

Background

3. An outline planning application (Application Reference: 68815) was submitted to Bury Council (BC) on 23rd August 2022 for 12 residential dwellings including means of access on the application site, with all other matters reserved. The application was approved on 3rd August 2023 subject to several conditions.
4. Condition 12, which is copied below, refers to the access road plan (Drawing Number EAD_126_P_104) presented in **Appendix B** and requires the access road to be 6.75m wide with 2m footways on both sides to tie into the existing Springside Road.

Condition 12 – “This decision relates to drawings - Location plan EAD_126_P_101 rev S3; Proposed access Road EAD_126_P_104. Indicative plan only - Illustrative layout EAD_126_P_103 rev S5 and the development shall not be carried out except in accordance with the drawings hereby approved.”.

5. Edgefold Homes are progressing the reserved matters application. However, this Technical Note has been prepared to support a Section 73 planning application to vary condition 12 associated with the outline permission, to reduce the approved access road width gradually to 5.5m, with 2m footways fronting development and dropping to 600mm around the turning head.
6. In addition to the above, the turning facility proposed within the site (See **Appendix A**) as well as the vehicle tracking presented on drawing number SCP/250466/ATR01 in **Appendix C**, provides sufficient information to part discharge condition 15, copied below:

Condition 15 – “Notwithstanding the details shown indicatively on approved plan references EAD_126_P_103 Revision S5 & EAD_126_P_104, no development shall commence on the adopted highway that affects the existing arrangements/turning facilities at the cul-de-sac end of Springside Road unless and until the replacement, adoptable turning facilities within the curtilage of the site have been implemented to the satisfaction of the Local Planning Authority and made available for public use.”.

7. Furthermore, the proposed site layout presented in **Appendix A**, which provides details of the footpath running behind the development and connecting public footpath 160BUR to bridleway 155BUR, provides sufficient information to discharge condition 16 point 2, copied below:

Condition 16 (bullet point 2 only) – *“Notwithstanding the details shown indicatively on approved plan references EAD_126_P_103 Revision S5 & EAD_126_P_104 and in the supporting technical information, full details of the following highway aspects shall be submitted on a topographical based survey of the site and adopted highways at first reserved matters application stage:*

- *New footpath to run behind the proposed development, incorporating proposed future status and/or maintenance and surfacing materials;”*

8. It should also be noted that the 2m footways proposed adjacent to the access road will provide an alternative pedestrian connection to the proposed footpath running behind the development, on the desire line between Springside Road and the onward 160BUR PROW route. The two proposed pedestrian route options to PROW 160BUR will provide a significant betterment over the existing situation, whereby pedestrians must walk in the carriageway of the existing single track road which is shared with agricultural vehicles/general farm traffic.

Existing Conditions

9. The application site is located to the west of 62 Springside Road in Bury and is currently accessed via a single track with passing places off Springside Road. The single-track access currently serves a farm and despite forming part of the PROW network, accommodating PROW 160BUR, does not benefit from any footway to separate pedestrians from agricultural vehicles/general farm traffic.
10. Springside Road links the site to the A56 Walmersley Old Road although is a no through road where it connects to the south-east corner of the site. Springside Road is subject to a 20mph speed limit and benefits from street lighting as well as footways on both sides of the road. On-street parking takes places on Springside Road which effectively narrows the usable carriageway width to between circa 3.8m and 4.8m with passing places depending on whether or not cars double park, as shown on **Figure 2** below.

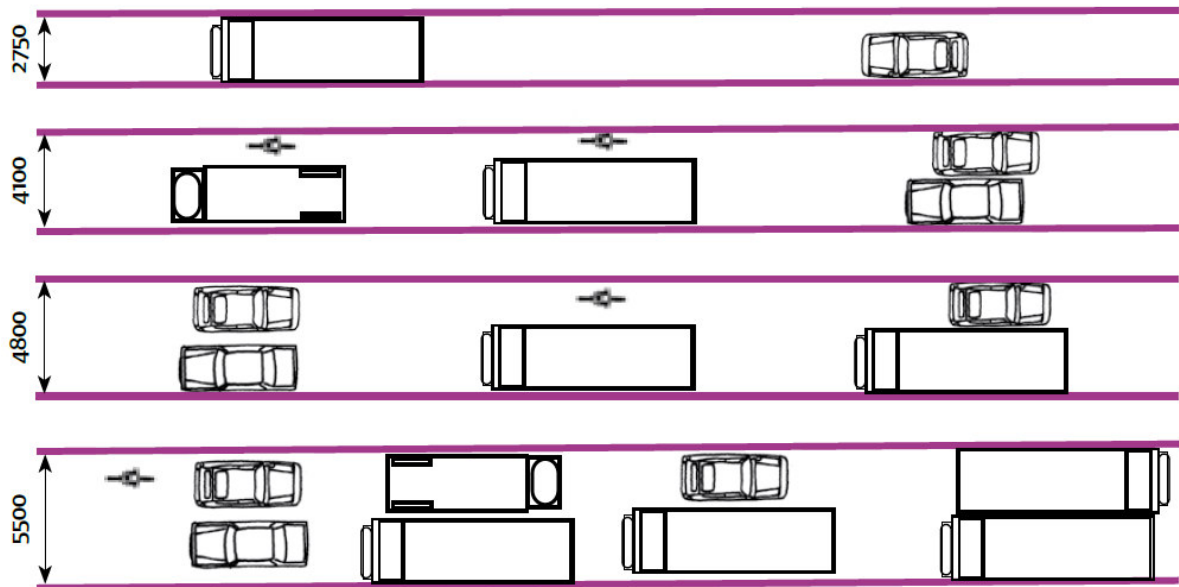
Figure 2: Springside Road On-Street Parking / Usable Carriageway Width



Proposal and Justification

11. As detailed earlier, outline planning permission was granted for 12 dwellings on land adjacent to 62 Springside Road in Bury, with the approved access measuring 6.75m wide with 2m footways. Edgefold Homes propose to reduce the access road width, as detailed below, with 2m footways fronting development dropping to 600mm around the turning head via a Section 73 planning application to vary condition 12 associated with the outline permission.
12. The proposed site layout plan is presented in **Appendix A** which demonstrates that the proposed access road measures 6.75m on the initial bend into the site, which is consistent with that approved at outline, before gradually reducing to 5.5m within the site over a distance of 30m. This is considered acceptable when considering the evidence presented below.
13. Relevant guidance on the design of vehicular accesses is provided in national design guidance, primarily the Department for Transport's Manual for Streets (MfS) and the Design Manual for Roads and Bridges, although the latter is not relevant in this case as it relates to trunk roads.
14. It is also typical for Local Highway Authorities to prepare their own highway design guides, which often reflects national guidance, although BC do not have their own highway design guide and so it is considered appropriate to apply the national guidance.
15. In relation to street dimensions, the MfS states that carriageway widths should be appropriate for the particular context and uses of the street, with the key factors to take into account being:-
 - *the volume of vehicular traffic and pedestrian activity;*
 - *the traffic composition;*
 - *the demarcation, if any, between carriageway and footway (e.g. kerb, street furniture or trees and planting);*
 - *whether parking is to take place in the carriageway and, if so, its distribution, arrangement, the frequency of occupation, and the likely level of parking enforcement (if any);*
 - *the design speed (recommended to be 20 mph or less in residential areas);*
 - *the curvature of the street (bends require greater width to accommodate the swept path of larger vehicles); and*
 - *any intention to include one-way streets, or short stretches of single lane working in two-way streets.*

16. Whilst the MfS does not provide any definitive guidance on the required geometries of access roads, Figure 7.1 (extract below) provides details on what carriageway widths can accommodate what type of vehicle movements.



17. The above confirms that a 4.8m width will comfortably allow two cars to pass one another, and a car to pass a refuse vehicle/HGV, hence why 4.8m wide carriageways are typically accepted to serve small developments such as the proposed site. Notwithstanding this, the access road serving the site is proposed to be a minimum of 5.5m wide which will comfortably allow cars to pass a refuse vehicle/HGV, and two HGVs to pass each other.
18. Similarly, the MfS does not provide any definitive guidance on when segregated footways should be provided. However, it does provide guidance on the use of shared surface accesses, with Paragraph 7.2.14 of MfS stating that shared surface streets work well:
- *in short lengths, or where they form cul-de-sacs;*
 - *where the volume of motor traffic is below 100 vehicles per hour (vph) (peak); and*
 - *where parking is controlled or it takes place in designated areas*
19. When having regard to the MfS guidance, a minimum 5.5m carriageway width is acceptable to serve the development of just 12 dwellings, particularly when considering:
- The MfS confirms that a 4.8m width will comfortably allow two cars to pass one another, and a car to pass a refuse vehicle/HGV, and the minimum 5.5m width proposed will comfortably allow cars to pass a refuse vehicle/HGV, and two HGVs to pass each other.

- As detailed earlier, the access road has be designed with localised widening on the bend where it meets Springside Road, gradually reducing from 6.75m to 5.5m within the site, to ensure two-way movement can be accommodated and in-curtilage parking will also be provided in accordance with the Council's parking standards as part of the reserved matters application.
- The development was only estimated to generate "*1 vehicle per 10 minutes*" in the submitted Transport Statement which is not material and will comprise mainly light vehicles.
- A shared surface arrangement is considered acceptable to serve a development of this scale when considering the 100 vehicles per hour threshold identified in MfS, however, 2m footways will be provided on both sides of the road where there is development frontage to segregate pedestrians and vehicles. This provides a significant safety betterment over the existing situation, particularly given that the access road is currently a PROW, as the existing access road serving a farm is a single track with no footways to separate pedestrians from agricultural vehicles/general farm traffic.
- A 6.75m wide carriageway is excessive and will encourage speeding whereas a 5.5m wide carriageway is more conducive to a 20mph design speed, which is appropriate in this instance given the cul-de-sac nature of the road where pedestrians crossing and children playing is likely.
- As detailed earlier and shown on **Figure 2**, on-street parking effectively reduces the available carriageway width of Springside Road to between circa 3.8m and 4.8m with passing places depending on whether or not cars double park, which from a review of the most recently available 5-year accident record on CrashMap has not resulted in any highway safety issues, with no accidents recorded on the entire length of Springside Road. It therefore follows logically that the proposed 5.5m access road, which will be more lightly trafficked than Springside Road, will also operate safely.

20. Having regard to the above, the proposed 5.5m carriageway with 2m footways is more than sufficient to serve the proposed development and provides a significant betterment over the existing single track arrangement, which has no footways despite being a PROW which also accommodates farm vehicles. This is further supported when considering that the national guidance presented in MfS is also reflected in many Local Highway Authority design guides. For example, the Leeds City Council '*Street Design Guide*' confirms that 5.5m is suitable to serve developments of 400 dwellings, which significantly exceeds the 12 dwellings proposed in this instance. Furthermore, Cheshire East Council's design guide states that "*Typical street widths could be in between 4.8 and 5.5 metres wide depending on how many homes they served (Up to 50 homes for 4.8m width and 400 homes for 5.5 metre width).*".
21. A full 6.75m wide carriageway is therefore excessive to serve just 12 dwellings and is more typical of a road required to accommodate two-way bus movements, with Cheshire East Council's design guide confirming a smaller 6.5m carriageway width is sufficient to accommodate a bus service. There are also examples of much larger developments in Bury where a typical 5.5m wide carriageway has been accepted, including a 40-dwelling scheme (Application Reference 68055) accessed off Springside Road less than 150m east of the site which sets a precedent in the area for a reduced access width.
22. It is also noted that the proposed site layout, presented in [Appendix A](#), complies with fire service requirements in that fire appliance access to within 45m of all points of a dwelling can be achieved, a suitable turning facility is proposed, the proposed access road is in excess of the minimum width required and will be constructed to be capable of carrying 12.5 tonnes.

Conclusion

23. Having regard to the evidence presented in this Technical Note, it is concluded that the proposed access road with 2m footways fronting development is acceptable to serve the proposed development from a highways perspective.

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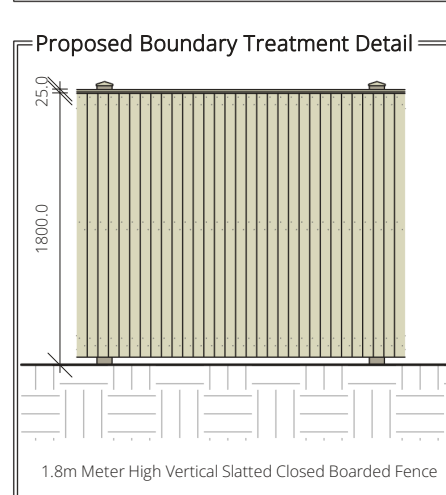
APPENDIX A



- Site Plan Legend and Key**
- Car Charging Input Location
 - Electric Meter Box Location
 - Gas Meter Box Location
 - Bin Store Location - Size and Colour as Per Local Authority's Requirements
 - 7' X 5' Garden Shed
 - External Gate for Rear Garden Access Minimum 775mm Clear Opening Width
 - 1200mm x 1200mm Level Landing Shown at a Minimum of 1No. Entrance [ADM4(2) 2.2g]
 - 900mm Min. Clear Width Approach Route [ADM4(2) 2.9b]
 - 900mm Min. Clear Width Bin Dragging Route

- Existing Boundary Notes**
- A > B No Physical Boundary
- B > C No Physical Boundary
- C > D 1.8m Meter High Vertical Slatted Closed Boarded Fence
- D > E 1.8m Meter High Vertical Slatted Closed Boarded Fence
- E > F 1.8m Meter High Vertical Slatted Closed Boarded Fence
- F > G No Physical Boundary
- G > H No Physical Boundary
- H > A Existing Hedge Row with 900mm Post and Wire Fence on Boundary Side

- Proposed Boundary Notes**
- A > B No Physical Boundary - As Existing
- B > C No Physical Boundary - As Existing
- C > D 1.8m Meter High Vertical Slatted Closed Boarded Fence - to be Retained
- D > E 1.8m Meter High Vertical Slatted Closed Boarded Fence - to be Retained
- E > F 1.8m Meter High Vertical Slatted Closed Boarded Fence - to be Retained
- F > G Newly Proposed 1.8m Meter High Vertical Slatted Closed Boarded Fence to Tie Into and Match Existing
- G > H No Physical Boundary - As Existing
- H > A Existing Hedge Row to be Retained with 900mm Post and Wire Fence to be Removed and Replaced with 1.8m Meter High Vertical Slatted Closed Boarded Fence



D 24/09/2025: Varietal Change Following Client Design Review Updated to M4(2) Standards
C 20/08/2025: Road End Correction & House Locations Adjusted
B 27/08/2025: Minor Amendments
A 22/08/2025: First Issue
Rev. Date: Notes

DRAWING NUMBER J1192-WS-PL102 D
DRAWING TITLE Proposed Site Plan

PROJECT Springside Road, Walmersley

CLIENT Edgefold Homes Ltd.

JOB NUMBER J1192 **DATE** Aug '25 **SCALE** 1:200 **SIZE** A1

INFORMATION



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CIAT
Chartered Institute of Architectural Technicians

This Drawing Must Not Be Used On Site Unless Issued For Construction

Accommodation Schedule							
House Type	Building Type	Bedrooms	GIFA m ²	GIFA ft ²	Count	Total GIFA m ²	Total GIFA ft ²
Kenyon (Bay)	Detached	4	127.37	1371.00	1	127.37	1371.00
Kenyon (Garage)	Detached	4	126.26	1359.05	2	252.52	2718.10
Lancaster	Detached	5	173.75	1870.23	3	521.25	5610.68
Lightshaw	Detached	3	109.07	1174.02	3	327.21	3522.06
Marley	Detached	4	132.55	1426.75	1	132.55	1426.75
Rivinton	Detached	3	105.12	1131.50	2	210.24	2263.00
					12	1571.14	16911.59

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APPENDIX B

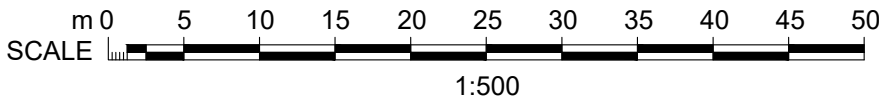
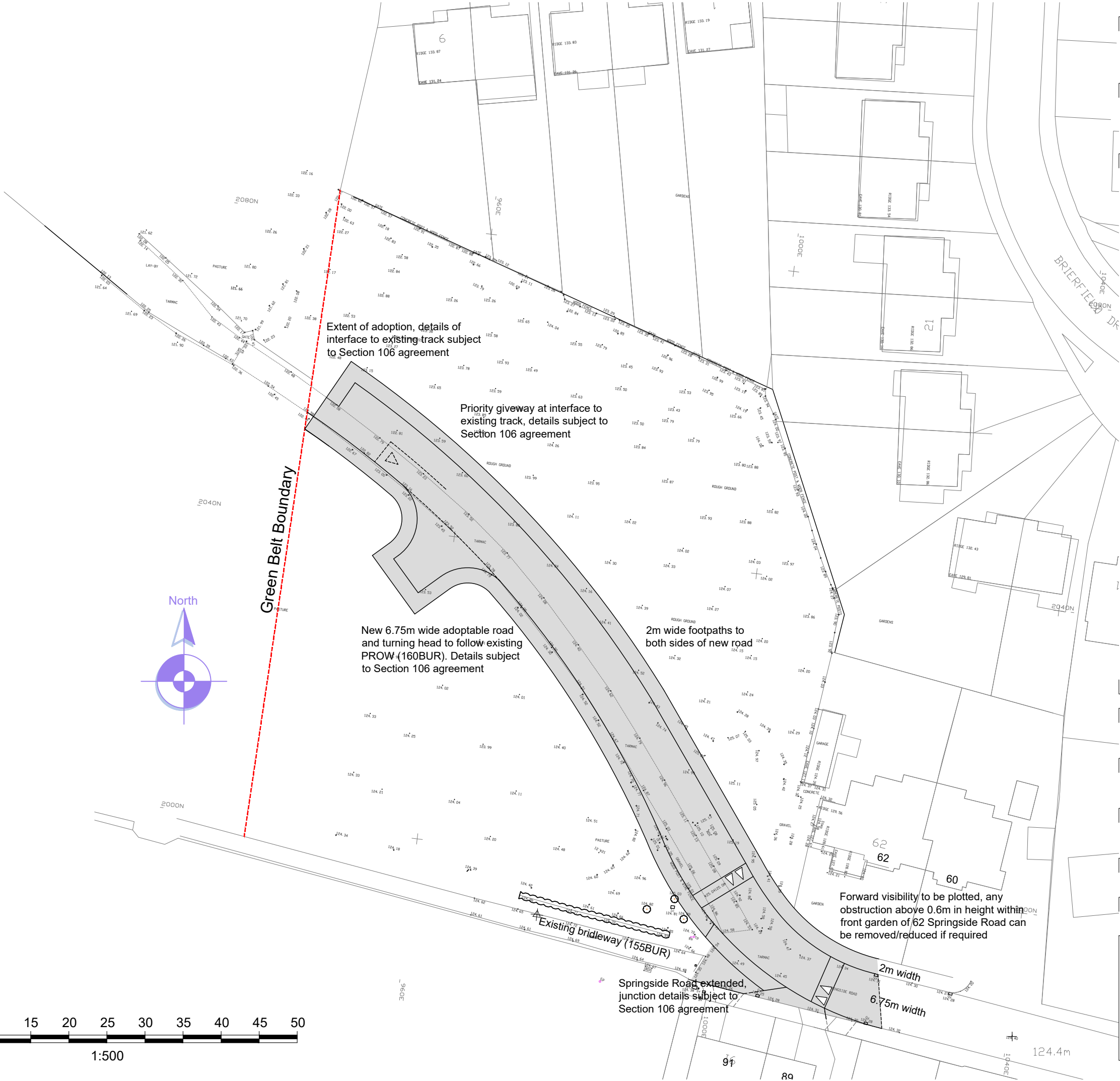
IMPORTANT

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- Do not scale this drawing
- All dimensions to be checked on site
- Positions of existing services to be confirmed prior to proceeding

REVISION STATUS

S Information issued for feasibility or scheme design.
T Information issued for tender purposes only.
C Information issued for Construction.
NB: Only those drawings containing a C revision to be used for construction.

NOTES

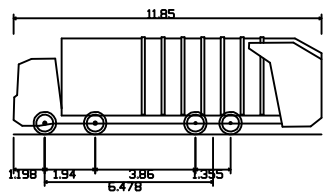
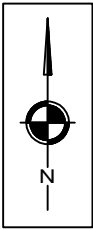


REVISION	DATE	DESCRIPTION	
CLIENT Cornell Group			
PROJECT Proposed Residential Development Land off Springside Road			
DRAWING TITLE Proposed Access Road			
SCALE 1:500@A3	DATE Feb '21	DRAWN PRH	CHECKED PRH
DRG NO. EAD_126_P_104		REVISION	

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APPENDIX C



11.85m RCV - Based on Vulture 3025(N)
(with Scania P94GB 8x4 NB300 chassis)
Overall Length 11.850m
Overall Width 2.500m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.035m



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-	-	-	-	Client Name:		Project Title:	
-	-	-	-	EDGEFOLD HOMES LIMITED		SPRINGSIDE ROAD, BURY	
-	-	-	-	Drawn By:	Date:	Drawing Title:	
-	-	-	-	AM	08.10.2025		
Rev	Description	Date	By	Checked:	Scale@A3:		
				PT	A3 @ 1:500	SWEPT PATH ANALYSIS	
REVISIONS				Approved:	Status:	Drawing No.	Rev.
				-	-	SCP/250466/ATR01	-

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