

Proposed Residential Development at Turton Road, Tottington

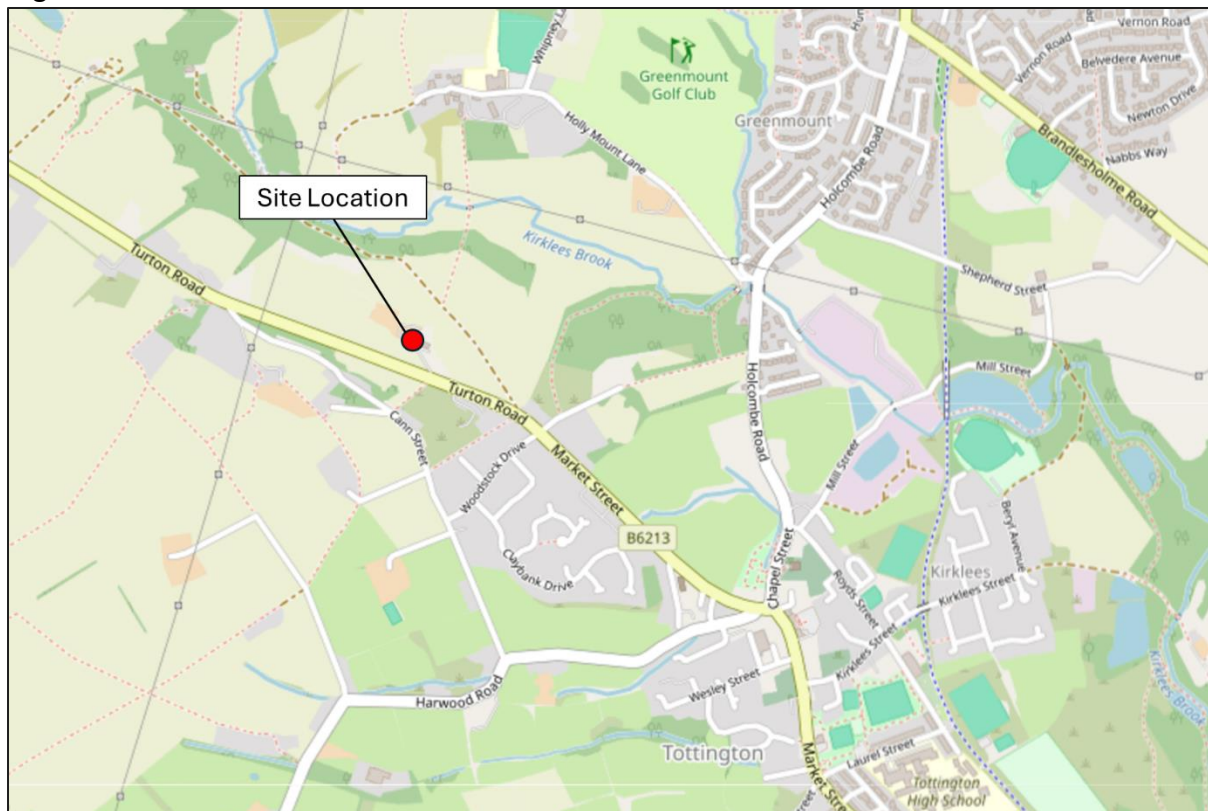
Initial Site Access Review – May 2025

SLR Project No. 410.066998

1.0 Introduction

- 1.1 SLR has been commissioned to provide transport and highways consultancy services to assist with an initial planning appraisal for a residential site in Tottington, Bury.
- 1.2 The site is located to the north of Turton Road. It accommodates an existing dwelling, stables, a sand paddock and two detached blocks of timber stables.
- 1.3 It is accessed via an existing priority access on Turton Road, the use of which is shared with a pair of semi-detached cottages. The site location is presented in **Figure 1**.

Figure 1: Site Location



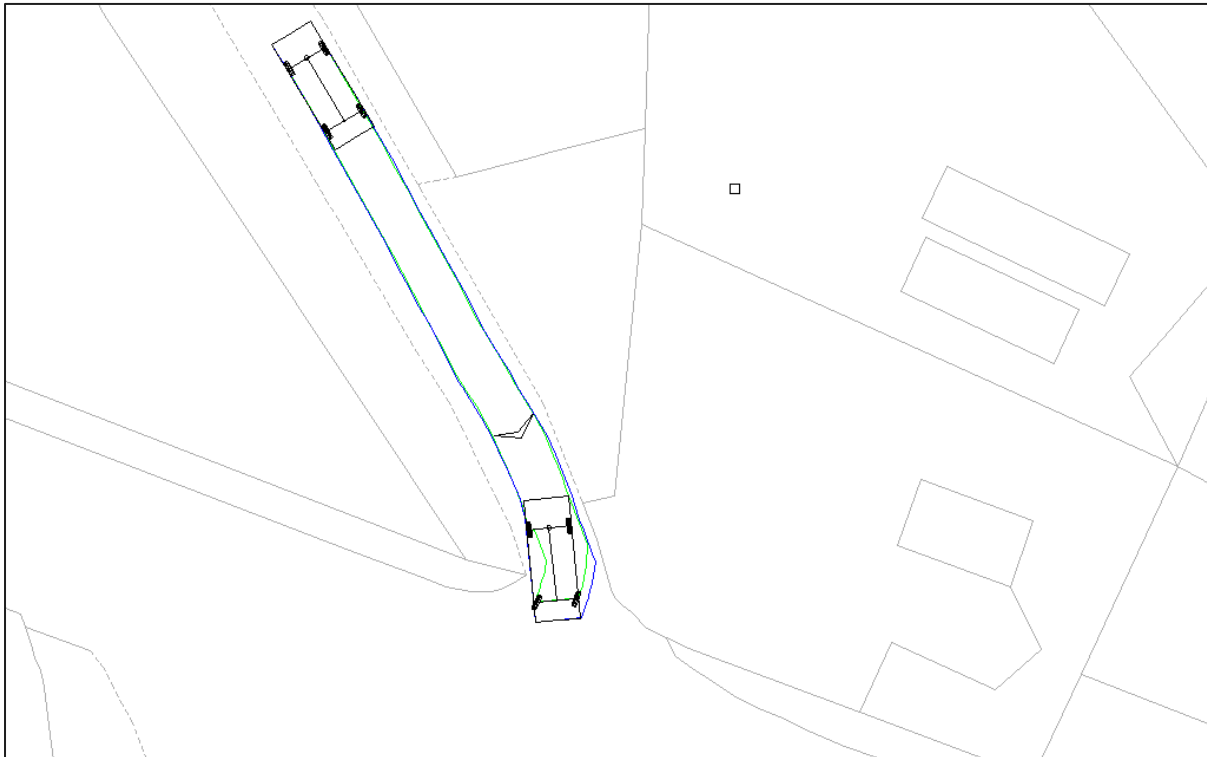
- 1.4 The development proposals seek to provide a replacement dwelling on the site. This will provide the same number of bedrooms as the existing dwellings, in generally the same location albeit with minor alterations to the building footprint. Use is to be made of the existing access.
- 1.5 A planning application (Ref: 71688) was submitted to Bury Council in March 2025.

- 1.6 Comments have been received from the Local Highway Authority highlighting a requirement to address the alignment at the existing site access junction due to a lack of visibility to the right. It has been requested by the Local Highway Authority that this should be in the form of a junction which approaches Tottington Road at 90 degrees, with visibility splays suitable for a 40mph speed limit.
- 1.7 This note provides an initial site access review to assist with the positive determination of the planning application. It also considers the material submitted with the planning application, and subsequent Local Highway Authority comments, in forming a judgement as to the effect of the proposals on the existing safety characteristics of the network in the vicinity of the site.

2.0 Existing Site Access

- 2.1 The existing site access is located on Turton Road. It provides a width of approximately 3m and effectively operates as a single track. Space is available along the track to allow for vehicles to see and accommodate one another.
- 2.2 Sightlines from the existing access in either direction are restricted by adjacent hedge rows and other vegetation, but vehicles exiting the site access are able to position themselves almost perpendicular so that lines of sight are maximised (see **Figure 2**).

Figure 2: Exiting Vehicle Positioning

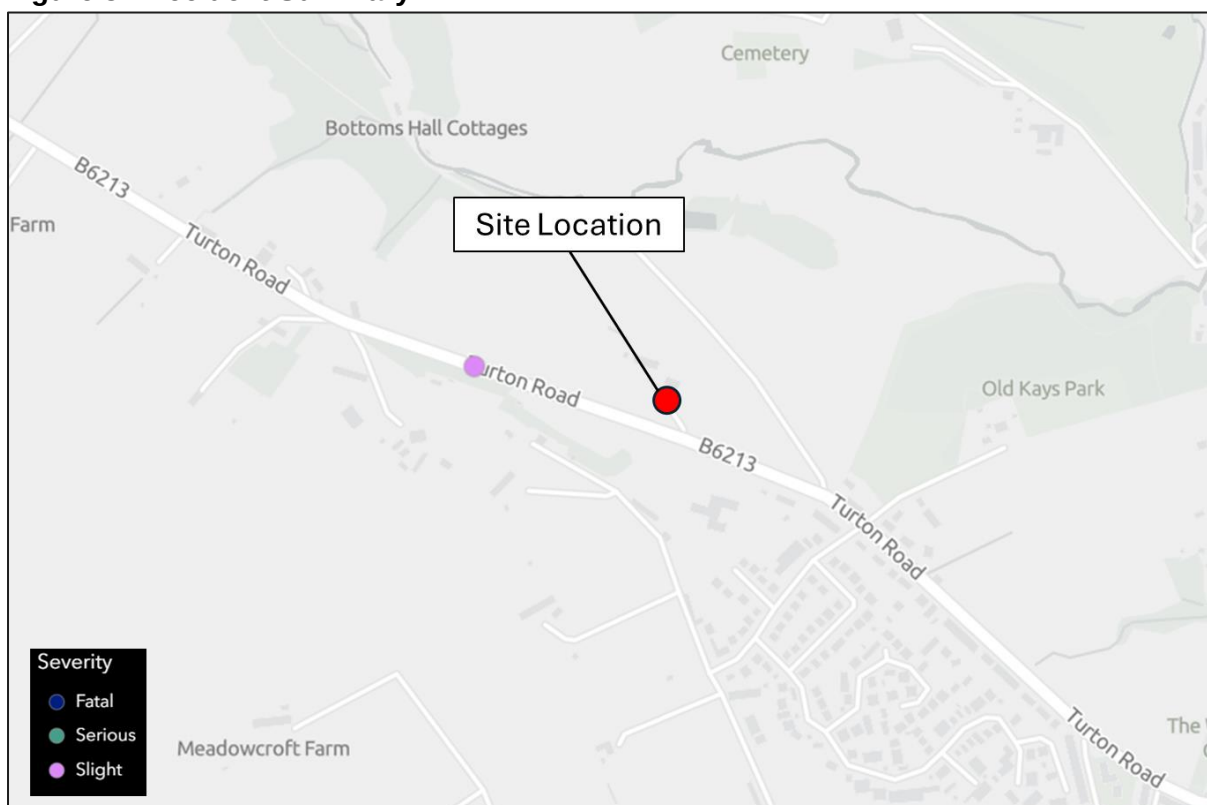


- 2.3 Observations suggest that the access is currently used regularly with some larger vehicle movements associated with the stables and sand paddock.
- 2.4 Turton Road in the vicinity of the site provides a carriageway width in excess of 6.5m. It is generally straight with good forward visibility. A footway is present along the northern side of the carriageway and the route is lit.



- 2.5 The existing access sits within a 30mph speed limit, but it is immediately adjacent to a change in speed limit to 40mph. At the change in speed limit, signs are provided with yellow backing boards and a red surface treatment provides countdown markings, 'SLOW' markings and a speed roundel to create a gateway.
- 2.6 There are a number of access points at varying intervals along the length of Turton Road, similar in nature to the existing site access. These generally serve individual dwellings.
- 2.7 Based on data made available by TfGM, the annual average daily flow on Turton Road is in the region of 2,500 vehicle movements. This is considered to be a generally low flow when considering movements across the day.
- 2.8 In addition to the traffic data, collision data made available by TfGM and the DfT highlights that there have been no recorded accidents at the existing site access, and only one slight accident on Turton Road in the most recently available 5yr period (see **Figure 3**).

Figure 3: Accident Summary



- 2.9 The evidence presented suggests that, although the junction is non-standard, the overall level of risk is managed.

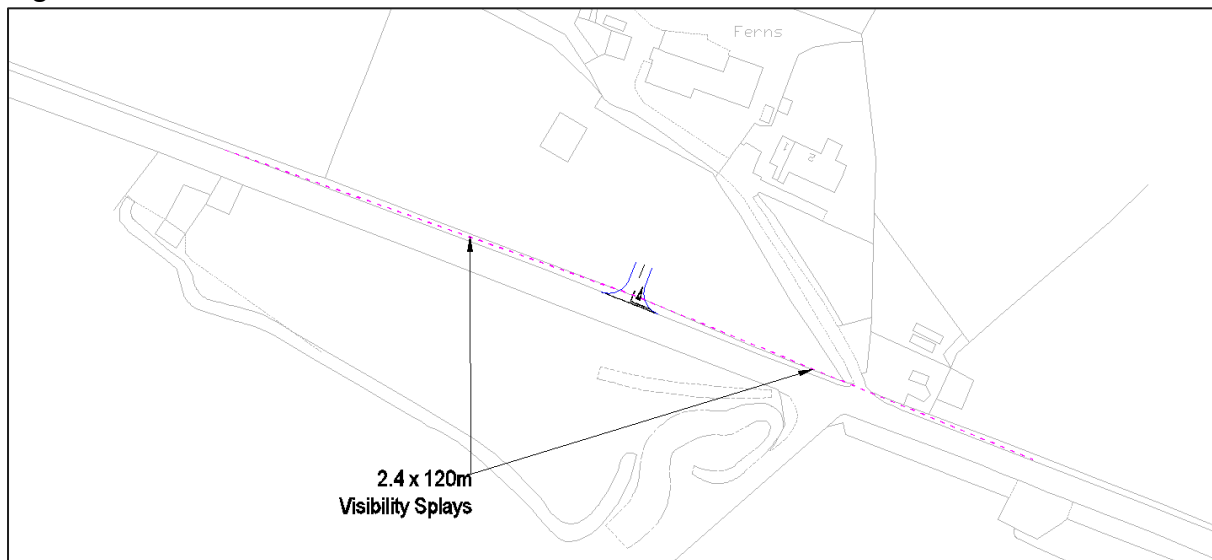
3.0 Development Proposals and Judgement of Effect

- 3.1 The development proposals include a replacement dwelling on the site. This will provide the same number of bedrooms as the existing dwellings, in generally the same location albeit with minor alterations to the building footprint.



- 3.2 Use is to be made of the existing access which accommodates regular vehicle movements. There have been no recorded accidents at the site and flows on Turton Road have been identified as being low.
- 3.3 Having previously identified that the overall level of risk is managed at the existing site access, the assessment considers whether these existing characteristics would change as a result of the development proposals.
- 3.4 Based on the fact that the proposal is for a replacement dwelling, with the same number of bedrooms, it is considered that the trip generating potential of the residential site would not significantly increase, and could in fact be the same.
- 3.5 In addition, it should be noted that the livery/equine business that operated on the site will no longer be active once the replacement property is constructed. This will result in a reduction in activity associated with the stables and sand paddock.
- 3.6 On this basis, the development proposals would not change the existing safety characteristics and therefore there cannot be an unacceptable impact on highway safety.
- 3.7 For completeness, this review has also considered what would need to change in terms of infrastructure to provide access to the site if the aim was to maximise visibility.
- 3.8 To achieve sightlines of 120m in either direction, and provide an access that meets Turton Road at 90 degrees, a new site access would need to be created approximately 60-70m to the west of the existing access (see **Figure 4**).

Figure 4: Potential Relocated Site Access

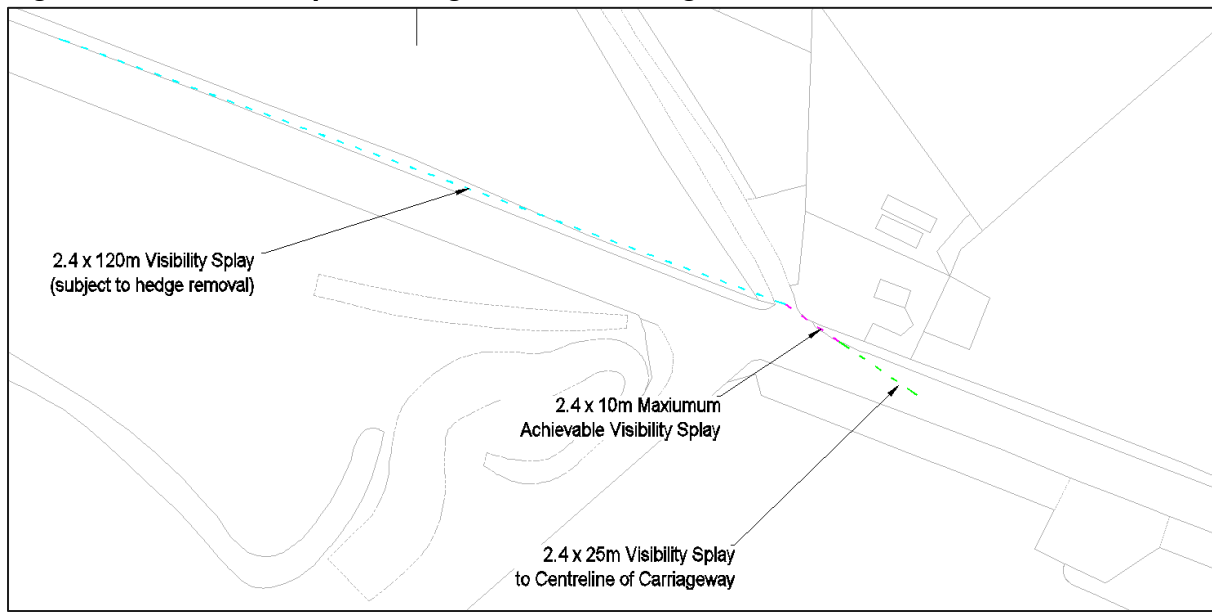


- 3.9 It should be noted that the creation of new point of access would result in the loss of approximately 90m of existing hedge to provide the access and associated visibility splays. There may be other planning considerations associated with this which may attract weight (i.e. loss of vegetation, habitat, ecology, amenity etc).
- 3.10 It would create an additional point of conflict on the network given that the existing access would need to remain available to the adjacent cottages.



- 3.11 In addition, there are also challenges with levels between the site and adjacent carriageway which would make achieving acceptable gradients within the site particularly difficult.
- 3.12 As an alternative to creating a new point of access, at the existing access consideration has been given to maximising sightlines to the path of an oncoming vehicle from the west. This would require the removal of existing hedge for a length of approximately 40m to the west (see **Figure 5**).

Figure 5: Potential Improved Sightline at Existing Access



- 3.13 It would be possible to remove the hedgerow to maximise visibility, as it is within land under the same ownership as the development site, albeit not within the application boundary. However, as with the relocated access option, there may be other planning considerations associated with this which may attract weight (i.e. loss of vegetation, habitat, ecology, amenity etc).
- 3.14 One further option that remains would be the removal of a shorter length of hedge to maximise visibility, approximately 10m-15m. This would minimise the amount of hedge loss, albeit still subject to other planning considerations, whilst also increasing sightlines to the west.
- 3.15 Whilst there are opportunities to provide betterment (in highways terms) to the access for the proposed development, given that the proposed development is not anticipated to change traffic movements, and therefore the existing safety characteristics of the network in the vicinity of the site will not change, improvements are not necessary (in planning terms).
- 3.16 On balance the use of the existing access would seem reasonable from a highways perspective.

4.0 Conclusion

- 4.1 SLR has been commissioned to provide transport and highways consultancy services to assist with an initial planning appraisal for a residential site in Tottington, Bury.
- 4.2 The assessment leads to the judgement that there would not be a residual cumulative impact on the road network that could be categorised as being severe.



- 4.3 The evidence presented leads to the conclusion that there would not be an overall unacceptable impact on highway safety.

