

72-74 King's Road, Prestwich

Highways Note

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Author	Signature	Date
Alex Fry BA (Hons) GradCIHT Transport Planner		20 May 2024

Reviewed	Signature	Date
Aaron Tilley CMILT FCIHT Associate		20 May 2024

Authorised	Signature	Date
Aaron Tilley CMILT FCIHT Associate		20 May 2024

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Gold Sketch Studios Ltd, on behalf of Prestwich Beth Hamedresh, to provide transport and highways advice in relation to a planning application for a religious establishment in Prestwich.

1.1.2 The planning description is:

"Full planning permission for the extension of the existing synagogue to the adjacent property"

1.1.3 74 King's Road is an existing shteibel which the applicant is seeking to extend to the adjacent semi-detached house (72 King's Road), combining the two properties. A shteibel is a small and homely local place of worship where individuals gather for prayer and communal activities. It serves as a vital hub within the community, fostering a close-knit atmosphere conducive to daily services, study sessions, and religious gatherings.

1.1.4 Adjacent to the right and rear of the two properties are residential properties. Kings Road, the main road fronting the property, provides access to a mixture of residential properties, commercial shops, and schools, all within a 2-minute walk from the proposed development.

1.1.5 The proposed site layout is provided in **Appendix A**.

1.2 National Policy

1.2.1 Paragraph 115 of the National Planning Policy Framework (2023) 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."

1.2.1 In addition to the NPPF, National Planning Practice Guidance (NPPG) clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements, provides potential benefits of the documents, and re-iterates the circumstances in which either document would usually be required.

1.2.1 As demonstrated throughout this report, there are no identified existing highway safety issues and no 'new' trips will be generated by the proposed development which is intended to improve the site for the existing members only, that vast majority of whom walk to the site.

1.2.2 As outlined above, this Highways Note demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The

development proposals therefore apply the principles set out in the NPFF and NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

1.3 Purpose and Scope of the Report

1.3.1 This Highways Note (HN) has been prepared to inform Highway Officers at Bury Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3.2 A planning application was previously submitted to extend the site to 72 King's Road in December 2023 (planning ref: 70360), however, the application was later withdrawn so that Bury Council's concerns could be addressed. Regarding highways, Bury Council stated:

"The proposed car and cycle parking provision is inadequate and is likely to lead to vehicles and cycles parking/being stored and carrying out manoeuvres on the highway to the detriment of the free flow of traffic and road safety. (RR16 Amended)"

"Failure to demonstrate that the proposal would not have unacceptably adverse/severe impacts on highway safety given that the site would not have any off-street parking for vehicles or cycle storage."

1.3.3 The scope of this report is consistent with local and national transport planning policy and guidance.

1.3.4 On this basis, the HN contains the following:

- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- A review of accessibility by sustainable modes of travel;
- Details of proposed parking arrangements and justification for the provision; and
- Commentary on any highway impacts.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.

1.4.1 **Section 3** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

- 1.4.2 **Section 4** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.4.3 **Section 5** outlines the highway impact.
- 1.4.4 **Section 6** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The site is located in Sedgley Park, Prestwich, slightly north of the Manchester/Bury border.

2.1.2 The site is bound by dwellings to the south and west, King's Road to the north, and Mowbray Avenue to the east. **Figure 2.1** below shows the site in a local context relating to the local highway network:

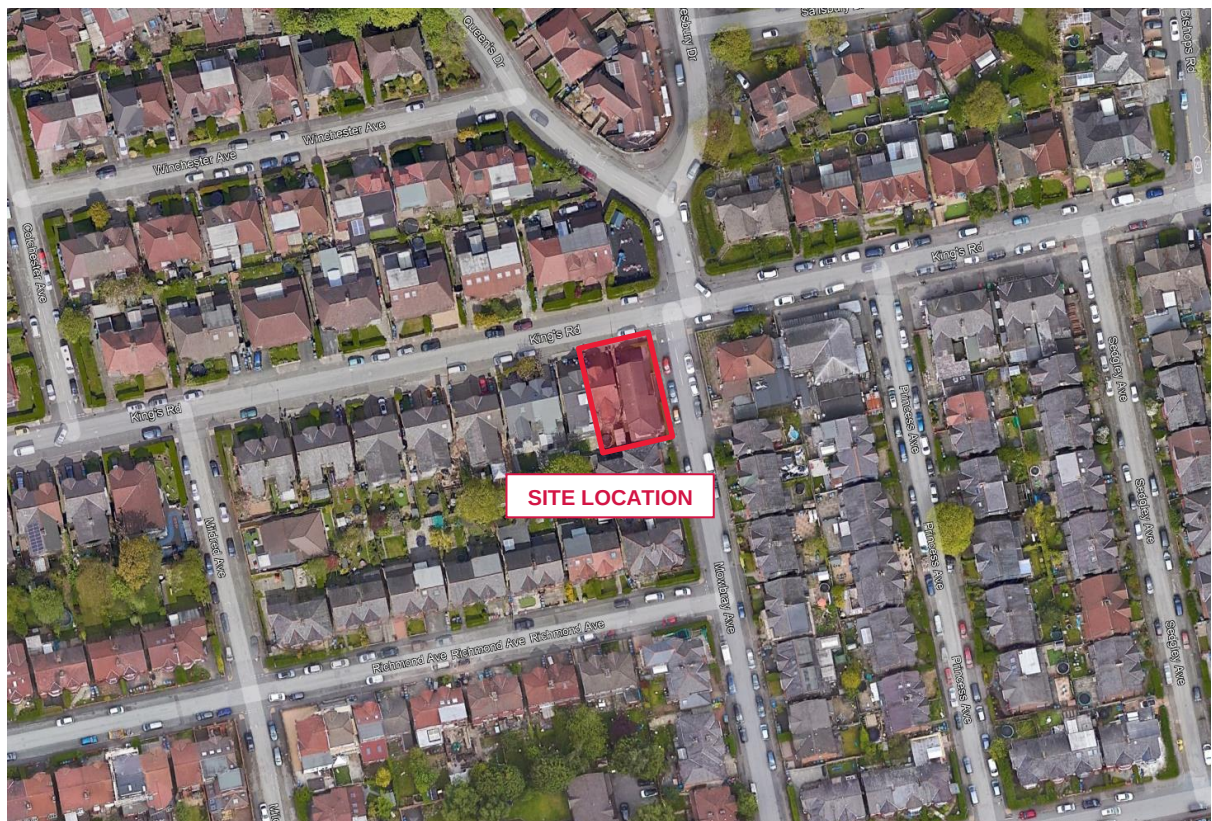


Figure 2.1 – Site Location

(Source: Google Earth, 2022)

2.1.3 The immediate catchment area of the proposal is extremely popular within the Jewish community and is reflected by the significant number of nearby cultural services and facilities, so is an appropriate location for an expended shteibel. **Figure 2.2** below illustrates the proportion of people who identified as Jewish in the 2021 Census:

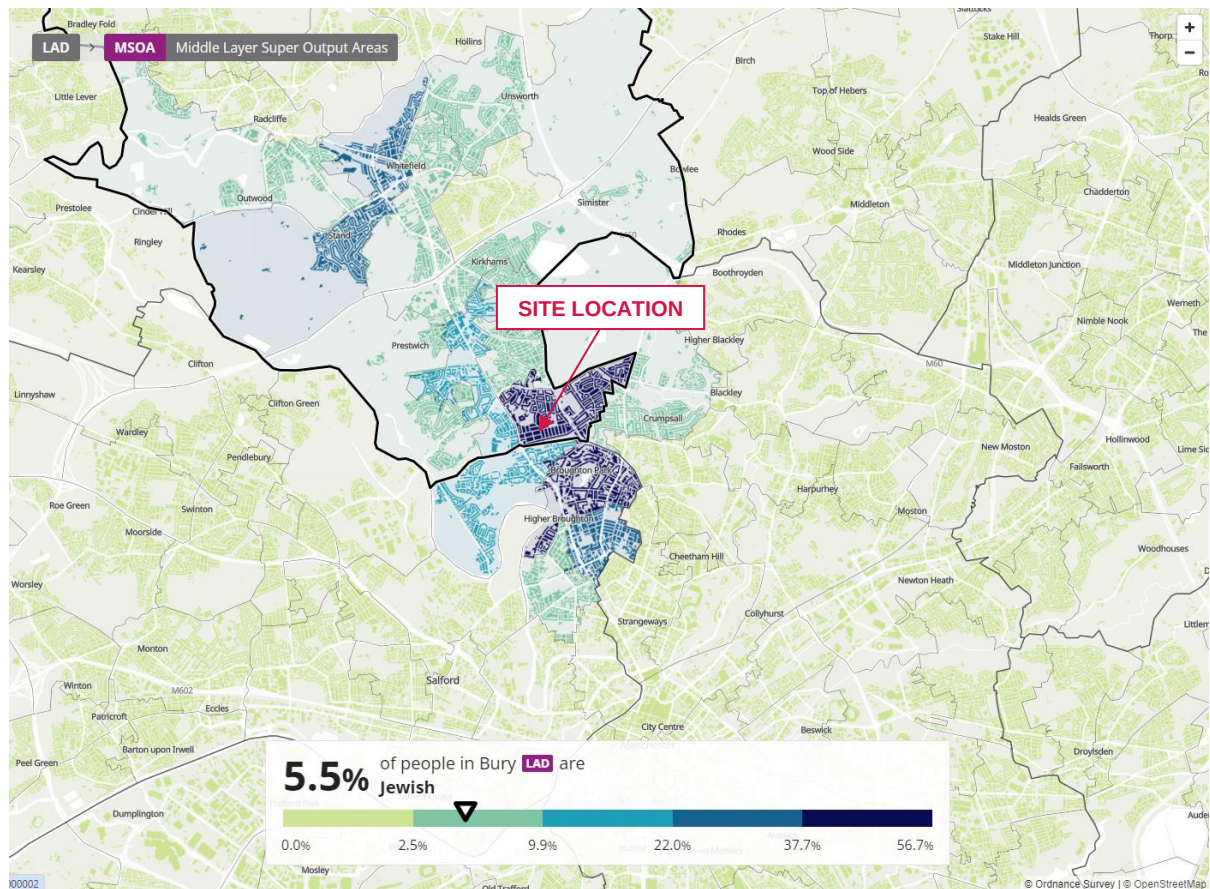


Figure 2.2 – Map of Proportion of Population Identifying as Jewish

(Source: Office for National Statistics)

- 2.1.4 The Jewish population is heavily concentrated in a small area of Prestwich, Whitefield, and Broughton. This constitutes one of the largest Jewish populations in England outside London.
- 2.1.5 Approximately 50% – 70% of people in the area around Kings Road identify as Jewish. As such, there is great demand for Jewish places of worship in the area surrounding the site.

2.2 Existing Access and Parking

- 2.2.1 Due to the constrained nature of the site and currently / formerly residential nature of both buildings, there is no car parking available within the boundary of the site. There is, however, ample on-street parking – without restrictions or charging – available immediately adjacent to the site on Kings Road and Mowbray Avenue, in addition to other surrounding streets.

- 2.2.2 There are currently 5 cycle hoops provided on-site.

2.3 Existing Operations

- 2.3.1 The typical daily operations are:

- AM prayers – 06:45 to 09:45

- PM Prayers – 12:45 to 13:30
- Evening – 20:00 to 22:30

- 2.3.2 There are currently 83 seats within the prayer room, but these are provided in a cramped arrangement and there are frequently more than 83 members in the building.
- 2.3.3 The current shteibel serves as a vital hub for the local community, with members regularly gathering for prayer throughout the day. However, it is frequently over capacity. The synagogue is always well attended for all its daily services, and during peak periods such as the Sabbath and Jewish festivals, the space becomes severely overcrowded, rendering it inadequate for its intended purpose. Fathers and sons are often separated due to the lack of space.
- 2.3.4 The existing facilities are unable to meet the demand, resulting in members standing in cramped corridors, entrance foyer, alleyways between tables and the cloakroom. (Please refer to Appendix A of the Planning Justification for CCTV images showing the overcrowding within the existing building.) The current tables are only 20cm deep (a normal table is 40cm) and the spacing between table rows is insufficient leading to people having to squeeze into seats. There is also signage within the shteibel to dissuade people from standing in corridors as this could present a fire risk.

2.4 Surrounding Highway Network

- 2.4.1 **Table 2.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Cyclist Infrastructure	Restrictions / Parking / Loading Provision
King’s Road	20mph	Yes	Footways on both sides Tactile paving Dropped kerbs Signals on all arms of Kings Rd / George Street / Bury New Rd junction	Advanced stoplines on all arms of Kings Rd / George Street / Bury New Rd junction	Ample on-street parking with no restrivctions
Mowbray Avenue	20mph	Yes	Footways on both sides Tactile paving Dropped kerbs	None	No parking in the area surrounding the site

Table 2.1 – Surrounding Highway Network Summary

2.5 Highway Safety

- 2.5.1 Collision data for the highway network adjacent to the site has been obtained from the TfGM reported road incidents database for the latest 60-month (five year) period. The details of the search are contained in **Figure 2.3** and a breakdown of the information is contained in **Table 2.1**:

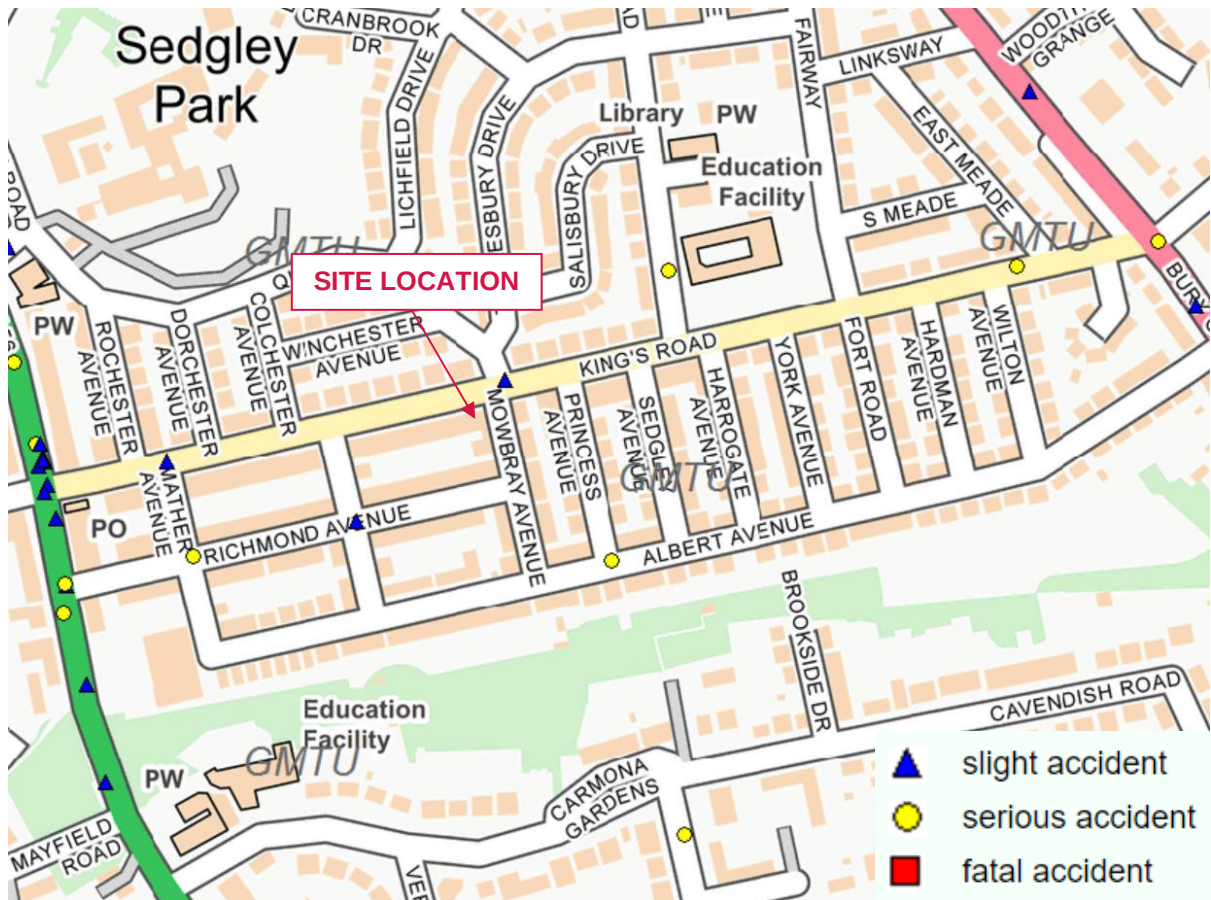


Figure 2.3 – Area Assessed for Collision Data (5 years)

(Source: TfGM)

- 2.5.2 There has been six collisions along King's Road in the latest five-year period available, comprising five 'slight' severity incidents and one 'serious' severity incident.
- 2.5.3 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Accessibility by Sustainable Modes of Travel

3.1 Summary

3.1.1 **Figure 4.1** below demonstrates 5- and 10-minute walking catchments from the site, along with the Jewish places of worship within these catchments.

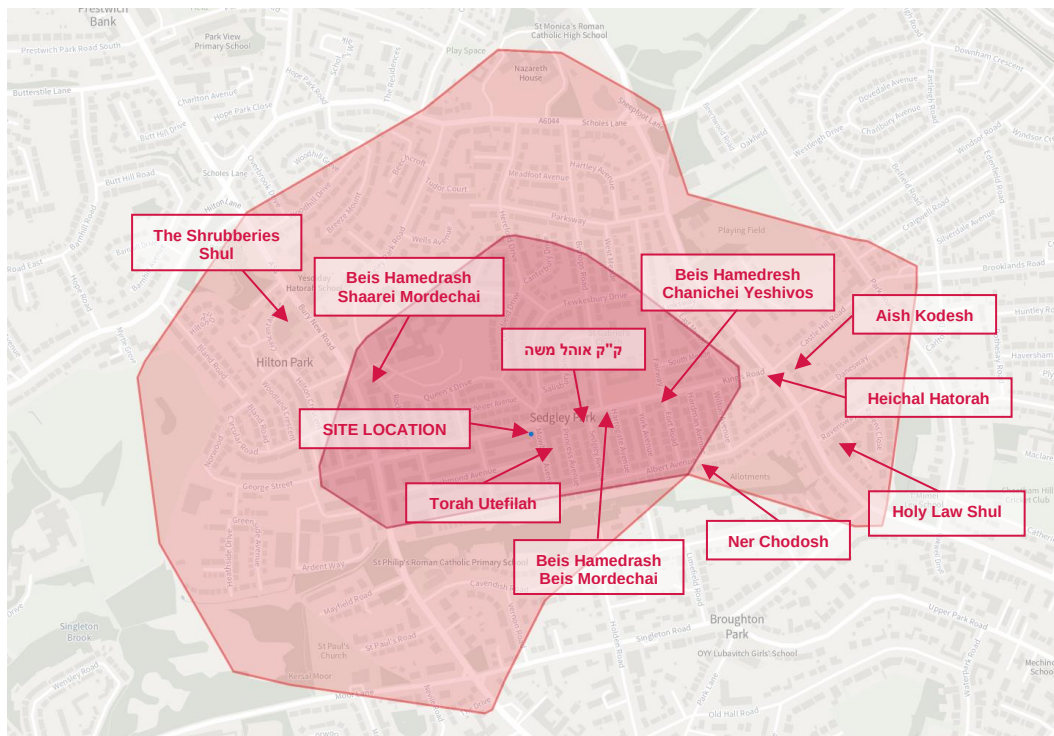


Figure 3.1 – Site Location

(Source: MappingGM, 2024)

- 3.1.2 As can be seen above, there are ten further Jewish places of worship within the 10-minute walking catchment. There are many more within walking distance but beyond the 10-minute catchment, including several at the edge of the catchment, such as Sha'arey Tefilah.
- 3.1.3 MappingGM estimates that there is a total population of 7,640 people within the 10-minute catchment.
- 3.1.4 Given the abundance of places of worship within a short walking distance, it is feasible for most people to walk only a few minutes to reach one from their home.
- 3.1.5 **Figure 4.2** below, an extract from Gold Sketch Studios Ltd's Planning Justification, illustrates the addresses of the local residents who have signed a document declaring their support for the proposed development. It can be assumed that the majority of people expressing support for the proposed development are members of the shteibel, and that their addresses are representative of users of the shteibel.

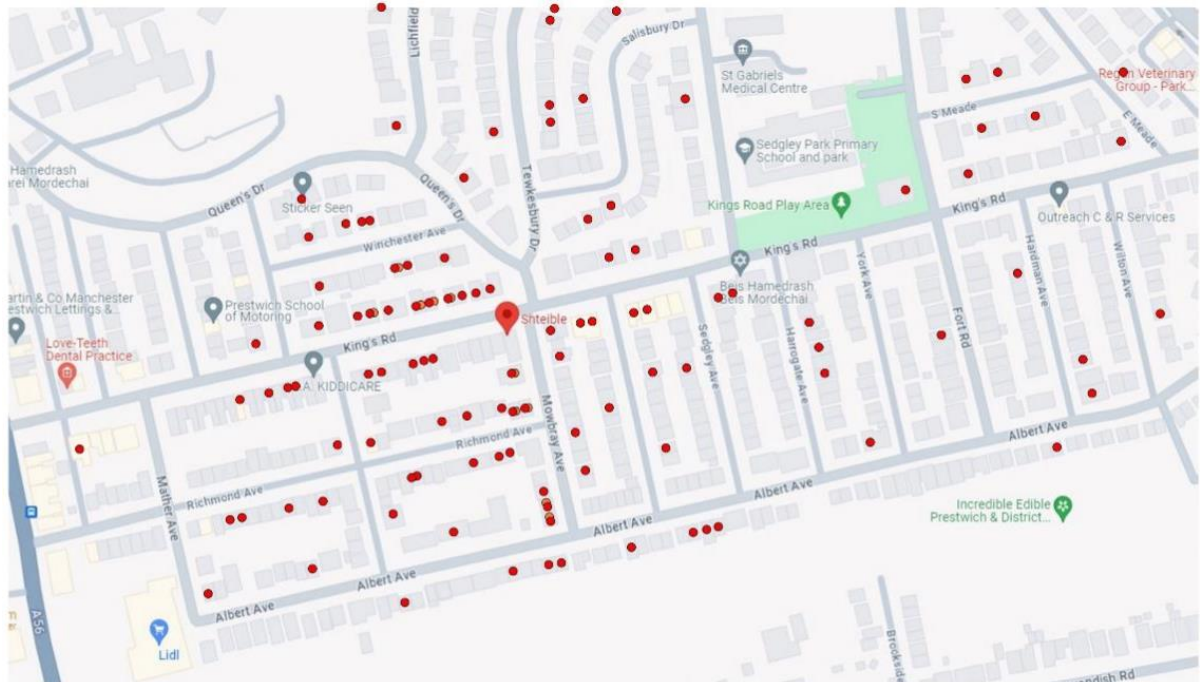


Figure 3.2 – Map of Residents Supporting Proposed Development

(Source: Google Maps and Gold Sketch Studios Ltd)

- 3.1.6 All signatories live within or only slightly beyond the 5-minute walking catchment, with the furthest residence being c. 460m from the site. Hence, it can be assumed that the vast majority of members live within or near the boundaries of this catchment.
- 3.1.7 The DfT's National Travel Survey (dataset NTS0308a) demonstrates that 80% of all trips under 1 mile / 1.6km are undertaken by foot. It is reasonable to assume that walking accounts for almost all trips of c. 460m or less (under a third of the aforementioned distance).
- 3.1.8 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel c. 460m in less than 2 minutes.

4.0 Development Proposals

4.1 Overview of Proposals

- 4.1.1 The proposal to extend the existing shteibel (74 King's Road) and combine the two properties would extend the synagogue from 119m² to 198m².
- 4.1.2 The ground floor will consist of a bigger main pray room and an entrance hall. The first floor of 72 Kings Road property will be utilised as offices, while the first floor of 74 Kings Road will remain as existing.
- 4.1.3 The number of seats will be increased by 18 from 82 to 100. The proposal also allows for greater distances between tables, increasing the comfort and practicality of the main shul. This will also allow families to sit together during services, protecting family spirit.
- 4.1.4 The proposed site layout is provided in **Appendix A**.
- 4.1.5 The purpose for the proposed development is to extend the main pray room to accommodate the existing attendees only. The proposed combination of the property will create a comfortable space for all attendees and to be able to provide enough seats during service.
- 4.1.6 There is noticeable demand for the existing synagogue in this locality. The synagogue is always well attended for all its daily services, and it is over capacity during weekly and religious holiday services. The extension is essential to accommodate demand from existing members, services during weekends and religious holidays, members are forced to stand for the entire service around the perimeter of the main pray room, due to the limited number of seats that can be accommodated. The proposed expansion to the neighbouring property is not for any future projection of a greater membership, but to simply an extension to accommodate existing member only.
- 4.1.7 As such, Prestwich Beth Hamedresh (the operator of the shteibel) is willing to accept a condition mandating that the number of members within the sheteibel be limited to no more than 100 at any one time.
- 4.1.8 Without this much needed work the existing members will be forced to find another shul in the local area which is not practical as the same issues raised will incur at these other shuls. Beis Mordechai (90 Kings Road) has recently had planning granted to facilitate similar needs. The other shuls in the area if not already, are expected to become overcrowded and require similar works to facilitate their members.

4.2 Proposed Access

- 4.2.1 The existing accesses into the buildings (from King's Road and Mowbray Avenue) will be unchanged.

4.3 Proposed Parking

4.3.1 Car and cycle parking for the development would be provided generally in accordance with the Bury Council Parking Standards, provided in Development Control Policy Guidance Note 11 – Parking Standards in Bury, adopted in 2007. Parking standards relevant to the land use of the proposed development are reproduced in **Table 3.1** below. The total car parking standard is a maximum, while all others are minimums.

Land Use	Total Cars	Disabled Cars	Cycle	TWMV ¹
D1 – Public hall or place of worship	1 per 5sqm public floor area	Over 200 Bays – 4 bays plus 4% of total capacity.	1 per 50 sqm public floor area – minimum of 2 spaces	1 per 200 sqm public floor area – minimum of 2 spaces

Table 4.1 – Bury Council Parking Standards

- 4.3.2 Across Bury as a whole, the Jewish community accounted for only 6% of religious people in 2001 (the most recent census prior to the adoption of the parking standards), with most being Christians (89%)². As such, Bury Council's car parking standard for places of worship will have primarily been formulated with Christian churches in mind, and do not accurately reflect the usage of shteibels.
- 4.3.3 Unlike other major religions, how and where members can travel is sometimes restricted. During Sabbath and religious holidays, the usage of motorised vehicles (including cars and motorcycles) and bikes is prohibited. Regardless of the mode of travel, members should also limit the frequency and distance of their travel during Sabbath (generally no more than 1km beyond the town / city limits.) Both of these requirements mean that the vast majority of users will live within walking distance of the shteibel (as demonstrated in the previous section).
- 4.3.4 Sabbath occurs from Friday sundown to Saturday night and is the busiest period for prayer services.
- 4.3.5 The site serves the Orthodox community, so members are highly unlikely to deviate from the requirements of Jewish scripture.
- 4.3.6 The small nature of the shteibel also leads to it drawing users from a much smaller catchment area than larger places of worship, like a synagogue.
- 4.3.7 As a result of the above, many Orthodox members choose to live within an existing Jewish community near places of worship.
- 4.3.8 Although travelling by car is permitted outside of Sabbath, as demonstrated in **Sections 2** and **3** the Jewish population is highly concentrated and the vast majority of members live within a few hundred

¹ Two Wheel Motorised Vehicles, e.g. motor cycles.
² See dataset KS007 of the 2001 Census.

metres of the site, so most will travel by foot. For the few who may travel by car, ample on-street parking is available on most roads in the vicinity of the site.

4.3.9 Hence, the car parking standard is not appropriate for the proposed development. If car parking were provided in line with the standard (which is not feasible due to the lack of land), this would most likely go unused during Sabbath, and act as an incentive for members (the vast majority of whom live within a few minutes' walk – see the following section) to travel by car during other times.

4.3.10 As such, no car or motorcycle parking will be provided for the proposed development.

4.3.11 The adopted parking standards would require that four cycle parking spaces be provided following completion of the proposed development. The existing shteibel benefits from five cycle hoops, on this basis the existing provision will not be altered.

5.0 Highway Impact

5.1 Introduction

- 5.1.1 As mentioned previously, the extension of the shteibel is being provided to accommodate the existing members only and Prestwich Beth Hamedresh is willing to accept a condition capping the number of members within the building. As a result, no new trips are expected to be generated as a result of the proposed development.
- 5.1.2 Regardless, as detailed in this report, the vast majority of members walk to the site as they live in close proximity to the site, driving is prohibited during Sabbath, and no dedicated car parking is provided.
- 5.1.3 On the above basis, the proposed development is not anticipated to generate any additional traffic over and above what is currently generated by the existing on-site operations, so it is considered that no trip generation or traffic impact assessments on any junctions are required.
- 5.1.4 The proposed development will be delivered in accordance with current transport policy, notably NPPF, and will not result in a severe residual impact on the surrounding highway network.

6.0 Summary and Conclusions

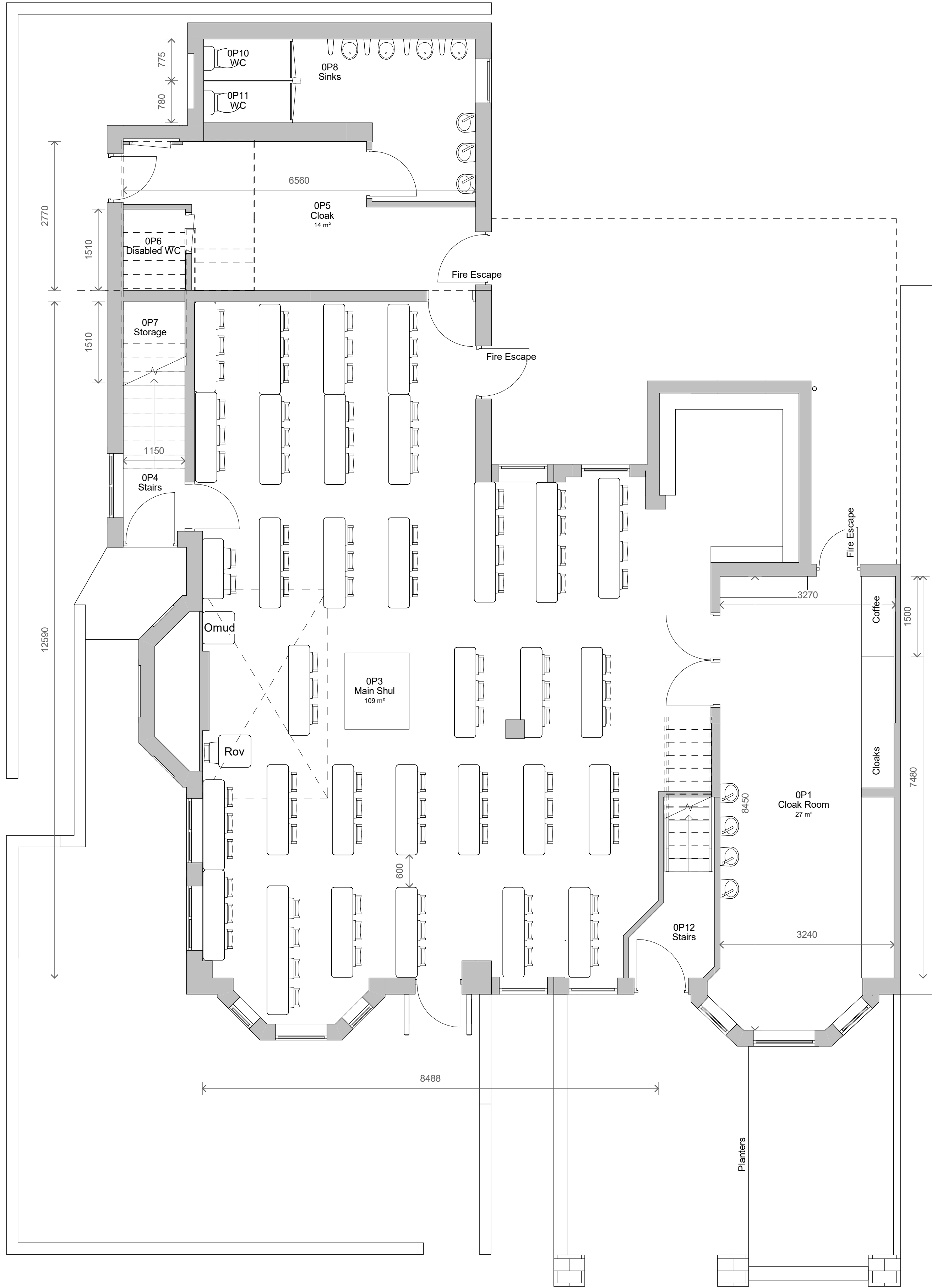
6.1 Summary

- 6.1.1 Curtins has been appointed by Gold Sketch Studios Ltd, on behalf of Prestwich Beth Hamedresh, to provide transport and highways advice in relation to a planning application for a religious establishment in Prestwich.
- 6.1.2 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 6.1.3 Relevant details of the proposed site layout, access, and parking have been provided.
- 6.1.1 The site is accessible by sustainable modes of transport, with the vast majority of members living within a few minutes' walk of the site.
- 6.1.2 The proposed development is not anticipated to generate any additional traffic over and above what is currently generated by the existing on-site operations, so it is considered that no trip generation or traffic impact assessments on any junctions are required.
- 6.1.3 A review of relevant national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

6.2 Conclusions

- 6.2.1 It is Curtins' view that from a highways and transport perspective the proposed development would not have an unacceptable adverse/severe impact on highway safety and an appropriate level of car parking and cycle storage is provided in response to the anticipated usage.
- 6.2.2 On this basis, there are no reasons why the development proposals should not be granted planning approval.

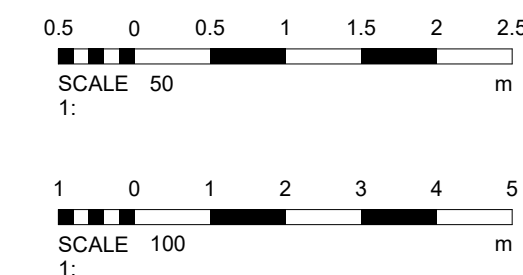
Appendix A – Proposed Site Layout



1 Level 0 - 72-74 Proposed
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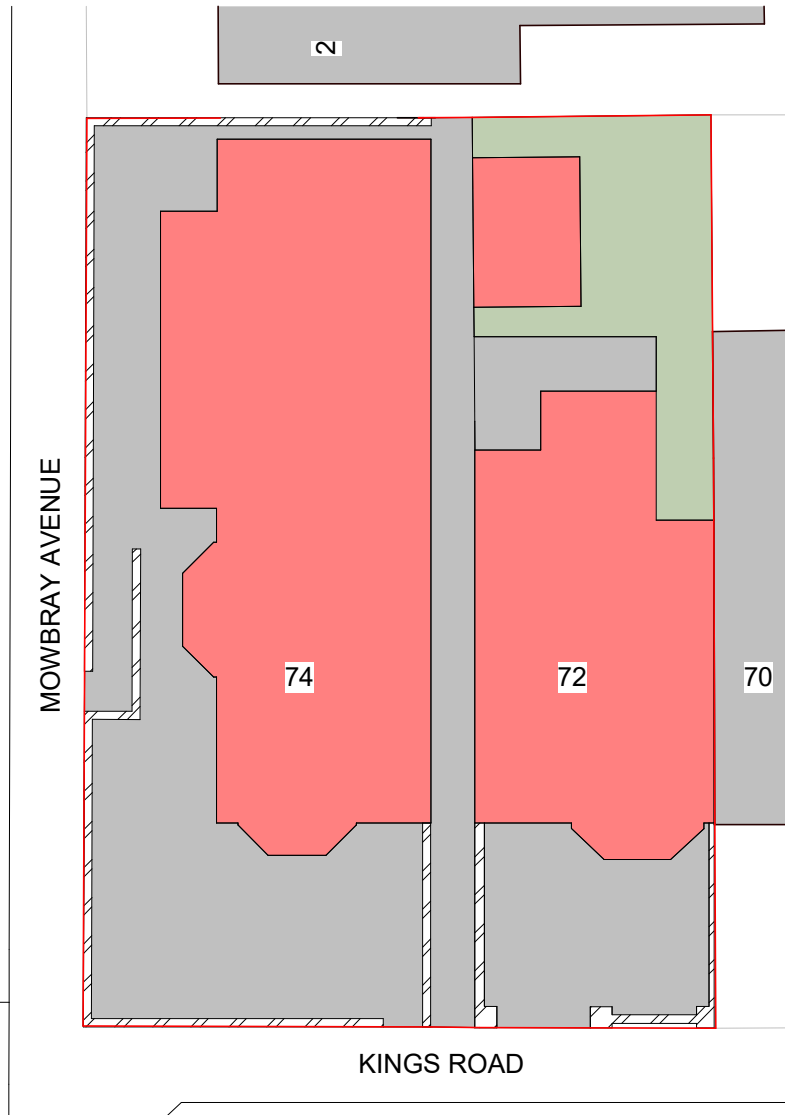


2 Level 1 - 72-74 Proposed
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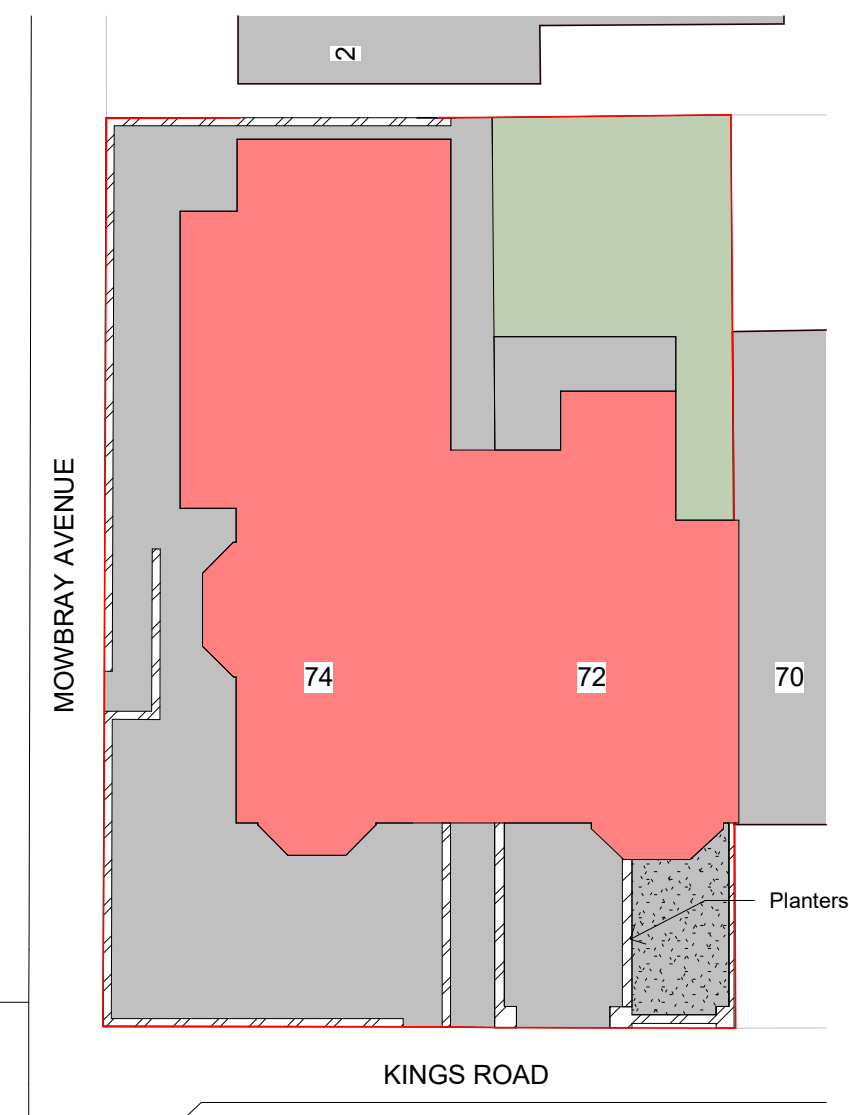


4	Planning - Revised	19/03/2024
3	Planning - Revised	27/02/2024
2	Revised Plans	20/09/2023
1	Revised Plans	03/08/2023
No.	Description	Date

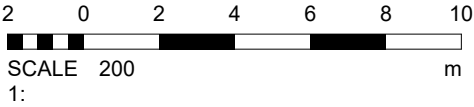
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TITLE		72-74 Proposed Plans
CLIENT		Cope
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S T U D I O S		
www.goldsketch.co.uk info@goldsketch.co.uk 0161 792 9595		
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1 Site - Existing
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2 Site - Proposed
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TITLE	Site - Existing and Proposed	GSS23082		005								
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Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com