT) document entitled ‘*Providing for Journeys on Foot (2000)*’ suggests walking distances which are relevant to this application. This guidance suggests a preferred maximum walking distance of 1.2km for local service trips and 2km for commuting and school trips. A comprehensive range of amenities and services are located within a 1.2km walk from the site including pubs, restaurants, local shops and several other local businesses. Additionally, Heaton Park and its associated amenities are based within an extremely close proximity to the site. Within 2km are additional amenities and services including Prestwich Golf Course (1.9km), Blackley Forest (1.9km), an Aldi supermarket (1.3km), leisure centres and other businesses within Prestwich.

Cycling

3.2.3 Cycling is widely recognised as an attractive alternative to short car trips, particularly those under 5.0km. It has been acknowledged above that the surrounding area benefits from several instances of cycle infrastructure which form part of The Bee Network.

3.2.4 Image 3.1 is an extract from TfGM’s Bee Network interactive online cycling map.

Image 3.1 TfGM Bee Network Cycle Map - Bury

Source: [TfGM Online Mapping - Interactive Map - County Map](#)

3.2.5 The above image highlights that the site benefits from good cycle routes and connections in the area, with Bury Old Road being a recognised on-road route (with other facilities). Traffic free routes are also provided throughout Heaton Park, connecting to the wider area and other cycle friendly routes around Bury and Manchester.

3.2.6 Local Transport Note 1/20 Cycle Infrastructure Design states similar, that:

‘Two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people’.

3.2.7 Given the above, an 8.0km catchment includes the entirety of Prestwich, Whitefield and Swinton which provide an abundance of leisure amenities and educational/employment opportunities. Within this catchment area, commuters can also reach Manchester City Centre, Salford and the northern extent of Trafford Park.

3.2.8 Given the evidence presented above, walking and cycling can be considered to be a realistic and viable method of travel for future residents of the properties.

3.3 Access to Public Transport

Bus Services

3.3.1 Bury Old Road is a well-served bus corridor, benefitting from bus lanes and regular bus stops. The closest bus stops to the development site are adjacent to the site frontage for northbound services, and circa 95m further north on the opposite side of the road for southbound services. These stops are known as ‘Heaton Park Metrolink’ stops C and D.

- 3.3.2 The services which can be accessed from these stops include the 135 service between Manchester City Centre and Bury with approximately 4 services an hour and the 66 service between Prestwich and Eccles Interchange with approximately 1 service per hour.
- 3.3.3 Multiple school services call at this stop, these being the 894, 895 and the 900, with an AM and PM service.
- 3.3.4 In addition to these services, the '90' bus route can be accessed from the bus stops located on Whittaker Lane, also known as 'Heaton Park Metrolink' stops A and B. These services provide a circular route through Prestwich with approximately 1 service per hour.

Tram Services

- 3.3.5 Heaton Park Metrolink is located approximately 100m to the north of the site on the northwestern corner of the Bury Old Road/Whittaker Lane signalised junction, providing multiple high frequency services to Altrincham, Bury and Piccadilly (Manchester City Centre). These services stop at Manchester Victoria where users can transfer to other trains, buses and trams to reach further destinations.
- 3.3.6 The stop offers 6 cycle parking stands, ticket machines and accessible lifts.

Rail Services

- 3.3.7 Future residents will be able to utilise the existing public transport network to reach major stations within Manchester City Centre such as Victoria, Deansgate and Piccadilly, which are integrated with Bee Network bus and tram stops.

Accessibility Summary

- 3.3.8 The evidence presented above demonstrates that the site is accessible by various modes of sustainable transport which limits any reliance on private car use for potential future residents of the site.

4 DEVELOPMENT PROPOSALS

4.1 Development Description

- 4.1.1 Scheme plans have been prepared by Plans To Build It Ltd, which detail the layout of the site. These plans are available from the BC Planning Portal. As stated previously however, the development consists of 7 private flats, with access provided via Infant Street, through the existing Rooden Court car park. Proposed parking is to be accommodated within the western portion of the site, with the proposed flats fronting Bury Old Road in the eastern portion.

4.2 Previous Application

- 4.2.1 As discussed previously, we are aware of a previous application (Ref:70561/FUL) for the erection of a building comprising of 7no. apartments with associated car parking and landscaping that was refused on multiple grounds. From a highway's perspective, concerns were raised regarding parking, traffic flow and road safety. The report states:

'The proposed car parking provision is inadequate for the uses proposed and is likely to lead to vehicles parking and carrying out manoeuvres on the adjacent classified and unclassified highways to the detriment of the free flow of traffic and road safety. The proposed development therefore conflicts with the following policies of the Development Plan EN1/2 - Townscape and Built Design, H2/2 The Layout of New Residential Development, JP-C5 - Streets for All, JP-C6 - Walking and Cycling, HT2/4 - Car Parking and New Development and Supplementary Planning Document 11 - Parking Standards in Bury'

4.3 Vehicular Access

- 4.3.1 Vehicular access will be provided via Infant Lane, through the existing Rooden Court car park. In light of comments raised by BC as part of the previous application, a topographical survey has been undertaken to produce Drawing P24106-001A in Appendix I. The drawing shows the swept path of a large car (5.0m in length) safely entering, manoeuvring and exiting the site in forward gear. It also shows that no infringement occurs on the neighbouring Rooden Court car parking spaces.
- 4.3.2 Servicing for the proposal will reflect the existing arrangements for the surrounding residential buildings/commercial units.

4.4 Pedestrian Access

- 4.4.1 Pedestrian access will be provided via a communal hallway which benefits from direct access onto Bury Old Road. A secondary pedestrian access will be provided from the rear parking area which will be accessible via Infant Street.

- 4.4.2 The proposed building will be set back from the existing pavement edge, leaving a gap of approximately 1.5m between the building and the bus shelter. The impact of the development on the bus stop/shelter was raised as a concern as part of the previous application. As seen however, there will be no impact on the existing bus stop/ shelter on Bury Old Road

4.5 Parking Provision

- 4.5.1 Parking will be reviewed in line with Policy Guidance Note 11, seen in Image 4.1 below. The site is considered a 'High Access Area' and this has been acknowledged in previous comments provided by BC.

Image 4.1: Policy Guidance Note 11 Parking Standards

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	Low 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. Lower parking thresholds will be applied to areas of high accessibility (see Appendix 1). These residential standards exclude garages.
1 bed	1.0	2.0 per unit				
2 bed	1.5	2.5 per unit				
3 bed	2.0	3.0 per unit				
4 bed and above		3.0 per unit				

Source: [Development Control Policy Guidance Note 11](#)

- 4.5.2 Proposed plans indicate that 5no. 1 bed apartments and 2no. 2 bed apartments will be provided. In line with BC standards, 8 parking spaces are required as a maximum.
- 4.5.3 As seen, 4 parking spaces are proposed as part of the development (including an accessible space should it be required). The provision of 4 car parking spaces does allow for a large car to turn within the site (as noted with Drawing P24106-001A in Appendix I), there is no need for vehicles to carry out manoeuvres on adjacent streets.
- 4.5.4 The parking standards outlined in Image 4.1 are maximums and as seen it is stated that '*lower parking thresholds will be applied to areas of high accessibility*'. The parking provided reflects the site's highly accessible location (as acknowledged by BC) and good quality sustainable transport links.
- 4.5.5 In consideration of the above, and given the small number of units proposed, it is envisaged that the parking provided will be sufficient to cater for the demand of the development. It should also be acknowledged that the highway surrounding the site has waiting restrictions in the form of double yellow and single yellow lines. As such, vehicles parking in unsuitable locations can be mitigated against through enforcement action.

- 4.5.6 The existing palisade fencing located between the development site and the gardens associated with Rooden Court will be adjusted to suit the proposed site layout. It is Prime's understanding that the applicant has entered into a 'Heads of Terms' agreement with Rooden Court to enable these necessary changes.

4.6 Cycle Parking Provision

- 4.6.1 5 cycle spaces are proposed in a secure cycle store located at the rear of the proposed building. It will also be possible for residents to store bicycles within the curtilage of their own flats, however the 5 spaces proposed do conform with the standards outlined in Image 4.1.

4.7 EV Charging Provision

- 4.7.1 EV charging will be provided in line with The Building Regulations 2010, Approved Document S.

4.8 Summary

- 4.8.1 The proposed development consists of 7 private flats. Vehicular access to the site will be provided via Infant Lane, through the existing Rooden Court car park. Pedestrian access will be facilitated through a dedicated pedestrian entrance to Bury Old Road, as well as a secondary access via the rear parking area. There will be no impact on the existing bus stop/shelter on Bury Old Road.
- 4.8.2 4 car parking spaces will be provided at the rear of the proposed building. Whilst it is recognised this falls below BC's maximum parking standards, the 50% parking provision reflects that the scheme is contained within a highly accessible area. Storage to accommodate 5 bicycles will also be provided in a secure cycle store at the rear of the building, in line with BC standards.
- 4.8.3 A swept path analysis has been undertaken to demonstrate that vehicles parking and carrying out manoeuvres on site, can do so safely, and perform such manoeuvres off the adjacent classified and unclassified highway network.

5 SUMMARY AND CONCLUSION

5.1 Summary

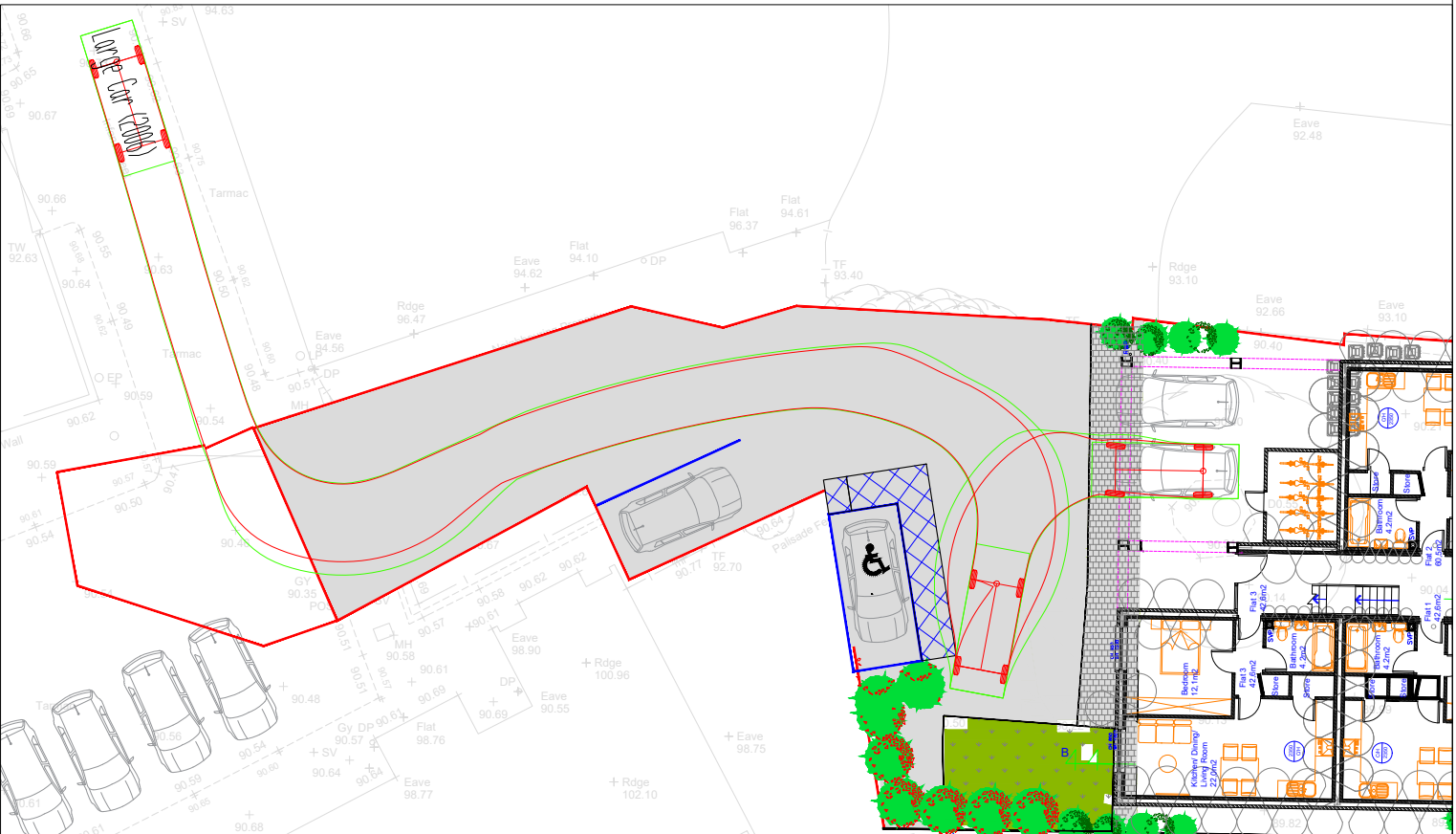
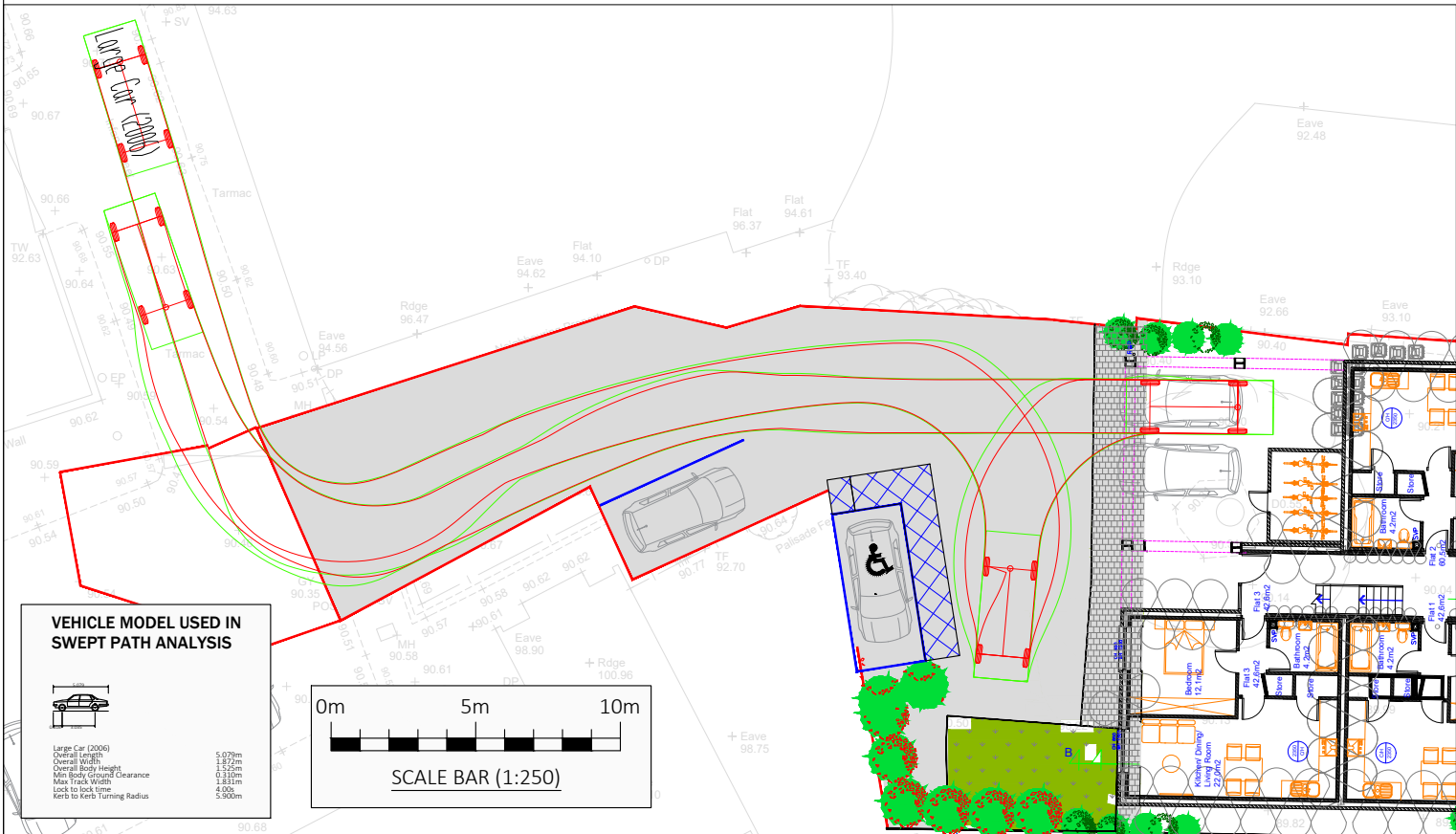
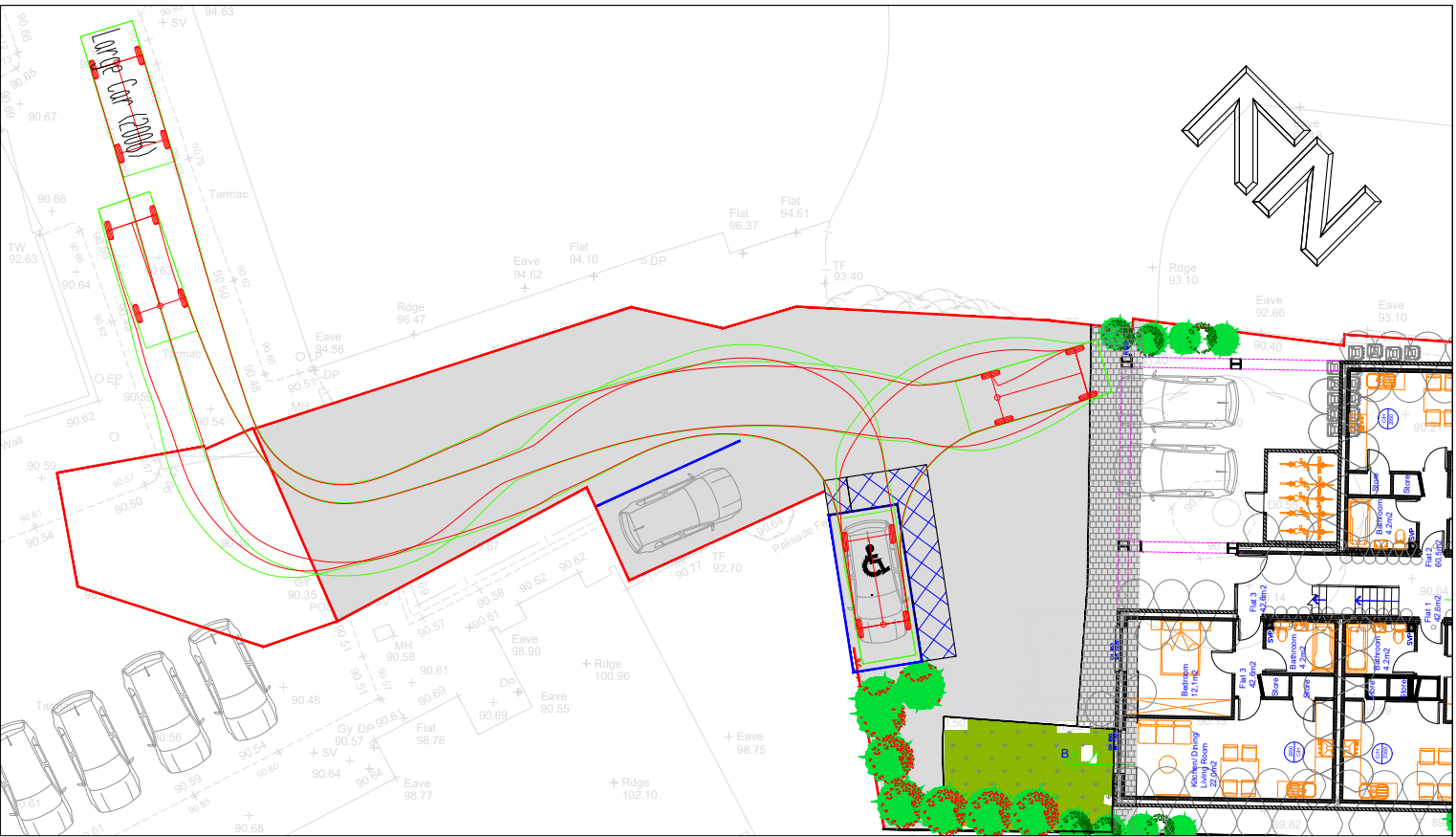
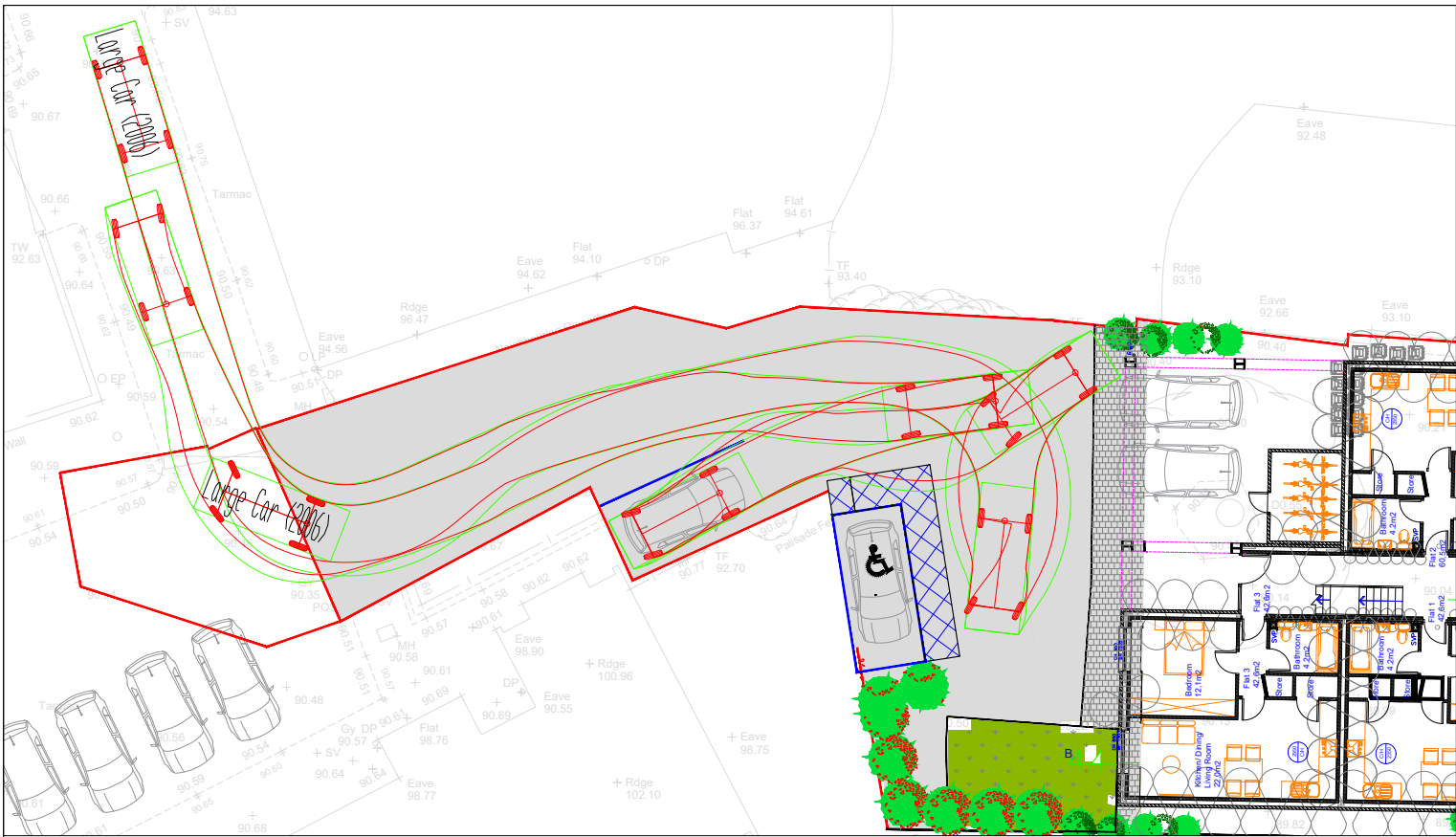
- 5.1.1 This HN has been prepared to support the full planning application and to provide the planning and highways officers at BC with details of the highway's aspects of the development proposals.
- 5.1.2 The scheme is for the development of 7 private flats on land between 205-211 Bury Old Road, Prestwich. 4 car parking spaces and 5 cycle spaces are proposed as part of the development, recognising the site's highly accessible location.
- 5.1.3 A review of the accident data for the adjacent highway network has been undertaken for the most recent five years available, the data shows that there were 5 accidents within the study area in the last five years, all resulting in slight injuries. It can therefore be concluded from the above that there are no deficiencies in the highway network, or existing safety issues in the vicinity of the site, that would be exacerbated by these development proposals.
- 5.1.4 Vehicular access to the site will be provided via Infant Lane, through the existing Rooden Court car park. Pedestrian access will be facilitated through a dedicated pedestrian entrance to Bury Old Road, as well as a secondary access via the rear parking area. There will be no impact on the existing bus stop/shelter on Bury Old Road.
- 5.1.5 The site is located in an established residential area in Prestwich that benefits from street lit footways and crossing facilities. An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local amenities on foot, by cycle and by public transport, with the site benefitting from close proximity to the numerous amenities within Prestwich.

5.2 Conclusion

- 5.2.1 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network in terms of safety and capacity. The impact is best described as negligible.
- 5.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns, we would be happy to consult further with them.

APPENDIX I

ACCESS DRAWING



 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860	A	18/12/24	RO	SITE LAYOUT UPDATED	Project BURY OLD ROAD, PRESTWICH	Drawn by RO	Issue date 12 DEC 2024
	Rev	Date	By	Revision notes		Title SWEPT PATH ANALYSIS OF PARKING AREA	Scale(s) 1:250 @ A3
	Status				INFORMATION		Drawing No P24106-001A