

**PROPOSED ALTERNATIVE MEANS OF ACCESS AT
339 MANCHESTER ROAD, BURY**

HIGHWAY REPORT



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DOCUMENT CONTROL

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HIGHWAY REPORT

1.0 Introduction and Background

- 1.1 This Highway Report has been produced to support an application for an alternative means of access at 339 Manchester Road, Bury. The application is seeking permission to create a vehicular access onto Manchester Road rather than use the existing shared access.
- 1.2 In preparing this Highway Report the following has been undertaken:-
- an inspection of the existing vehicular access onto Manchester Road, Bury, an assessment for the surrounding local highway network and an inspection of the proposed location for the vehicular access onto Manchester Road.
 - an interrogation and analysis of the road safety record for the local highway network;
 - an examination of the proposed vehicular access scheme and plans and a comparison made with the existing vehicular access;
 - a consideration of wider issues surrounding access to and from driveways; and
 - an assessment of the highway and pedestrian safety impact of the proposed vehicular access.
- 1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location and Existing Site Characteristics

- 2.1 The site is located at 339 Manchester Road, Bury. The property can be directly accessed by walking with a pedestrian access in the form of a gate into the site from Manchester Road. Vehicular access is obtained via an access located to the south of the site and through 341 Manchester Road. Access for vehicular traffic into the property is via a gate located on the northerly side of the shared access, approximately 36 metres from Manchester Road. From Manchester Road it is not immediately apparent that vehicular access to no 339 would be via the access into no 341 Manchester Road. The site location is shown in Figure 1 below. The site location plan is shown in **Appendix A**.

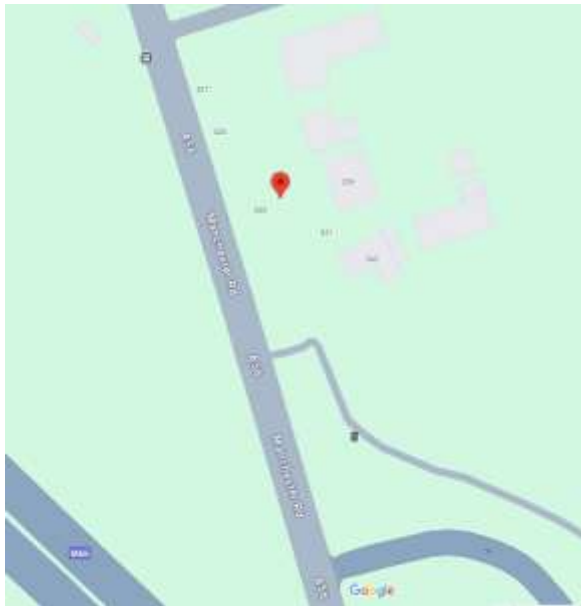


Figure 1 - Location of the Site

- 2.2 Manchester Road is subject to a speed limit of 40 mph and has one traffic lane in each direction. Along the frontage of 339, 341 and 340 Manchester Road a slip lane for the M66 Motorway starts to develop in the form of a widening / filter lane. Access to the M66 Motorway is located to the south of the site, with the closest access for southerly bound vehicles being located approximately 90 metres to the south of the site. The access located further south is for vehicles leaving the M66 travelling northerly.
- 2.3 The existing shared access is approximately 4.6 metres wide.
- 2.4 [Measurement of Visibility Splays from the Existing Driveway](#)
- 2.5 The visibility splays from the driveway at a point 2.4 metres back from the kerb in Manchester Road were measured. A visibility splay to the right of 2.4 x 56.6 metres can be achieved from the existing site access.
- 2.6 [Road Safety Record](#)
- 2.7 The Crashmap database has been interrogated to assess the road safety record for Manchester Road in the vicinity of the site, the existing site access and the adjacent road network. The output from the accident interrogation is shown in the Figure below.



Figure 2 - Road Safety Record near the Site ([CrashMap](#))

- 2.8 The analysis revealed there had been no recorded injuries at or near the existing site access onto Manchester Road. There was one slight injury accident highlighted from the accident search and this occurred in June 2023 at the slip road with Manchester Road. From the accident analysis it is evident that visibility from site accesses is not a factor that is influencing the road safety record for the local area. The accident record for Manchester Road is contained in **Appendix B**.

3.0 Transport Policy Context

3.1 National Policy

3.2 National Planning Policy Framework (NPPF) (2024)

- 3.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.
- 3.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

- 3.5 **Paragraph 113.** Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with [chapter 11](#) of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

3.6 Considering development proposals

- 3.7 **Paragraph 115.** In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- (a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - (b) safe and suitable access to the site can be achieved for all users;
 - (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code [48](#); and
 - (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 3.8 **Paragraph 116.** 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, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 3.9 **Paragraph 117.** Within this context, applications for development should:
- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - (d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 3.10 [Local Policy](#)
- 3.11 [Bury UDP](#)
- 3.12 HT4 - NEW DEVELOPMENT
- 3.13 In considering the location of new or intensified development, the Council will encourage proposals which: support the principles of sustainable development; assist the implementation of a balanced transportation strategy; minimise the environmental impact of traffic. In particular, new development will be encouraged where use can be made of public transport or spare capacity in the existing highway network, provided that this is also in accordance with other policies of the Plan.
- 3.14 HT6 - PEDESTRIANS AND CYCLISTS
- 3.15 The Council will seek to provide new and improved facilities for pedestrians and cyclists.
- 3.16 HT6/2 - Pedestrian/Vehicular Conflict

- 3.17 The Council will take action, as appropriate, to reduce pedestrian/vehicular conflict through measures which include: pavement widening/realignment; pedestrianisation schemes; improved pedestrian crossing facilities; proposals designed to reduce traffic speed; provision of clearly signed pedestrian routes.
- 3.18 **Parking Standards SPD**
- 3.19 The Parking Standards SPD was published in June 2025 and sets out the parking standards for development with consideration of sites located in high accessibility areas and those located elsewhere. The document provides advice on other matters including the need to be able to enter and leave a site access in forward gear.
- 3.20 **Manual for Streets**
- 3.21 Manual for Streets 1 and Manual for Streets 2 provides guidance on a range of highway and transport topics and it focuses on the lightly trafficked residential streets including the geometry and layout of those streets. The principles within it can be applied to other situations such as high streets and lightly trafficked lanes in rural areas.
- 3.22 **Design Manual for Roads and Bridges**
- 3.23 This provides a suite of guidance for application generally on high speed roads managed by Highways England. The principles and approaches though are applied by some local highway authorities on some of its road network.
- 3.24 **Assessment of the Proposed Driveway Against Existing Policy**
- 3.25 The proposed driveway onto Manchester Road is consistent with the requirements contained within Parking Standards SPD adopted in June 2025. The proposed driveway offers a number of highway / pedestrian safety benefits compared to the existing driveway onto Manchester Road.

4.0 Site Proposals

4.1 Site Access

- 4.2 The proposed application is seeking permission to create a vehicular access onto Manchester Road to directly serve no 339. The proposed driveway will provide a turning facility located within the front of the curtilage of 339 Manchester Road to enable a vehicle to drive in and out in forward gear. The scheme will provide 2 off-street parking spaces which complies with the Parking Standards SPD 2025 for a dwelling located in Zone 4 (as per the classification in the SPD).
- 4.3 The proposed layout is consistent with the Parking Standards SPD, adopted in June 2025, which states :
- '6.4 Car parking should always be located close to the property it serves. For houses, car parking should ideally be provided within the residential curtilage and at the front of the property. This encourages activity within the street scene and recognises that residents often park there out of convenience anyway.'*

6.13 The basic dimension of a parking space is 2.5m x 5.0m.

6.30 As a starting point, all new developments will be required to provide the means to ensure that all vehicles that will be used in association with the development are able to enter and leave the site in forward gear. For residential sites, a simple diagram showing the geometry should suffice.'

4.4 The proposed site plan is contained in **Appendix C**.

4.5 Assessment of Visibility Splays from the Proposed Driveway Location

4.6 Table 2.10 of CD 109 Highway Link Design has been used to assess the design speed of the road and the visibility splays required in each direction. CD 123 advises in 3.5 that the design speed or speed measurement can be used to assess the visibility splays.

4.7 Visibility Splays Using the Speed Limit

4.8 For a 40 mph speed limit road, table 2.5 from CD 109 indicates that the design speed is 70A. There is a note below the table which states : 'Design speeds are higher than the speed limit and therefore permit a small margin for vehicle speeds in excess of the speed limit.'

Speed limit		Design speed
Mph	Kph	Kph
30	48	60B
40	64	70A
50	80	85A
60	96	100A

4.9 Table 2.10, from CD 109, has then been used to determine the Stopping Sight Distance (SSD) for a design speed for 70A, which indicates :

- 120m (desirable minimum)

Table 2.10 Design speed related parameters

Design speed kph	120	100	85	70	60	50	V2/R
Stopping sight distance (metres)							
Desirable minimum	295	215	160	120	90	70	-
One step below desirable minimum	215	160	120	90	70	50	-
Horizontal curvature (metres)							
Minimum R* with adverse camber and without transitions	2880	2040	1440	1020	720	520	5
Minimum R* with superelevation of 2.5%	2040	1440	1020	720	510	360	7.07
Minimum R* with superelevation of 3.5%	1440	1020	720	510	360	255	10
Desirable minimum R (superelevation 5%)	1020	720	510	360	255	180	14.14
One step below desirable Minimum R (superelevation 7%)	720	510	360	255	180	127	20
Two steps below desirable minimum radius (superelevation 7%)	510	360	255	180	127	90	28.28
Vertical curvature							
Desirable minimum* crest K value	182	100	55	30	17	10	-
One step below desirable min crest K value	100	55	30	17	10	6.5	-
Desirable minimum sag K value	37	26	20	20	13	9	-
Overtaking sight distances							
Full overtaking sight distance FOSD (metres)	-	580	490	410	345	290	-
FOSD overtaking crest K value	-	400	285	200	142	100	-
* Not recommended for use in the design of single carriageways (see Section 9)							
The V2/R values shown above simply represent a convenient means of identifying the relative levels of design parameters, irrespective of design speed.							

- 4.10 DMRB in 2.13 indicates that relaxations are not possible for SSD on the approach to junctions.
- 4.11 The forward visibility along the road can be achieved to the required SSD (120m).
- 4.12 The properties at nos 327 and 329 Manchester Road have boundary walls that are relatively low with parts ranging from 550mm to 660mm high and the highest part below 900mm. The visibility splays for the existing access are shown to intersect with the boundary wall but the vertical component of the visibility splay is considered to be achievable due to the low boundary wall heights. Any impacts by vegetation projecting higher above the wall or projecting outwards from the boundary wall that may affect the visibility are considered to be matters that the Highway Authority can address under Section 154 of the Highway Act 1980.
- 4.13 The proposed visibility splays have been plotted and are as follows :-
- 2.4 x 60.7 metres to the right.
- 4.14 The visibility from the shared access is as follows :-
- 2.4 x 56.6 metres to the right.
- 4.15 Proposed visibility splays are shown on a drawing in **Appendix D**.
- 4.16 The scheme also proposes pedestrian visibility splays either side of the entrance onto Manchester Road. These are proposed to be 2.0 x 2.0 metres on each side and the one to the north will be created within the 2.0 metres section back from the boundary with the neighbouring property. The other splay will be created between the drive and 2.0 metres south.
- 4.17 **Summary of Benefits**
- 4.18 The proposed new access onto Manchester Road does offers a number of highway safety and pedestrian safety benefits compared to the existing driveway onto Manchester Road :
- Higher levels of visibility to the right from the new site access compared to the shared access;
 - The provision of pedestrian visibility splays at the entrance onto Manchester Road;
 - Internal turning space is proposed so vehicles will be able to drive in and out in forward gear;
 - Vehicle turning movements are already taking place but they will be distributed between the new access and the shared access;
 - Parking layout and size complies with the Parking Standards SPD 2025;
 - Parking is accessed from the front which is consist with para 6.4 of the Parking Standards SPD;
 - No increase in traffic associated with the new access as the traffic movements are already taking place so no traffic intensification and therefore no increase

in highway or pedestrian safety issues are considered to arise from the proposal.

- The road safety analysis does not illustrate any collisions related to emerging from direct accesses and site access visibility.

4.19 The proposed site access is shown on the drawing in **Appendix D**. The proposed site access will provide pedestrian visibility splays so that vehicles emerging from the site access can see pedestrians walking along the footway. There does not appear to be any pedestrian visibility splays provided at the existing site access.

4.20 The Applicant has confirmed that when using the existing access there has been times when a vehicle has needed to reverse out due to the parking of other vehicles restricting the ability to undertake a three-point turn within the site access.

5.0 Summary and Conclusions

5.1 This Highway Report has been produced to support an application for a driveway onto Manchester Road and directly serving no 339 Manchester Road with an access into the front of the property.

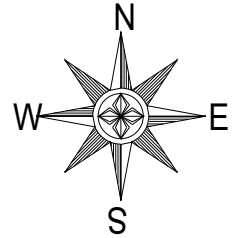
5.2 This Highway Report has examined the site layout for the existing driveway and the proposed driveway. There are a number of highway safety issues associated with the existing driveway with the key ones being lower levels of visibility achieved to the right, no dedicated facility to enable a vehicle to drive in and out in forward gear and no pedestrian visibility splays.

5.3 The proposed site access and driveway is considered to provide a safer facility than the current driveway. Higher levels of visibility are considered to be possible from the site access particularly for visibility to the right. A turning facility will be provided within the site layout which will enable vehicles to drive in and out in forward gear which is consistent with the Parking Standards SPD.

5.4 This Highway Report has demonstrated that the proposed driveway onto Manchester Road will provide a number of highway safety / pedestrian safety benefits compared to the existing shared access onto Manchester Road. With the proposed driveway providing a number of highway / pedestrian benefits compared to the existing shared access then it is hoped that the Highway Authority and Planning Authority will support the application for a driveway to directly serve 339 Manchester Road.

Appendix A

Westgate, 339 Manchester Road, BL9 5NA



Client
Westgate-Brain & Lorraine Mitchell

Project
**339 Manchester Road,
Walmersley, Bury - BL9 5NA**

Drawing
Location Plan

Date
28/03/2023

Job No - Dwg No - Rev
21069 - LP

Drawn by
L.E

Scales
1:1250 @ A4



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Appendix B



Validated Data

Crash Date: Sunday, June 18, 2023

Time of Crash: 11:26:00

Crash Reference: 2023061320113

Highest Injury Severity: Slight

Road Number: M66

Casualties: 2

Highway Authority: Bury

Vehicles: 2

Local Authority: Bury

OS Grid Reference: 380186 415285

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

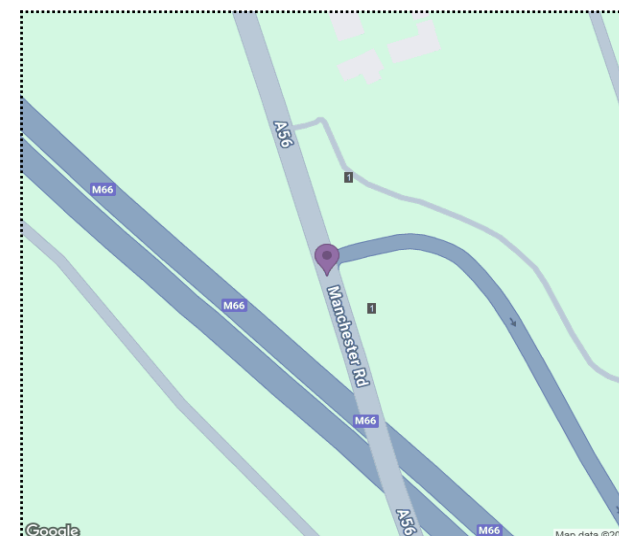
Carriageway Hazards: None

Junction Detail: Slip road

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Slip Road

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, June 18, 2023

Time of Crash: 11:26:00

Crash Reference: 2023061320113

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	10	Male	21 - 25	Vehicle is passing another moving vehicle on its offside	Front	Other	Kerb	None
2	Car (excluding private hire cars 2005 onwards)	2	Male	36 - 45	Vehicle is in the act of turning right	Offside	Other	None	None

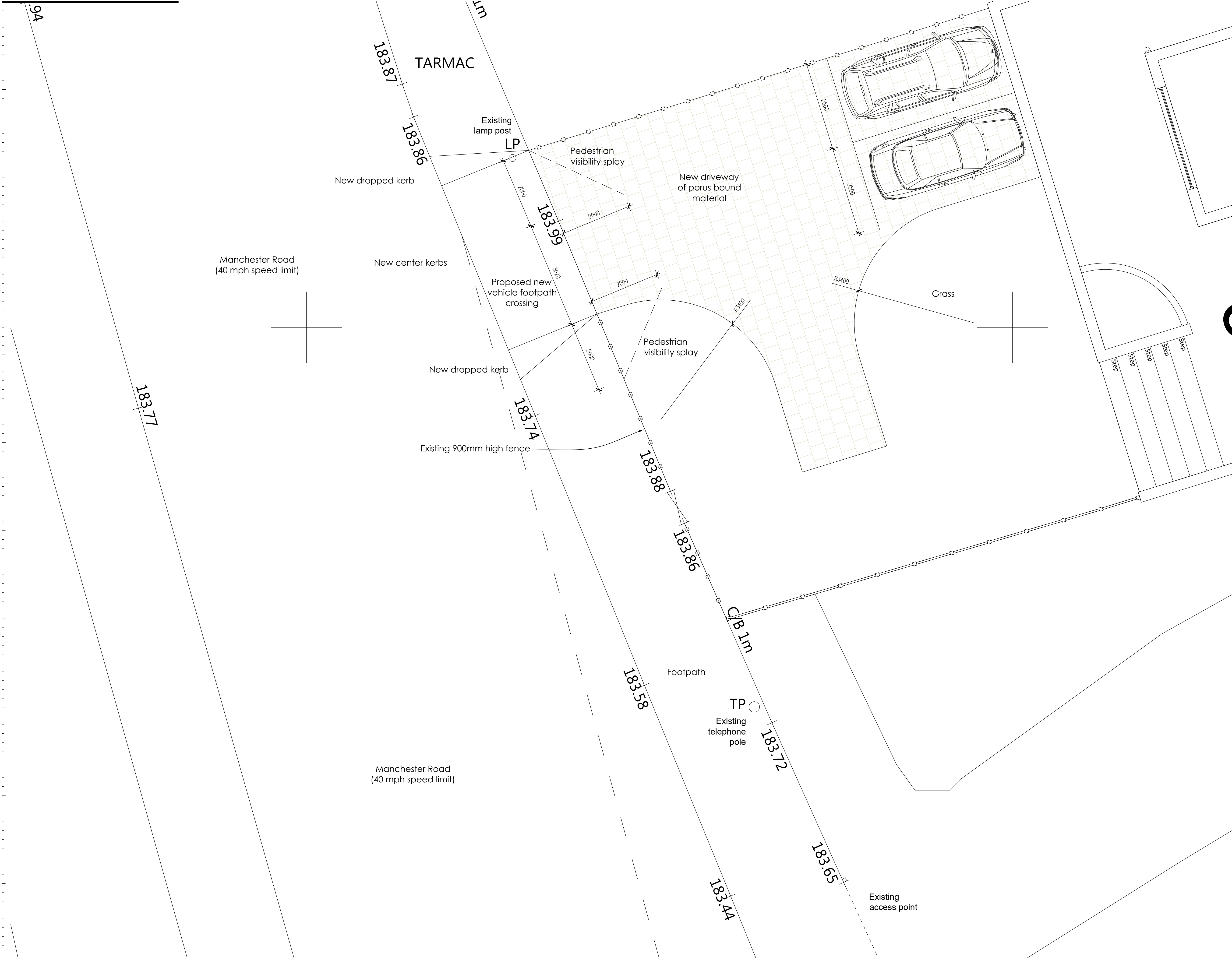
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Appendix C



Proposed Driveway Plan

Notes
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A	2025-10-27	CSB	General updates
Rev	Date	Drawn by	Comments

Client
Brain & Lorraine Mitchell

Project
339 Manchester Road, Walmersley, Bury, BL9 5NA

Drawing
Proposed Driveway & Turning Space

Date	Drawn by	Scales
August 2024	CSB	1:50 @ A1

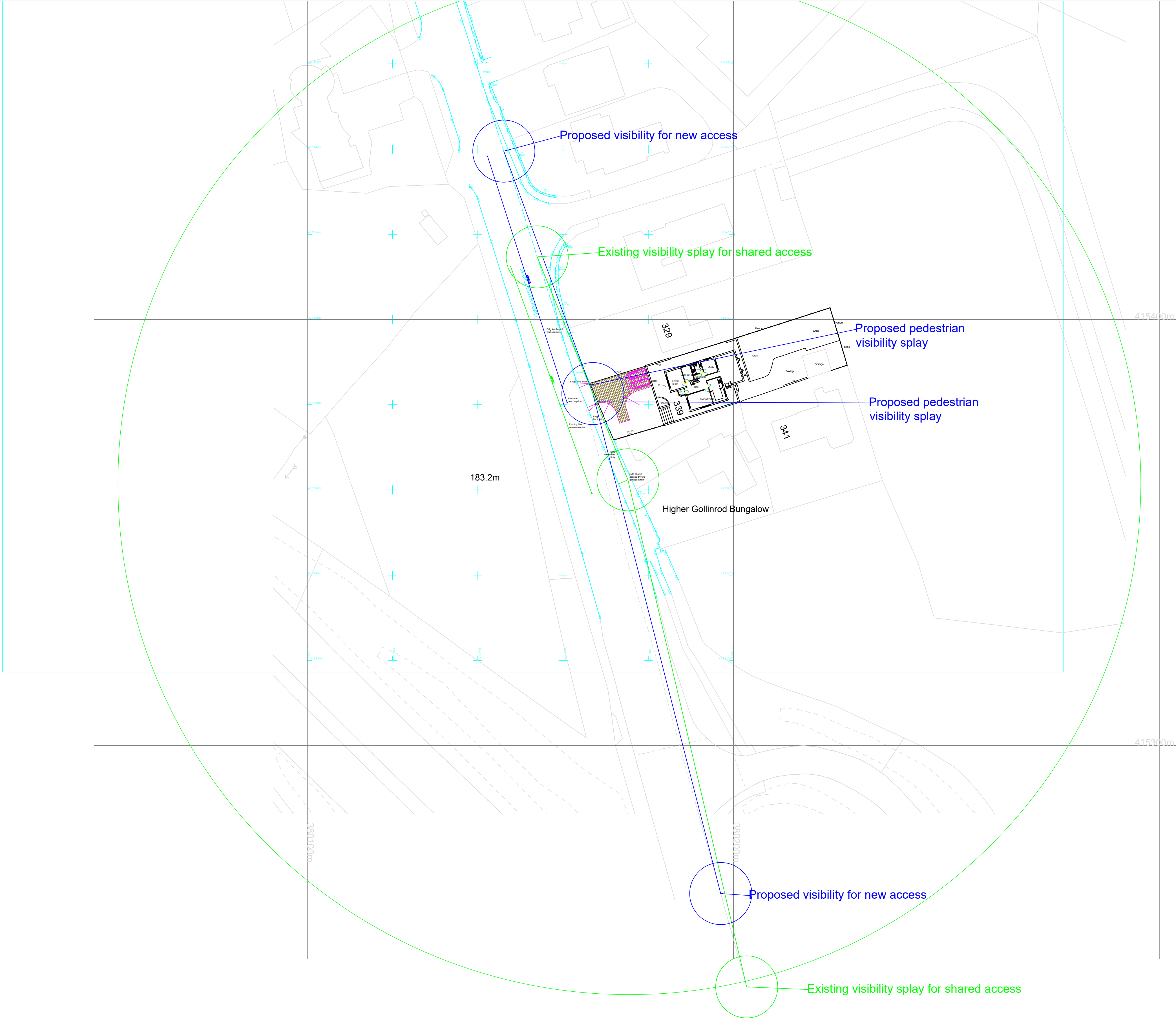
Job No - Dwg No - Rev
21069 - 20 - A



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Appendix D



Notes

Revisions
A - site access amended 26.10.2025

Client
Brain and Lorraine Mitchell



Scheme
339 Manchester Road, Bury

Title
Visibility Splays

Drawn	Checked	Date
J.Peet	M.Peet	1.7.2025
Project	Drawing No	Scale
526-24	526-24-1A	1:500 @ A1