

Brickman Yale Limited

121-131 Bell Lane,
Bury

Project Reference: 2107-036/TN/01

Technical Note

1 Introduction

- 1.1 This Technical Note provides a response to Bury Council's Head of Engineering's response (Reference 22/016 dated 2nd February, 2022) to the planning application for 24 apartments and ground floor retail unit at 121-131 Bell Lane, Bury. Each of the points made in their response is addressed in turn in the following Chapter.

2 Response to Highways Issues Raised by Bury Council

2.1 The Head of Engineering has recommended that the application be refused and seven reasons have been set out in their response. These are addressed in turn below.

1. *The proposal would result in the creation of an additional, sub-standard access onto a classified road (B6222 Bell Lane) from a site that is already adequately served from the adjacent mini-roundabout to the east, which is likely to lead to conflicts between vehicles entering and leaving the access and traffic on the adjacent classified road in close proximity to the mini-roundabout and access to the adjacent car sales operation, and would therefore be detrimental to road safety and maintaining the free flow of traffic on the adjacent classified road.*

2.2 The access off the mini-roundabout is onto land outside of the ownership of the applicant. The proposed access will serve a small car park of 18 spaces for residents of the apartments. As set out in the Transport Statement trip generations for the proposed apartments is forecast to be five two-way trips in the peak hours which is a low level of trips that will use the access.

2. *The proposed servicing arrangements and car parking provision is inadequate and is likely to lead to vehicles parking and carrying out manoeuvres on the highway to the detriment of the free flow of traffic and road safety on the adjacent classified road.*
(RR08)

2.3 The proposed retail store is not intended to generate vehicle trips and will serve the local community who will walk to and from the store and therefore car parking is not needed for this use. The site is in a high accessible area and therefore, car parking is not considered necessary for all of the residents. Servicing will take place on street for the retail store which will be outside of network peak hours so that there is minimal disruption to traffic flow on Bell Lane. A Servicing Management Plan will be put in place by the end occupier to enforce this.

3. *The proposed access is sub-standard in terms of width and visibility at the back edge of the footway, which would be detrimental to pedestrian and road safety and maintaining the free flow of traffic on the adjacent classified road.*

2.4 As noted above the forecast trip generations at the proposed access will be low and visibility is provided at 2.4m x 43m which is required for 30mph speeds, the speed limit on Bell Lane. The proposed dropped kerbs and tactile paving proposed at the access where pedestrians will stop to look along the access road supports visibility for pedestrian with full vision along the site access.

4. *The proposed pedestrian access arrangements to the apartments are sub-standard, which would be detrimental to pedestrian safety and lead to conflicts between pedestrians and vehicles both on the site access from Bell Lane and within the (partially undercroft) car park.*

2.5 It is proposed to relocate pedestrian access to along the eastern side of the building with a gate to the eastern end of the car park. Therefore, separating vehicle and pedestrian access points. The proposed footway access is shown on the updated plan attached.

5. *The application and submitted plans contain insufficient information to ensure that the development and its foundations will not adversely affect the integrity of the adjacent adopted highway. (RR08 Amended)*

2.6 The proposed development is to be constructed on the same frontage as currently occupied by the existing building. An inspection of the existing foundations will occur to assess their suitability for construction of the new building. However, should any excavation work be required on the boundary between the subject site and the pedestrian footway, then any damage to the Local Authority's land will be made good by the applicant.

6. *The proposed entrance doors and cycle stands for the retail unit would open out onto and obstruct the adjacent adopted highway, to the detriment of pedestrian safety and in contravention of the Highways Act 1980.*

2.7 The entrance door to the retail unit is proposed further east than previously shown where the footway is wider and will open inwards to prevent conflict with passing pedestrians as shown in the updated plan attached. The cycle stands have been relocated to the outside of the footway and parallel to the railings so that they do not impede pedestrian movement. This is also shown on the updated plan attached.

7. *The application and submitted plans contain conflicting information in relation to the extent of red-edge site within the control of the applicant.*

2.8 The area of land immediately to the East of the site, is owned by the Local Authority. However, this land has been continuously used by the previous occupants of the subject site for access to the rear. This will no longer be required, but the land can be used for the collection of refuse and provide pedestrian access to the rear of the site as referred to previously and shown on the attached plan.

Document Management

© 2022 Transport Planning Associates Limited. All Rights Reserved.

This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	JC	JC	JC	04 05 20
-	Issue				
A	Revision ^a				
B	Revision ^b				

^a

^b