Highway Supporting Statement

Response to Highway Officer's Consultation Comments

Development: Tom Nook Farm, Turton Road, Tottington, Bury, BL8 3QG
Applicant: Mr & Mrs Mackenzie

Supporting Drawings:

- **MAC21-CTY-HGN-ZZ-DR-D-0001 – Proposed Footway**
- **MAC21-CTY-HGN-ZZ-DR-D-0002 – Visibility Splays**
- **MAC21-CTY-HGN-ZZ-DR-D-0003 – Footway Construction Standard Details**

1. Introduction / Background

This Highway Supporting Statement has been prepared by CityStruct Ltd on behalf of Mr & Mrs Mackenzie in support of the full planning application at Tom Nook Farm, Turton Road, Tottington, Bury, BL8 3QG.

The application follows a previous Class Q prior approval application for the conversion of an existing agricultural building to form two residential dwellings. The Council's Delegated Report records that the proposal comprises two single-storey, three-bedroom dwellings, each with two allocated parking spaces.

As part of the previous application, the Council's Highway Officer raised concerns regarding the transport and highway impacts associated with the development. The Highway Officer considered that the proposed residential use would result in an intensification of the existing access onto Turton Road, which is a classified road subject to a 50 mph speed limit, and identified concerns relating to:

- visibility at the junction with Turton Road;
- the geometry of the existing access;
- the absence of segregated pedestrian facilities; and
- potential conflict between vehicles and users of the adjacent Public Right of Way.

The Council's Delegated Report concluded that a full planning application would be required to demonstrate how these highway impacts could be appropriately mitigated.

The purpose of this statement and the accompanying CityStruct drawings is therefore to respond directly to the highway matters previously identified and demonstrate the mitigation now proposed as part of the full planning application.

2. Existing Access and Development Context

Tom Nook Farm is served by an established access from the southern side of Turton Road. The access currently serves the existing farm and associated uses and therefore the development does not require the creation of a new vehicular access onto Turton Road.

The previous Delegated Report acknowledges that an existing access from the site to the public highway is available. The proposed development would continue to utilise this established access. The highway proposals have therefore been developed around retaining the existing point of access whilst introducing proportionate improvements to address the specific highway safety concerns identified during consideration of the previous application.

The principal measures proposed comprise:

- provision of a segregated pedestrian footway alongside the access;
- provision of an uncontrolled pedestrian crossing of Turton Road incorporating dropped kerbs and

tactile paving;

- provision of 2.4 m x 160 m vehicular visibility splays in both directions;
- trimming of existing vegetation where necessary to provide the proposed visibility envelope; and
- retention of the established vehicular access arrangement.

These measures are described in the following sections.

3. Pedestrian Provision:

A principal concern raised by the Highway Officer was the absence of segregated pedestrian provision at and in the vicinity of the access.

Drawing *MAC21-CTY-HGN-ZZ-DR-D-0001* Proposed Footway therefore introduces a defined pedestrian route alongside the vehicular access.

A 1.2 metre wide segregated footway is proposed on the eastern side of the access at its junction with Turton Road. This provides a defined pedestrian route between the site access and Black Lane (Tottington Footpath 63), reducing the potential for pedestrians and vehicles to occupy the same part of the access at the junction. The drawing also identifies the access as approximately 7.5 metres wide at Turton Road, narrowing to approximately 5.5 metres further into the site.

A 2 metre wide uncontrolled pedestrian crossing is also proposed across Turton Road. The crossing incorporates dropped kerbs and buff tactile blister paving on the proposed footway and the existing footway on the opposite side of Turton Road, thereby providing a defined crossing point between the two sides of the carriageway.

Drawing *MAC21-CTY-HGN-ZZ-DR-D-0003* Footway Construction Standard Details provides the proposed footway construction, kerb arrangement and tactile paving specification. The proposed tactile paving comprises 400 x 400 x 65 mm buff blister paving blocks with the associated laying course and sub-base construction.

The proposed works therefore provide a defined pedestrian facility where there is currently no segregated pedestrian provision at the site access and directly respond to the concern identified by the Highway Officer.

4. Access Geometry

The Highway Officer also identified the geometry of the existing junction with Turton Road as a concern.

The proposed development does not introduce a new access onto Turton Road. The existing established access is retained and continues to provide vehicular access to Tom Nook Farm and the proposed dwellings.

As shown on Drawing MAC21-CTY-HGN-ZZ-DR-D-0001, the access has a width of approximately 7.5 metres at its interface with Turton Road, narrowing to approximately 5.5 metres beyond the immediate junction area.

The available width provides a relatively broad access at the junction with Turton Road and the proposed pedestrian improvements have been developed around the established access arrangement rather than introducing a new or substantially relocated vehicular access.

The proposed 1.2 metre pedestrian footway is positioned alongside the vehicular route so that a defined pedestrian facility is provided whilst retaining the established vehicular access into the site.

The proposed development is limited to two residential dwellings and does not involve a larger residential development or the creation of a new access serving a significant number of properties. The highway improvements have therefore been developed on a proportionate basis having regard to the scale of the proposed development and the established nature of the access.

5. Vehicular Visibility

The previous Highway Officer response specifically identified visibility in both directions along Turton Road as a concern.

Drawing *MAC21-CTY-HGN-ZZ-DR-D-0002* Visibility Splays demonstrates the visibility available from the proposed access arrangement.

A visibility envelope of 2.4 m x 160 m is shown in both directions along Turton Road. The splays are measured from a 2.4 metre setback at the access and extend approximately 160 metres in each direction along Turton Road.

The drawing identifies existing roadside vegetation which currently encroaches into the proposed visibility envelope. Where required, this vegetation is proposed to be trimmed back to the highway boundary in order to achieve the visibility envelope shown.

The revised proposals therefore provide a defined visibility envelope in both directions along Turton Road and identify the vegetation management necessary to achieve that arrangement.

This represents a material improvement over the existing situation considered as part of the previous application and directly responds to the Highway Officer's concern regarding visibility at the junction.

6. Public Right of Way - Black Lane (Tottington Footpath 63)

The site's relationship with the existing Public Right of Way, **Black Lane (Tottington Footpath 63)**, is illustrated in **Figure 1** below. The figure shows the approximate location of Tom Nook Farm in relation to Turton Road and the surrounding footpath network.

Drawing **MAC21-CTY-HGN-ZZ-DR-D-0001 – Proposed Footway** illustrates the proposed footway connecting the site access with the existing pedestrian route. The proposed 1.2 metre wide segregated footway and uncontrolled crossing across Turton Road are intended to improve pedestrian connectivity and reduce potential conflict between pedestrians using the PROW and vehicles entering or leaving the site.

The Public Right of Way should remain unobstructed during and after construction. The proposals do not seek to alter its legal alignment or status, and any necessary permissions should be obtained before undertaking works that may affect the route.



Figure 1. Map screenshot showing Tom Nook Farm, Turton Road and the surrounding Public Right of Way (PROW) network, including PROW: Black Lane (Tottington Footpath 63). Source: footpathmap.co.uk

7. Intensification of the Existing Access

The previous Highway Officer response referred to the intensification of use of the existing access resulting from the proposed residential development.

The proposed development comprises only **two dwellings**, each being a three-bedroom dwelling with two allocated parking spaces.

It is acknowledged that the proposed residential use would generate vehicle movements through the existing access. However, the scale of the development is limited and the associated increase in movements should be considered in the context of the established access and the highway mitigation now proposed.

Importantly, the current full application does not rely solely upon the unmitigated existing arrangement considered during the previous application.

The proposals now provide:

- segregated pedestrian provision at the junction;
- a defined pedestrian crossing point;
- visibility splays in both directions along Turton Road;
- vegetation management to achieve the proposed visibility envelope; and
- retention of a relatively wide existing access onto Turton Road.

The highway mitigation has therefore been developed specifically to address the deficiencies identified during consideration of the previous application and to accommodate the proposed residential use in a safer and more clearly defined manner.

8. Existing Highway Defect / Sinkhole

An existing sinkhole or localised carriageway collapse has been observed within Turton Road immediately adjacent to the site access. The defect is located directly within the area used by vehicles entering and leaving the site and is considered to present a potential highway safety concern if allowed to deteriorate further.

The condition of the surrounding highway infrastructure also suggests that the issue may not be limited to the carriageway surfacing. A nearby sign appears to have been affected by localised ground movement, and BT and gas apparatus are understood to be present within the vicinity. The underlying cause and extent of the defect have not been established as part of this assessment and would require investigation by the Highway Authority and, where appropriate, the relevant statutory undertakers.

The applicant has advised that the defect has already been reported to Bury Council. Given its location immediately adjacent to the site access, it is recommended that the Highway Authority inspect the defect and determine what investigation and remedial works are required to ensure that the highway remains safe and serviceable.

Importantly, the defect is an existing highway condition and is unrelated to the proposed development. It should therefore be treated separately from the highway mitigation measures proposed as part of this planning application and should not prejudice the acceptability of the proposed access arrangements.

The location and existing condition of the defect are illustrated in Figure 2 below. The photograph demonstrates the proximity of the defect to the site access and is provided to formally record the condition observed at the time of the highway assessment.



Figure 2. Existing highway defect immediately in front of the site access on Turton Road.

9. Conclusion

This Highway Supporting Statement has been prepared specifically to address the transport and highway concerns identified during consideration of the previous Class Q application.

The Council's Highway Officer previously identified concerns relating to:

1. visibility at the junction with Turton Road;

2. the geometry of the existing access;

3. the absence of segregated pedestrian facilities; and

4. potential conflict between vehicles and users of the adjacent Public Right of Way.

The current full planning application is supported by a package of highway mitigation specifically developed in response to these matters.

Drawing MAC21-CTY-HGN-ZZ-DR-D-0001 demonstrates the proposed 1.2 metre wide segregated footway alongside the existing access and the proposed uncontrolled pedestrian crossing of Turton Road incorporating dropped kerbs and tactile paving. It also demonstrates the relationship between the proposed pedestrian facility and Black Lane (Tottington Footpath 63).

Drawing MAC21-CTY-HGN-ZZ-DR-D-0002 demonstrates proposed 2.4 m x 160 m visibility splays in both directions and identifies the vegetation management required to provide the proposed visibility envelope.

Drawing MAC21-CTY-HGN-ZZ-DR-D-0003 provides the associated footway, kerb and tactile paving construction details. The established vehicular access is retained, with an approximate width of 7.5 metres at Turton Road, narrowing to approximately 5.5 metres further into the site. The development itself is limited to two dwellings.

It is acknowledged that the proposed residential use would result in some intensification of the existing access. However, the revised proposals provide physical highway improvements specifically targeted at the deficiencies previously identified by the Highway Officer. In particular, the proposals introduce segregated pedestrian provision where none currently exists, provide a defined crossing point across Turton Road, demonstrate visibility in both directions and improve the interface between vehicles and users of the adjacent Public Right of Way.

On this basis, it is considered that the revised highway arrangements provide a proportionate and appropriate response to the matters raised during consideration of the previous application and that the proposed development can be accommodated without resulting in an unacceptable impact on highway or pedestrian safety.

Accordingly, it is considered that the highway reason previously identified has been appropriately addressed through the revised full planning application and accompanying highway mitigation proposals.