



Transport Statement

Former Wheatfields Day Care Centre,
Victoria Avenue, Bury

Client: Onward Homes Ltd



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	Name	Position
Written By	Ben Gaze	Senior Transport Planner
Checked & Approved By	David Schumacher	Director

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1 INTRODUCTION

1.1 Preamble

- 1.1.1 This Transport Statement (TS) considers the highways and transportation implications associated with a proposed development of 30 affordable dwellings on the site of the former Wheatfields Day Care Centre off Victoria Avenue, Bury. The site is likely to comprise 6 x 2 bed apartments, 6 x 2 bed houses and 18 x 3 bed houses.
- 1.1.2 Bury Council (BC) is the Local Planning Authority (LPA) and the Local Highway Authority (LHA) for the area. Prime Transport Planning ('Prime') has produced this TS on behalf of the applicant, Onward Homes Ltd.
- 1.1.3 This TS has been prepared in accordance with the Government's Planning Practice Guidance: Transport evidence bases in plan making (2014) and Travel plans, transport assessments and statements in decision-taking (2014) as well as the Department for Transport's (DfT) Guidance on Transport Assessment (GTA) (2007).
- 1.1.4 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of this detailed planning submission to which this report relates.
- 1.1.5 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.6 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

- 1.2.1 This report has been prepared in accordance with *Transport evidence bases in plan making* which replaced the DfT's GTA in 2014. However, the new document is not a like-for-like replacement for GTA, providing no guidance on the production of Transport Statement or Assessments to accompany developments. The latest guidance instead helps local planning authorities assess strategic transport needs to reflect and, where appropriate, mitigate these in their Local Plan.
- 1.2.2 More relevant information is provided within the PPG under *Travel Plans, Transport Assessments and Statements in Decision-Taking*, however, this also does not provide the level of detailed guidance that was contained within DfT's GTA.
- 1.2.3 The lack of current detailed guidance places greater emphasis on agreeing the scope of a TS with the highway authority responsible for the location in which the development is proposed and in employing industry best-practice. Given that GTA was in place for 7-years, Prime believes that an assessment in-line with the document still represents industry best-practice, particularly for aspects where the current guidance lacks the necessary detail to form a robust assessment.

1.2.4 It is understood that a pre-app dialogue has been entered into by the applicant and BC which has resulted in a meeting attended by a planning officer and various e-mailed correspondence. As a result of this e-mailed correspondence it is understood that whilst the highways officers at BC had some initial concerns with regards to the site access and internal layout of the scheme, these have now been resolved. A copy of the pre-app and scoping correspondence is provided in Appendix A.

1.2.5 Following this introduction, the remainder of this report is structured as follows:

- Section 2 describes the relevant local and national transport policy and guidance;
- Section 3 describes the existing situation in terms of the site, local highway network, traffic conditions in the vicinity of the site and provides an assessment of local highway safety through an accident review;
- Section 4 details the development proposal including the access strategy and parking arrangements;
- Section 5 details the accessibility of the site by sustainable modes of transport;
- Section 6 discusses the forecasting methodology and trip generation of the site; and
- Section 7 concludes the findings of this TS.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

- 2.1.1 It is important that new developments, or modification to existing developments, conform to and complement national and local planning policy and therefore this section details the policies that are relevant to this development.

2.2 National Planning Policy Framework

- 2.2.1 The current *National Planning Policy Framework* (NPPF) was published in July 2021 and sets out the Government's current planning policies. At the heart of the NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

- 2.2.2 Section 9 of the NPPF, Promoting sustainable transport, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 105 that:

'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.'

- 2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

- 2.2.4 Paragraph 110 of the NPPF provides direction for the assessment of sites for development, stating:

'...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) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;

d) 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.'

2.2.5 In determining planning applications, paragraph 111 states that:

'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.'

2.2.6 Paragraph 112 continues:

'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;

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.'

2.2.7 Paragraph 113 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed'*.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout the Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport Evidence Bases in Plan Making and Decision-Taking; and
- Travel Plans, Transport Assessments and Statements

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan

with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

- 2.3.3 The core components of the requirements for assessment, as set out in the Guidance, can be summarised as:

‘The key issues, which should be considered in developing a transport evidence base, include the need to:

- *assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms*
- *assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport*
- *highlight and promote opportunities to reduce the need for travel where appropriate*
- *identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate*
- *consider the cumulative impacts of existing and proposed development on transport networks*
- *assess the quality and capacity of transport infrastructure and its ability to meet forecast demands*
- *identify the short, medium and long-term transport proposals across all modes.’*

- 2.3.4 The principles set out in Planning Practice Guidance are consistent with the approach undertaken in the production of this Transport Statement.

2.4 National Climate Change Agenda

- 2.4.1 In 2019 the UK Government made an Order to The Climate Change Act of 2008. Through this Order, the Government committed to make the UK a ‘net zero’ emitter of greenhouse gases by 2050 relative to 1990 emission levels. One way to help achieve this is to reduce greenhouse emissions caused by road traffic, with the Government announcing the ban of new petrol and diesel engine cars by 2030, outlining a clear shift toward electric vehicles, whilst at the same time continuing to encourage active travel (walking and cycling) as well as public transport use.

2.5 Manual for Streets

- 2.5.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

- 2.5.2 The focus of the MfS is to demonstrate the:

‘...the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place

function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that service the community in a range of ways' (MfS page 7).

2.5.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets are the needs of pedestrians, cyclists, and public transport users which in turn enhances safety.
- Good design can help to create and strengthen a sense of place and community.
- Creating streets that are permeable and offer good quality connections to main destinations for all road users.
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.5.4 In September 2010 a companion document *Manual for Streets 2 – Wider Application of the Principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.6 Greater Manchester Transport Strategy 2040

2.6.1 This document is the fourth incarnation of the Local Transport Plan and is often abbreviated to GMLTP4. The aim of this overarching strategy is to establish a fully integrated, high capacity transport network for Greater Manchester, led by Transport for Greater Manchester (TfGM), who have responsibility for co-ordinating transportation services throughout Greater Manchester. The strategy links into supporting the wider Greater Manchester Spatial Framework and provides the focus on transport leading towards 2040, therefore focusing on long term transportation challenges for the wider area.

2.6.2 The vision is for Greater Manchester to have *'World Class connections that support long-term sustainable economic growth and access to opportunity for all'*. The Critical Transport Challenges for Greater Manchester are identified as:

- *'Supporting Sustainable Economic Growth;*
- *Improving the Quality of Life;*
- *Protecting our Environment; and*
- *Developing an Innovative City Region.'*

2.6.3 The Strategy incorporates Greater Manchester's fourth Local Transport Plan.

2.6.4 Part 2 of the Strategy sets the Strategic Principles and Policies supporting the ethos of providing a transportation network which is:

- ***'Integrated*** – *allow customers to move seamlessly between modes and services*
- ***Inclusive*** – *provide accessible and affordable transport*

- **Healthy** – promote walking and cycling for local trips
- **Environmentally responsible** – deliver lower emissions, better quality environment
- **Reliable** – give customers confidence in journey times
- **Safe and secure** – reduce road accidents and deaths
- **Well maintained and resilient** – able to withstand unexpected events and weather conditions.'

2.6.5 Relevant to this development is Part 3 which deals with Travel Across the Wider City-region and in particular the need to promote journeys by walking, cycling and public transport, stating in paragraph 312:

'Our 2040 Vision identified the need for effective connections to make it easier to reach key destination by public transport, to improve journey times on the busiest local roads and to make walking and cycling more attractive for short trips.'

2.6.6 The strategy also highlights the importance that these policies have a unified approach across Greater Manchester to Highways design, improvements and maintenance. This strategic document therefore influences both regional and localised decision making in terms of planning applications.

2.7 [Transport for Sustainable Communities: A Guide for Developers \(March 2013\)](#)

2.7.1 Transport for Greater Manchester (TfGM) has produced this guidance document to support and supplement statutory policies set out in the NPPF, Local Plans/Core Strategies and other guidance documents to promote sustainable travel and reduce development impacts on the highway network.

2.7.2 Stated within the document are 5 transport principles that should be followed:

- Maximise accessibility;
- Reduce the need to travel by car;
- Make the best use of existing infrastructure;
- Designed for active travel; and
- Mitigate impacts.
- Technical guidance outlines the importance of Travel Plans in adhering to these principles and that the Travel Plan should achieve a reduction in car use/impact of generated traffic, safe access for pedestrians and cyclists as well as a coordinated approach to developing and implementing travel options.

2.7.3 The principles set out in Transport for Sustainable Communities Guidance are consistent with the approach undertaken in the production of this report.

2.8 Bury Local Plan – Policy Directions October 2018

2.8.1 The Bury Local Plan is in the process of being updated. The following provides a summary of the latest position of the forthcoming Local Plan with regards to highways policies and their application to new development proposals.

2.8.2 The new Bury Local Plan will set out a long-term framework to guide and control future growth and development and help shape what the Borough will look like in the future. The Plan will comprise a series of planning policies against which future development proposals will be considered and it will also allocate sites for various types of development as well as identifying areas where development will be restricted. One of the key considerations within this Local Plan is Accessibility.

2.8.3 In response to the above issue, it is considered that the Local Plan should deliver sustainable transport choices in new developments and reduce the number and length of journeys, particularly by private car. In doing so, it is proposed that the Local Plan should seek to complement and reinforce other plans, strategies and initiatives by including policies relating to ‘Connectivity and Accessibility’ and Transport Requirements in New Development.

2.8.4 With regards to Connectivity and Accessibility, the emerging Local Plan states:

It is proposed that the Local Plan should include a policy seeking to direct significant new development into locations which encourage sustainable transport choices and reduce the number and length of journeys, particularly by motor vehicles, setting out key areas that the Council will focus on in seeking to achieve this. If necessary, the policy should also be accompanied by relevant site allocations for proposals to improve connectivity and accessibility

2.8.5 With regards to Transport Requirements for New Development, the emerging Local Plan states:

It is proposed that the Local Plan should include a policy that seeks to ensure that development and transport planning are co ordinated to improve accessibility, and prioritise the use of public transport, cycling and walking over motor vehicles. The policy should also set out the specific requirements for all proposals for development which will generate demand for travel.

2.9 Parking Standards in Bury (May 2007)

2.9.1 Table 2 of this document provides the standards for the number of parking spaces to be provided for developments in Bury. This document suggests that for 2 bed houses/apartments 1.5 parking spaces are required and for 3 bed houses, 2 parking spaces are required.

2.10 Summary

- 2.10.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. This TS will explore how the development aligns with this policy, in terms of being a sustainable location for development and minimising its impact on the surrounding highway network, therefore not having 'severe' impacts in accordance with NPPF.

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3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The proposed development is to be provided on the site of the former Wheatfields Day Care Centre off Victoria Avenue in Bury. The Wheatfields Day Care Centre has been demolished, however it is understood that Knowle Hill View complex will remain on site and will complement the proposed development.
- 3.1.2 The site is located at the eastern end of Victoria Avenue. It is bounded by industrial units accessed via Albert Close to the north, residential properties accessed via Bridgewater Close and Oxbow Way to the east and south and residential properties accessed via Oxford Avenue to the west. The surrounding area is mainly residential in nature.
- 3.1.3 The location of the site is shown in Image 3.1.

Image 3.1: Site Location



Source: © OpenStreetMap contributors

3.2 Local Highway Network

Victoria Avenue/Victoria Lane

- 3.2.1 Victoria Avenue/Victoria Lane is a single carriageway residential road providing a link via a priority controlled junction with A56 Bury New Road in the west and the site in the east. Victoria

Avenue/Victoria Lane provides access to Victoria Park and Whitefield Community Primary School and is also one of the key access points from Bury New Road into the surrounding residential area, these residential roads comprising amongst others Gloucester Avenue, Argyle Avenue, Alexandra Avenue, Clarence Avenue and Connaught Avenue.

- 3.2.2 The Victoria Avenue/Victoria Lane corridor consists of a circa 6m carriageway and has circa 2m footways on both sides of the road. Street lighting is provided and the prevailing speed limit is 20mph, this speed limit being enforced by traffic calming features. The section of the Victoria Avenue/Victoria Lane corridor and the adjacent residential roads to the east of Dudley Avenue are designated as a 'Homes Zone' where the carriageway is generally narrowed, footways are widened, sections of shared surfacing are provided with on-street parking bays are also provided in key locations. The infrastructure that can be found along the Victoria Avenue/Victoria Lane corridor and in the connecting roads can therefore be described as being pedestrian/cycle friendly.

A56 Bury New Road

- 3.2.3 Bury New Road is an 'A' classified road and forms a key route between J17 M60 in the south and Bury town centre in the north. As mentioned above, Victoria Lane forms a priority controlled junction with Bury New Road, in the vicinity of this junction Bury New Road is a dual carriageway with 2 lanes in both directions. Footways are provided on both sides of the road and a pelican crossing is provided immediately to the north of Victoria Lane to facilitate the crossing of pedestrians over the main carriageway. It should also be noted that additional pedestrian crossing facilities are also included within the Bury New Road/Bury Old Road/Higher Lane signalised junction. Bus stops with shelters, raised boarding areas, seating and timetable information are provided on Bury New Road in the vicinity of Victoria Lane providing access to both north and southbound services.
- 3.2.4 Bury New Road also provides direct access to many facilities that would be utilised by potential residents of the proposed development, these include an Aldi foodstore, the Victoria Square shopping centre and numerous pubs, restaurants, hair dressers, hardware stores, convenience shopping and also potential work opportunities at estate agents, accountancy firms and other retail outlets.

3.3 Existing Traffic Conditions

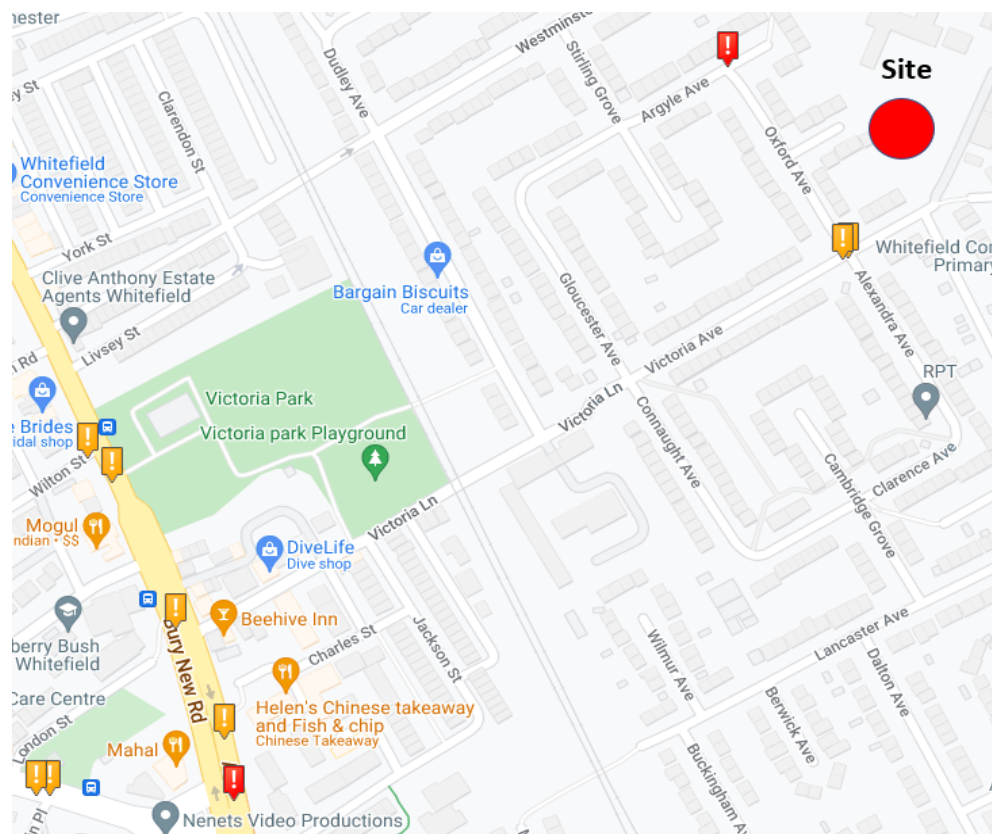
- 3.3.1 A site visit was undertaken during the AM peak on the Wednesday 19th January 2022. Traffic flows in the area were moderate with no significant queues and delays being witnessed. Traffic on the Victoria Avenue/Victoria Lane corridor were generally low, however, as expected, these increased near to opening time of Whitefield Community Primary School. Pedestrian activity was also witnessed to be moderate with many parents/guardians walking their children to school.

3.4 Highway Safety Review

3.4.1 A review of the accidents that have occurred on the highway network in the vicinity of the site has been undertaken using data from CrashMap website (www.crashmap.co.uk). This review has concentrated on the Victoria Avenue/Victoria Lane corridor from its priority controlled junction with A56 Bury New Road to the west and the site to the east. The data covers the 5 year period between 2017 and 2021, this being the latest data available at the time of writing this report. The Crashmap data is contained in Appendix B.

3.4.2 The results of the search are illustrated in Image 3.2 below. This Image also indicates accidents that have occurred on the A56 Bury New Road and on the residential road Argyle Avenue to the north of the site. Given the minimal impact this scheme is likely to have on both the A56 and the above mentioned residential road, these accidents have not been considered as part of the following assessment.

Image 3.2: Crashmap Extract of Reported Accidents



3.4.3 An examination of the above shows there has been 3 injury accidents within the study area over the above mentioned 5 year period, all of which have resulted in slight injuries being sustained. The following is a more detailed breakdown of the accidents that have occurred within the study area.

Victoria Avenue/Oxford Avenue/Alexandra Avenue

- 3.4.4 Two injury accidents have occurred at this junction in the above mentioned 5 year period both of which resulted in slight injuries being sustained. The first incident occurred in September 2017 and involved two vehicles in collision with each other with slight injuries being sustained by both drivers. This incident occurred in daylight, the weather conditions were fine and the road surface was dry. The second incident occurred in July 2018 and involved a car in collision with a cyclist with a slight injury being sustained by the cyclist. This incident occurred in daylight, the weather conditions were fine and the road surface was dry.

A56 Bury New Road/Victoria Lane

- 3.4.5 One injury accident has occurred at this junction in the above mentioned 5 year period, this also resulting in a slight injury being sustained. This incident occurred in December 2018 and involved two cars in collision with each other. It would appear from the data contained within the Crashmap output that a vehicle was turning right from Bury New Road into the path of a vehicle travelling in the opposite direction. This incident occurred in daylight, the weather conditions were fine but the road conditions were wet.

Conclusion

- 3.4.6 The review of the above accident data would suggest that there are no distinct clusters of accidents within the study area and therefore nothing to suggest that highway layout or design were contributory factors in the accidents that occurred. It should also be noted that no vulnerable road users were involved in any of the above-mentioned accidents.
- 3.4.7 It is therefore considered that there are no deficiencies in the highway network, or existing safety issues in the vicinity of the site, that would be exacerbated by the development proposals.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

- 4.1.1 As mentioned above, Onward Homes Ltd is seeking detailed planning permission for 30 affordable dwellings on the site of the former Wheatfields Day Care Centre off Victoria Avenue, Bury. The site is likely to comprise 6 x 2 bed apartments, 6 x 2 bed houses and 18 x 3 bed houses.
- 4.1.2 A site masterplan has been produced by Paddock Johnson Architects and forms part of the supporting documentation for the planning application. This drawing has not been provided as part of this TS but can be viewed on the BC planning portal.

4.2 Proposed Access Arrangement

- 4.2.1 The main vehicular access will be provided by a continuation of Victoria Avenue into the site. The proposed access road will consist of a 5.5m carriageway which will drop down to 3.7m over a short distance to continue the traffic calming 'Homezone' arrangements implemented through the Victoria Estate. The narrower section of carriageway will also serve as a raised table with 2m -3m wide footway proposed on both sides.
- 4.2.2 The proposed access arrangement is shown on Drawing P22008-001D in Appendix C. An examination of this drawing shows that a 25m forward visibility splay will be maintained, this being commensurate with MfS design standards for the prevailing 20mph speed limit on Victoria Avenue. To ensure the forward visibility can be maintained, the footway adjacent No.37 Victoria Avenue will be widened by realigning the existing carriageway, and parking restrictions by way of a Traffic Regulation Order (TRO) will be provided to ensure vehicles do not park on the proposed bend. The timings and length over which the TRO is provided will be subject to a separate s278 detailed design process, however the applicant is happy to have a Condition attached to any approval of this scheme to ensure that the TRO can be delivered. Whilst a section of informal parking lay-by will be maintained outside No. 33-35 Victoria Avenue, a parking area will also be provided within the site to offset any parking availability displaced by the proposals, this parking area also being available for use by visitors to the area. A built-out dropped crossing will be provided at the easterly end of the informal parking lay-by to ensure No.37 Victoria Avenue can continue to access their driveway.
- 4.2.3 Vehicular access to Whitefield Community Primary School will be maintained via a priority controlled junction onto Victoria Avenue with traffic accessing the proposed development having priority over traffic accessing the school. The proposals will also help improve visibility from the existing access to the school. Vehicular access to the rear of the properties on Alexandra Avenue will be maintained as per the existing arrangement. As mentioned previously, parking restrictions will be implemented to ensure vehicles do not park over these existing access points to ensure they are not blocked.

4.3 Proposed Pedestrian/Cycle Access Arrangements

- 4.3.1 The main vehicular access onto Victoria Avenue will also provide the main pedestrian/cycle access to the site. The 2m-3m footways will provide direct connections into the existing footway provision along Victoria Avenue.
- 4.3.2 The footway on the southern side of the access road will also provide a connection into Oxbow Way which will be aided by the formalisation of the footway provision adjacent to the emergency access. The provision of dropped kerbs along the southern side of the road will ensure that access to the emergency access onto Oxbow Way from Victoria Avenue can be maintained. Sections of landscaping are also proposed in this area to discourage vehicles from parking on the proposed footways.

4.4 Site Layout

- 4.4.1 The proposed site embraces the ethos of MfS design guidance meaning that the layout focuses on the needs of pedestrians and cyclists, creating a sense of place and community, creating permeable streets offering good quality connections and recognises the needs of people of all ages and abilities. All of these are achieved without over-designing.
- 4.4.2 An examination of the site layout drawing produced by Paddock Johnson shows the cross section of a 5.5m carriageway and two x 2m footways is maintained throughout the site with localised widening on the bends to accommodate two-way traffic. Pedestrian and driver safety are maintained at corners/bends in the road by the provision of the necessary forward visibility commensurate with MfS standards for the prevailing 20mph speed limit.
- 4.4.3 A turning head is provided at the northern end of the estate road, this being designed to adoptable standards to ensure that the largest vehicles likely to use access the site, a refuse vehicle, can turn around.
- 4.4.4 The above demonstrates that the road and footway infrastructure to be delivered as part of this planning application has been designed to adoptable standards. It is the intention of the applicant to enter into a s38 agreement to ensure that the above infrastructure is delivered to a standard where it can be adopted by BC.
- 4.4.5 It should be noted that the road fronting the Knowle Hill View complex will form a priority controlled junction with the proposed site access road. It is envisaged that the access to the Knowle Hill complex will remain a private road.

4.5 Swept Path Analysis

- 4.5.1 Access for commercial vehicles (including refuse vehicles) will also be via the proposed access from Victoria Avenue.

- 4.5.2 To demonstrate that the access and internal layout will be safe and suitable to serve the site for larger vehicles, a swept path analysis using the industry approved *AutoTrack* software package has been undertaken for a large typical non-commercial refuse collection vehicle (3 axle Dennis Eagle Elite) measuring 11.85m, which is the largest vehicle expected to regularly access the site. The swept path has been illustrated on Drawing P22008-002A in Appendix C, which demonstrates that the vehicle can safely and conveniently enter the site, turn around and exit the site in forward gear.

4.6 Parking Provision

- 4.6.1 A total of 60 car parking spaces are proposed as part of this scheme, including 2 x spaces per house and 1.5 spaces per apartment, as well as 3 spaces which can accommodate those displaced by the proposed arrangement adjacent No. 35 & 37 Victoria Avenue/ visitors. The proposed provision therefore generally accords with the standards set out in the Parking Standards in Bury SPD.
- 4.6.2 No specific cycle parking is being proposed within the site itself as bikes will be stored within the curtilage of each of the properties.

4.7 Electric Vehicle Parking

- 4.7.1 To encourage the use of electric vehicles, in line with NPPF and central government targets, the applicant is willing to accept a condition requiring electric vehicle charging facilities to be provided within the development.

4.8 Summary

- 4.8.1 As described in this section, the development proposals, particularly the proposed vehicular access and its connection into the existing footways in the vicinity of the site will ensure that the proposal conforms to national and local policy guidance.
- 4.8.2 The development proposal's integration with the surrounding pedestrian, cycle infrastructure ensures the proposals would complement the sustainable access and travel choice provision. It is also compliant with the various policies outlined in GMLTP4 and with the policy direction of the forthcoming Bury Local Plan.
- 4.8.3 The design also reflects the MfS principles of inclusive design, shifting from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users, controlling speeds, not overdesigning and creating permeable streets. These principles in turn help the site to conform to NPPF guidance, in particular paragraph 112, in terms of giving priority to pedestrian and cycle movements, creating '*safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians*' and considers the '*needs of people with disabilities by all modes of transport*'.

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5 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

5.1 Introduction

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The National Design Guide (2021) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.’

- 5.1.2 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.

5.2 Access by Walking and Cycling

- 5.2.1 The site is located in an established, predominantly residential area. 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.

- 5.2.2 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. Within 1.2km of the site are many facilities that would be utilised by potential residents of the proposed development, these include an Aldi foodstore, the Victoria Square shopping centre and numerous pubs, restaurants, hair dressers, hardware stores, convenience shopping and also potential work opportunities at estate agents, accountancy firms and other retail outlets. Within 2km are additional amenities and services including Polyflor Manufacturing Centre which will also provide employment opportunities.

- 5.2.3 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km.

- 5.2.4 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

‘Three quarters of journeys by all modes of travel 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.’

- 5.2.5 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’.

- 5.2.6 Given the above, destinations within an 8km catchment includes Bury in its entirety, as well as a number of other destinations including Heywood, Middleton, Prestwich, Radcliffe, Farnworth, Pendlebury and Salford. A large portion of north Manchester also lies within an 8km cycle catchment from the site.
- 5.2.7 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 site.

5.3 Access to Bus Services

- 5.3.1 The CIHT document *Planning for Public Transport in Developments* (1999) recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on circa 1.4m/s walking speed.
- 5.3.2 There are a two sets of bus stops located on Bury New Road, access to northbound services are facilitated by a stop that is a circa 500m walk from the site, with access to southbound services being facilitated by a stop that is a circa 560m walk from the site. As mentioned above, facilities at both of these stops include a shelter, raised boarding areas, seating and timetable information.
- 5.3.3 The bus services that can currently be accessed by the above mentioned bus stops are summarised in Table 5.2 below.

Table 5.2: Summary of Bus Services in the vicinity of the Site

Bus Service	Route	Weekday			Weekend	
		AM	Inter	PM	Saturday	Sunday
95	Bury - Pendleton	1/hr	1/hr	1/hr	1/hr	1 every 2 hrs
98	Bury - Shudehill	3/hr	3/hr	3/hr	3/hr	2/day
135	Bury – Manchester Piccadilly Gardens	6/hr	6/hr	6/hr	6/hr	6/hr

- 5.3.4 The above table demonstrates that the bus services which run in proximity to the site, are frequent and enable passengers to travel to a range of locations including Bury, Pendleton, Manchester city centre and many destinations in between. Given the proximity of the bus stops and the frequency of the services, bus travel is therefore considered to be a viable mode of transport and provides a convenient choice for future residents of the proposed development.

5.4 Access to Tram Services

- 5.4.1 Besses o' th' Barn tram stop is the nearest tram stop to the site and can be accessed via a 10 minute walk from the proposed development. Five trams per hour to Bury, Manchester and Altrincham can be accessed via this stop, the travel time to Bury being 11 minutes, Piccadilly station being 28 minutes and 64 minutes to Altrincham.
- 5.4.2 The above demonstrates that the tram can supplement the bus to provide public transport access to further afield destinations.

5.5 Summary

- 5.5.1 This section of the report has demonstrated that the site is in a sustainable location where several local amenities and leisure facilities are accessible on foot and via bicycle. Established footways are in place.
- 5.5.2 In respect of public transport, the bus services that can be accessed in the immediate vicinity of the site provide connections to Bury, Pendleton and Manchester city centre and many destinations in between. The tram also provides public transport access to further afield destinations.
- 5.5.3 A key theme of national and local transport planning policy is that development should be located where the need to travel will be limited and the use of sustainable transport modes can be promoted. As detailed in Section 2 of this report, the NPPF states the developments need to '*create places that are safe, secure and attractive*' and that priority should be given '*first to pedestrian and cycle movements*'. It can be concluded that the proposed development accords to this NPPF guidance as well as the principles of Paragraph 110 in terms of promoting opportunities for sustainable travel and it is located and designed to give priority to pedestrian, cycle and public transport movements.
- 5.5.4 It has also been demonstrated that the site location, illustrative internal design and proposals for pedestrian and cycle access would complement the sustainable access and travel choice provision outcome of policies outlined in GMLTP4 and with the policy direction of the forthcoming Bury Local Plan.

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6 TRAFFIC IMPACT

6.1 Introduction

- 6.1.1 This section of the report details the methodology used to predict the demand associated with the development and predicts the likely impact on the local highway network.

6.2 Vehicular Trip Generation

Former Site

- 6.2.1 The former Wheatfields Day Care Centre provided educational services for adults with learning difficulties. Prime understand that the development could accommodate for up to 60 people. As stated in Section 3 above, all buildings associated with the centre have been demolished since its closure.
- 6.2.2 In order to determine the traffic generation associated with the former site, the TRICS 7.8.4 database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.
- 6.2.3 A summary of the key selections applied in order to derive the sample is as follows:
- Land use category - care home (specific condition);
 - Regions excluded - London, Northern Ireland and Eire;
 - No. dwelling range selection - 7 to 58 units (9 to 48 actual);
 - Date range - 26/06/11 to 25/06/21;
 - Weekend surveys excluded;
 - Selected locations - suburban areas & edge of town; and
 - Location sub categories - residential zone & no sub category.
- 6.2.4 The above selections returned a sample of 6 sites. This sample was then interrogated, and one site was removed by virtue of the survey taking place during the Covid-19 pandemic period. The results of this survey would have skewed the trip rates of the sample.
- 6.2.5 The full reports of the TRICS data and selection process are included in Appendix D.
- 6.2.6 The derived trip rates were then applied to the 60 residents resulting in the trip generation. The likely 12-hour (residential sites in TRICS are typically only surveyed between 7am and 7pm) trip generation of the site is shown in Table 6.1, with the AM and PM peak hours highlighted in bold font.

Table 6.1: 12 Hour TRICS Derived Average Trip Rates and Trip Generation for 60 Residents

Time	Average Trip Rates			Average Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.110	0.041	0.151	7	2	9
08:00-09:00	0.105	0.035	0.140	6	2	8
09:00-10:00	0.081	0.035	0.116	5	2	7
10:00-11:00	0.058	0.035	0.093	3	2	5
11:00-12:00	0.058	0.070	0.128	3	4	7
12:00-13:00	0.087	0.087	0.174	5	5	10
13:00-14:00	0.140	0.087	0.227	8	5	13
14:00-15:00	0.099	0.145	0.244	6	9	16
15:00-16:00	0.116	0.163	0.279	7	10	17
16:00-17:00	0.064	0.169	0.233	4	10	14
17:00-18:00	0.023	0.058	0.081	1	3	4
18:00-19:00	0.076	0.052	0.128	5	3	8
Daily (12hr)	1.136	1.112	2.248	60	57	117

6.2.7 As the above table shows, the former site likely generated in the region of 8 two-way trips in the AM peak hour and 4 two-way trips in the PM peak hour. The 12-hour trip generation was likely circa 117 two-way (total) trips.

Proposed Development

6.2.8 As mentioned above, Onward Homes is seeking detailed planning permission for 30 affordable dwellings on the site of the former Wheatfields Day Care Centre off Victoria Avenue, Bury. The site is likely to comprise 6 x 2 bed apartments, 6 x 2 bed houses and 18 x 3 bed houses. It is also understood that the Knowle Hill View complex will remain on site and will complement the proposed development.

6.2.9 In order to determine the traffic generation associated with the proposed development, the TRICS 7.8.4 database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.

6.2.10 A summary of the key selections applied in order to derive the sample is as follows:

- Land use category - affordable/local authority houses;
- Regions excluded - London, Northern Ireland and Eire;
- No. dwelling range selection - 11 to 100 units (16 to 97 actual);
- Date range - 20/10/08 to 19/10/18;
- Weekend surveys excluded;
- Selected locations - suburban areas & edge of town; and
- Location sub categories - residential zone & no sub category.

6.2.11 The above selections returned a sample of 10 sites.

- 6.2.12 The full reports of the TRICS data and selection process are included in Appendix D.
- 6.2.13 The derived trip rates were then applied to the 30 dwellings resulting in the trip generation. The likely 12-hour (residential sites in TRICS are typically only surveyed between 7am and 7pm) trip generation of the site is shown in Table 6.2, with the AM and PM peak hours highlighted in bold font.

Table 6.2: 12 Hour TRICS Derived Average Trip Rates and Trip Generation for 30 Affordable Dwellings

Time	Average Trip Rates			Average Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.079	0.182	0.261	2	5	7
08:00-09:00	0.166	0.286	0.452	5	9	14
09:00-10:00	0.153	0.220	0.373	5	7	12
10:00-11:00	0.160	0.173	0.333	5	5	10
11:00-12:00	0.150	0.151	0.301	5	5	10
12:00-13:00	0.177	0.141	0.318	5	4	9
13:00-14:00	0.162	0.150	0.312	5	5	10
14:00-15:00	0.196	0.198	0.394	6	6	12
15:00-16:00	0.259	0.189	0.448	8	6	14
16:00-17:00	0.270	0.168	0.438	8	5	13
17:00-18:00	0.297	0.222	0.519	9	7	16
18:00-19:00	0.189	0.159	0.348	6	5	11
Daily (12hr)	2.258	2.239	4.497	68	67	135

- 6.2.14 As the above table shows, the site is likely to generate in the region of 14 two-way trips in the AM peak hour and 16 two-way trips in the PM peak hour, which equates to a vehicle movement approximately every 4 minutes. The 12-hour trip generation is likely to be circa 135 two-way (total) trips. It should be noted that no allowance has been made for any future reduction in car travel based or any potential increased use of sustainable modes of travel.
- 6.2.15 As the above tables show, the proposed residential development is likely to generate in the region of an additional 6 two-way trips in the AM peak hour and 12 two-way trips in the PM peak hour compared to the level of trips likely to have been generated should the Wheatfields Day Care Centre have remained in place. This represents an additional trip every 10 minutes in the AM peak and every 5 minutes in the PM peak. This level of additional traffic would be imperceptible.

6.3 Person Trip Generation

- 6.3.1 The number of non-car trips likely to be generated by the site has been forecast using 2011 Census Method of Travel to Work (MTW) data. The mid layer super output area (MSOA) Bury 021, which comprises the site location and surrounding area along with the trip ends for each method of travel, were downloaded from Nomis (<http://www.nomisweb.co.uk>).

- 6.3.2 Several of the transport mode categories have been manually removed from the data for reasons including it being unrealistic that they will be used by residents of the site (i.e. train); or that they will not generate a trip (i.e. not in employment). Table 6.3 below provides the forecast multimodal trips.

Table 6.3: Forecast Multimodal Person Trips Based on Census MTW

Method of Travel to Work	Census Trips	Mode %	AM Trips	PM Trips	AM Mode %	PM Mode %
Work mainly at or from home	90	2.6%	1	1	4.8%	4.2%
Tram	305	8.7%	2	2	9.5%	8.3%
Bus, minibus or coach	336	9.6%	2	2	9.5%	8.3%
Driving a car or van	2,233	63.7%	14	16	66.7%	66.7%
Passenger in a car or van	232	6.6%	1	2	4.8%	8.3%
On foot	310	8.8%	2	2	9.5%	8.3%
All Modes	3,506	100.0%	21	24	100.0%	100.0%
<i>Factors</i>			0.6%	0.7%	-	-

***AM and PM trips total may not match with 'All Modes' total due to rounding.**

- 6.3.3 Based on the results in Table 6.3, the site is forecast to generate 21 and 24 total people trips in the AM and PM peaks respectively, with around one person working from home in each peak, although this figure is likely to be higher given the increase in working from home during the Covid-19 pandemic. Following driving a car being the most common method of travel likely to be used by residents of the site, walking trips, bus passenger trips and tram passenger trips are all expected to account for 2 trips in each peak, while car passenger trips are expected to account for 1 trip in each peak.

6.4 Summary

- 6.4.1 This section has explained the vehicular and multi-modal trip forecasting methodology for the development proposal.
- 6.4.2 The above demonstrates that the site would generate minimal volumes of traffic during the peak periods throughout the week in its entirety. As such, it is expected that the proposed development will not have a detrimental impact on the surrounding road network.
- 6.4.3 The impact of the development can certainly not be considered 'severe' meaning that according to paragraph 111 of the NPPF, as described in Section 2 of this report, the development should not be refused on transport grounds.

7 SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 This TS considers the highways and transportation implications for the development of 30 affordable dwellings on the site of the former Wheatfields Day Care Centre off Victoria Avenue, Bury. The site is likely to comprise 6 x 2 bed apartments, 6 x 2 bed houses and 18 x 3 bed houses.
- 7.1.2 Access will be taken from the continuation of Victoria Avenue into the site, this road conforms to local and national standards with regards to road and footway widths and forward visibility requirements. The internal layout will also conform to BC's standards for the layout of residential roads. Traffic calming is proposed at the access in the form of carriageway narrowing and a raised table, reflecting the existing 'Homezone' arrangements which run throughout the Victoria Estate.
- 7.1.3 As part of the access arrangement, the kerb edge to the north will be realigned and parking restrictions will be provided to ensure vehicles do not park on the proposed bend and existing access points, subject to detailed design. Whilst a section of informal parking spaces will be maintained outside No. 33-35 Victoria Avenue, a parking area will also be provided within the site to offset any parking availability displaced by the proposals.
- 7.1.4 A review of accident data for the local area has been undertaken for the most recent five year period available. The data indicates 3 accidents occurred in the study area all of which resulted in slight injuries being sustained. They were generally dispersed geographically and there is no evidence to suggest that there are any existing highway safety issues that would be exacerbated by the development proposals.
- 7.1.5 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 the site on foot, by cycle and by public transport.
- 7.1.6 A trip generation exercise has been undertaken using TRICS, an industry standard software, demonstrating that the site would generate minimal volumes of traffic during the peak periods.

7.2 Conclusion

- 7.2.1 It is concluded that the proposed development would not have a 'severe' impact on the operation of the highway network both in terms of safety and capacity. The impact could best be described as negligible. The junction capacity assessment to be provided in the Addendum is likely to confirm this.
- 7.2.2 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 are happy to consult further with them.

APPENDIX A

SCOPING CORRESPONDENCE

From: Johnston, Louise

Sent: 11 November 2021 14:54

To: hdc <Highwaysdc@bury.gov.uk>; drainageconsultation <drainageconsultation@bury.gov.uk>; Goggins, Cameron <C.Goggins@bury.gov.uk>; 'planningliaison@uuplc.co.uk' <planningliaison@uuplc.co.uk>; 'gmeu@tameside.gov.uk' <gmeu@tameside.gov.uk>; 'buildingregs@manchesterfire.gov.uk' <buildingregs@manchesterfire.gov.uk>; envsection <envsection@bury.gov.uk>

Subject: Re: Pre-app - Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP, (Ref. 02674/E)

Good afternoon,

Please see the attached details of a pre-application enquiry you may wish to comment on. Please submit any comments to the case officer David Marno, email d.marno@bury.gov.uk no later than the 25 November 2021.

Kind Regards.

Louise Johnston

Technical Support

Development Control

Bury Council

tel: 0161 253 5285

email: lo.johnston@bury.gov.uk

Under the General Data Protection Regulation as supplemented by the UK Data Protection Act 2018, by providing your personal information you are giving your consent for us to use and collate your personal data to enable us to perform the contract we have entered into with you to process your planning application, enquiry or representation and comply with our legal obligation to carry out a public task/function and provide a planning service.

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<https://www.bury.gov.uk/index.aspx?articleid=14263>

From: Holmes, Paul <P.Holmes@bury.gov.uk>

Sent: 11 November 2021 15:42

To: Marno, David

Cc: Giblin, David; Southgate, Andrew; Kenyon, Paul

Subject: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

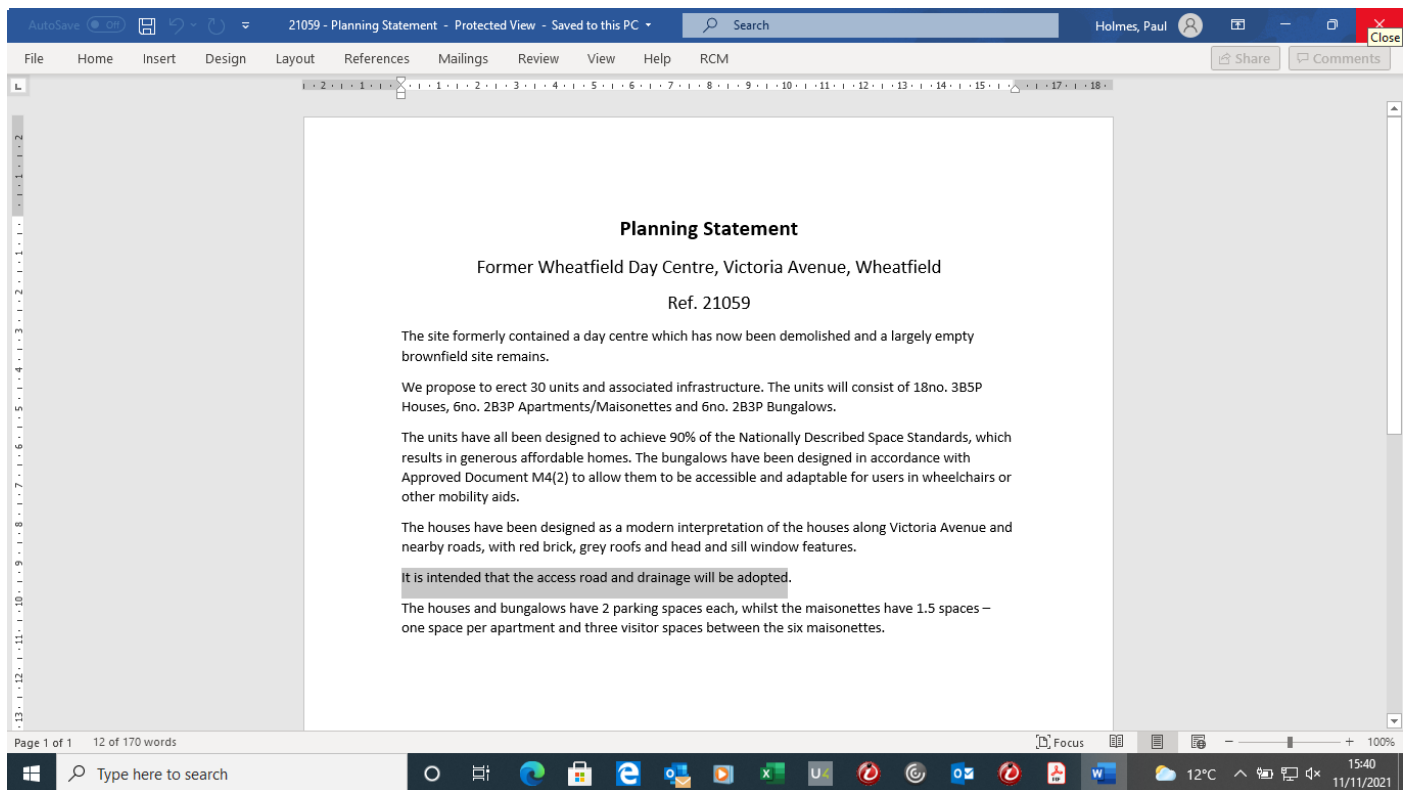
Attachments: 21059 - Planning Statement.docx; 21059-PJA-00-ZZ-DR-A-0001.pdf; 21059-PJA-00-ZZ-DRA-1000-D.pdf; 21059-PJA-00-ZZ-DR-A-1001.pdf; 21059-PJA-A1-ZZ-DR-A-1100.pdf; 21059-PJAA1-ZZ-DR-A-2100.pdf; 21059-PJA-B1-ZZ-DR-A-1101.pdf; 21059-PJA-B1-ZZ-DR-A-2101.pdf; 21059-PJA-C1-ZZ-DR-A-1102.pdf; 21059-PJA-C1-ZZ-DR-A-2102.pdf; DrawingIssued_Multiple_01Nov2021141928.pdf; Layerserv00995 PRELIMINARY-Sheet 1 A0@200.pdf; Layerserv00995 PRELIMINARY-Sheet 2 A0@200.pdf; wheatfields pre app request form.pdf; FW: Planning Application, Former Wheatfields Day Centre

Dave,

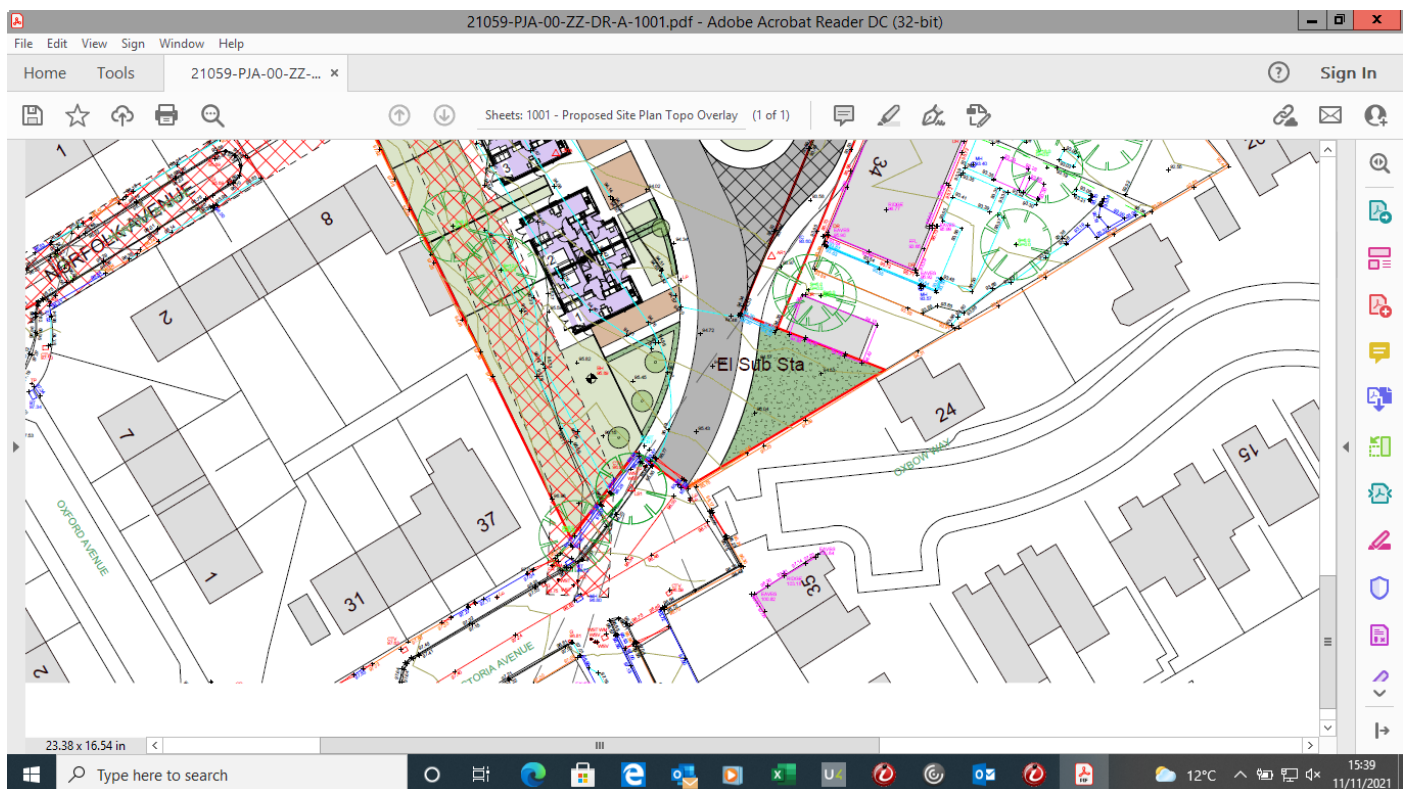
This pre-app seems to have been submitted without answering/considering the main points I raised when we were first made aware of the scheme (see attached), which is unchanged:

I would need to see sight of a better, topographical survey based site plan to comment further and need to know whether this is to be put forward for adoption as there are several aspects (like Millwood) that would make it ineligible for adoption as it stands. Like Springside Road, we will also have to make a decision – access onto Victoria Lane or the extension of it (which presents problems, as it did with the aforementioned proposals). It needs to be audited by a highway consultant once we know the 'applicant's' intentions. It will also have to join a very long queue.

The attached, limited statement says this:



so there is a conflict – it would not be eligible for adoption as it stands and the issues at the sub-standard junction needs to be considered further, as suggested previously:



Regards,

Paul Holmes
Principal Engineer (Development)
Engineering Consultancy
0161 253 5788

Bury Council
Department of Operations
Engineering Services
3 Knowsley Place
Duke Street
BURY
BL9 0EJ

p.holmes@bury.gov.uk



From: Stuart Smallman <Stuart.Smallman@onward.co.uk>
Sent: 19 January 2022 10:30
To: Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>
Cc: Juan Zuleta <Juan.Zuleta@onward.co.uk>
Subject: RE: [EXTERNAL] : RE: Wheatfield Day Centre

Hi Jackie

I know I said I'd get back to you after our design team meeting on Monday, but we have run into a small delay – it transpired yesterday that in the pre-christmas melee we failed to formally commission the highways consultant report. The ball is rolling on that now, and by the end of this week I hope to be in receipt of a timescale that we can expect enough information back to send over to Dave for the formal pre-app meeting.

It's very disappointing that this is the state of play, but I would rather be open and upfront with you about it. Hopefully we'll be ready to submit something sooner rather than later

thanks

Stuart Smallman
Project Manager

Onward Homes
3rd/4th Floor
Watson Building
4 Renshaw Street
Liverpool, L1 2SA

+44 151 708 2458
+44 7766 504599
Stuart.Smallman@onward.co.uk
onward.co.uk

Onward

From: Summerscales, Jacqueline A
Sent: 25 January 2022 16:48
To: Marno, David <D.Marno@bury.gov.uk>
Cc: Lynch, David <D.Lynch@bury.gov.uk>
Subject: FW: [EXTERNAL] : RE: Wheatfield Day Centre

Hi Both,

Please see below for info.

Many thanks.

Jackie

From: Marno, David <D.Marno@bury.gov.uk>
Sent: 25 January 2022 17:57
To: Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>
Cc: Lynch, David <D.Lynch@bury.gov.uk>; Holmes, Paul <P.Holmes@bury.gov.uk>
Subject: RE: [EXTERNAL] : RE: Wheatfield Day Centre

Thanks Jackie

Rgds
Dave

From: Holmes, Paul <P.Holmes@bury.gov.uk>
Sent: 26 January 2022 07:27
To: Marno, David
Cc: Giblin, David; Kenyon, Paul; OConnor, Jon R; Summerscales, Jacqueline A; Lynch, David; Stuart.Smallman@onward.co.uk
Subject: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP
Attachments: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Dave,

For the avoidance of any doubt in the future in relation to the access to be formed onto the existing adopted highway and in the event that the future developer would like the estate roads to be considered for adoption, please find attached my previous comments on these proposals. The form of the junction needs to be designed by a highway consultant first (not retrospectively 'justified') and then agreed with the Highway Authority before the layout and resultant density is considered on this site. I would also reiterate the fire service issues that this proposal is highly likely to raise.

Regards,

Paul Holmes
Principal Engineer (Development)
Engineering Consultancy
0161 253 5788

Bury Council
Department of Operations
Engineering Services
3 Knowsley Place
Duke Street
BURY
BL9 0EJ

p.holmes@bury.gov.uk

From: Ben Gaze <B.Gaze@primetp.co.uk>

Sent: 10 February 2022 10:36

To: Development Control <Development.Control@bury.gov.uk>

Subject: Land associated with former Wheatfields Day Care Centre - Scoping Checklist

Hello,

Our client is looking to submit a planning application in relation to a proposed development comprising up to 30no. affordable dwellings on land associated with the former Wheatfields Day Care Centre, off Victoria Avenue in Whitefield.

We are looking to produce a Transport Statement (TS) and Travel Plan to support the scheme through the planning process.

Please find attached the scoping report which provides our initial view on what would be required as part of the TS for this scheme.

The scoping report is in word format so comments can be provided.

Many thanks.

Kind regards,

Ben.

Ben Gaze

Senior Transport Planner

Prime Transport Planning

DD: +44 (0)151 728 1866

www.primetp.co.uk



From: Holmes, Paul <P.Holmes@bury.gov.uk>

Sent: 18 February 2022 10:33

To: Ben Gaze

Cc: Giblin, David; Marno, David; OConnor, Jon R; Kenyon, Paul; Dave Schumacher

Subject: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Attachments: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Follow Up Flag: Follow up

Flag Status: Completed

Ben,

I would not be in a position to provide comments outside of the formal pre-application process, especially in relation to the scope of a Transport Statement that would need to be discussed with TfGM. However, for the avoidance of any doubt and to expedite matters, please find attached comments already made to the Head of Development Management. I would reiterate the highway adoption and fire service issues that this proposal is highly likely to raise that I do not believe have been fully considered.

Regards,

Paul Holmes

Principal Engineer (Development)

Engineering Consultancy

0161 253 5788

From: Development Control
Sent: 18 February 2022 16:11
To: Marno, David <D.Marno@bury.gov.uk>
Subject: FW: Land associated with former Wheatfields Day Care Centre - Scoping Checklist

Hi Dave,

I usually forward these to Helen, please can you advise.

Thanks
Michelle

From: Marno, David <D.Marno@bury.gov.uk>
Sent: 18 February 2022 16:44
To: Ben Gaze <B.Gaze@primetp.co.uk>
Cc: Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>
Subject: RE: Land associated with former Wheatfields Day Care Centre - Scoping Checklist

Ben

Scoping for TS's should be undertaken having touched base with TfGM. I am happy to do this but only on the basis of a reasonable access layout; which if agreed with Engineering may even negate this.

The planned layout of the access is unacceptable and Engineering will not support the swept highway layout.

See attached

David Marno | Head of Development Management and Building Control
Planning Services
Department for Business Growth and Infrastructure
Bury Council
3 Knowsley Place,
Duke Street,
Bury
BL9 0EJ

Email to: d.marno@bury.gov.uk
Web site: www.bury.gov.uk/e-planning



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<https://www.bury.gov.uk/index.aspx?articleid=14263>

From: Ben Gaze <B.Gaze@primetp.co.uk>

Sent: 21 February 2022 11:43

To: Marno, David <D.Marno@bury.gov.uk>

Subject: RE: Land associated with former Wheatfields Day Care Centre - Scoping Checklist

Hi David,

Many thanks for your response.

We would be grateful if you could provide reasons why the planned layout of the access is unacceptable and why engineering will not support the swept layout, so we can successfully move this forward.

Thank you.

Kind regards,

Ben.

Ben Gaze

Senior Transport Planner

Prime Transport Planning

DD: +44 (0)151 728 1866

www.primetp.co.uk



From: Marno, David <D.Marno@bury.gov.uk>

Sent: 21 February 2022 12:14

To: Ben Gaze

Cc: Summerscales, Jacqueline A

Subject: RE: Land associated with former Wheatfields Day Care Centre - Scoping Checklist

Follow Up Flag: Follow up

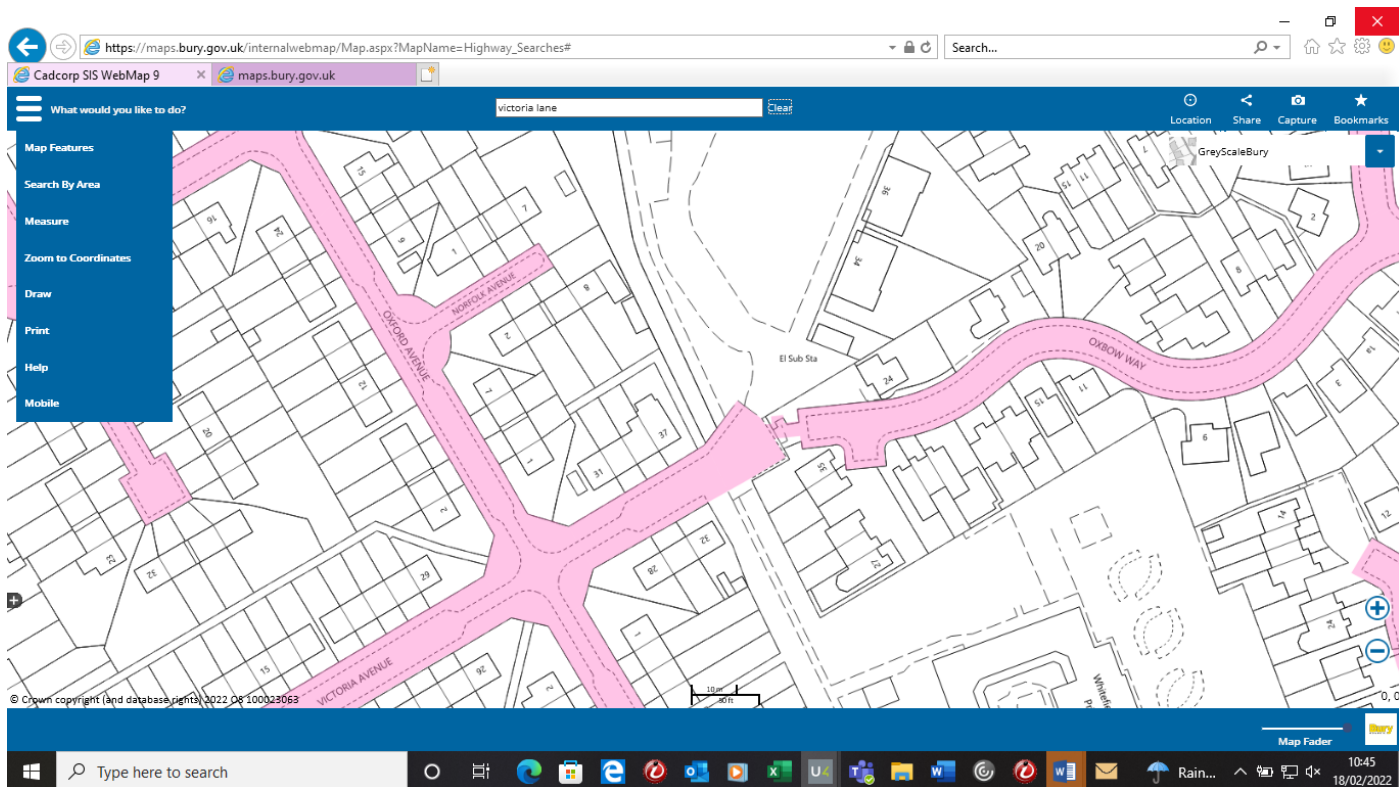
Flag Status: Flagged

Deasr Ben

I had thought that this had already been fed back.

Their comments are:

I would reiterate my concerns with this development, especially as it now appears that outline approval is being sought without consideration of the adoption implications this proposal would raise – like we have discussed with Springside Road. Without any guarantee that the new estate roads would either be put forward/be eligible for adoption by the Council, I do not see how we can approve the access arrangements being proposed. As with Springside Road, as we cannot condition that the effective continuation of the adopted highway (in this case Victoria Avenue):



is actually adopted, a junction at 90 degrees to Victoria Avenue would need to be proposed – not the angled arrangements submitted.

GMFRS also need to be involved in any discussions due to the arrangements that have evolved here (without, I believe full consideration of the fire safety implications) at the emergency access onto the Barratt's estate that has led to it effectively being unusable (which could mean that all new properties on the Wheatfield site have to incorporate a residential sprinkler):



David Marno | Head of Development Management and Building Control
Planning Services
Department for Business Growth and Infrastructure

Bury Council
3 Knowsley Place,
Duke Street,
Bury
BL9 0EJ

Office: +44 (0) 161 253 5291

Fax: 0161 253 7373

Email to: d.marno@bury.gov.uk

Web site: www.bury.gov.uk/e-planning



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<https://www.bury.gov.uk/index.aspx?articleid=14263>

From: Phillip Orr <Phillip.Orr@paddockjohnson.com>
Sent: 25 February 2022 15:42
To: Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>
Cc: Juan Zuleta <Juan.Zuleta@onward.co.uk>; Amanda Hewitt <Amanda.Hewitt@onward.co.uk>
Subject: 21059 - Victoria Avenue - Revised Site Plan

Good afternoon Jackie,

Please see the attached drawing. This has now been co-ordinated with the highway consultants drawing to show the existing road continuing into the site with a smooth bend and the displaced parking spaces to ensure maximum visibility along the road.

If you could forward on to David and provide any comments it would be appreciated. We are looking to submit the full application the week commencing 14th March.

Regards,



Phillip Orr
Senior Architect

Studio 2, The Lyceum, Bath Street, Port Sunlight, Wirral, CH62 4UJ
t: +44(0)151 643 1234
w: www.paddockjohnson.com

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From: Holmes, Paul <P.Holmes@bury.gov.uk>
Sent: 28 February 2022 12:35
To: Marno, David <D.Marno@bury.gov.uk>
Cc: Giblin, David <D.R.Giblin@bury.gov.uk>; Southgate, Andrew <A.M.Southgate@bury.gov.uk>; Kenyon, Paul <P.Kenyon@bury.gov.uk>; Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>; Phillip.Orr@paddockjohnson.com; Juan.Zuleta@onward.co.uk; Amanda.Hewitt@onward.co.uk; Ben Gaze <B.Gaze@primetp.co.uk>; Dave Schumacher <d.schumacher@primetp.co.uk>
Subject: RE: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

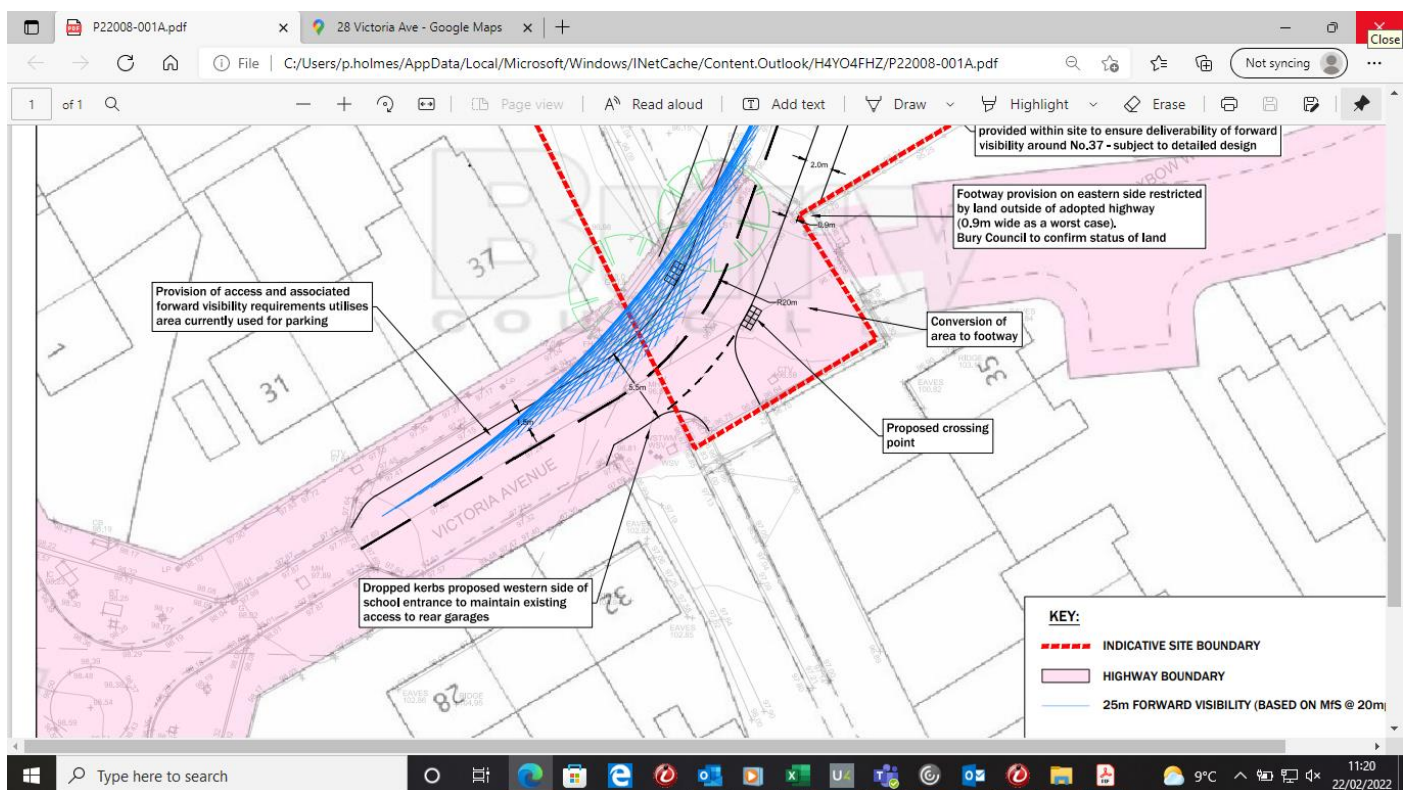
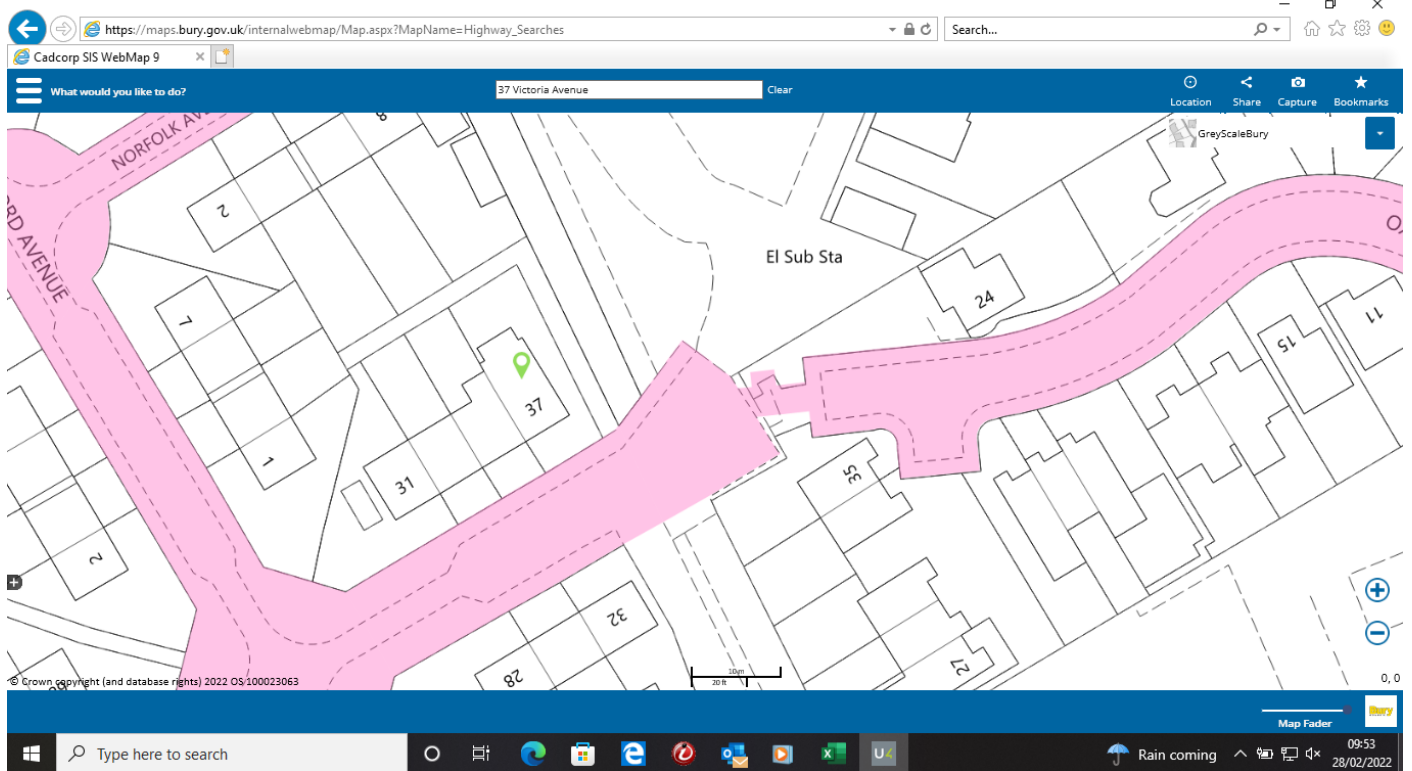
Dave,

For the avoidance of any further doubt and to manage expectations, I have copied in everyone in the email trail below as well as the future applicant's highway consultants to my response to you from earlier today:

Dave,

I am afraid that I cannot say much more then, other than to reiterate that the proposal could not be supported in highway terms as things stand due to the following:

- The proposed development would have an adverse impact on the existing adopted highway/adopted highway limits at the easterly end of Victoria Avenue (as no proposals have been submitted confirming how the future adoption of the new estate road and effective extension of Victoria Avenue can be guaranteed):*



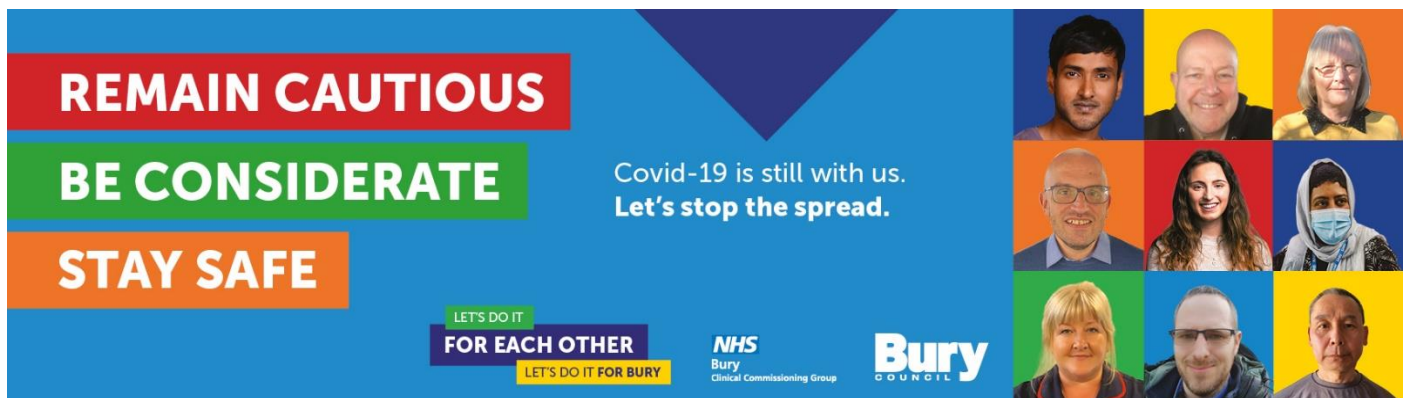
- the new estate road **would not** be eligible for adoption (sub-standard centre-line radius at the bend adjacent to Plot 17, lack of forward visibility appropriate for a speed of 20mph at this bend, un-tracked turning head that needs to accommodate the Council's 11.85m refuse vehicle, lack of plotted forward visibility at the both bends at the start of the cul-de-sac adjacent to Plots 1 & 2, sub-standard footway width at the pinch point opposite the gable of No. 37, lack of adoptable turning facilities adjacent to No. 36 - if this leg is being put forward for adoption, especially as landownership appears to be an issue here - etc., as a full assessment will be required **if** adoption can be pursued);
- as far as I can see, have not been discussed with Greater Manchester Fire and Rescue Service so could require the provision of mitigation measures/fire suppression in each of the 30 dwellings proposed;
- In addition (now that it has been shown on the revised plan), visibility from the relocated parking spaces appears to be substandard.

Regards,

Paul Holmes
Principal Engineer (Development)
Engineering Consultancy
0161 253 5788

Bury Council
Department of Operations
Engineering Services
3 Knowsley Place
Duke Street
BURY
BL9 0EJ

p.holmes@bury.gov.uk



From: Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>

Sent: 02 March 2022 14:20

To: Holmes, Paul <P.Holmes@bury.gov.uk>; Marno, David <D.Marno@bury.gov.uk>

Cc: Giblin, David <D.R.Giblin@bury.gov.uk>; Southgate, Andrew <A.M.Southgate@bury.gov.uk>; Kenyon, Paul <P.Kenyon@bury.gov.uk>; Phillip Orr <Phillip.Orr@paddockjohnson.com>; Juan.Zuleta@onward.co.uk; Amanda.Hewitt@onward.co.uk; Ben Gaze <B.Gaze@primetp.co.uk>; Dave Schumacher <d.schumacher@primetp.co.uk>

Subject: RE: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Hi All,

I've spoken to Paul Holmes at length today and he has kindly agreed to meet with everyone to try and help resolve the highway issues once I have obtained some advice from Legal. I will send out a meeting request as soon as I am able.

Kind regards.

Jackie

Jackie Summerscales

Unit Manager – Housing Strategy, Policy & Performance

Bury Council, Business Growth & Infrastructure

Room 31, Ground Floor, Town Hall, Knowsley Street, Bury, BL9 0SW

Landline: 0161 253 7652

E-mail: j.a.summerscales@bury.gov.uk

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Please visit www.bury.gov.uk/privacy to read our Privacy Policy.

From: Phillip Orr <Phillip.Orr@paddockjohnson.com>

Sent: 04 March 2022 16:30

To: Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>; Holmes, Paul <P.Holmes@bury.gov.uk>; Marno, David <D.Marno@bury.gov.uk>

Cc: Giblin, David <D.R.Giblin@bury.gov.uk>; Southgate, Andrew <A.M.Southgate@bury.gov.uk>; Kenyon, Paul <P.Kenyon@bury.gov.uk>; Juan.Zuleta@onward.co.uk; Amanda.Hewitt@onward.co.uk; Ben Gaze <B.Gaze@primetp.co.uk>; Dave Schumacher <d.schumacher@primetp.co.uk>; Vanessa Blackburn <v.blackburn@primetp.co.uk>

Subject: RE: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Hi Jackie,

We have been working with the highways consultant to address the comments. **We believe we have resolved them all apart from the pinch point with the redline; however, we are achieving a minimum of 1m, which is inline with Inclusive Mobility Guidance over the distance of approx. 2.2m.** Whilst this isn't perfect we believe it is the best we can achieve without compromising other areas. I believe the intention is that the section serving 34-36 will not be adopted, but instead an improvement on the existing access road to those houses.

Paul,

I hope this now address's some of your comments?

Regards,



Phillip Orr
Senior Architect

Studio 2, The Lyceum, Bath Street, Port Sunlight, Wirral, CH62 4UJ
t: +44(0)151 643 1234
w: www.paddockjohnson.com

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From: Holmes, Paul <P.Holmes@bury.gov.uk>

Sent: 07 March 2022 08:16

To: Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>

Cc: Giblin, David <D.R.Giblin@bury.gov.uk>; Southgate, Andrew <A.M.Southgate@bury.gov.uk>; Kenyon, Paul <P.Kenyon@bury.gov.uk>; Marno, David <D.Marno@bury.gov.uk>; Phillip Orr <Phillip.Orr@paddockjohnson.com>; Juan.Zuleta@onward.co.uk; Amanda.Hewitt@onward.co.uk; Ben Gaze <B.Gaze@primetp.co.uk>; Dave Schumacher <d.schumacher@primetp.co.uk>; Vanessa Blackburn <v.blackburn@primetp.co.uk>

Subject: RE: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Hi Jackie,

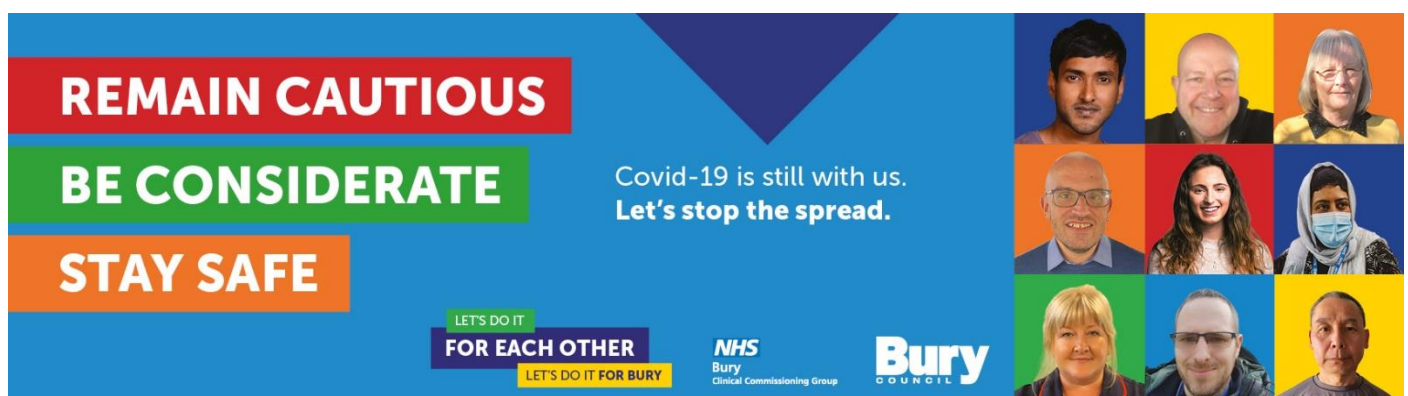
Whilst obvious progress is being made on this scheme, please could you let me know what the outcome of your discussions with Legal are in terms of how replacement adopted turning facilities (in this case, the whole of the new cul-de-sac) could be secured either by inclusion in your contract or by S106 Agreement (as I do not believe these could be conditioned)? I will then be able to comment on the latest revised layout in terms impact on the adopted highway and eligibility for adoption. I would reiterate the fire safety issues raised that just need the developer to liaise with Greater Manchester Fire and Rescue Service as well as the impact the highway alterations will have on the existing residents on this section of Victoria Avenue – one that you/the developer will potentially have to justify to Planning Control Committee in due course.

Regards,

Paul Holmes
Principal Engineer (Development)
Engineering Consultancy
0161 253 5788

Bury Council
Department of Operations
Engineering Services
3 Knowsley Place
Duke Street
BURY
BL9 0EJ

p.holmes@bury.gov.uk



From: Summerscales, Jacqueline A

Sent: 08 March 2022 11:56

To: Holmes, Paul <P.Holmes@bury.gov.uk>; Juan.Zuleta@onward.co.uk

Cc: Giblin, David <D.R.Giblin@bury.gov.uk>; Southgate, Andrew <A.M.Southgate@bury.gov.uk>; Kenyon, Paul <P.Kenyon@bury.gov.uk>; Marno, David <D.Marno@bury.gov.uk>; Phillip Orr <Phillip.Orr@paddockjohnson.com>; Amanda.Hewitt@onward.co.uk; Ben Gaze <B.Gaze@primetp.co.uk>; Dave Schumacher <d.schumacher@primetp.co.uk>; Vanessa Blackburn <v.blackburn@primetp.co.uk>

Subject: RE: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Hi Juan,

Further to our telephone conversation today, please can you confirm that you/Onward Homes want the Council to adopt the new roads and the whole of the new cul-de-sac when construction is complete, giving members of the public the right to pass and repass over the new roads and proposed new turning head in the cul-de-sac at the 'top' of the development? The Council's legal advisor will put a clause in the contract for sale to this effect which would make the contract conditional upon you/Onward Homes, the buyer, entering into a section 38 agreement with the Council. A form of agreement will be annexed to the contract.

Once you have confirmed agreement, I will arrange a meeting for us all with Highways to address other points raised and stated below, in order to resolve any further issues and enable you to submit a full planning application.

I look forward to hearing from you at your earliest convenience.

Kind regards.

Jackie Summerscales

Unit Manager – Housing Strategy, Policy & Performance

Bury Council, Business Growth & Infrastructure

Room 31, Ground Floor, Town Hall, Knowsley Street, Bury, BL9 0SW

Landline: 0161 253 7652

E-mail: j.a.summerscales@bury.gov.uk

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Please visit www.bury.gov.uk/privacy to read our Privacy Policy.

From: Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>

Sent: 09 March 2022 17:13

To: Holmes, Paul; 'Juan.Zuleta@onward.co.uk'

Cc: Giblin, David; Southgate, Andrew; Kenyon, Paul; Marno, David; 'Phillip Orr'; 'Amanda.Hewitt@onward.co.uk'; Ben Gaze; Dave Schumacher; Vanessa Blackburn

Subject: RE: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP **Dear All,**

Please see e-mail copied below from Juan confirming that he/Onward want the Council to adopt the new roads when construction is complete:

From: Juan Zuleta <Juan.Zuleta@onward.co.uk>

Sent: 09 March 2022 09:56

To: Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>

Subject: Re: [EXTERNAL] : RE: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Good morning Jackie,

Thank you for the below email.

I can confirm that we would like for the adoption of the roads to happen as described in your email.

We are also happy for the contract to be conditional, subject to Onward entering into a s38 agreement with the council.

Please let me know if you have any other questions, thank you once again for all of your assistance.

Kind regards

Juan Zuleta
Project Manager

Onward Homes
3rd/4th Floor
Watson Building
4 Renshaw Street
Liverpool, L1 2SA

+44 151 708 2405
+44 7970 235795
Juan.Zuleta@onward.co.uk
onward.co.uk

Onward

From: Holmes, Paul <P.Holmes@bury.gov.uk>

Sent: 10 March 2022 10:29

To: OConnor, Jon R <J.R.O'Connor@bury.gov.uk>; Kenyon, Paul <P.Kenyon@bury.gov.uk>; Parsons, Deirdre <D.A.Parsons@bury.gov.uk>; Goldstone, Joe <J.Goldstone@bury.gov.uk>; Vincent-Mercer, Katie <K.L.Mercer@bury.gov.uk>; Asquith, Kenneth <K.Asquith@bury.gov.uk>; Greatorex, Shelley <greatorex@manchesterfire.gov.uk>

Cc: Southgate, Andrew <A.M.Southgate@bury.gov.uk>; Marno, David <D.Marno@bury.gov.uk>; Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>; Foulkes, Kathryn <K.E.Foulkes@bury.gov.uk>; Emmerson, Juliet <J.Emmerson@bury.gov.uk>; Phillip Orr <Phillip.Orr@paddockjohnson.com>; Juan.Zuleta@onward.co.uk; Amanda.Hewitt@onward.co.uk; Ben Gaze <B.Gaze@primetp.co.uk>; Dave Schumacher <d.schumacher@primetp.co.uk>; Vanessa Blackburn <v.blackburn@primetp.co.uk>

Subject: FW: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Jon/Paul/D/Joe/Katie/Ken,

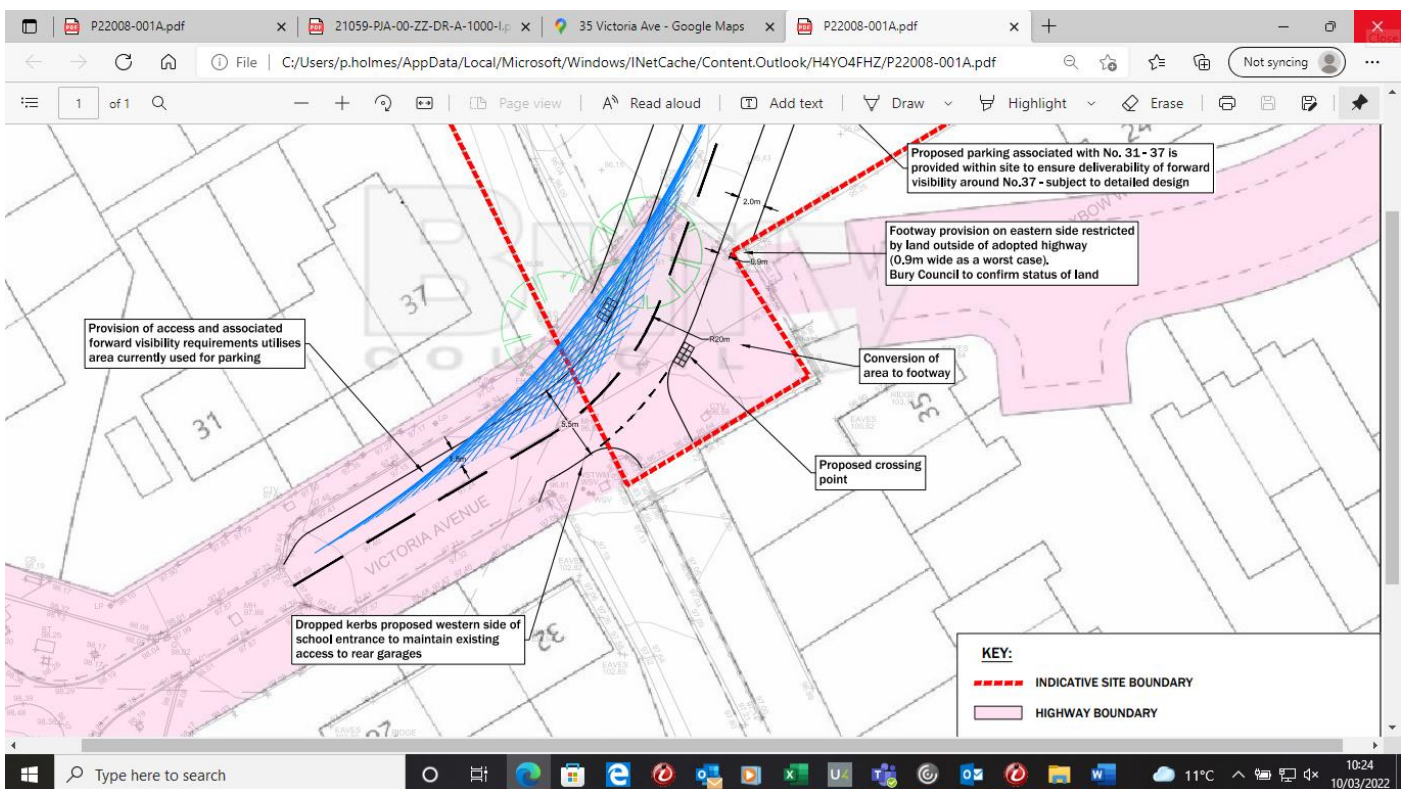
Now that it appears as though there is a way forward in terms of securing the adoption of the proposed estate road/extension of Victoria Avenue and, subsequently, replacement adopted turning facilities, please could you cast your eye over the attached latest layout/'PROPOSED ACCESS STRATEGY' plan and let me have your observations on the layout submitted.

My thoughts and suggestions, to also minimise any possible objections from local residents to either the development, loss of parking or highway layout changes in the vicinity of the school entrance/turning head, are as follows that I would be grateful for your comments on:

- Latest site/road layout needs to be overlaid on the topographical survey of the site in due course (like previous revisions have – not attached as this would complicate matters);
- Views from GMFRS still need to be sought to confirm that access for the fire service will not be an issue in view of the position of the site within the estate and the works that have been undertaken with or without their knowledge at the secondary emergency access between Oxbow Way/Victoria Avenue. This will extend to the fine detail of the emergency access/kerbing arrangements/tactile paved crossing position currently being proposed (**Could you/one of your colleagues please look at this, Shelley and confirm if mitigation measures are needed?**);
- Developer to liaise with Whitefield Community Primary School before a planning application is submitted to obtain their views on the arrangements and what, if any, improvements they would like to see at their site access, affected by the road alignment alterations and 'conversion of area to footway' (see attached 'PROPOSED ACCESS STRATEGY' plan) where vehicles used to be able to turn around to the east of their car park entrance (it was effectively a turning head albeit with unusual arrangements due to the limits of the adopted highway at the entrance to Wheatfield);

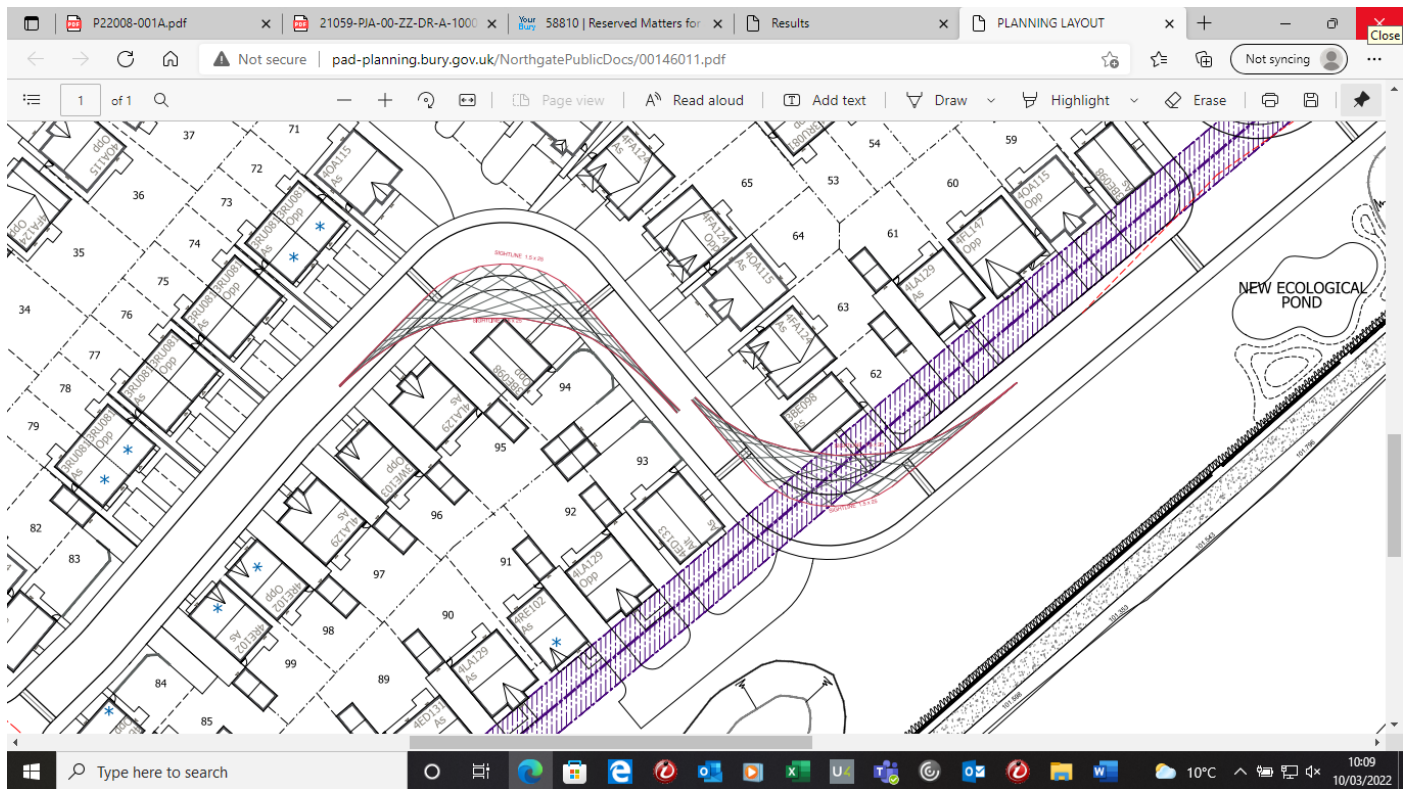


- It is proposed to extend the footway across the unadopted access to the side of No. 32 Victoria Avenue - see above image and:

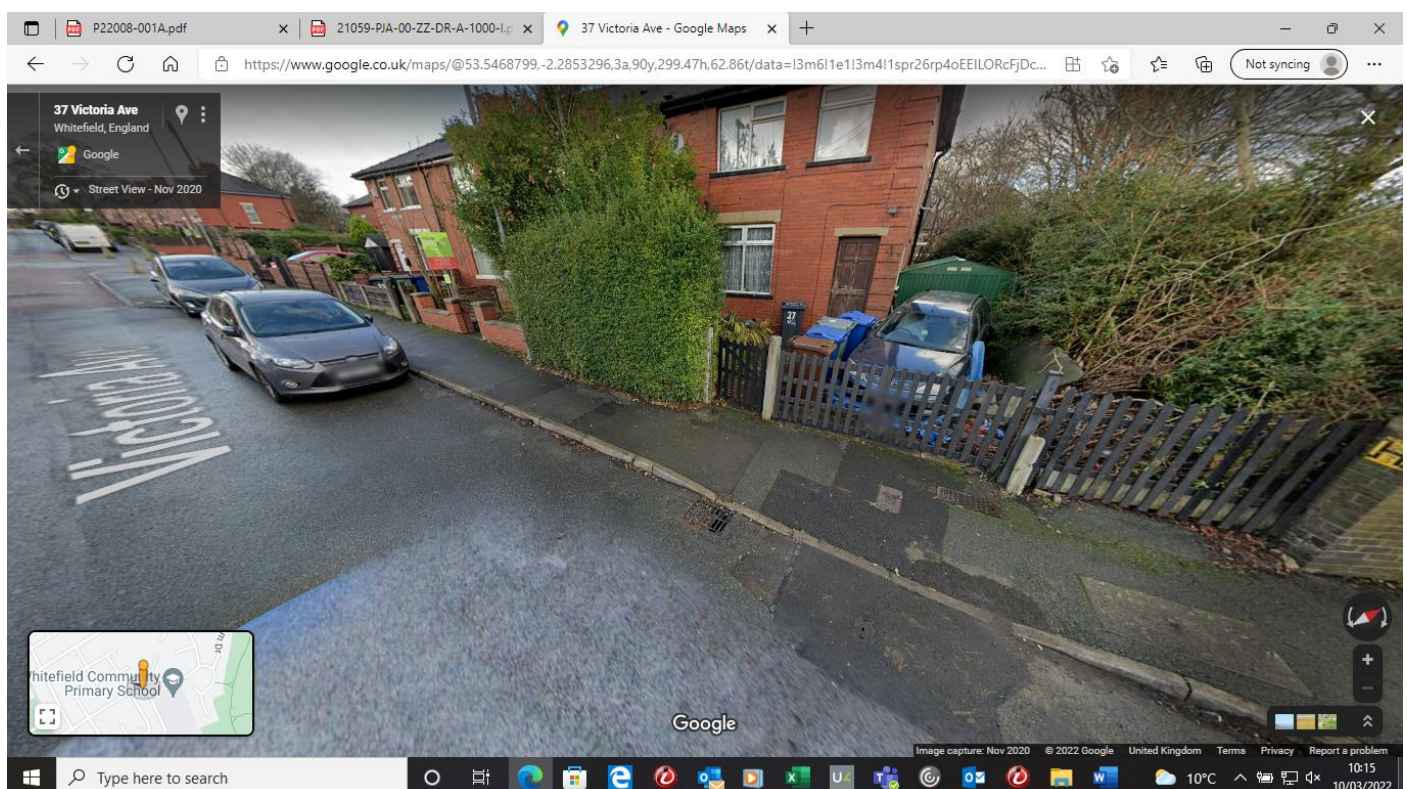


If acceptable in principle especially as it would benefit pedestrian access to the school, it would need to be constructed to an industrial specification to minimise any future maintenance liabilities;

- Swept path analysis of the turning head and estate road undertaken to ensure that Waste Management's 11.85m long refuse vehicle can be accommodated (last guidance received with vehicle dimensions is attached);
- Local widening of the bend to 6.5m adjacent to Plots 1 & 17 considered, as we have done elsewhere, for example at this double bend on the Bellway Tudor Grange/Spen Moor, Bury development:



- Review of the need for restrictions/school entrance markings at the former turning head/new bend/entrance to the school car park and to ensure vehicles park where we would want them to, bearing in mind a small amount of on-street parking will be available on the new estate road;
- Provision of a traffic calming scheme to extend the Homezone arrangements implemented some considerable time ago on the Victoria Estate that should also address the point in red below where some form of narrowing/priority give way could be incorporated within the scheme, as installed on the approach to the Wheatfield site on Victoria Lane/Avenue;
- Reconsider the removal of on-street parking facilities outside No.'s 33 & 35 Victoria Avenue (unless these residents actually would prefer the hardstandings proposed – the developer to liaise with those affected residents) – can a 2-3 car length lay-by be formed instead, incorporating a built-out dropped crossing at its easterly end so that No. 37 can continue to access their driveway?;



- Driveway length all need to be confirmed – ideally 5.5m minimum/10-11m for tandem spaces;

I would welcome any feedback you may have on the above as well as any other issues that I may have missed as I have been asked to send this out as soon as possible.

Thanks,

Paul Holmes
Principal Engineer (Development)
Engineering Consultancy
0161 253 5788

Bury Council
Department of Operations
Engineering Services
3 Knowsley Place
Duke Street
BURY
BL9 0EJ

p.holmes@bury.gov.uk



From: Parsons, Deirdre <D.A.Parsons@bury.gov.uk>

Sent: 10 March 2022 10:52

To: Vincent-Mercer, Katie <K.L.Mercer@bury.gov.uk>; Holmes, Paul <P.Holmes@bury.gov.uk>

Subject: FW: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Katie,

Have you time to please comment on this for Paul please?

Paul, I do wonder is this something that now needs to go up the chain for Carmel to comment on in the future as our group leader?

Thanks
D

From: Vincent-Mercer, Katie <K.L.Mercer@bury.gov.uk>

Sent: 18 March 2022 11:53

To: Holmes, Paul <P.Holmes@bury.gov.uk>

Cc: Parsons, Deirdre <D.A.Parsons@bury.gov.uk>

Subject: FW: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Hi Paul,

Comments as below.

The conversion of area to footway next to the existing emergency access:-

- Concerns re: loss of turning space
- Wide footway area likely to be inviting for potential on footway parking - especially if parking is lost elsewhere/vehicles are displaced
- On footway parking will potentially block emergency access
- Could consider DYLS but there is the realistic possibility that residents would chance parking and the emergency access would still be blocked in the event it may need to be utilised

Extending footway across unadopted access to side of 32 Victoria Ave:-

- Plan appears to show creation of a wide footway forming the end of a parking lay-by
- Concerns that this may make it appear like there is no vehicular access to the back street beyond – obstruction problems?
- Concerns that this would create a desire to park on the footway as per further up (see below) potentially blocking access to the back street/garages
- May be some benefit to pedestrian access, however with the creation of the footway will children accessing the school be aware to treat it as a vehicular access with the associated risk (albeit likely minimal traffic movements)



Review of restrictions would be required. Not clear what would be appropriate depending on if the layout for the emergency access/conversion of footway area and the unadopted access to the side of 32 Victoria Ave will change. School entrance markings not likely to be appropriate due to unusual layout & not sure they can be enforced to back of footway if footway parking is anticipated as an issue.

I would agree Paul that the removal of on-street parking outside 33-35 Victoria Ave should be reconsidered.

- Likely that residents would want to continue to park directly outside their properties.

- Widening of the footway is likely to lead to residents continuing to park there but just on the widened footway section leading to a potential footway maintenance issue over time

Thanks,

Katie.

From: Holmes, Paul <P.Holmes@bury.gov.uk>

Sent: 21 March 2022 07:46

To: Vincent-Mercer, Katie <K.L.Mercer@bury.gov.uk>; OConnor, Jon R <J.R.O'Connor@bury.gov.uk>

Cc: Parsons, Deirdre <D.A.Parsons@bury.gov.uk>; Kenyon, Paul <P.Kenyon@bury.gov.uk>; Goldstone, Joe <J.Goldstone@bury.gov.uk>; Asquith, Kenneth <K.Asquith@bury.gov.uk>; Southgate, Andrew <A.M.Southgate@bury.gov.uk>; Marno, David <D.Marno@bury.gov.uk>; Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>; Foulkes, Kathryn <K.E.Foulkes@bury.gov.uk>; Emmerson, Juliet <J.Emmerson@bury.gov.uk>; Phillip Orr <Phillip.Orr@paddockjohnson.com>; Juan.Zuleta@onward.co.uk; Amanda.Hewitt@onward.co.uk; Ben Gaze <B.Gaze@primetp.co.uk>; Dave Schumacher <d.schumacher@primetp.co.uk>; Vanessa Blackburn <v.blackburn@primetp.co.uk>

Subject: FW: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Many thanks for your comments, Katie – they are appreciated and can now be further considered by the future applicant/their consultants.

Jon,

Any comments on this proposal as this could be the last change for any asset/adoption issues to be considered prior to a planning application being submitted?

Thanks,

Paul Holmes
Principal Engineer (Development)
 Engineering Consultancy
 0161 253 5788

Bury Council
Department of Operations
Engineering Services
 3 Knowsley Place
 Duke Street
 BURY
 BL9 0EJ

p.holmes@bury.gov.uk



From: Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>

Sent: 22 March 2022 12:32

To: Holmes, Paul <P.Holmes@bury.gov.uk>

Cc: Parsons, Deirdre <D.A.Parsons@bury.gov.uk>; Kenyon, Paul <P.Kenyon@bury.gov.uk>; Goldstone, Joe <J.Goldstone@bury.gov.uk>; Asquith, Kenneth <K.Asquith@bury.gov.uk>; Southgate, Andrew <A.M.Southgate@bury.gov.uk>; Marno, David <D.Marno@bury.gov.uk>; Foulkes, Kathryn <K.E.Foulkes@bury.gov.uk>; Emmerson, Juliet <J.Emmerson@bury.gov.uk>; Phillip Orr <Phillip.Orr@paddockjohnson.com>; Juan.Zuleta@onward.co.uk; Amanda.Hewitt@onward.co.uk; Ben Gaze <B.Gaze@primetp.co.uk>; Dave Schumacher <d.schumacher@primetp.co.uk>; Vanessa Blackburn <v.blackburn@primetp.co.uk>

Subject: RE: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Dear Juan/Representatives from Onward,

Please can you provide a response/adoptable layout for Highways to consider and agree, taking account of all of the comments/issues raised by the Council.

We agreed that the contract for sale would be conditional upon Onward entering into a S38 agreement to ensure that the estate road would be ultimately adopted with the lost turning head being replaced within the new development, subject to an adoptable layout.

Kind regards.

Jackie

Jackie Summerscales

Unit Manager – Housing Strategy, Policy & Performance

Bury Council, Business Growth & Infrastructure

Room 31, Ground Floor, Town Hall, Knowsley Street, Bury, BL9 0SW

Landline: 0161 253 7652

E-mail: j.a.summerscales@bury.gov.uk

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Please visit www.bury.gov.uk/privacy to read our Privacy Policy.

From: Phillip Orr <Phillip.Orr@paddockjohnson.com>

Sent: 22 March 2022 13:15

To: Summerscales, Jacqueline A <J.A.Summerscales@bury.gov.uk>; Holmes, Paul <P.Holmes@bury.gov.uk>

Cc: Parsons, Deirdre <D.A.Parsons@bury.gov.uk>; Kenyon, Paul <P.Kenyon@bury.gov.uk>; Goldstone, Joe <J.Goldstone@bury.gov.uk>; Asquith, Kenneth <K.Asquith@bury.gov.uk>; Southgate, Andrew <A.M.Southgate@bury.gov.uk>; Marno, David <D.Marno@bury.gov.uk>; Foulkes, Kathryn <K.E.Foulkes@bury.gov.uk>; Emmerson, Juliet <J.Emmerson@bury.gov.uk>; Juan.Zuleta@onward.co.uk; Amanda.Hewitt@onward.co.uk; Ben Gaze <B.Gaze@primetp.co.uk>; Dave Schumacher <d.schumacher@primetp.co.uk>; Vanessa Blackburn <v.blackburn@primetp.co.uk>

Subject: RE: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Dear Jackie,

We have been working closely with Prime Transport Planning to address all the below comments. We have attached a revised layout for everyone to comment on.

Regards,



Phillip Orr
Senior Architect

Studio 2, The Lyceum, Bath Street, Port Sunlight, Wirral, CH62 4UJ
t: +44(0)151 643 1234
w: www.paddockjohnson.com

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From: Holmes, Paul <P.Holmes@bury.gov.uk>

Sent: 22 March 2022 13:38

To: Phillip Orr; Summerscales, Jacqueline A

Cc: Parsons, Deirdre; Kenyon, Paul; Goldstone, Joe; Asquith, Kenneth; Southgate, Andrew; Marno, David; Foulkes, Kathryn; Emmerson, Juliet; Juan.Zuleta@onward.co.uk; Amanda.Hewitt@onward.co.uk; Ben Gaze; Dave Schumacher; Vanessa Blackburn

Subject: RE: Pre-application Enquiry No. 02674/E: Former Wheatfield Day Centre, Victoria Avenue, Whitefield, M45 6DP

Attachments: 21059-PJA-00-ZZ-DR-A-1000-K.pdf

Many thanks for that, Phillip.

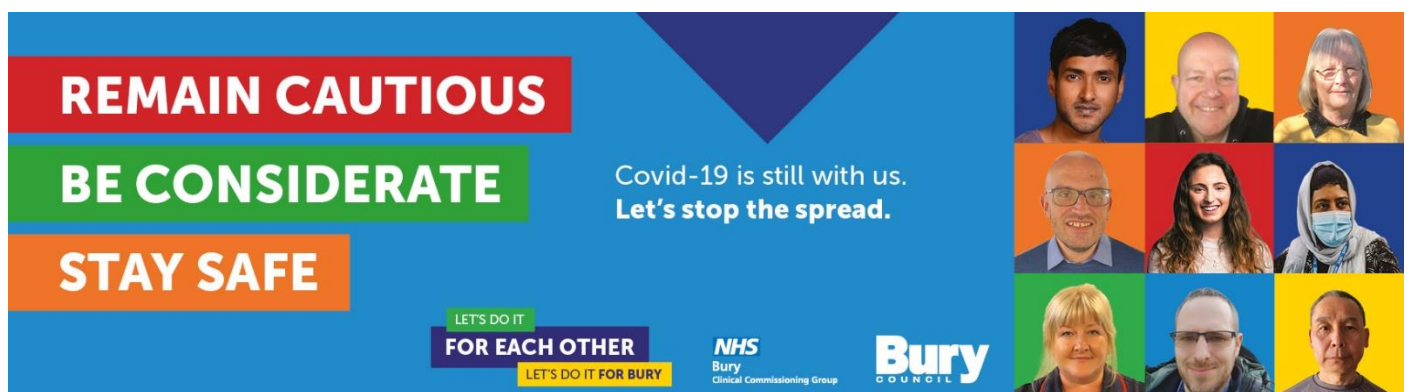
Whilst it would, of course, be subject to a subsequent detailed Section 38 (S38) design and then technical approval process, as well as comments from a planning perspective and the Fire Service in due course, the revised layout seems to pretty much address all the highway issues raised. I will, though, liaise with my colleagues in Highways and get any comments back to you, otherwise, like all other similar residential developments, most outstanding issues could be conditioned and addressed as part of the S38 adoption process.

Regards,

Paul Holmes
Principal Engineer (Development)
Engineering Consultancy
0161 253 5788

Bury Council
Department of Operations
Engineering Services
3 Knowsley Place
Duke Street
BURY
BL9 0EJ

p.holmes@bury.gov.uk



SCOPING CHECKLIST FOR: Up to 30 affordable dwellings on land associated with former Wheatfields Day Care Centre

HIGHWAY AUTHORITY: Bury Metropolitan Borough Council (BMBC)

DATE PREPARED: 10/02/2022

Ref	Item	Intention	LHA Comments
1	Level of planning approval sought e.g. outline, full.	Outline with all matters reserved except for the main vehicular access.	
2	Size and description of development proposals.	Up to 30 affordable dwellings - Please see Figure 1 in Appendix I for location of site.	
3	Description of existing land uses, existing trip distribution.	The land associated with the proposed development previously occupied Wheatfields Day Care Centre, with the buildings now demolished. Knowle Hill View to be retained.	
4	Does the development involve the relocation of an existing use?	The site is currently disused so no relocation of use. Knowle Hill View to be retained.	
5	What transport based supporting documents will be produced?	Transport Statement (TS) with no off-site or access junction capacity assessment required (See Point 11 below in relation to trip generation. Low level of traffic expected to be generated by the site). Framework Travel Plan.	
6	Details of any adjacent highway improvement proposals by others.	Please provide details of any such improvements.	
7	When are the critical periods for assessments?	N/A as no capacity assessment proposed, low levels of traffic generation expected.	
8	When would the site be fully operational?	2027 (assumed).	
9	What are the assessment years?	N/A as no capacity assessment proposed, low levels of traffic generation expected.	
10	Traffic growth factors?	N/A as no capacity assessment proposed, low levels of traffic generation expected.	

SCOPING CHECKLIST FOR: Up to 30 affordable dwellings on land associated with former Wheatfields Day Care Centre

HIGHWAY AUTHORITY: Bury Metropolitan Borough Council (BMBC)

DATE PREPARED: 10/02/2022

11	How will vehicular trip generation be derived for the proposal?	Average vehicular trip rates have been derived from the TRICS 7.8.4 database and are presented in the table below, together with the resulting trip generation. <table><tr><th colspan="7">Average Trip Rates - Private Dwellings</th></tr><tr><th rowspan="2">Time</th><th colspan="3">Trip Rates</th><th colspan="3">Trip Generation</th></tr><tr><th>Arrivals</th><th>Departures</th><th>Totals</th><th>Arrivals</th><th>Departures</th><th>Totals</th></tr><tr><td>08:00-09:00</td><td>0.166</td><td>0.286</td><td>0.452</td><td>5</td><td>9</td><td>14</td></tr><tr><td>17:00-18:00</td><td>0.297</td><td>0.222</td><td>0.519</td><td>9</td><td>7</td><td>16</td></tr></table> Trips associated with the former Wheatfields Day Care Centre will be netted off the above proposed trip generation to establish the level of impact on the surrounding highway network. The TRICS output is attached in Appendix II. <u>Please confirm acceptance of the above trip rates for the purposes of the assessment.</u>	Average Trip Rates - Private Dwellings							Time	Trip Rates			Trip Generation			Arrivals	Departures	Totals	Arrivals	Departures	Totals	08:00-09:00	0.166	0.286	0.452	5	9	14	17:00-18:00	0.297	0.222	0.519	9	7	16	
Average Trip Rates - Private Dwellings																																					
Time	Trip Rates			Trip Generation																																	
	Arrivals	Departures	Totals	Arrivals	Departures	Totals																															
08:00-09:00	0.166	0.286	0.452	5	9	14																															
17:00-18:00	0.297	0.222	0.519	9	7	16																															
12	How will non-car mode trip generation be derived for the proposal?	Factors will be derived between forecast vehicular trips described at Point 11 above and car driver trips from local census Method of Travel to Work (MTW) data. These factors will then be applied to the other modes reflecting the census modal split.																																			
13	Would traffic from adjacent sites be attracted to the site? Pass-by traffic?	100% newly generated trips.																																			
14	What is the assumed trip distribution?	N/A as no capacity assessment proposed, low levels of traffic generation expected.																																			
15	What is the extent of the accident study area to be considered?	Please see suggested study area in Figure 1 in Appendix I.																																			
16	Capacity tests required for the proposed and following existing junctions	N/A as no capacity assessment proposed, low levels of traffic generation expected.																																			
17	Are adjacent junctions or links likely to become overloaded?	N/A as no capacity assessment proposed, low levels of traffic generation expected.																																			

SCOPING CHECKLIST FOR: Up to 30 affordable dwellings on land associated with former Wheatfields Day Care Centre

HIGHWAY AUTHORITY: Bury Metropolitan Borough Council (BMBC)

DATE PREPARED: 10/02/2022

18	Is a new or modified highway access likely?	It is proposed that Victoria Avenue will be realigned and extended into the site to provide access and egress into/out of the development. Drawing P22008-001A in Appendix III depicts the suggested access strategy and shows the following: • 5.5m access road; • 2.0m wide footway on northern side; • Eastern corner of Victoria Avenue converted to footway which extends into site. The provision of forward visibility (Please see Point 19 below) has dictated the width of the footway, which is deliverable at the pinch point, this being 0.9m, which appears to fall outside of the adopted highway (Please see images below and please can BMBC confirm if adopted or unadopted). Although below the preferred 2.0m width, it is important to note that it is only over a short distance;  	
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SCOPING CHECKLIST FOR: Up to 30 affordable dwellings on land associated with former Wheatfields Day Care Centre

HIGHWAY AUTHORITY: Bury Metropolitan Borough Council (BMBC)

DATE PREPARED: 10/02/2022

		- The provision of an uncontrolled crossing, comprising dropped kerbs and tactile paving, across Victoria Avenue where it begins to extend into the site; - The proposed access strategy would require parking associated with dwelling no. 31-37 to be provided within the site to ensure the deliverability of forward visibility around dwelling no. 37.	
19	What are the visibility requirements? Are those requirements met?	Forward visibility splays of 25m, in accordance with MfS for roads subject to 20mph, have been shown on Drawing P22008-001A attached.	
20	What level of car parking is required?	To be agreed at Reserved Matters stage, however, please advise on most current local guidance such that reference can be made in the Transport Assessment.	
21	Are special provisions required for cyclists, pedestrians, those with a disability or public transport?	To be reviewed as part of the Transport Statement.	
22	What planning policy should the development comply with?	- NPPF; - MfS/MfS2; and - Greater Manchester Transport Strategy 2040. Please advise if any more documents should be taken into account.	
23	Are there any other special circumstances relevant to this proposal?	Please advise.	

ATTACHMENTS:

APPENDIX I

SITE LOCATION PLAN AND ACCIDENT STUDY AREA

APPENDIX II

TRICS OUTPUT

APPENDIX III

DRAWING P22008-001A - PROPOSED ACCESS STRATEGY

APPENDIX B

CRASHMAP RECORDS



Validated Data

Crash Date: Sunday, September 24, 2017 **Time of Crash:** 3:18:00 PM **Crash Reference:** 201706N035184

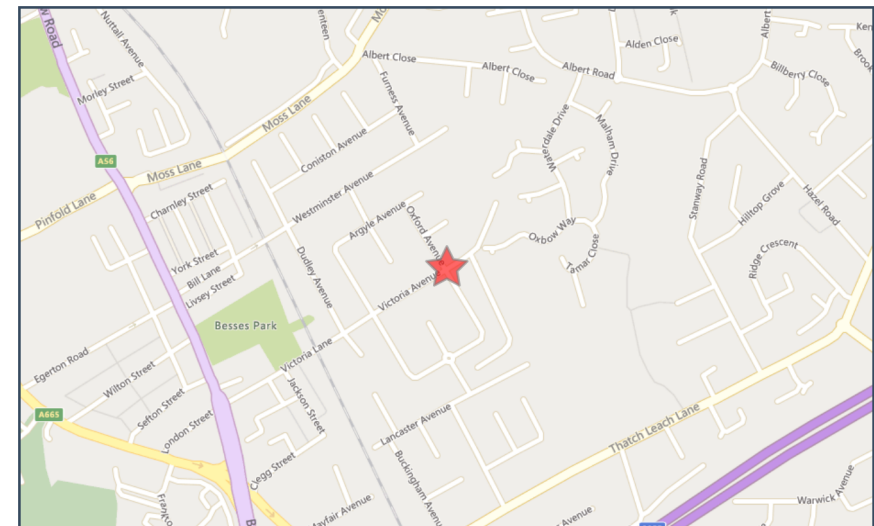
Highest Injury Severity: Slight
Highway Authority: Bury
Local Authority: Bury Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 20
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Mini roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 381155 405595



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

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)	5	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Bollard/Refuge	None
2	Car (excluding private hire)	11	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Validated Data

Crash Date: Wednesday, July 18, 2018 **Time of Crash:** 6:35:00 PM **Crash Reference:** 201806N246205

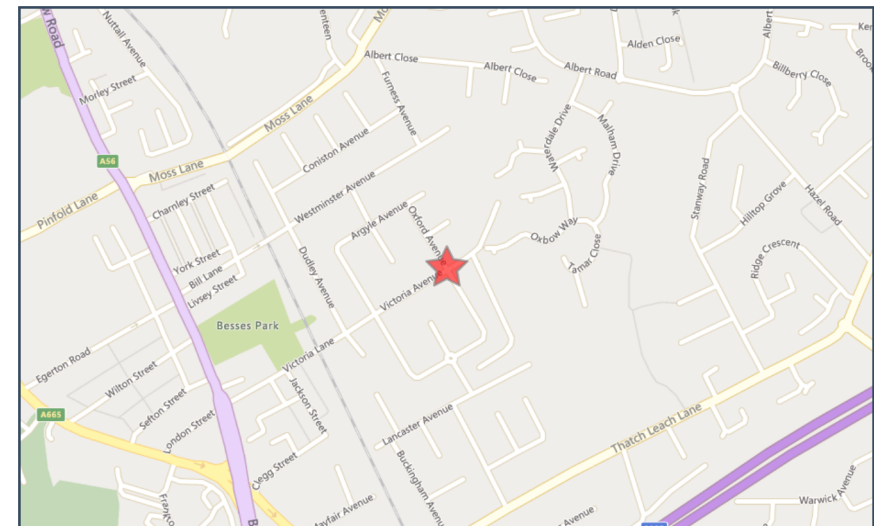
Highest Injury Severity: Slight
Highway Authority: Bury
Local Authority: Bury Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 20
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 381152 405594



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

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)	14	Unknown	Unknown	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Pedal cycle	-1	Female	6 - 10	Vehicle is in the act of turning right	Front	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	Female	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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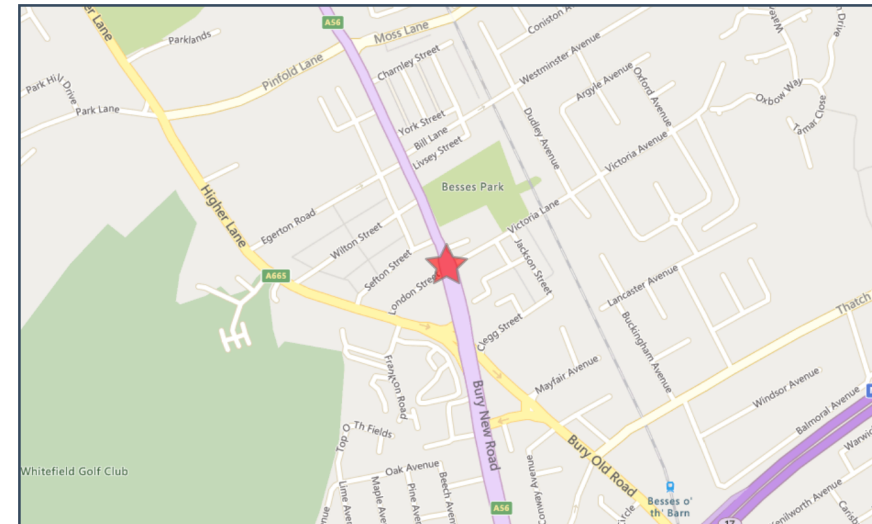


crashmap.co.uk

Validated Data

Crash Date: Saturday, December 01, 2018 **Time of Crash:** 12:20:00 PM **Crash Reference:** 201806N251034

Highest Injury Severity:	Slight	Road Number:	A56	Number of Casualties:	1
Highway Authority:	Bury	Number of Vehicles:	2	OS Grid Reference:	380801 405391
Local Authority:	Bury Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

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)		1 Female	46 - 55	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)		6 Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

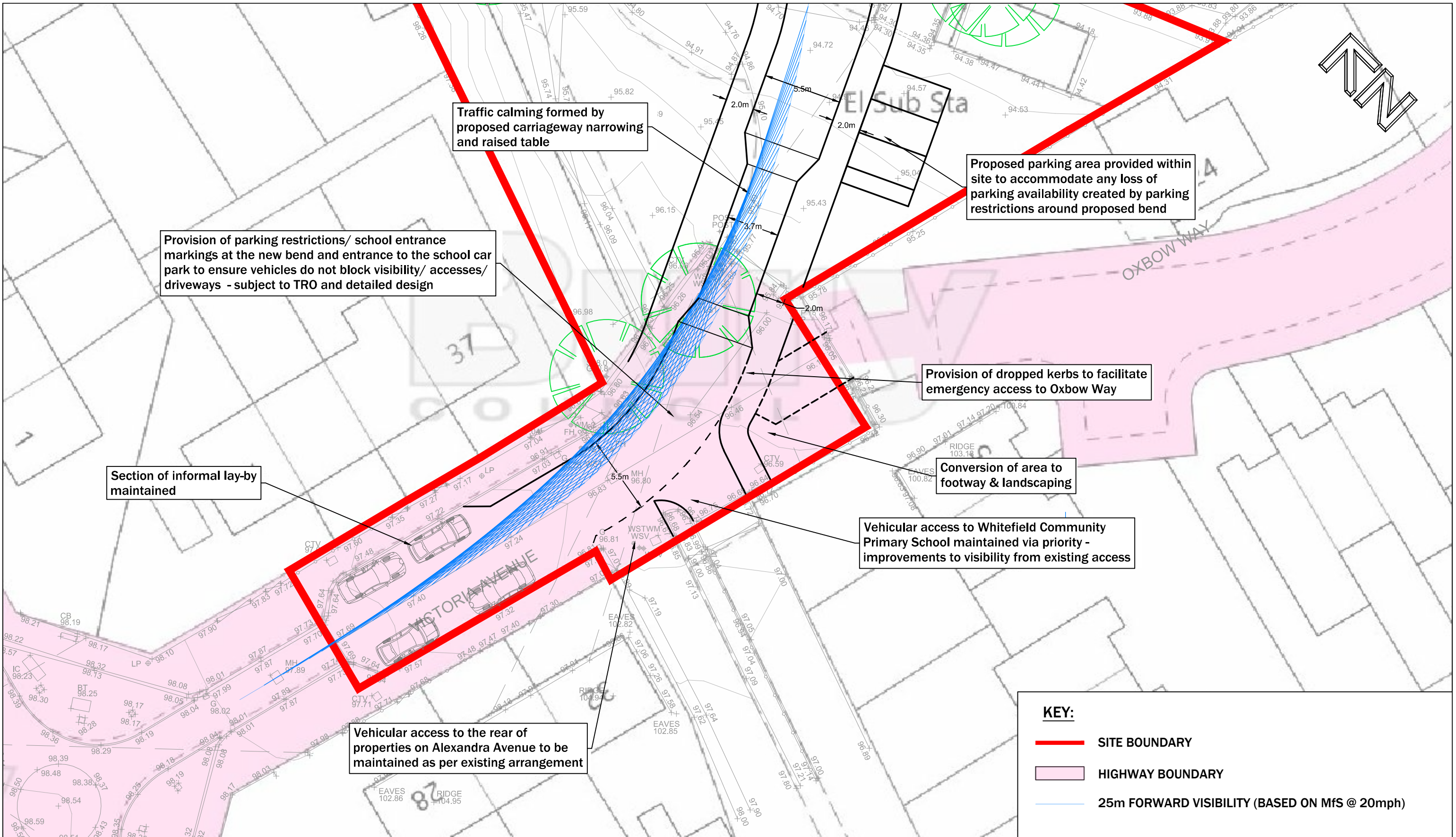
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX C

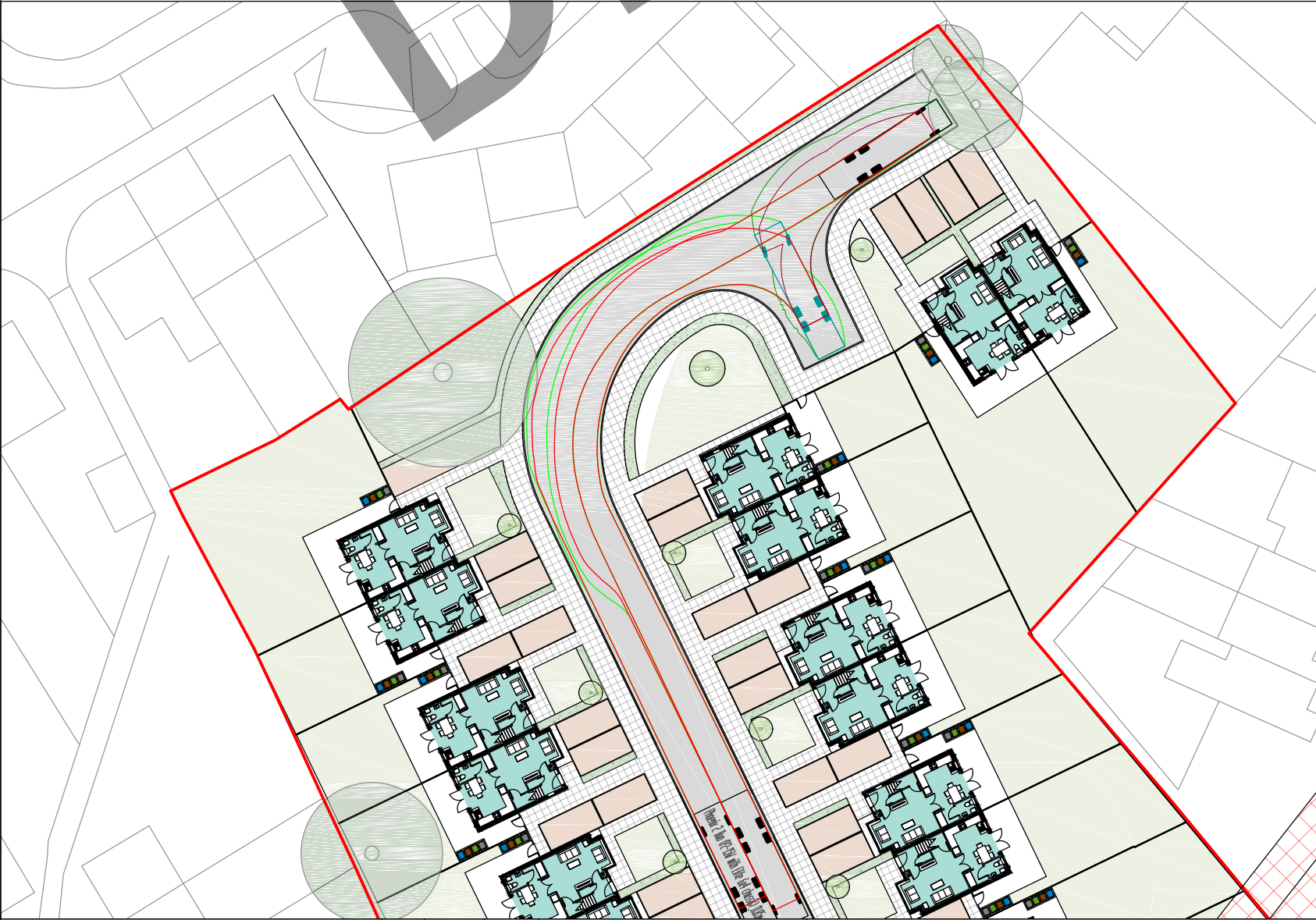
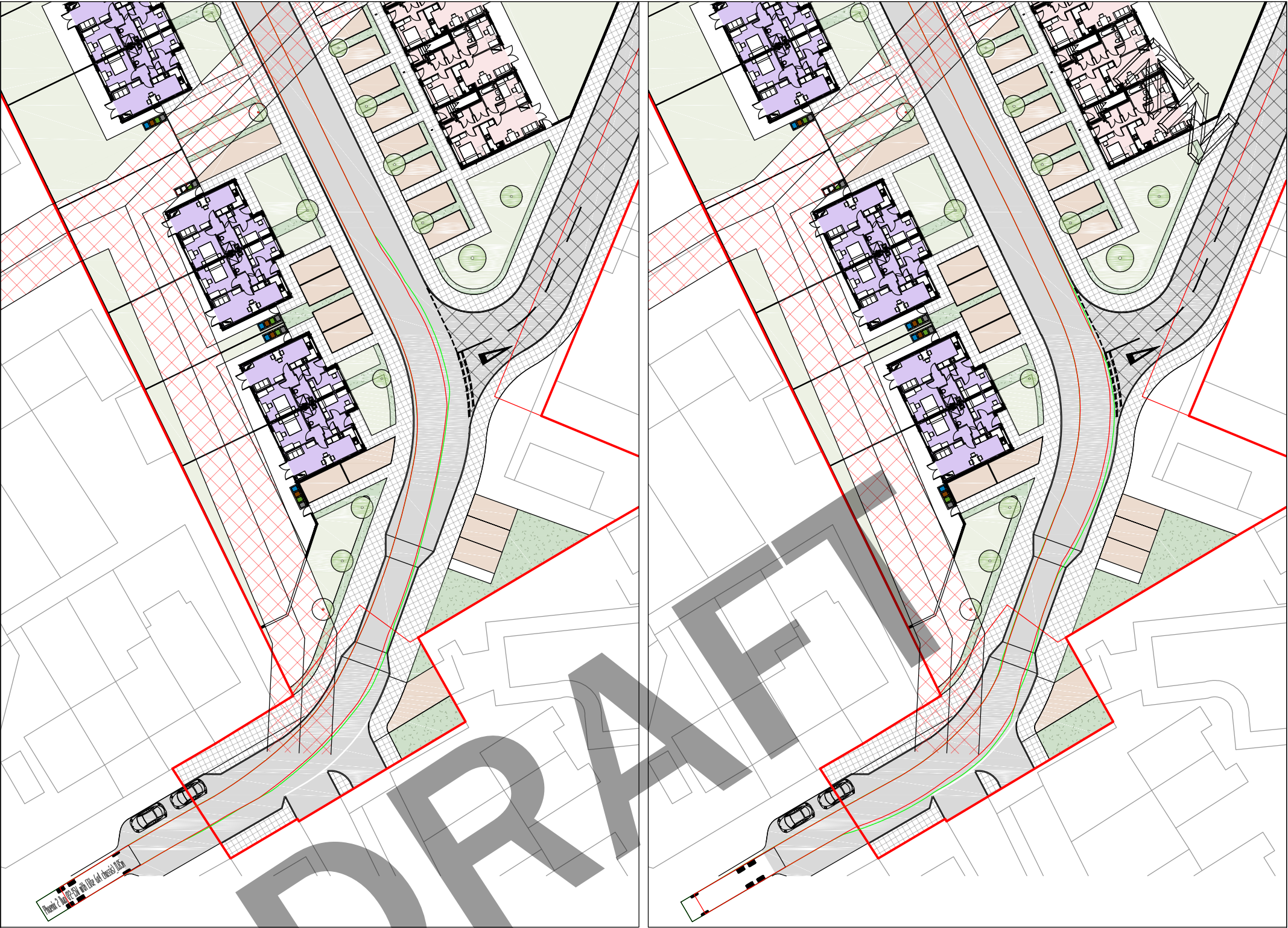
TECHNICAL DRAWINGS



KEY:

- SITE BOUNDARY
- HIGHWAY BOUNDARY
- 25m FORWARD VISIBILITY (BASED ON MfS @ 20mph)

 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860	D	22.03.22	VB	MINOR AMENDMENTS	Project	FORMER WHEATFIELDS DAY CARE CENTRE, VICTORIA AVENUE, BURY	Drawn by	Issue date
	C	18.03.22	VB	UPDATES TO ACCESS/ PARKING			VB	01 FEB 2022
	B	04.03.22	VB	SITE BOUNDARY				
	A	07.02.22	VB	VISIBILITY UPDATE				
	Rev	Date	By	Revision notes			Scale(s)	
							1:250 @ A3	
	Status				Title		Drawing No	
	FINAL					PROPOSED ACCESS STRATEGY	P22008-001D	



VEHICLE PROFILE

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.850m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	11.035m

 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860				Project	FORMER WHEATFIELDS DAY CARE CENTRE, VICTORIA AVENUE, BURY		Drawn by VB	Issue date 23 MAR 2022	
	A	06.07.22	VB				LATEST LAYOUT	Scale(s) 1:500 @ A3	
	Rev	Date	By	Revision notes	Title	SWEPT PATH ANALYSIS		Drawing No P22008-002A	
	Status								
INFORMATION									

APPENDIX D

TRICS REPORT OUTPUTS

Calculation Reference: AUDIT-753001-220321-0314

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : L - CARE HOME (SPECIFIC CONDITION)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
 Actual Range: 9 to 48 (units:)
 Range Selected by User: 7 to 58 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 26/06/11 to 25/06/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C2 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	3 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BU-05-L-01	CARE HOME	BUCKINGHAMSHIRE
	BELVOIR AVENUE		
	MILTON KEYNES		
	BLETCHLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	9	
	Survey date: FRIDAY	11/11/11	Survey Type: MANUAL
2	GM-05-L-01	CARE HOME	GREATER MANCHESTER
	LEA VIEW		
	OLDHAM		
	ROYTON		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	41	
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL
3	HC-05-L-01	CARE HOME	HAMPSHIRE
	BEACH ROAD		
	HAYLING ISLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	34	
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL
4	LN-05-L-01	CARE HOME	LINCOLNSHIRE
	ALTHAM TERRACE		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	48	
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL
5	WY-05-L-01	CARE HOME	WEST YORKSHIRE
	NORTH PARK ROAD		
	BRADFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	40	
	Survey date: THURSDAY	13/12/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-05-L-01	Covid

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	41	0.073	1	41	0.024	1	41	0.097
07:00 - 08:00	5	34	0.110	5	34	0.041	5	34	0.151
08:00 - 09:00	5	34	0.105	5	34	0.035	5	34	0.140
09:00 - 10:00	5	34	0.081	5	34	0.035	5	34	0.116
10:00 - 11:00	5	34	0.058	5	34	0.035	5	34	0.093
11:00 - 12:00	5	34	0.058	5	34	0.070	5	34	0.128
12:00 - 13:00	5	34	0.087	5	34	0.087	5	34	0.174
13:00 - 14:00	5	34	0.140	5	34	0.087	5	34	0.227
14:00 - 15:00	5	34	0.099	5	34	0.145	5	34	0.244
15:00 - 16:00	5	34	0.116	5	34	0.163	5	34	0.279
16:00 - 17:00	5	34	0.064	5	34	0.169	5	34	0.233
17:00 - 18:00	5	34	0.023	5	34	0.058	5	34	0.081
18:00 - 19:00	5	34	0.076	5	34	0.052	5	34	0.128
19:00 - 20:00	5	34	0.029	5	34	0.070	5	34	0.099
20:00 - 21:00	5	34	0.017	5	34	0.041	5	34	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.136			1.112			2.248	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 9 - 48 (units:)
 Survey date range: 26/06/11 - 25/06/21
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-753001-220203-0254

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 16 to 97 (units:)
Range Selected by User: 11 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 20/10/08 to 19/10/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 10 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-B-01	HOUSES & FLATS	CHESHIRE
	WORDSWORTH CRES.		
	CHESTER		
	BLACON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	80	
	Survey date: MONDAY	17/11/14	Survey Type: MANUAL
2	DU-03-B-01	TERRACED BUNGALOWS	DUNDEE CITY
	307-441 BALUNIE DRIVE		
	DUNDEE		
	DOUGLAS & ANGUS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	68	
	Survey date: FRIDAY	21/04/17	Survey Type: MANUAL
3	GM-03-B-01	TERRACED HOUSES	GREATER MANCHESTER
	NEWBOLD		
	ROCHDALE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	43	
	Survey date: WEDNESDAY	21/10/15	Survey Type: MANUAL
4	MS-03-B-01	TERRACED	MERSEYSIDE
	TARBOCK ROAD		
	LIVERPOOL		
	SPEKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL
5	NB-03-B-01	SEMI DET. & TERRACED	NORTHUMBERLAND
	WESTLEA		
	BEDLINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	97	
	Survey date: MONDAY	19/11/12	Survey Type: MANUAL
6	WL-03-B-01	TERRACED HOUSES	WILTSHIRE
	BUTTERFIELD DRIVE		
	AMESBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL
7	WM-03-B-01	SEMI DET./TERRACED	WEST MIDLANDS
	YORKMINSTER DRIVE		
	BIRMINGHAM		
	CHELMSLEY WOOD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	97	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
8	WY-03-B-02	MIXED HOUSES	WEST YORKSHIRE
	WHITEACRE STREET		
	HUDDERSFIELD		
	DEIGHTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WY-03-B-03	TERRACED HOUSES	WEST YORKSHIRE
	LINCOLN GREEN ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total No of Dwellings:	29	
	Survey date: THURSDAY	19/09/13	Survey Type: MANUAL
10	WY-03-B-04	TERRACED HOUSES	WEST YORKSHIRE
	SYKES CLOSE		
	BATLEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	56	0.079	10	56	0.182	10	56	0.261
08:00 - 09:00	10	56	0.166	10	56	0.286	10	56	0.452
09:00 - 10:00	10	56	0.153	10	56	0.220	10	56	0.373
10:00 - 11:00	10	56	0.160	10	56	0.173	10	56	0.333
11:00 - 12:00	10	56	0.150	10	56	0.151	10	56	0.301
12:00 - 13:00	10	56	0.177	10	56	0.141	10	56	0.318
13:00 - 14:00	10	56	0.162	10	56	0.150	10	56	0.312
14:00 - 15:00	10	56	0.196	10	56	0.198	10	56	0.394
15:00 - 16:00	10	56	0.259	10	56	0.189	10	56	0.448
16:00 - 17:00	10	56	0.270	10	56	0.168	10	56	0.438
17:00 - 18:00	10	56	0.297	10	56	0.222	10	56	0.519
18:00 - 19:00	10	56	0.189	10	56	0.159	10	56	0.348
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.258			2.239			4.497

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 16 - 97 (units:)
Survey date range: 20/10/08 - 19/10/18
Number of weekdays (Monday-Friday): 10
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.