

Bury Council
Development Control
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

our reference CA4781-L01-Townsend
your reference
dated 13/01/2022

FAO: Jennie Townsend

(By Email to j.l.townsend@bury.gov.uk)

Dear Jennie,

Planning Reference 67692: 1 Hereford Drive, Prestwich, Manchester

We write with reference to the above planning application and further to recent correspondence between Bury Council, hereinafter referred to as 'the Council', and the Applicant's Agent, Tal Arc Ltd ('the Agent').

Briefly, the above referenced planning application seeks permission to create a new 2-bedroom dwelling on the north eastern corner of the junction of Hereford Drive and Tewkesbury Drive in Prestwich, Manchester ('the site'). The current proposals include the retention of the existing driveway located off Tewkesbury Drive serving the existing property at No.1 Hereford Drive and the associated existing off-street parking space. Under the current proposals the existing drive-way and parking space would serve the proposed new dwelling. In addition, the submitted plans show a proposed new crossover and replacement off-street parking space for the retained property at No.1 Hereford Drive. The current proposals would therefore provide on-site / off-street car parking provisions at 1 space per dwelling.

Following a recent site visit undertaken by the Council's Highways Officer and Tree Officer, the Council has concluded that the proposed new crossover *"cannot be accommodated on any part of Hereford Drive"*. However, it is clear from the planning application drawings that the proposed crossover can be located on Hereford Drive and accessed between the two existing street trees. Moreover, it is noted that the distance between the proposed crossover and the stems of the two street trees is in excess of 2 metres (the normal minimum distance required is 1 metre (based on guidance developed by other highway authorities, for example, Lincolnshire County Council¹)) and therefore if constructed the crossover would not result in the loss

¹ Lincolnshire County Council, 'Vehicle Crossings Over Footway and Verges Section 184 Highways Act 1980, Guidance for Applicants' (<https://www.lincolnshire.gov.uk/downloads/file/4470/vehicle-crossings-over-footway-and-verges-guidance-for-applicants>)



of the two trees. In addition, the Agent / Applicant has received specialist advice from an arboriculturist and they have confirmed the tree roots of the two street trees would not be affected by the construction of the proposed crossover.

It is noted that the Council has previously stated that there are concerns regarding visibility to and from the proposed new crossover. Paragraph 7.86 of the Manual for Streets (Department for Transport, 2007) considers 'Obstacles to Visibility' and states:

"The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety."

It is considered that the stems of the trees on either side of the proposed crossover would not substantially obscure the envelope of visibility to approaching vehicles or pedestrians. On this basis, it is considered that the proposed crossover is not subject to sub-standard visibility.

In addition, it is considered that the proposed new crossover would not result in highway safety impacts on the basis that:

- the proposed crossover would be lightly used given that it serves one dwelling and the site is located in a highly accessible area;
- traffic flows on Hereford Drive within the vicinity of the site are very low;
- vehicle speeds on Hereford Drive within the vicinity of the site are very low; and,
- according to available online data contained within the CrashMap database there have been no reported personal injury accidents / road collisions on Hereford Drive in the vicinity of the site in the past 5 years (and therefore there are no existing highway safety issues associated with the existing highway arrangements within the vicinity of the site).

Notwithstanding the above, the Agent has confirmed to the Council that the Applicant is willing to remove the proposed new crossover from the planning application drawings in light of the Council's comments. This would result in either the existing dwelling or the proposed new dwelling not being provided with an off-street car parking space. It is considered that neither of these alternative arrangements would result in a significant impact on on-street parking provision or highway safety for the following main reasons:

- The on-street parking demand arising from either the existing property at No.1 Hereford Drive or the proposed new 2-bedroom dwelling would be very low, especially as the site is located in an area of "high accessibility", as defined by the Council in its adopted Development Control Policy Guidance

Note 11 (hereinafter referred to as 'Guidance Note 11'), and therefore the potential 'need' for existing or future occupiers to own a car is low as all essential trips can be made by non-car modes;

- The planning application proposals include 2 cycle parking spaces associated with the proposed new dwelling and the existing property at No.1 Hereford Drive could be provided with 2 new cycle parking spaces, if considered necessary / required, via a suitably worded planning condition; therefore, existing and future occupiers would have the ability to use a cycle to undertake any essential trips; and,
- Site observations have observed there is significant spare parking capacity on the roads surrounding the site and therefore any potential on-street parking demand resulting from either alternative arrangement would have a negligible impact on the operation of existing on-street parking provision and therefore highway safety.

Finally, Guidance Note 11 states that the Council's adopted parking standards are 'maximums' which implies that developments that propose car parking provision below the standards would be compliant with the guidance. This is especially the case in areas of high accessibility, where alternative travel modes provision is high, and a range of day-to-day amenities in close proximity significantly reduces the need to travel by car.

Given the above, and in conclusion, it is considered that there are no transport or highways related reasons to refuse the planning application on the basis that the current proposals or proposed alternative arrangements would not result in an unacceptable impact on highway safety or that the residual cumulative impacts on the road network would be severe in the context of paragraph 111 of the National Planning Policy Framework, July 2021.

Yours sincerely



Duncan Roberts
Associate Director
Caneparo Associates