

Proposed Residential Development, Dumers Lane, Bury

Transport Technical Note 2: Response to LHA comments on access and on-site layout

Project Number:	784-B054854	Office:	Manchester
Date:	05.09.2024	Prepared by:	M Thompson
Status:	Final	Checked by:	A Khan
Revision:	For Submission	Approved by:	M Thompson

1.0 Introduction

- 1.1 Tetra Tech (TT) has been commissioned by Westchurch Homes (WH) to provide transport planning advice in relation to a full planning application for a proposed residential development on land off Dumers Lane, Radcliffe, Bury.
- 1.2 The location of the development site is shown on **Plan 1** in a wider highway network context. **Plan 2** shows the site relative to the local highway network.
- 1.3 TT prepared a Transport Assessment (TA) and a Travel Plan (TP) in November 2024, which were submitted to Bury Council (BC) in support of a detailed application for 87 dwellings on the site (Bury Planning Ref: 71426). The proposal will deliver 100% affordable homes.
- 1.4 Discussions have been ongoing between the Local Highway Authority (LHA) and the applicant in relation to the site access and the adoption of the on-site layout.
- 1.5 The LHA have requested that access is proposed from Wild Street and the LHA have requested some tweaks to the Wild Street drawing.
- 1.6 The LHA have also provided some comments on the on-site layout.
- 1.7 The LHA comments have been considered and addressed, as set out in this Transport Technical Note 2 (TTN2).

2.0 Site Access

- 2.1 The site access from Wild Street has been updated in light of the LHA's comments, which were provided via email by the Local Planning Authority on 2nd July 2025.
- 2.2 The updated Wild Street Access (B054854-TTE-00-XX-DR-O-005 P04) is shown in **Appendix TTN2-1**. The tracking drawing of the Wild Street site access (B054854-TTE-00-XX-TR-O-008 P02) is also shown **Appendix TTN2-1**.

2.3 The updated Wild Street Access includes:

1. A red edge extended to include the whole of Wild Street.
2. The new estate road forms a 90-degree junction with Wild Street and the first section of the estate road are included within the limits of the proposed access adoption, so that this section of proposed adopted highway can be adopted irrespective of whether the new estate roads come forward for adoption. Notwithstanding this, the applicant will be promoting the whole of the site's road network for adoption.
3. A 10m radius is provided on the northerly side of the upgraded Wild Street/Dumers Lane junction. The incorporation of the replacement of all affected footway chambers and covers to the appropriate carriageway standard will be dealt with at detailed design.
4. A 2.0m footway is provided on the southerly side of Wild Street.
5. The previously proposed remote parking for No 3 & 5 Wild Street and the 3 on-street parallel spaces on Wild Street have been removed and formalised no waiting/loading at any time TRO will be introduced.
6. The visibility splays at the Wild Street/Dumers Lane junction are in accordance with the guidance in Manual for Streets. With recorded 85th percentile approach speeds of 33.4 mph northbound and 32.9 mph southbound, MfS suggests visibility splays Y-distances of 47m looking to the right and 45m looking to the left. The visibility splays of 2.4 x 45m and 2.4 x 47m looking to the left and right respectively are shown on the drawing. These visibility splay to the left is as existing and the visibility splay to the right is a significant betterment over the existing junction which has a splay to the right with a Y-distance of just 15.6m. The drawing shows the existing on-street car parking on the west side of Dumers Lane, just to the south of the Wild Street junction has been removed over 28m (i.e. 4 to 5 spaces removed), via hatching, to achieve MfS compliant visibility splay to the south.
7. Where the Y distances fall short of the MfS recommendations, that does not necessarily mean that the junction is not safe and suitable. This is set out in MfS2 paragraph 10.5.9 which states:

10.5.9 The Y distance should be based on the recommended SSD values. However, based on the research referred to above, unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem.
8. There is local evidence that the existing junction with a visibility splay of 15.6m to the right operates safely, as there have been no accidents recorded at the junction in the most recent 10 years of accident data, i.e. 2014 to 2023 inclusive, (see submitted TTN1), which supports the MfS research finding.
9. Even without removing the parking on Dumers Lane to the south, the proposed layout of the Dumers Lane / Wild Street junction offers a slight betterment (16.1m) to the visibility splay to the right over the existing layout. Given this, if the LHA wishes to retain the parking, that is justifiable given that the proposed layout improves the visibility splay at a junction which is operating safely in the existing situation with no accidents recorded and accords with MfS.

10. As set out above, removing 28m of existing on street parking (loss of 4/5 spaces) achieves the splay commensurate with the 85th percentile approach speed (47m visibility splay), however the junction operates safely with a splay of just 15.6m in the existing situation. There is no reason why it would not continue to operate safely in the future. Notwithstanding this, should the LHA wish to remove some existing on-street parking to improve the visibility splay to the right further, the improvements to the visibility splays to the right are as follows:

- Remove one space (6m) = 22.1m
- Remove two spaces (12m) = 28.8m
- Remove three spaces (18m) = 35.7m

11. The existing westerly footway on Dumers Lane that abuts the site boundary has been widened to 2.0m.

2.4 With the above in mind, the proposed access layout is in a manner which is suitable for the LHA to adopt it.

3.0 Site Layout

- 3.1 The proposed site layout has been amended to reflect the Bury Council Highway Engineers comments. The amendments result in the loss of 10 dwellings on site.
- 3.2 The site layout is provided on a topographical survey base, see **Appendix TTN2-2**.
- 3.3 The on-site tracking has been carried out on the site layout using the Council's 11.85m long refuse collection vehicle with the topographical survey base, see **Appendix TTN2-3**.
- 3.4 The Bury Council Engineer has requested a larger scale detail and cross section through the pinch point between the retained substation and units to the north and the boundary to No. 173 Dumers Lane/Bury Council owned land. The requested detail and cross-section are provided in **Appendix TTN2-4**. The drawing shows that the corridor through the pinch point is sufficient, both in terms of width and levels, to achieve the adoption standards layout.
- 3.5 The Bury Council Engineer has raised a query relating to the substation foundations/surface water drainage and whether those will encroach under, discharge onto or project over the proposed adopted highway. The substation is a fenced enclosure and no issues with drainage are envisaged. In terms of the foundations, the exact foundations are currently unknown. However, a typical footing is 600mm and there is c.1m buffer between the substation and the proposed back of footway (i.e. adopted highway extents). Further work will be carried out during the detailed design stage.
- 3.6 A boundary treatment plan has also been prepared and that is provided in **Appendix TTN2-5**.
- 3.7 The proposed estate road layout has been amended and the number of junctions on-site reduced, as requested by the LHA.
- 3.8 The shared private driveways form 90-degree junctions with the estate road and when accessed from the end of a turning head, they are centred.

- 3.9 Visibility splays and forward visibility envelopes appropriate for a design speed of 20mph have been plotted at all junctions/bends in accordance with the guidance in Manual for Streets (see **Appendix TTN2-1** for envelopes and **TTN2-6** for driveway splays).
- 3.10 The 2 x 20m visibility splay to the right from Plot 33 extends slightly through the adjacent on-street visitor parking spaces. However, this is considered acceptable given that;
- the visitor parking is not expected to be occupied at all times.
 - on the occasions where a car is parked in the visitor bay, residents at Plot 33 will be able to nose out, to improve their line of sight before exiting the driveway.
 - the section of carriageway on approach to Plot 33 is on a bend and is on a raised area and it is likely that approach speeds will be lower than 20mph.
- 3.11 The proposed turning heads have been tracked to ensure that the Council's 11.85m long refuse collection vehicle can be accommodated, see **Appendix TTN2-3**.

Car Parking - Proposed

- 3.12 The LHA have requested that parking is provided in accordance with the newly adopted SPD 11. The SPD 11 parking standards have been applied to the proposed development in **Table 3.1**.

Table 3.1 – Car Parking Standards applied to the Proposed Development

No. of Beds	Parking Standard (spaces per dwelling)	No. dwellings proposed	No. Parking Spaces required by the Parking Standards
1	1	18	18
2 & 3	2	43	86
4	3	16	48
Total		77	152

- 3.13 The applicant has provided the following parking schedule:
- 1 bed maisonettes x 18 - 1 parking space each.
 - 2 bed houses x 6 - 1 parking space each with 2 visitor spaces between the 6 plots.
 - 3 & 4 bed house x 53 - 2 parking spaces each.
 - 3 x visitor parking spaces for the development adjacent to plot 33.
 - 3 x parking spaces at the site entrance for the Wild Street residents (behind plots 1-3).
 - Total:
 - 135 spaces for 77 plots and
 - 3 for the Wild Street properties.
- 3.14 The proposals include 17 spaces less than the 152 parking standards suggest (89% provision).
- 3.15 The adopted parking standards describe how developments are expected to meet the standards set out in the SPD.

3.16 The Bury SPD does not make reference to varied parking needs of affordable housing in comparison to market value housing. However, the SPD does states that:

“it is accepted that there will always be exceptions or developments that have specific circumstances that may warrant a relaxation to the standards.”

3.17 In this case, the proposals are 100% affordable homes.

3.18 Car ownership, and therefore resultant parking need, vary between affordable and market value properties, as demonstrated by the research which follows.

3.19 Research shows that the requirements to buy an affordable home include:

- first time buyer (i.e., typically younger than average) and
- to be able to demonstrate that the market value option is unaffordable.

3.20 These criteria are unsurprising given the objectives and purpose of providing affordable housing.

3.21 In June 2024, a “Car Ownership: Evidence Review” research paper was prepared by the National Centre of Social Research (NCSR), for the Department of Transport (DfT).

3.22 This research paper shows that young urban families and lower income earners (i.e., likely residents at the affordable home scheme), is on average, less likely to own a car, see **Extract 3.1**.

Extract 3.1: Car Ownership: Evidence Review Page 26 (NCSR/DfT Document)

4. Consumer profiles and purchase considerations

This chapter describes the characteristics associated with people owning vehicles. It also describes the priorities and preferences that influence the types of vehicles that people choose to purchase. The chapter draws largely on UK evidence alongside some European evidence. It addresses research question 1.e.

4.1 Consumer profiles

The review found that factors such as household demographics, income, life stage and geography played a role in car ownership.

4.1.1. Transport User Personas

DfT produced nine transport ‘personas’ (2023a) which describe different segments of the adult population in England with cars and without cars.

- The segments most likely to own multiple cars were ‘Heavy Car Users / Frequent Flyers’, ‘Suburban Families’ and ‘Comfortable Empty-Nesters’.
- The segments most likely to own one car only were ‘Less Mobile, Car Reliant’, ‘Young Urban Families’ and ‘Older Less Affluent’.
- The segments least likely to own cars were ‘Elderly And Low Income Without Cars’, ‘Urban Professionals Without Cars’ and ‘Young Low-Income Without Cars’.

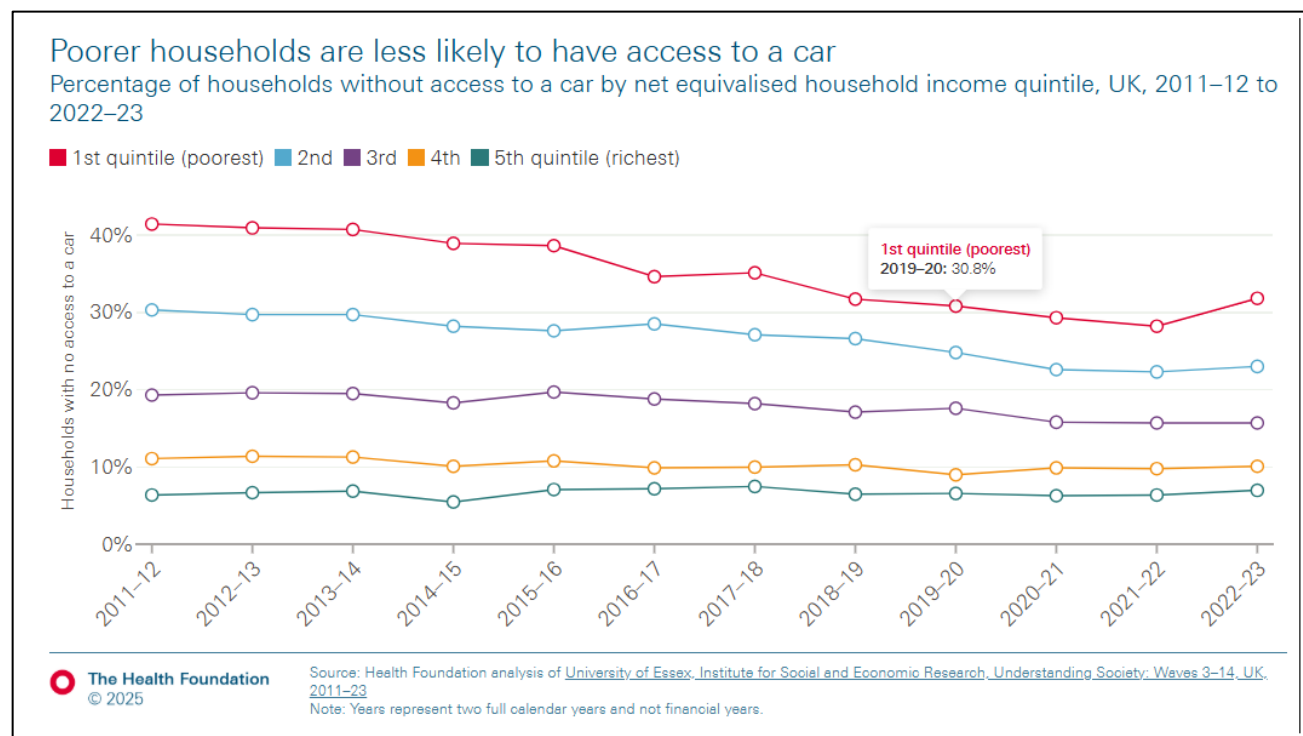
4.1.2. Income

Analysis of Understanding Society survey data on behalf of the Health Foundation quantified the scale of the income inequality in household car access.¹⁵

- In 2019/20, more than one-third (37%) of UK households on the lowest incomes (the bottom quintile) did not have access to a car.
- This was 4.5 times higher than the 8.3% of households on the highest incomes (the top quintile) that did not have car access.

- 3.23 Furthermore, research published by The Health Foundation is 2024 in relation to “Trends in households without a car found that lower income households”, i.e, the likely residents at the affordable scheme given the criteria required to purchase an affordable home, are less likely to have access to a car, see **Excerpt 3.2**.

Excerpt 3.2: The Health Foundation



<https://www.health.org.uk/evidence-hub/transport/transport-trends/trends-in-households-without-access-to-a-car#:~:text=Key%20points,factors%20that%20shape%20our%20health>

- 3.24 The difference in car ownership based on annual income is significant.
- 3.25 Furthermore, Government policy is to be promoting active travel / sustainable travel and limiting parking, so providing less parking should be seen as a sustainable travel promoting and traffic impact reducing beneficial mitigation, not a deficiency of the proposals.
- 3.26 The site benefits from very good access to bus services (5 services an hour in each direction, with bus stops within easy walking distance of the site, i.e. at the site access).
- 3.27 Given these site-specific reasons which support a lower level of car parking provision, the proposed level of 89% of the full standard is more than adequate.

Car Parking – Wider Industrial Estate

- 3.28 In terms of the loss of parking from the wider industrial estate, this matter was dealt with in the previously submitted TTN01.
- 3.29 Within the red line boundary, the following existing land uses will be removed, under the proposals:
- a car wash,
 - a café,

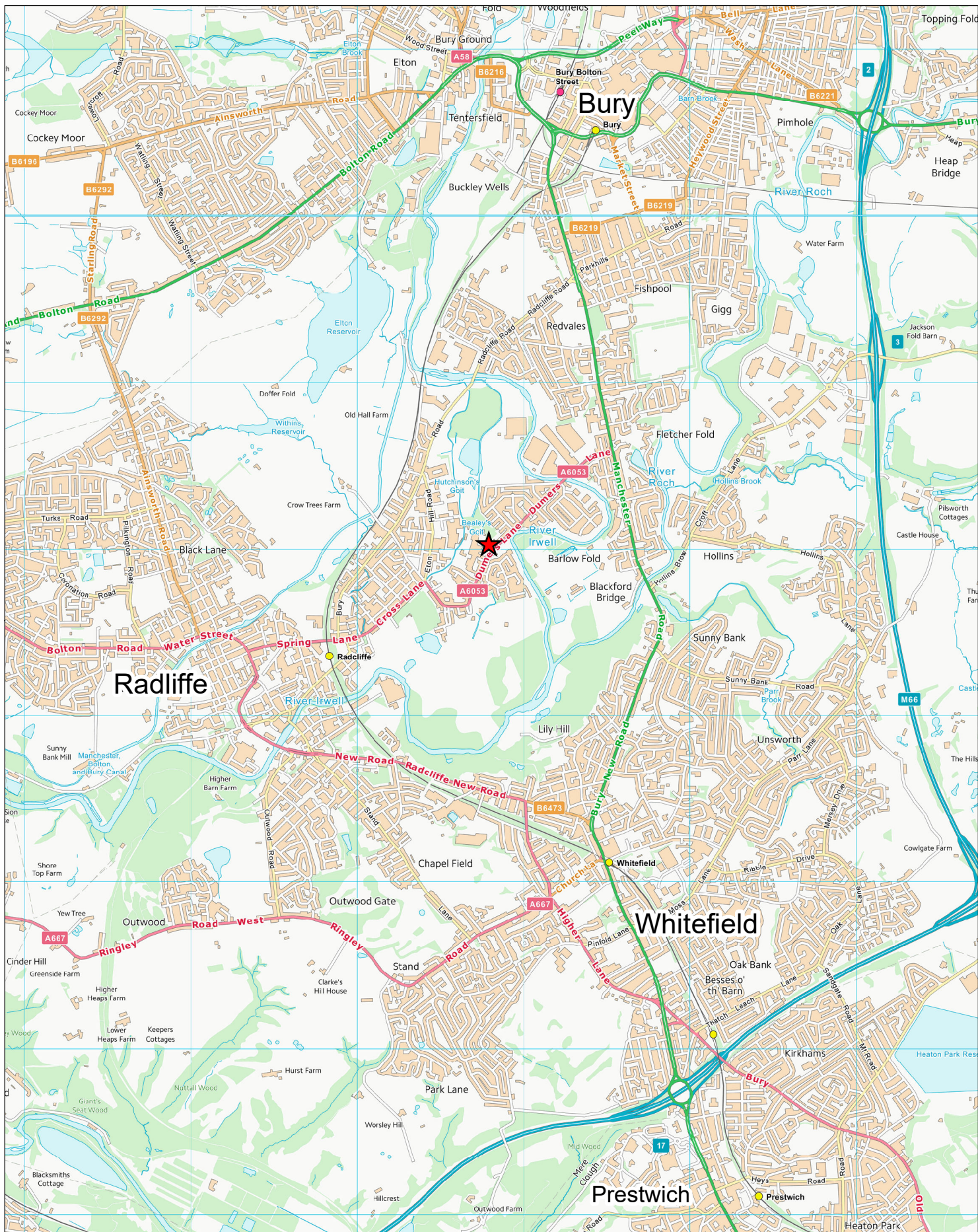
- a shop (fireworks),
- a storage yard and
- a coach park.

- 3.30 Within the red line boundary, the following car parking areas will be removed, under the proposals, all relating to the existing uses that will be removed to facilitate the development:
- 26 marked out car parking spaces, which are associated with the car wash and the café.
 - Limited ad-hoc parking spaces associated with the shop, storage yard and coach parking.
- 3.31 The applicant has confirmed that none of the wider Bealey Industrial Estate occupants have rights of access over the parking spaces within the red line boundary which will be removed. Given this there will be no loss of parking for the existing users of the retained Bealey Industrial Estate, due to the proposals.
- 3.32 Accordingly, there will be no knock-on impacts in relation to car parking on Wild Street or on Dumers Lane, which could affect local residents.

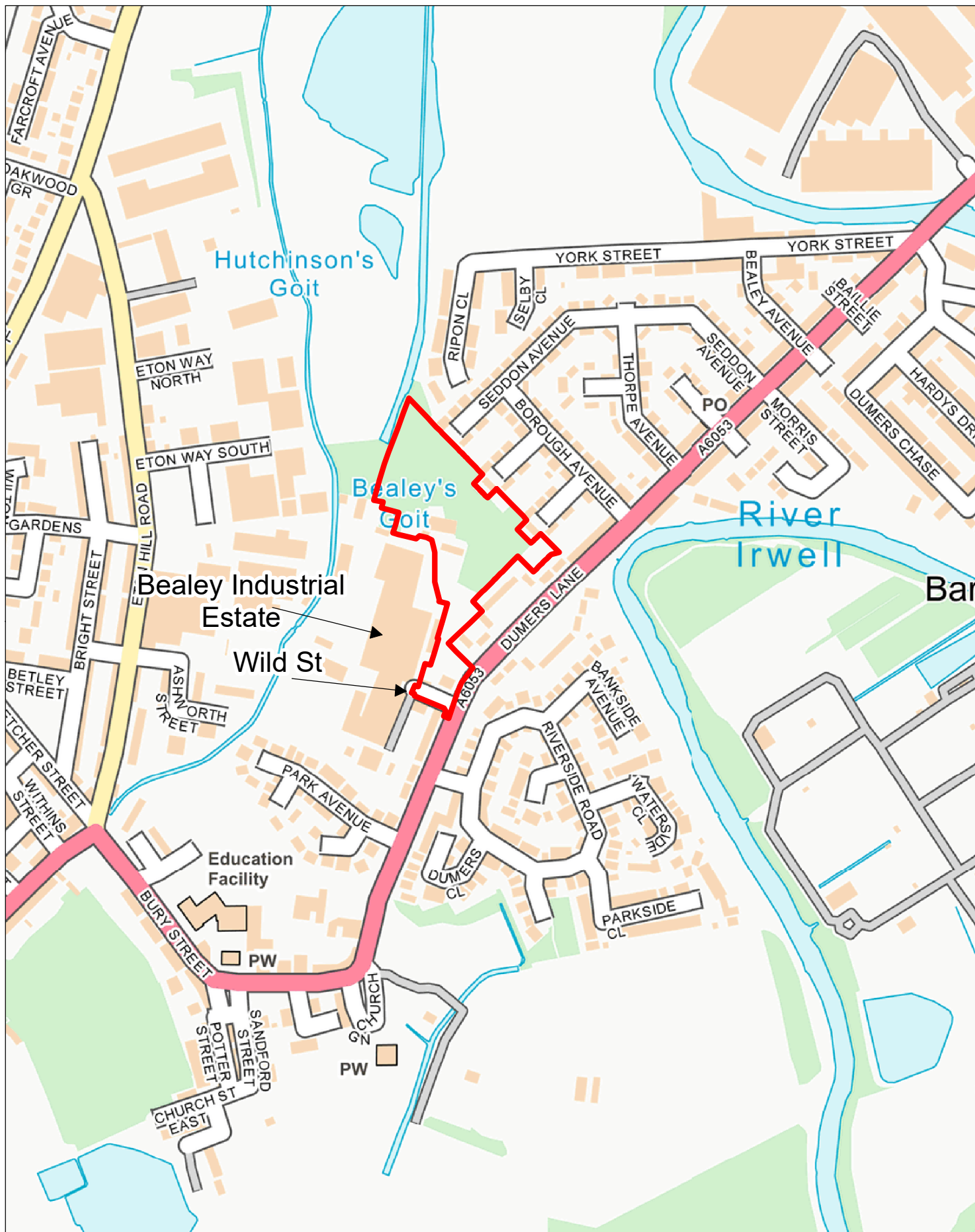
4.0 Conclusion

- 4.1 In conclusion, this report has addressed the comments the LHA have provided on the site access and the internal site layout.
- 4.2 Accordingly, both the site access and the internal site layout should be acceptable for adoption by the LHA.

Plans



© Tetra Tech Limited  TETRA TECH	Plan 1: Site Location Proposal: Proposed Residential Development Location: Land off Durers Lane, Radcliffe TT Job No.: 784-B054854	 Legend  Site Location
0 370 740 1,110 Meters Scale: 1:30,000 @A4		28 February 2025 NGR: 379,809 E / 407,571 N © Crown Copyright All rights reserved. Licence number: 100019980



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Plan 2: Local Highway Network
 Proposal: Proposed Residential Development
 Location: Land off Dumers Lane, Radcliffe
 TT Job No.: 784-B054854



Legend

Approx site boundary

B Bus Stop

0 60 120 180 Meters
 Scale: 1:5,000 @A4

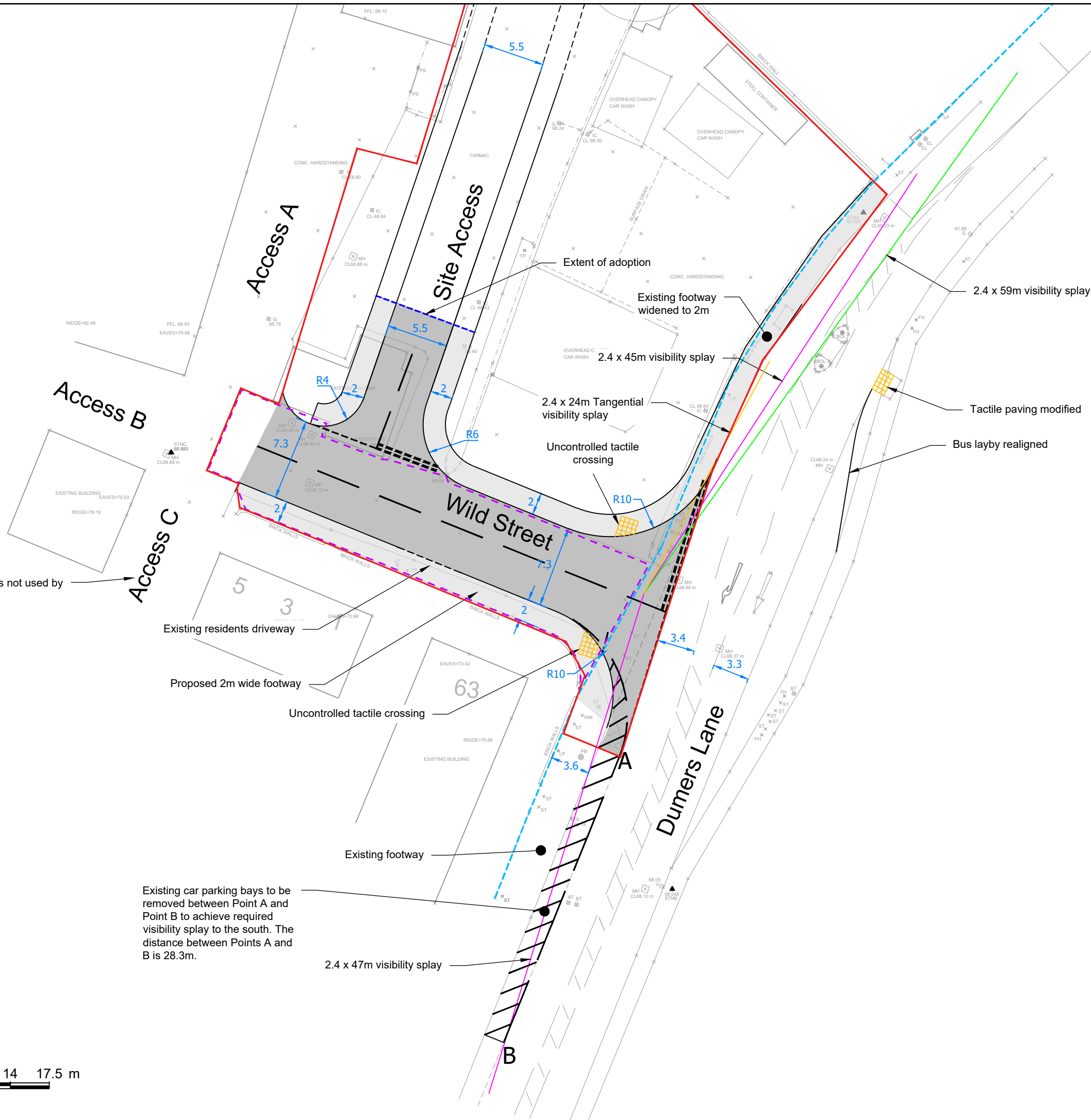
04 September 2025

NGR: 379,802 E / 408,014 N

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Appendices

Appendix TTN2-1: Wild Street Access



Notes:

1. All dimensions in metres unless stated otherwise.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. This drawing is based on a Topographical Survey provided by Westchurch Homes. Tetra Tech does not take responsibility for any discrepancies.

Key:

- Approx site boundary
- Approx existing adopted highway
- Land outside of applicant's control and outside of existing adopted highway, proposed for adoption via the "Wild Street Section 278/38 Hybrid Agreement"
- Extent of adoption on the site access road dictated by refuse vehicle tracking (should the onsite layout not be adopted)

PRELIMINARY ISSUE

P04	Updated red line boundary	04.09.2025	AB	MT	AK
P03	Updated red line boundary	03.09.2025	AB	MT	AK
P02	Highway comments incorporated	09.07.2025	AB	MT	AK
P01	Preliminary first issue	01.05.2025	AB	MT	AK
Rev	Description	Date	By	CHK	App

Document Control

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Client
Westchurch Homes

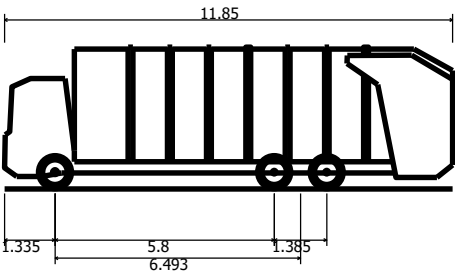
Project Name
Proposed Residential Development, Land off Dumers Lane, Radcliffe

Sheet Title
General Arrangement: Potential Improvements to Wild Street/Dumers Lane Junction Option 2

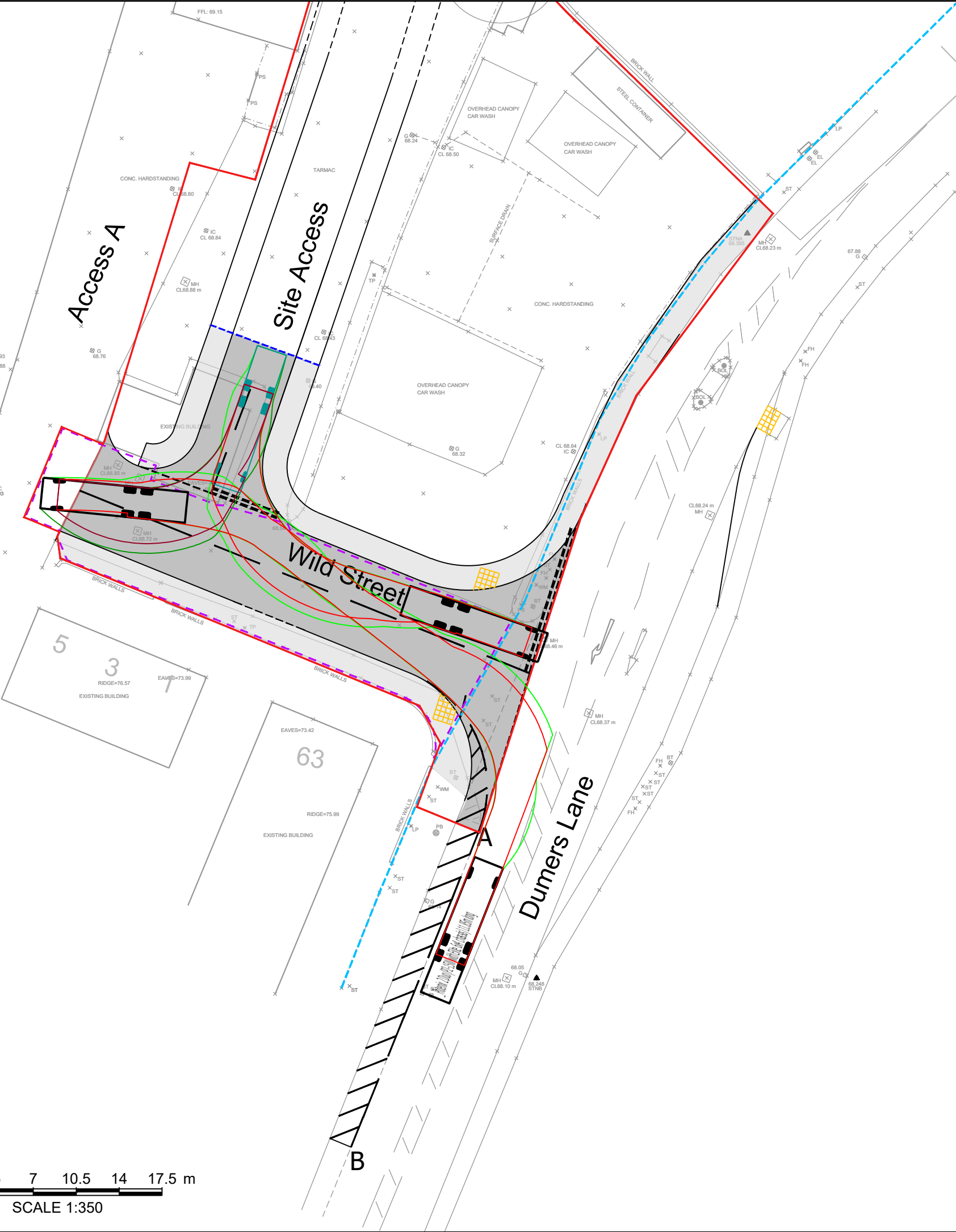
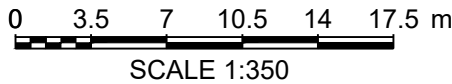
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	As Shown	Suitability
784-B054854	AB	Apr '25	MT	Apr '25	AK	Apr '25	As Shown		S0
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision			
B054854	- TTE	- 00 - XX - DR - O - 005							P04



11.85m Refuse vehicle
utilising turning head within
the site



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) 11.85m long
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
Kerb to Kerb Turning Radius 11.035m



Notes:

1. All dimensions in metres unless stated otherwise.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. This drawing is based on a Topographical Survey provided by Westchurch Homes. Tetra Tech does not take responsibility for any discrepancies.
4. This vehicle tracking is based off drawing "B054854-TTE-00-XX-DR-O-005-P04 - Option 2".

Key:

- Approx site boundary
- Approx adopted highway
- Land outside of applicant's control and outside of existing adopted highway, proposed for adoption via the "Wild Street Section 278/38 Hybrid Agreement"
- Extent of adoption on the site access road dictated by refuse vehicle tracking (should the onsite layout not be adopted)
- Wheel track
- Body outline

PRELIMINARY ISSUE

P02	Site access update	04.09.2025	AB	MT	AK
P01	Preliminary first issue	15.07.2025	RN	MT	AK

Rev. Description Document Control

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Client

Westchurch Homes

Project Name

Proposed Residential Development, Land
off Dumers Lane, Radcliffe

Sheet Title

General Arrangement: Potential Improvements to Wild
Street/Dumers Lane Junction Option 2:

Swept Path Analysis

11.85m Refuse vehicle using turning head

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @	Subsidiary
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784-B054854 AB Apr '25 MT Apr '25 AK Apr '25 As Shown S0

Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision
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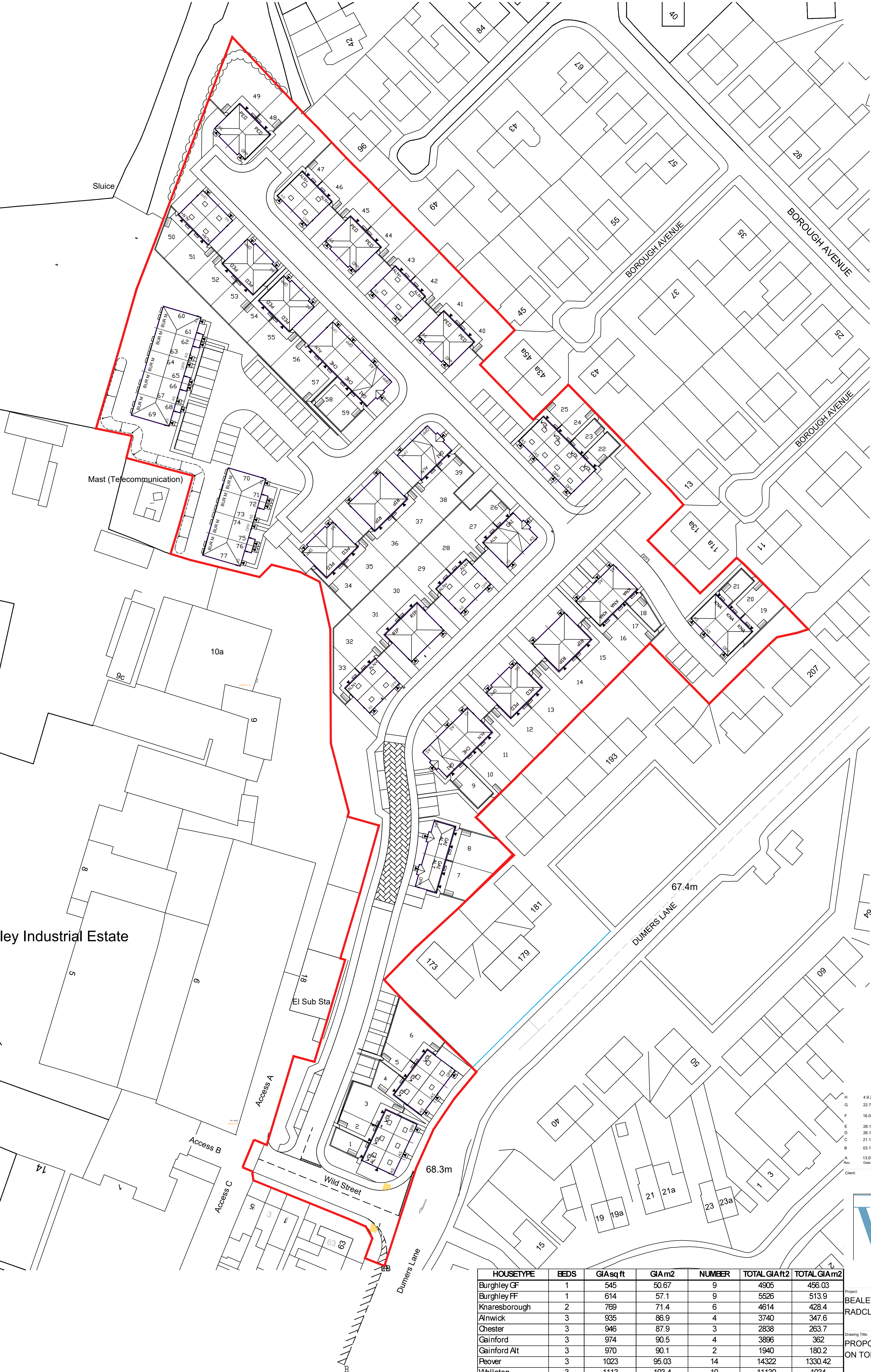
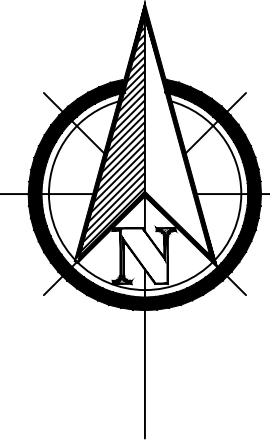
B054854 - TTE - 00 - XX - TR - O - 008 P02

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Appendix TTN2-2: Site Layout on Topo Base

LAND OFF DUMERS LANE, RADCLIFFE

general notes:
do not scale the drawing.
all dimensions to be checked on site prior to commencement of work and any
discrepancy shall be immediately reported and resolved prior to work commencing.
this drawing is to be read in conjunction with all relevant drawings and
specifications relating to the job whether or not indicated on the drawing.
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HOUSETYPE	BEDS	GIA sq ft	GIA m2	NUMBER	TOTAL GIA ft2	TOTAL GIA m2
Burghley GF	1	545	50.67	9	4905	456.03
Burghley FF	1	614	57.1	9	5526	513.9
Knareborough	2	769	71.4	6	4614	428.4
Alnwick	3	935	86.9	4	3740	347.6
Chester	3	946	87.9	3	2838	263.7
Gainford	3	974	90.5	4	3896	362
Gainford Alt	3	970	90.1	2	1940	180.2
Peover	3	1023	95.03	14	14322	1330.42
Wollaton	3	1113	103.4	10	11130	1034
Ripley	4	1115	103.6	6	6690	621.6
Alnwick +	4	1291	119.9	10	12910	1199
				77	72511	6736.85

H	4.9.25	PS	Red Edge adjusted to Wild Street.
G	22.7.25	PS	Red Edge adjusted to include Wild Street Works. Visitor
F	16.06.25	KLW	Parking Added.
E	28.11.24	KLW	Number of plots reduced, access relocated and all associated
D	26.11.24	KLW	amendments.
C	21.10.24	KLW	Red edge amended to exclude substation.
B	03.10.24	KLW	Bin stores shown for apartments.
A	13.09.24	KLW	Plots around the acoustic bund reconfigured.
Rev		KLW	Plots 61-79 adjusted and private drive amended to allow for
		KLW	acoustic bund.
		KLW	Access road relocated and plots 1-8 adjusted to suit.
		KLW	Description

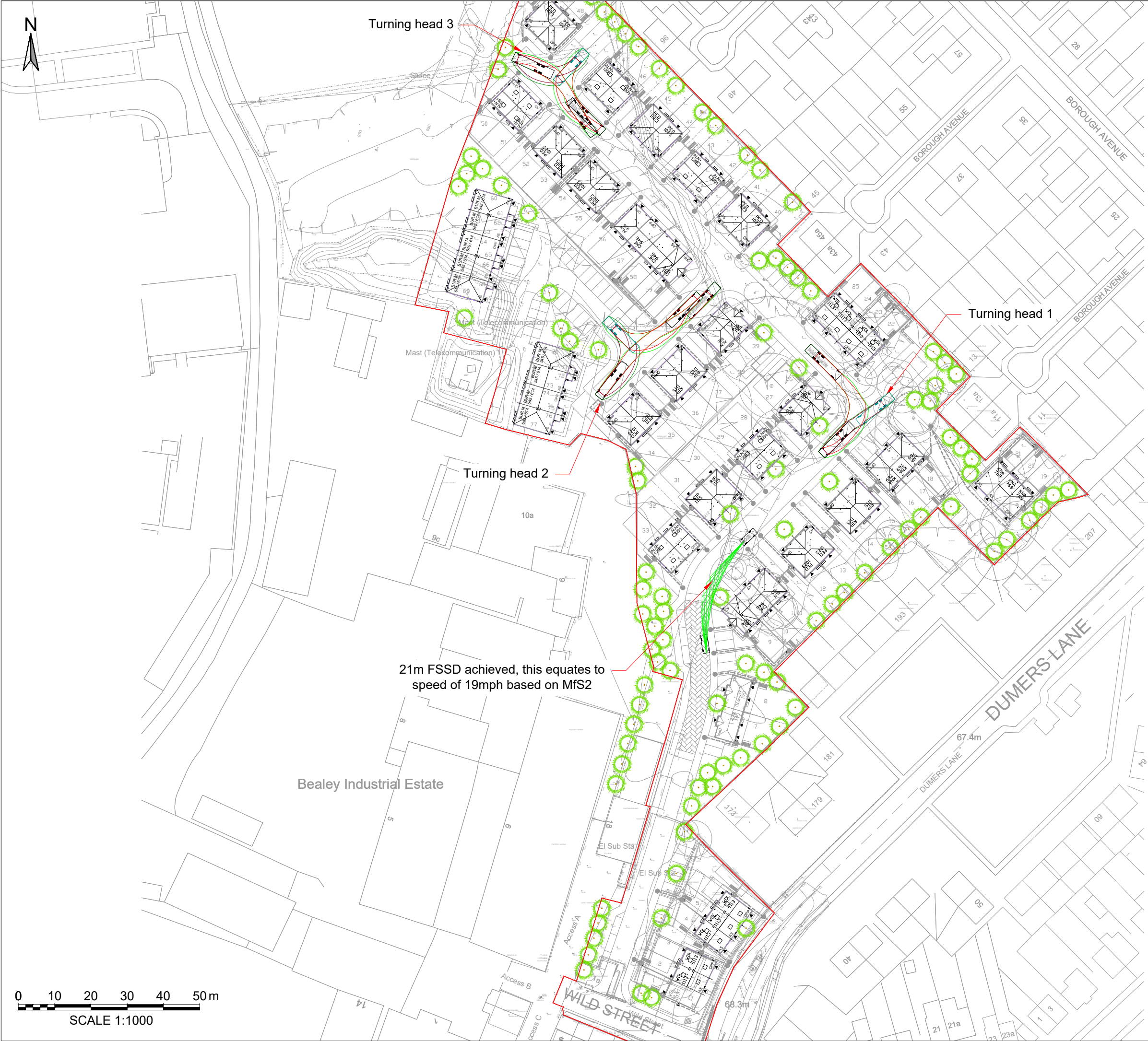


Project:
BEALEY IND EST
RADCLIFFE

Drawing Title:
PROPOSED SITE LAYOUT
ON TOPOGRAPHICAL SURVEY

Drawn: KW	Checked:	Scale: 1:500	Date: FEB 2025
Job No: 1025	Drawing No: SL-TP01	Rev: H	

Appendix TTN2-3: Tracking Drawing



- Notes:
1. All dimensions are in metres unless specified otherwise.
 2. This drawing is based Westchurch Homes Drawing no.1025-SL01 Rev G and a topographical survey. Tetra Tech does not take responsibility for any discrepancies.

Key:

Approx site boundary

Forward stopping sight distance (FSSD)

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

11.85m long

Overall Length

2.500m

Overall Width

3.751m

Overall Body Height

0.304m

Min Body Ground Clearance

2.500m

Track Width

4.00s

Lock to lock time

11.035m

Kerb to Kerb Turning Radius

Wheel Track

Body Track

PRELIMINARY ISSUE

P05	Updated red line boundary	04.09.2025	AB	MT	AK
P04	Revised layout	11.08.2025	AB	MT	AK
P03	Revised layout	05.08.2025	AB	MT	AK
P02	Minor edits	14.11.2024	AB	AK	AK
P01	Preliminary first issue	31.10.2024	AB	MT	AK
Rev	Description	Date	Rev	Rev / CDR / App	

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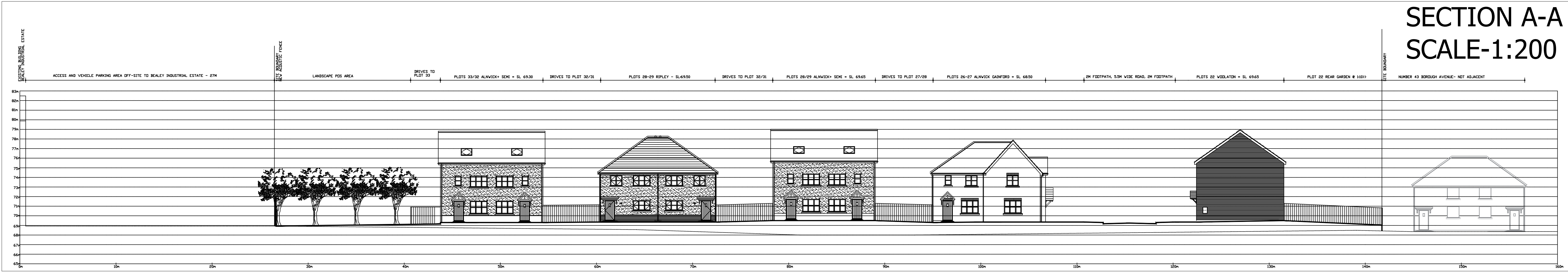
Client
Westchurch Homes

Project Name
Proposed Residential Development Land off
Dumers Lane, Radcliffe

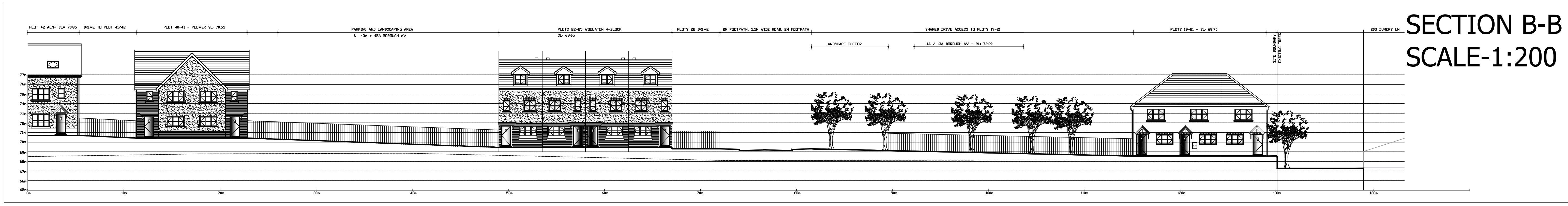
Sheet Title
Proposed Internal Site Layout: Swept Path Analysis
and Foward Stopping Sight Distance Checks

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @	Suitability
784-B054854	AB	Oct '24	MT	Oct '24	AK	Oct '24	As Shown	S0
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	
B054854	- TTE	- 00	- XX	- TR	- O	- 002	P05	

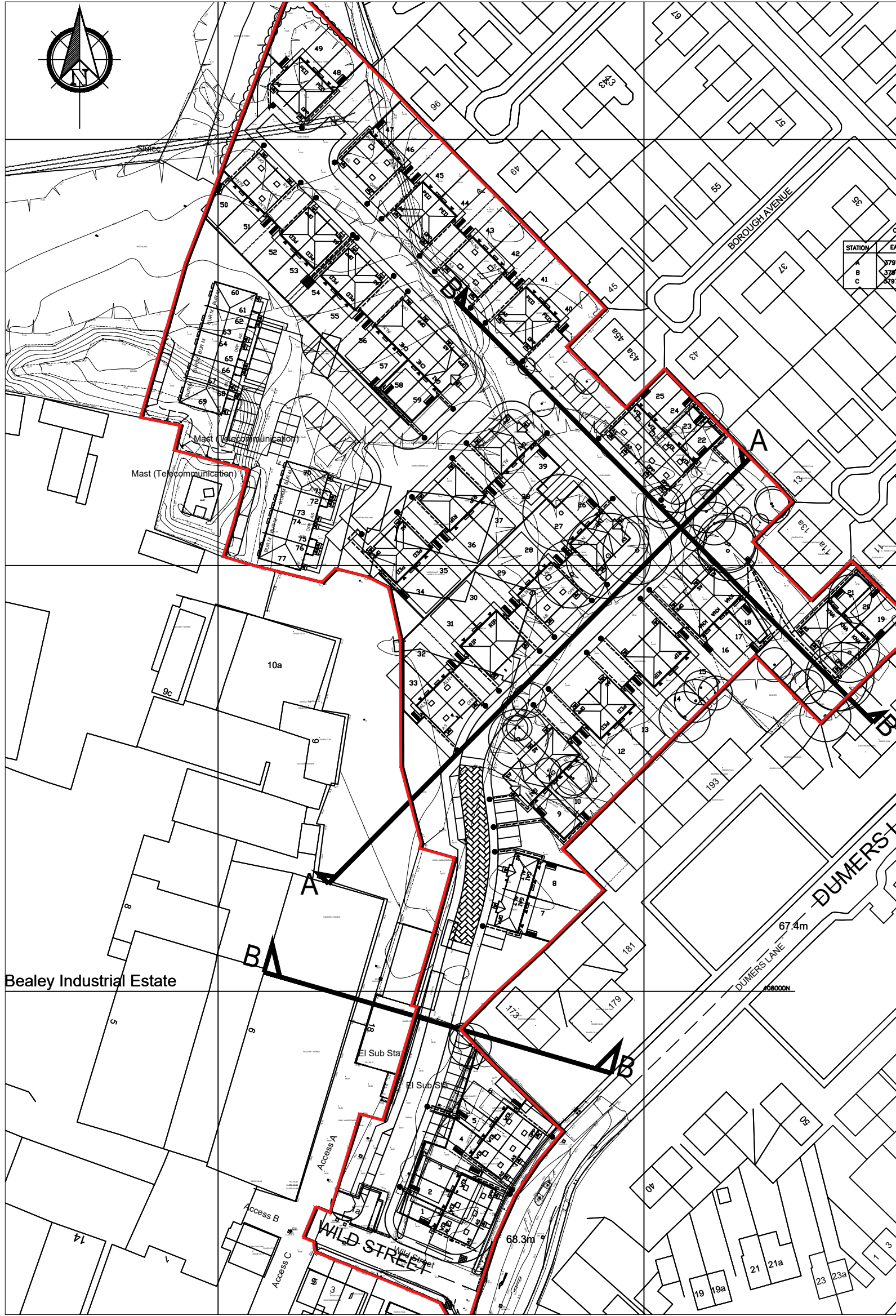
Appendix TTN2-4: Cross Section Drawing



SECTION A-A
SCALE-1:200

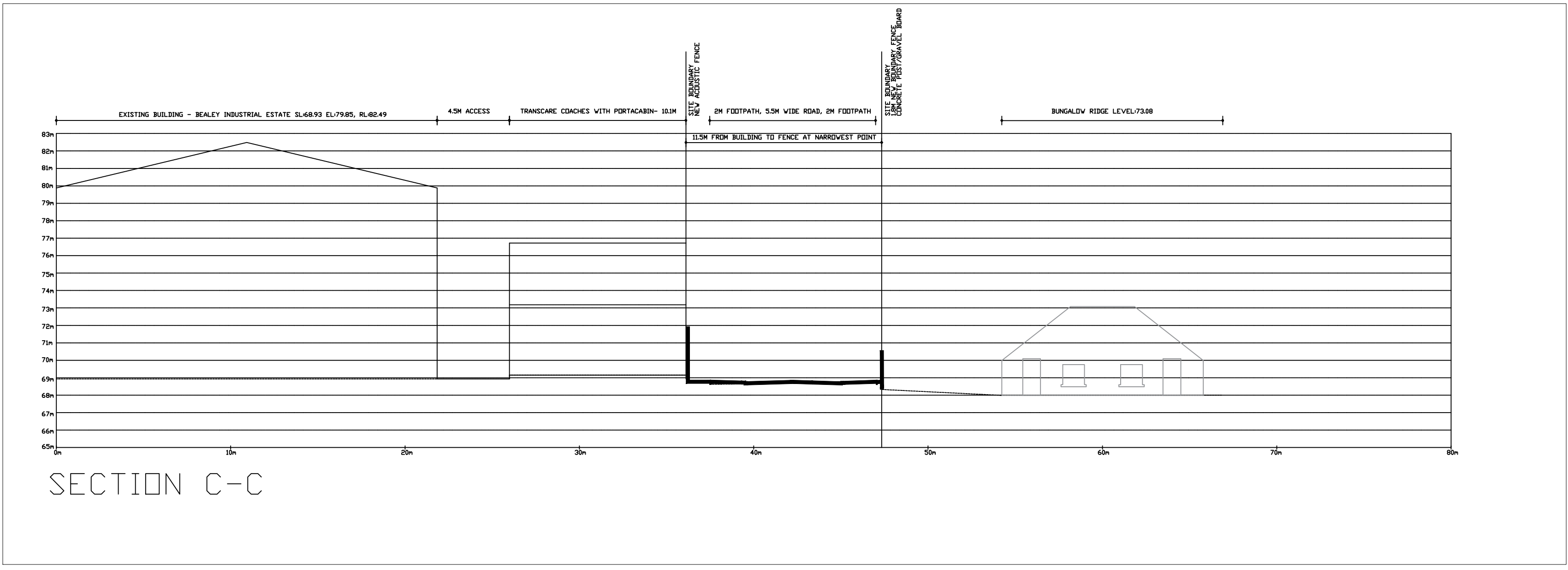


SECTION B-B
SCALE-1:200



LOCATION PLAN - SCALE 1:1000

SECTION C-C
SCALE-1:200



B	AUG25	PWS	LAYOUT UPDATED
A	MAR25	PWS	SECTION B-B EXTENDED THROUGH EXISTING PROPERTIES
Rev.	Date	By	
Client:			



Project:
DUMERS_LANE
BEALEY INDUSTRIAL ESTATE

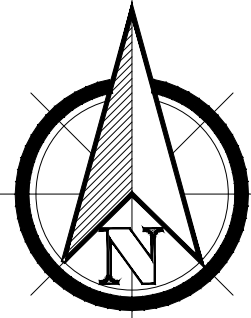
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SITE
CROSS-SECTIONS

Drawn: PWS	Checked: CHECKED	Scale: SHOWN@A1	Date: AUG'25
Job No: 1025	Drawing No: XS01	Rev: B	

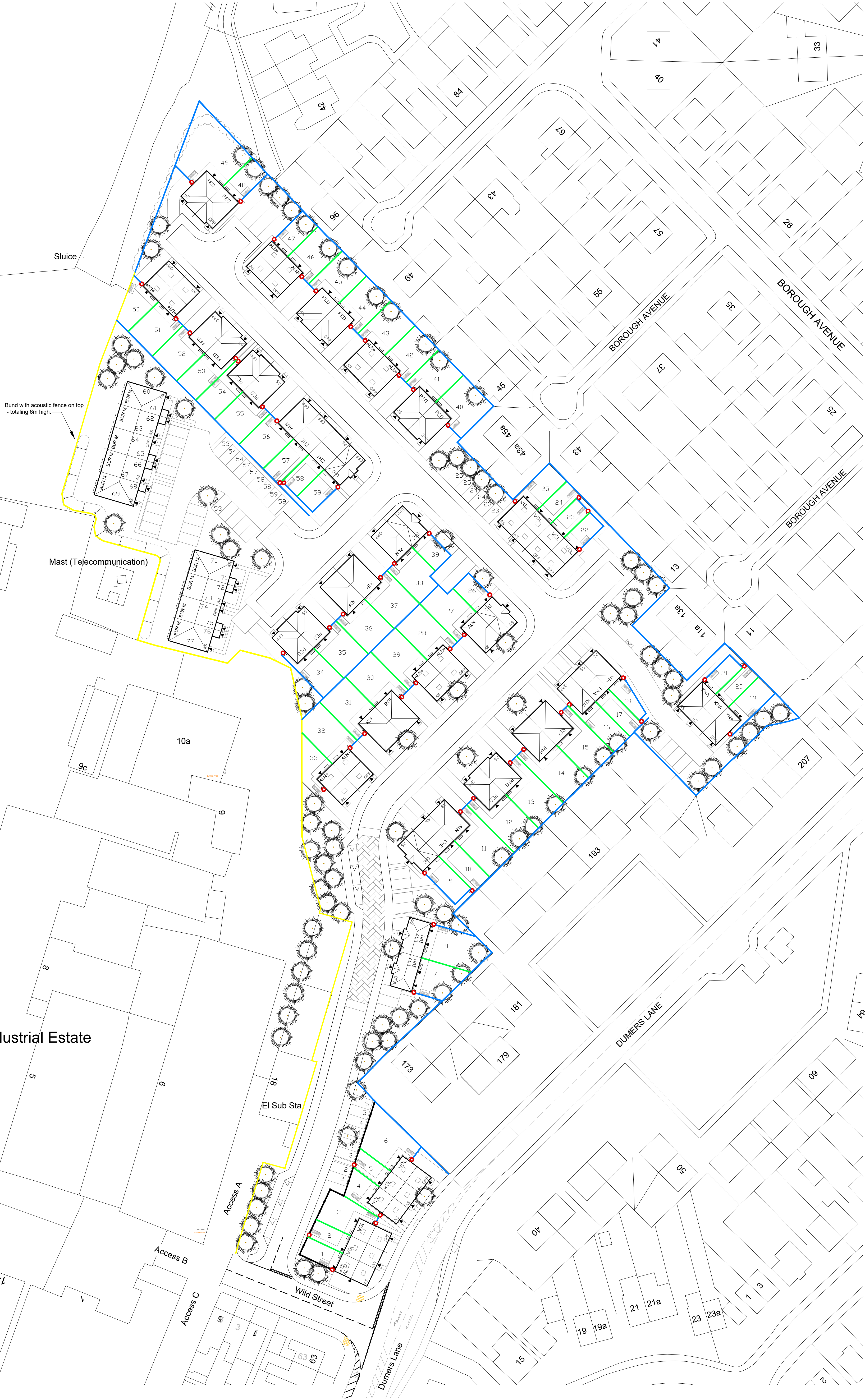
Appendix TTN2-5: Boundary Treatment Drawing

LAND OFF DUMERS LANE, RADCLIFFE

general notes:
do not scale the drawing.
all dimensions to be checked on site prior to commencement of work and any
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specifications relating to the job whether or not indicated on the drawing.
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KEY	
	1.8m Concrete post timber fence with concrete board (S.D 12.2.14)
	1.8m Concrete post timber fence with concrete board (S.D 12.2.14)
	1.8m Brick wall with brick piers and timber infill (S.D 12.1.03)
	3m Acoustic Fence
	Timber Access Gate (S.D 12.2.08)



G	16.06.25	KLW	Number of plots reduced, access relocated and all associated amendments.
F	28.11.24	KLW	Red edge amended to exclude substation.
E	26.11.24	KLW	Bin stores shown for apartments.
D	24.10.24	KLW	Hedge shown to North-Western boundary.
C	21.10.24	KLW	Updated inline with latest layout amendments.
B	03.10.24	KLW	Acoustic fence and bund added.
A	13.09.24	KLW	Access road relocated and plots 1-8 adjusted to suit.
Rev.	Date	By	Description

Client:



Project:
BEALEY IND EST
RADCLIFFE

Drawing Title:
BOUNDARY TREATMENTS LAYOUT

Drawn: KW	Checked:	Scale: 1:500	Date: AUG 2024
Job No: 1025	Drawing No: BT01	Rev: G	

Appendix TTN2-6: Driveway Visibility Splays at Bends

