

Stand Golf Club, Whitefield Response to Comments from Bury Council

Introduction

1. BTG Eddisons has been instructed by Westshield Ltd to advise on the traffic and transport issues relating to a planning application for redevelopment at Stand Golf Club in the Whitefield area of Bury.
2. A planning application (App Ref No: 72578) has been submitted for the re-location of the clubhouse from Ashbourne Grove (Site A) to land to east of Ringley Road (Site B), and the erection of 45 no. dwellings and 60 no. retirement-living apartments in Site A. This was accompanied by a Transport Assessment (TA).
3. Comments on the application were provided by the highway authority and a response to these comments provided.
4. The highway authority has provided further comments, and the following provides a response to these.

Visibility

5. Comment: *'Two highway (protected) trees are located within the visibility splay to the left on egress at the junction of the access to site A with Ashbourne Grove. These are not considered to be 'occasional obstacles' taken cumulatively.'*
6. As highlighted within the previous response, Manual for Streets 2 advises at paragraph 10.7.2 that *'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.'*
7. Consideration of the diameter of the tree trunk immediately to the north of the access confirms that these would not obscure a whole vehicle. Nor would it obscure a pedestrian given the footway is set back from the verge within which the trees are located.



Figure 1 View to the North of the Existing/Proposed Access

8. Notwithstanding this, the highway authority's concern relates to highway safety. The proposed access is in the same location of the existing golf club access, and no accidents have occurred in the vicinity of the access over the 26 years for which accident data is available. It is, therefore, demonstrably the case that the location and proximity of the trees do not have a negative impact on highway safety.
9. Comment: *'The reduction in kerb radii proposed would not meet our highway adoption requirements.'*
10. The radii at the access were reduced to 4.5m to address the highway authority's previous comment on the impact on trees. If the radii are increased in size, then this would risk the loss of the trees.
11. The Greater Manchester 'Streets for All' Design Guide requires junctions to be designed to minimise vehicle speeds and prioritise pedestrian and cycle movements, in accordance with Manual for Streets and LTN 1/20. As can be seen from the extract below, for neighbourhood streets, radii of 0-3m should be considered for junctions between 30mph to 20mph roads.

		Diagram/ image	Description	Image	Description	Design Consideration
Corner radii	Impact on pedestrians		• Larger radii mean pedestrians have to make a longer crossing or deviate from their desire line		• Smaller corner radii means pedestrian desire line is maintained	30mph - 30mph 2-6m
			• Larger radii mean pedestrians have to look further behind to check for fast turning vehicles		• Smaller corner radii mean pedestrians don't have to look as far behind to check for turning vehicles	
			• Pedestrians cannot normally establish their priority against fast turning vehicles		• Pedestrians can more easily establish their priority against turning vehicles	
	Impact on cyclists		• Increased risk of left hook from fast turning vehicles cutting across cyclists		• Reduced risk of left hook from left turning vehicles due to lower speed	The smallest radii from the above should be used on both sides of the junction.
	Impact on vehicles		• Vehicles turn faster		• Vehicles turn slower	

Figure 2 Extract from Streets for All

12. Whilst the proposed 4.5m radii slightly exceed that specified in Streets for All in order to facilitate the manoeuvring of a refuse vehicle, they nevertheless accord with the philosophy of the document by minimising corner radii.
13. It is also worth noting that there are numerous examples of existing small junction radii in the vicinity of the site, including at the Ashbourne Grove/West View Grove junction.
14. Comment: *'Forward visibility approaching the accesses/driveways for Plots 1 – 4 has not been properly assessed, or visibility from these driveways properly considered due to the proximity of these new access points to the existing near 90 degree bend in West View Grove.'*
15. The bend along West View Grove is an existing bend. The proposals are not seeking to reduce forward visibility. The 90-degree nature of the bend will mean that vehicles are approaching at very low speeds and will have ample time to see cars entering/leaving the driveways of the proposed plots.
16. Indeed, the existing driveway to 4 West View Grove is located a short distance north of the bend, though no safety issues have occurred as a result of the location of this.



Figure 3 Proximity of Existing Driveways

17. In order to advise the highway authority, 25m sightlines have been illustrated from a southbound vehicle to the driveways of plots 1 and 2; 25m is the requisite forward visibility for a vehicle travelling at 20mph, though given the road alignment, vehicles will negotiate the bend at speeds lower than this.
18. Regardless, as demonstrated on the plan included at **Appendix 1**, 25m forward visibility is available.
19. Comment: *'Provision of a 2.0m footway does not address this issue – this facility is required to enable safe pedestrian access to these plots regardless of the visibility issues raised.'*
20. Given the low traffic nature of a private driveway, the x-distance required for visibility is 2m. As well as facilitating pedestrian access, the provision of a 2m footway therefore also allows this x-distance to be achieved.

21. Comment: *'The footway should also be extended to No. 3 West View Grove – it does not make any sense to leave the gap that would still exist (this is one of the adoption issues – see below).'*
22. There is currently an absence of footway along the southern section of West View Grove as far as property 3. However, a footway is available along the northern side and existing residents are therefore not disadvantaged.
23. Reference to the proposed site layout indicates that the extension of the footway to property 3 would impact on the garden sizes of 16-21. There will be very little, if any, demand for pedestrians of the proposed development to travel along this route, therefore, it is considered that the provision of this footway is not required to make the development acceptable.
24. Any pedestrians that wish to travel northwards along West View Grove, pedestrians can also cross to the northern footway and in order to facilitate this, a dropped crossing can be provided immediately to the west of the proposed plot 1.

Driveway positions onto the existing adopted highway at West View Grove and Ashbourne Grove

25. Comment: *'Plots 1 – 4: visibility issues as above.'*
26. This has been considered.
27. Comment: *'Plot 4: proximity to Ashbourne Grove and conflicts with manoeuvring vehicles entering West View Grove and vehicles reversing from the double driveway.'*
28. Whilst it is noted that there is no current access to the site and West View Grove, the proposed distance from Ashbourne Grove to the proposed driveway is circa 10m, which equates to the sight stopping distance required for a vehicle travelling at around 10mph; vehicles are unlikely to be turning into West View Grove in excess of these speeds.
29. The previous response note identified examples of similar distances in the immediate vicinity of the site. Indeed, recent applications in Bury have been approved with similar arrangements; Figure 4, below, shows the proximity of a private driveway from George Street, Prestwich.



Figure 4 Example of Approved Layout

30. There is, therefore, no reason to consider the proposed distance to the driveway of plot 4 is unacceptable.
31. Comment: *'Plot 5: access cannot be gained to the double driveway proposed without affecting the protected highway tree and its roots. Visibility severely restricted due to the tree.'*
32. It is proposed that this tree is removed.
33. Comment: *'Plot 6: visibility restricted by the highway tree to the north.'*
34. This tree equally encroaches into the visibility out of West View Grove, but there is nothing to suggest it is a safety issue.
35. Comment: *'Plot 7: access cannot be gained to the double driveway proposed without removing the protected highway tree. The access is still only 8m from the tangent point of the (sub-standard) kerb radii.'*

36. It is proposed that the tree is removed and, with regard to the distance to the tangent point, as stated above, this is similar to other driveways arrangements.
37. Comment: *'Plot 45: visibility to the north is restricted by the protected highway tree. Visibility at the back edge of the footway is sub-standard due to the proximity to the adjacent sub-station/its boundary treatment.'*
38. As can be seen from the image, below, the tree referred to does not obscure a whole vehicle. It is emphasised that this tree falls within the visibility splay of the existing access and there is nothing to suggest this represents a highway safety issue.



Figure 5 View to the South of the Existing/Proposed Access

39. On the matter of the substation, this falls within the application boundary. The boundary treatment between the substation and plot 45 can be designed to ensure its height falls below 0.6m for a distance of 2m from the back of footway to ensure sufficient pedestrian visibility is available.

40. Comment: *'As no 20mph traffic calming scheme is proposed at this stage, the 20mph (25m) design speed adopted for the visibility splays referred to have not been justified.'*
41. It is proposed that the development will be the subject to a 20mph speed limit, and appropriate signage provided. If the highway authority considers that there is a requirement to supplement this with traffic calming, this can be provided.
42. An indicative scheme comprising speed cushions outside plots 14/34 and a raised table at the turning heading is included at **Appendix 2**.

Adoption issues precluding the adoption of the proposed estate road serving site A

43. Comment: *'General lack of available space on-street for visitor parking and use of extensive dropped crossings.'*
44. In-curtilage parking is provided for the houses, and parking is also provided for the apartments. It is not, therefore, considered necessary to provide additional visitor parking within the scheme.
45. Comment: *'Lack of a continuation of the 2.0m footway on West View Grove.'*
46. As stated above, it is not considered that this is required.
47. Comment: *'Impact on protected highway trees.'*
48. The impact on highway trees has been kept to a minimum.
49. Comment: *'Sub-standard junction arrangements onto Ashbourne Grove.'*
50. As stated, the radii accord with principles set out in Streets for All.
51. Comment: *'Lack of local widening of the carriageway to a minimum of 6.5m at the bend at Plots 9 – 13.'*
52. A swept path analysis has been undertaken using two large cars, which demonstrates sufficient carriageway is available to allow them to pass; this is included at **Appendix 3**. Given the nature and scale of the development, the likelihood of two HGVs passing is extremely limited.
53. Comment: *'Angled parking at Plots 11-13 rather than perpendicular to the proposed carriageway.'*
54. This has been realigned.

55. Comment: *'Just tracking the turning head is not justification for the arrangements proposed. It is a simple principle of good highway design/adoption for the facility to be located at the end of the highway being put forward for adoption. The side arm of the turning head is too far away from the end of the cul-de-sac – either the side arm should be relocated or extent of proposed adoption curtailed as the northerly end of the estate road is superfluous in terms of adoption (also see the following point). The tracking undertaken is a good indicator of the extent of estate road required for adoption purposes – not to fit the turning head in within the applicant's site ownership/boundaries or to suit a layout that does not consider the adoption requirements/principles of the Highway Authority. Note that the applicant could have proposed a side arm turning head in the vicinity of Plots 22 - 24 (i.e. at the actual end of the cul-de-sac), but chosen not to do so.'*
56. The extent of adopted highway has been reduced.
57. Comment: *'The angled access arrangements proposed to serve the apartment's 30 space car park are substandard (and footway arrangements opposite Plot 22) and should be served from the end of the cul-de-sac/shared driveway and not the adopted highway.'*
58. This arrangement has been amended.
59. Comment: *'As no 20mph traffic calming scheme is proposed at this stage, it is not clear how physical vertical deflection features could be incorporated, especially to justify the 20mph (25m) design speed adopted for the visibility splays/forward visibility envelope plotted.'*
60. Potential traffic calming has been proposed.

Summary

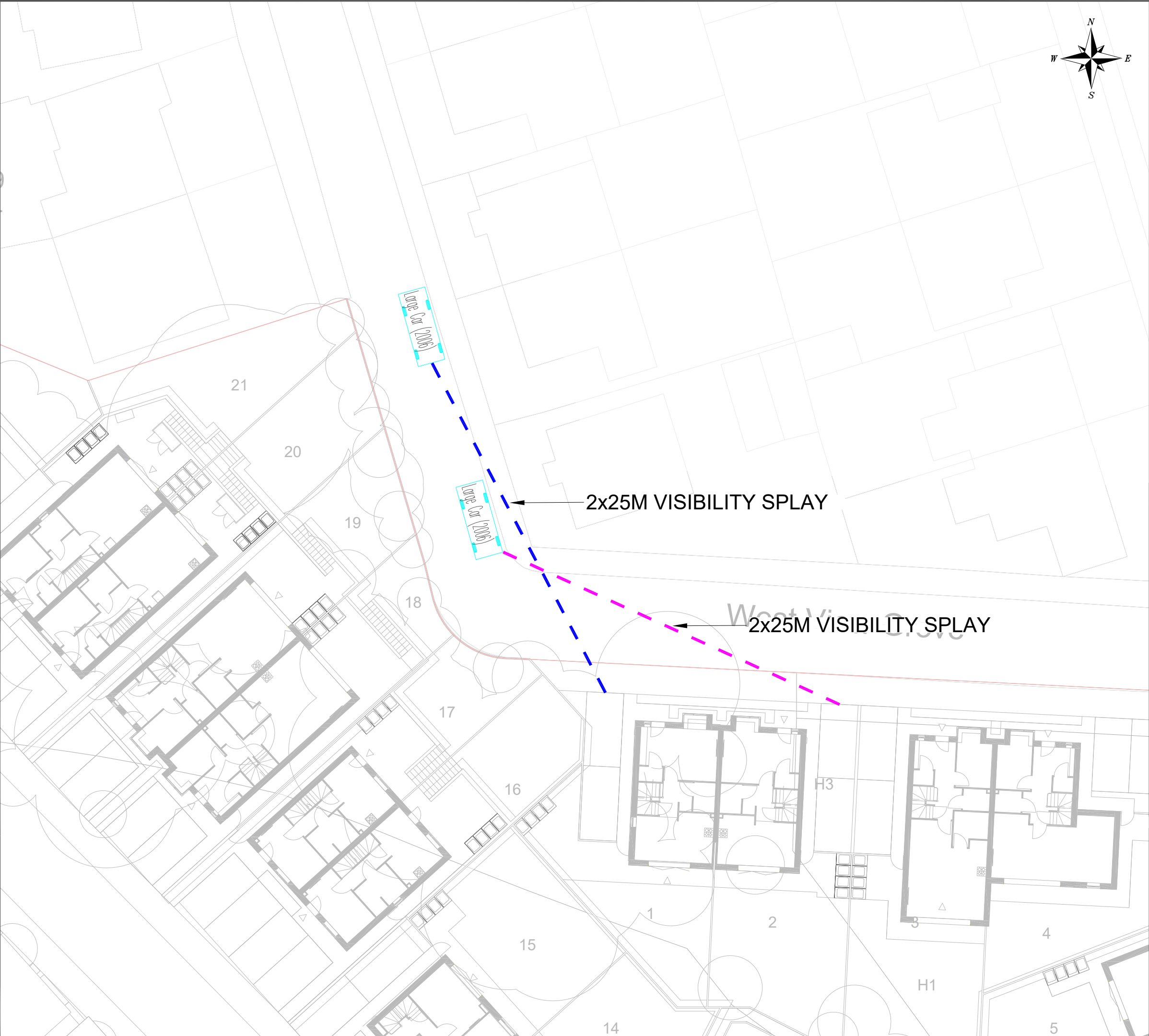
61. This note has considered further comments raised by BMBC regarding a planning application for redevelopment at Stand Golf Club in the Whitefield area of Bury.
62. Based on the additional information provided, the proposals should now be considered acceptable in highway terms.

APPENDICES

APPENDIX 1

Forward Visibility

Z:\projects\4588 Ashbourne Grove, Stand Golf Club\CAD\EDDISONS DRAWINGS\4588-F06.dwg



NOTES
THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

SITE LAYOUT NTS				
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
WESTSHIELD LTD

PROJECT:
**ASHBOURNE GROVE,
STAND GOLF CLUB**

DRAWING TITLE:
VISIBILITY PLAN

SCALES:
1:250 @ A3

DRAWN:	FD	CHECKED:	TR	DATE:	JUL 26
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DRAWING NUMBER:	4588-F07	REVISION:	-
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Eddisons

APPENDIX 2

Potential Traffic Calming

Z:\projects\4588 Ashbourne Grove, Stand Golf Club\CAD\EDDISONS DRAWINGS\4588-F06 (Traffic Calming Plan).dwg



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THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

WESTSHIELD LTD

PROJECT:

ASHBOURNE GROVE, STAND GOLF CLUB

DRAWING TITLE:

INDICATIVE TRAFFIC CALMING PLAN

SCALES:

1:500 @ A3

DRAWN:	GM	CHECKED:	TR	DATE:	JUL 26
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DRAWING NUMBER:	4588-F06	REVISION:	-
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