

Proposed Residential Development
East Lancashire Paper Mill | Radcliffe | Bury

GREAT PLACES

Transport Statement

December 2021





REPORT

Document: Transport Statement

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1 INTRODUCTION

1.1 Introduction

1.1.1 Croft have been instructed by Great Places to advise on the traffic and transportation matters relating to proposals to develop a site for residential purposes on a parcel of land within the former East Lancashire Paper Mill site in the Radcliffe area of Bury.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals to assist the local planning authority in the positive determination of the forthcoming planning application.

1.1.3 The Local Highway Authority (LHA) responsible for the area is Bury Metropolitan Borough Council (BMBC), who are also the Local Planning Authority (LPA).

1.2 Scope of Report

1.2.1 This Transport Statement (TS) has been prepared to consider the development in transport and highways terms in order to provide the local highway authority with the necessary reassurance that the proposals can be accommodated by the local transport network.

1.3 Structure of Report

1.3.1 Following this introduction, Section 2 will provide a description of the existing site and local highway network, including relevant planning history.

1.3.2 Section 3 will detail the development proposals, while Section 4 will consider the accessibility of the site by non-car modes, including walking and cycling.



- 1.3.3 Section 5 will consider the trip generation and the traffic impact of the proposals on the local highway network, while a review of road safety in the vicinity of the site over the last 5 years will be detailed in Section 6.
- 1.3.4 Section 7 will draw together the Report's findings and conclusions.



2 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section will detail the existing site and surroundings and provide details about the existing highway network and recent planning history.

2.2 Existing Site

2.2.1 The application site is located within a well-established residential area and is situated to the east of Radcliffe and approximately 5 kilometres to the south-west of Bury town centre.

2.2.2 The location of the site in relation to the surrounding local area is presented in **Plan 1**.

2.2.3 The site is situated directly to the south of the A6053 Cross Lane and to the west of Cock Clod Street. Existing residential development fronting onto Cock Clod Street and Baybutt Street lies to the south of the site. Further properties on Howard Street bound the site to the north and a short link between Howard Street and Rectory Lane forms the sites western boundary.

2.3 Local Highway Network

2.3.1 Cross Lane (A6053) is a single lane road which runs roughly in an east-west alignment and connects Radcliffe town centre which lies to the west of the site with Manchester Road (A56) which lies to the east of the site. Cross Lane is a residential road and is subject to a 30mph speed limit. Along the site frontage, Cross Lane has a varying carriageway width of between 7.5 and 8.5 metres.



- 2.3.2 Cross Lane also benefits from pedestrian footways and street lighting which are in place on both sides of the carriageway. Informal on-street parking is in place on both sides of Cross Lane. Bus stops are located on both sides of the carriageway. The westbound stop is located across Cheetham Street and the eastbound stop around 40 metres west of Hutchinson Street.
- 2.3.3 Cock Clod Street forms part of the site but is not part of the adopted highway. It runs in a north-south orientation, connecting Cross Lane with Rectory Lane to the south. It provides vehicular access to residential properties at Cock Clod Street and Baybutt Street.
- 2.3.4 The western part of the site includes the section of Rectory Lane which runs in a south west to north east orientation. This is a single lane road with a continuous footway along the northern extent of the road and an intermittent footway on the southern side. To the west of the site it forms an arm of the priority junction with Church St West.
- 2.3.5 Access to the M60 motorway can be gained via Junction 17, located to the south and in turn, this connects to the M62, M66 and beyond.
- 2.3.6 It is therefore considered that the site is well connected to the local highway network and also to the wider strategic road network.

2.4 Relevant Planning History

- 2.4.1 It is understood that the site already benefits from outline planning consent, as it formed part of a much wider development (App ref. no. 62969) which was approved in December 2018.
- 2.4.2 The wider outline application was described as follows:



"Outline application for up to 400 residential dwellings including details of vehicular access (all other matters reserved) and associated works including relocation of cricket pitch, including a pavilion, provision of open space and sports facilities and demolition of existing building and structures".

2.4.3 This development is seeking full planning consent, as this site is now progressing independently of the wider site.

2.4.4 The Decision Notice is contained within **Appendix 1** and included a number of planning conditions. Condition no. 39 related to access and stated;

"Formation of the proposed Western Site Access onto Cross Lane at Cock Clod Street, incorporating the provision of a pedestrian crossing facility at the widened junction, parking layby on the northerly side of Cross Lane and all associated highway and highway drainage remedial works (as shown indicatively on WYG plan reference A090070-193-P002 Revision P03)".

2.4.5 The access drawing referred to above is shown in **Plan 2**.

2.4.6 Notwithstanding the above, it is understood that a Section 73 application is currently being progressed and the previously approved junction design has been reconsidered.

2.4.7 A Technical Note has been produced by WSP and states that;

"This technical note sets out the highways and transport matters relating to the proposed Section 73 application to bring forward minor revisions to the proposed Cock Clod Street/Cross Lane access proposals into the former East Lancashire Paper Mill development site.



The currently approved access arrangements are as illustrated on WYG plan reference A090070-193-P002 Revision P03 which was produced and approved as part of the outline planning permission granted to the site on 19/12/2018 (Application ref: 62969). Subsequent to this permission, it has become apparent that this junction arrangement impacted upon the existing sub-station immediately west of Cock Clod Street. WSP have therefore been instructed to develop an alternative scheme which brings forward minor revisions to the approved design, with the intention of retaining the sub-station in its existing location.

The proposed revised design is shown at WSP drawings ELPM-WSP-XX-XX-SK-C-001 Revision P01 and ELPM- WSP-XX-XX-SK-C-002 Revision P01”.

2.4.8 For reference, a copy of the Technical Note and revised junction design is included at **Appendix 2**.

2.4.9 The Technical Note concludes by saying:

“Based upon the above, it is considered the minor changes to the access proposals will not have any material effect on the overall operation of the junction in safety, capacity or amenity terms. Accordingly, we consider there are no highway reasons why the Section 73 application cannot be approved”.

2.4.10 On that basis, it is considered that the proposed development can be accessed in a safe and efficient manner and will not give rise to any highway or road safety issues.

3 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 The following paragraphs will describe the development proposals and report on proposed access arrangements and servicing.

3.2 Proposed Development

3.2.1 The applicant is seeking full planning permission to develop the site for 27 residential dwellings, with associated car parking and landscaping. All dwellings will be affordable and the following housing mix is proposed;

- 1 bedroom apartments - 17 units;
- 2 bedroom apartments - 3 units;
- 3 bedroom houses - 5; and
- 4 bedroom houses - 2 units.

3.2.2 The proposed internal layout is provided at **Plan 3**.

3.2.3 Each of the houses will be provided with 2no. parking spaces each, while 15 no. spaces will be provided for the apartments.

3.3 Vehicular Access

3.3.1 As already stated, vehicular access into the site via Cock Clod Street was approved as part of the wider outline application. The works, while indicated on the site layout and involve the realignment of the carriageway will be delivered by others.



- 3.3.2 The internal access road has been designed to accommodate waste and delivery vehicles so that they can enter the site, turn around and exit in a forward gear.
- 3.3.3 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.
- 3.3.4 To demonstrate this, a swept path analysis has been undertaken for a refuse vehicle, as shown in **Plan 4**.
- 3.3.5 The existing Cunliffe Street and Baybutt Street within the site will be offered for adoption.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

- 4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.
- 4.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.
- 4.1.3 The accessibility of the proposed site has been considered by the following modes of transport:
- Accessibility on foot;
 - Accessibility by cycle;
 - Accessibility by bus; and
 - Accessibility by Metrolink.

4.2 Accessibility on Foot

- 4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life.
- 4.2.2 This philosophy clearly encourages the opportunity to walk whatever the journey purpose and helps to create more active streets and a more vibrant neighbourhood.

- 4.2.3 The site is surrounded by existing residential properties and so is well catered for in terms of footways and pedestrian infrastructure. These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of crossing points which facilitate access to the nearby day to day amenities within the area.
- 4.2.4 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2015 that 79% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.
- 4.2.5 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot", Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 – IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.6 Reference to the 2,000 metres walk distance is also made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'.

- 4.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that 'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'. **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 – Manual for Streets Walk Distances

- 4.2.8 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in **Table 4.3**.

Children under 8 Walk Distance	Children over 8 Walk Distance
3,200m	4,800m

Table 4.3 – DfE Walk Distances to Schools

4.2.9 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms that the 85th percentile walk distance for:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres; and
- Personal business – 1,600 metres.

4.2.10 Overall, in Table 5.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.4** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances					Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200/4,800m	1,600m	1,950m

Table 4.4 – WYG Report/NTS Data Walk Distances

4.2.11 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to primary school is up to 3.2 kilometres.



4.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death'.

4.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.

4.2.14 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

4.2.15 In addition, to the pedestrian catchment plan, a review of the proximity of local facilities such as local shops/retail outlets and leisure facilities has been undertaken and the location of these is also shown in Plan 5.

4.2.16 The 2,000-metre pedestrian catchment illustrates that the majority of Radcliffe can be accessed, such as Radcliffe Leisure Centre, Tesco, Morrison's, Lidl, East Lancs Paper Mill Cricket Club, Bealey Community Hospital, Spring Lane School, Gorsefield Primary School, Well Pharmacy and Radcliffe Post Office.

4.2.17 **Table 4.5** below, shows the walking distance from the centre of the site to the local amenities in the vicinity of the site. The table also confirms whether the amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Radcliffe Leisure Centre	370m	1,600m	YES
East Lancs Paper Mill Cricket Club	380m	1,600m	YES
Spring Lane School	440m	4,800m	YES
Morrison's/Texaco	510m	1,600m	YES
Well Pharmacy	610m	1,600m	YES
Radcliffe Post Office	930m	1,600m	YES
Lidl	950m	1,600m	YES
Bealey Community Hospital	1000m	1,600m	YES
Tesco	1180m	1,600m	YES
Gorsefield Primary School	1470m	3,200m	YES

Table 4.5 - Distance from Site to Local Facilities

- 4.2.18 As can be seen in the above table, the site is located within proximity to a number of local amenities including primary services as well as leisure facilities.
- 4.2.19 All of the day to day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest food store, pharmacy and nearest primary school, are within the 800 metres 'comfortable walk' from the site as contained within MfS guidance.



- 4.2.20 It is therefore considered that the existing and proposed (by others) pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 4.3.3 This distance equates to a journey of around 40 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Whitefield, Bury, Prestwich, Swinton and Farnworth.
- 4.3.4 National cycle route 6 is located approximately 500 metres to the west of the site and the area surrounding the site is relatively flat making it highly conducive to cycling.
- 4.3.5 The site can therefore be considered as being accessible by cycle

4.4 Access by Bus

- 4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

- 4.4.2 The nearest bus stops to the site are located approximately 75 metres to the north on Spring Lane. Additional bus stops are located further along Spring Lane and Bury Road. All the nearest bus stops to the site are shown on Plan 5.
- 4.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.6** below.

Service No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
524	Bury – Bolton – Radcliffe – Little Lever	5	5	5	2	4	2
894	Bolton-Farnworth – Ringley - Radcliffe -	2	2	2	2	2	0
899	Farnworth – Whitefield – Radcliffe -	2	2	2	2	2	0

Table 4.6 - Existing Bus Services

- 4.4.4 As can be seen from Table 4.6, the nearest bus stops to the site provides various services throughout the day to destinations such as Bury, Bolton and Little Lever
- 4.4.5 The above services operate from around 05:00am to around 23:45pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.6 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 4.7** below.

Destination	Duration
Little Lever	11 minutes
Bury	17 minutes
Bolton	26 minutes

Table 4.7 - Example Bus Journey Times from the Site

4.4.7 The above table demonstrates that Bolton is an approximate 26-minute bus journey from the site and Bury is a 17-minute bus journey.

4.4.8 It is therefore concluded that employment, health and retail centres are highly accessible by bus from the proposed development site.

4.5 Accessibility by Metrolink

4.5.1 The nearest Metrolink stop to the site is Radcliffe which is located approximately 200 metres from the centre of the site.

4.5.2 Radcliffe Metrolink Station provides direct services to regional destinations including Bury, Whitefield and Manchester City Centre. Many further destinations such as Manchester Airport, Salford Quays, and Eccles can be access through changing lines.

4.5.3 Given the location of the station, it is reasonable to expect that a significant proportion of trips generated by the development would be undertaken by tram.

4.6 Accessibility Summary

4.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

4.6.2 The following conclusions can be drawn from this section of the report:

- The site is accessible on foot and these provisions will be improved as part of the works on the development site and surrounding area.
- The site is also accessible by cycle giving residents a real choice about how they travel to and from the site.
- The services from the bus stops on Spring Lane which connect the site with retail, employment and leisure facilities in Bolton, Bury and Little Lever show that the proposed development can be accessed by bus.
- The site is accessible via tram with the Radcliffe Metrolink stop being located within easy walking distance of the site.

4.6.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

5.2 Assessment Criteria

5.2.1 Given the proposed residential land use, it is assumed reasonable to consider the AM and PM weekday peak hours, as being those with the greatest impact on the local highway network.

5.3 Proposed Development

5.3.1 The development proposals consist of up to 27 new residential dwellings.

5.3.2 In order to establish the number of trips which the proposed development is forecast to generate the TRICS database has been used for the 'Residential – Houses Privately Owned' range of sites. This approach can be considered to be particularly robust, as 20 of the dwellings will be apartments, which tend to generate fewer trips.

5.3.3 The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Range between 0 and 288 dwellings.
- Monday to Friday surveys.
- Sites in Greater London and Eire excluded.

- 5.3.4 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development comprising 27 dwellings is included in **Table 5.1**, below, with the TRICS output being provided at **Appendix 3**.

Period	Trip Rate		Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.126	0.329	3	9
PM Peak Hour	0.297	0.156	8	4

Table 5.1 Proposed Development Trip Rates and Trips (27 Units)

- 5.3.5 As can be seen, the proposed residential development is forecast to generate a total of approximately 12 two-way trips in the AM and PM peak hours.
- 5.3.6 It is considered that such minimal increases are within the normal variation of daily traffic flows and will not result in a material change to traffic conditions.

5.4 Traffic Impact Summary

- 5.4.1 This section of the Report has considered the impact of the proposal in transport terms.
- 5.4.2 The TRICS assessment has demonstrated that the proposals will not have a material impact or give rise to any highway capacity issues.
- 5.4.3 On that basis, it can be assumed that the impact of the proposals on the local highway network would be minimal and should be deemed acceptable in highway terms.

6 ACCIDENT ANALYSIS

- 6.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five-year period 2016 to 2020 in the vicinity of the development site.
- 6.1.2 According to the data provided there have only been 3 no. recorded accidents within the study area, as shown in **Figure 6.1** below. The accident data is provided at **Appendix 4**.

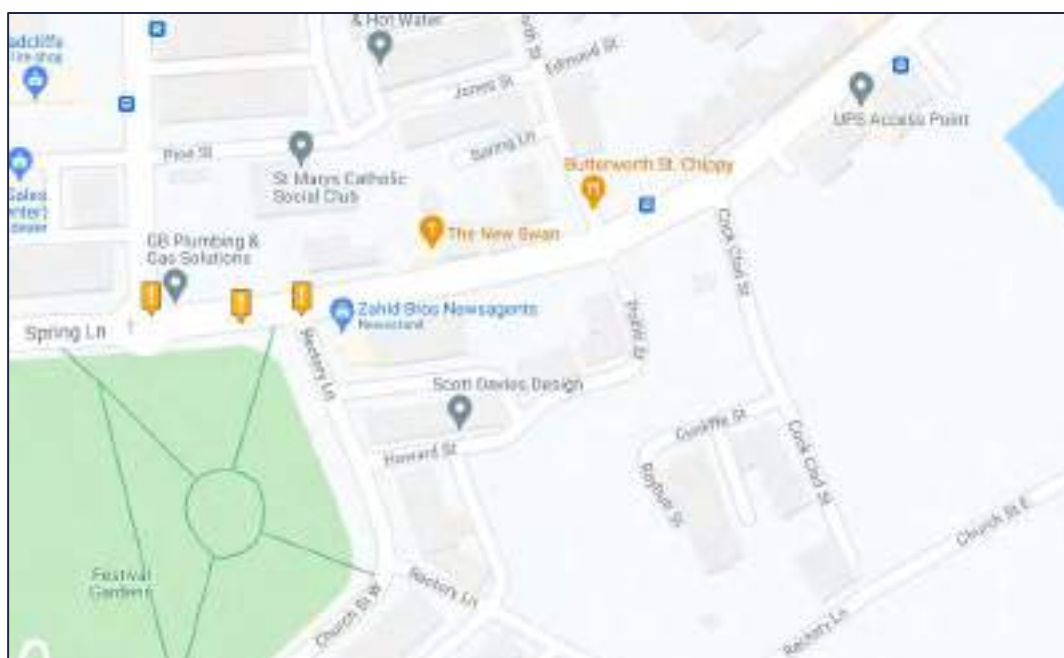


Figure 6.1 - CrashMap Accident Plot

- 6.1.3 A summary of the personal injury accident data is below in **Table 6.1**.

Date	Severity	Light Conditions	Weather	Road Conditions	Accident Type
11/01/17	Slight	Daylight	Fine	Dry	Collision
07/01/17	Slight	Daylight	Rain	Wet/Damp	Shunt
13/01/18	Slight	Darkness	Rain	Wet/Damp	Collision

Table 6.1 - Accident Summary

- 6.1.4 The evidence therefore shows that there are no particular engineering issues or problems with the road network or junction layouts.
- 6.1.5 In view of this information, it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record, and it is unlikely that this situation should be materially worsened as a consequence of the development proposals.
- 6.1.6 It is therefore concluded that the proposals will not change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.



7 CONCLUSIONS

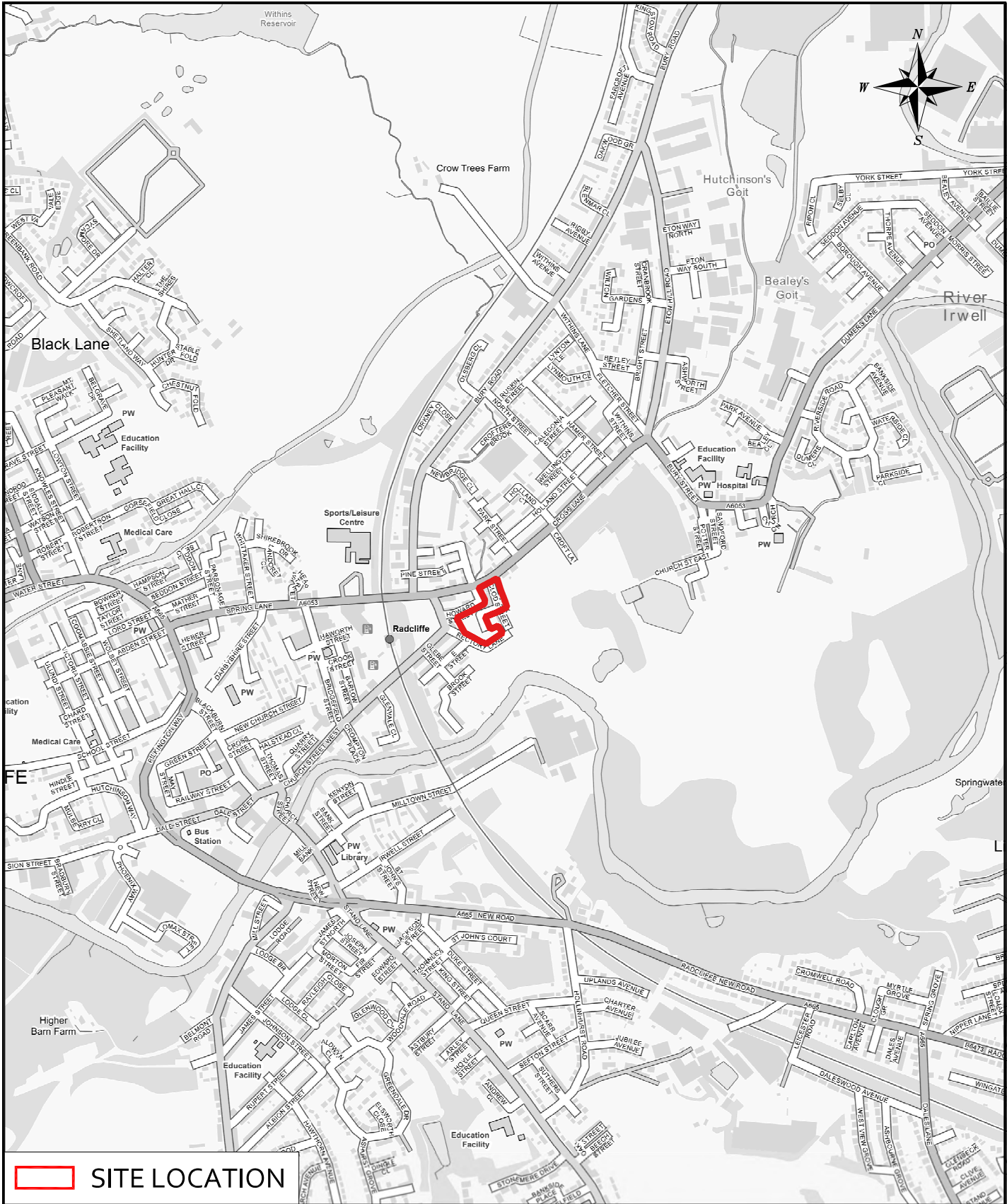
7.1.1 Croft have been instructed by Great Places to advise on the traffic and transportation issues relating to proposals to develop a site on a parcel of land that was formerly occupied by the East Lancashire Paper Mill in Radcliffe for residential purposes.

7.1.2 The following conclusions have been drawn with regard to the proposed development:

- The existing pedestrian infrastructure located in the vicinity of the site will enable safe pedestrian movements between the development site and the local area.
- The site is located close to a number of day to day amenities within the area, which will reduce reliance on the private car.
- The impact of the proposals has been assessed using the TRICS database and the assessment undertaken has shown that the proposals will not have a material impact .
- It can therefore be concluded that the proposed development would be able to be accommodated onto the local highway network.
- The site can be accessed in a safe and efficient manner and will not give rise to any highways related issues.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.

7.1.3 Based on the above it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

PLANS



CLIENT: GREAT PLACES HOUSING GROUP				
DRAWING TITLE: EAST LANCS PAPER MILL, RADCLIFFE SITE LOCATION PLAN				
DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
HZ	03.12.21	GM	03.12.21	NTS @ A4

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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3606-01	REVISION:	-
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NOTES

- All dimensions and levels are to be checked on site.
 - Any discrepancies are to be reported to the architect before any work commences
 - This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
 - This drawing shall not be reproduced without express written permission from AEW.
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 - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
 - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.
- This drawing contains the following model files: -
12216-AEW-XX-XX-M3-A-0001

CDM 2015

Client notified of duties: Jan 2021
Principal Designer: CPC

Unless noted below, all known hazards have been highlighted on the drawing:

Accommodation Schedule

- 17 1 Bed Apartments (45.0-46.0m²)
3 2 Bed Apartments (57.15m²)
20 Apartments
House Schedule
5 3 Bed House (91.1m²) Plots 2 - 6
2 4 Bed House (101.0m²) Plots 1 & 7
7 Houses
27 Total Units

Key

- Site Boundary
Culvert
Culvert Easement Zone
Water Main
Public Sewer
Substation

Dotted, future Third Party realigned road

CUNLIFFE STREET & BAYBUTT STREET TO BE OFFERED FOR ADOPTION

P09	22/10/21	Issued For Client Feedback/Consulting	BR	DS
P08	06/10/21	Updated WIP Site Layout	DAL	DS
P07	05/08/21	Layout revised ahead of Places Matter Design Review	CS	DS
P06	16/07/21	Layout Revised for Pre App	CS	DS
P05	31/07/21	Layout revised following Pre app feedback	CS	DS
P04	21/06/21	Layout revised to align road over culvert	DL	DS
P03	07/05/21	Layout Revised For Pre App Discussion	DS	CK
P02	05/03/21	Footpath added - Issued for Pre App	DS	CS
P01	24/02/21	Issued for Pre App	DS	CS
Rev	Date	Description	Drawn by	Checked by
S2		For Information		

drawing stage
client

Great Places Housing Group

project
Radcliffe, ELPM Island Site

drawing title
Site Layout - Proposed

date
scale @ A1

18/02/21
As indicated

drawn
checked

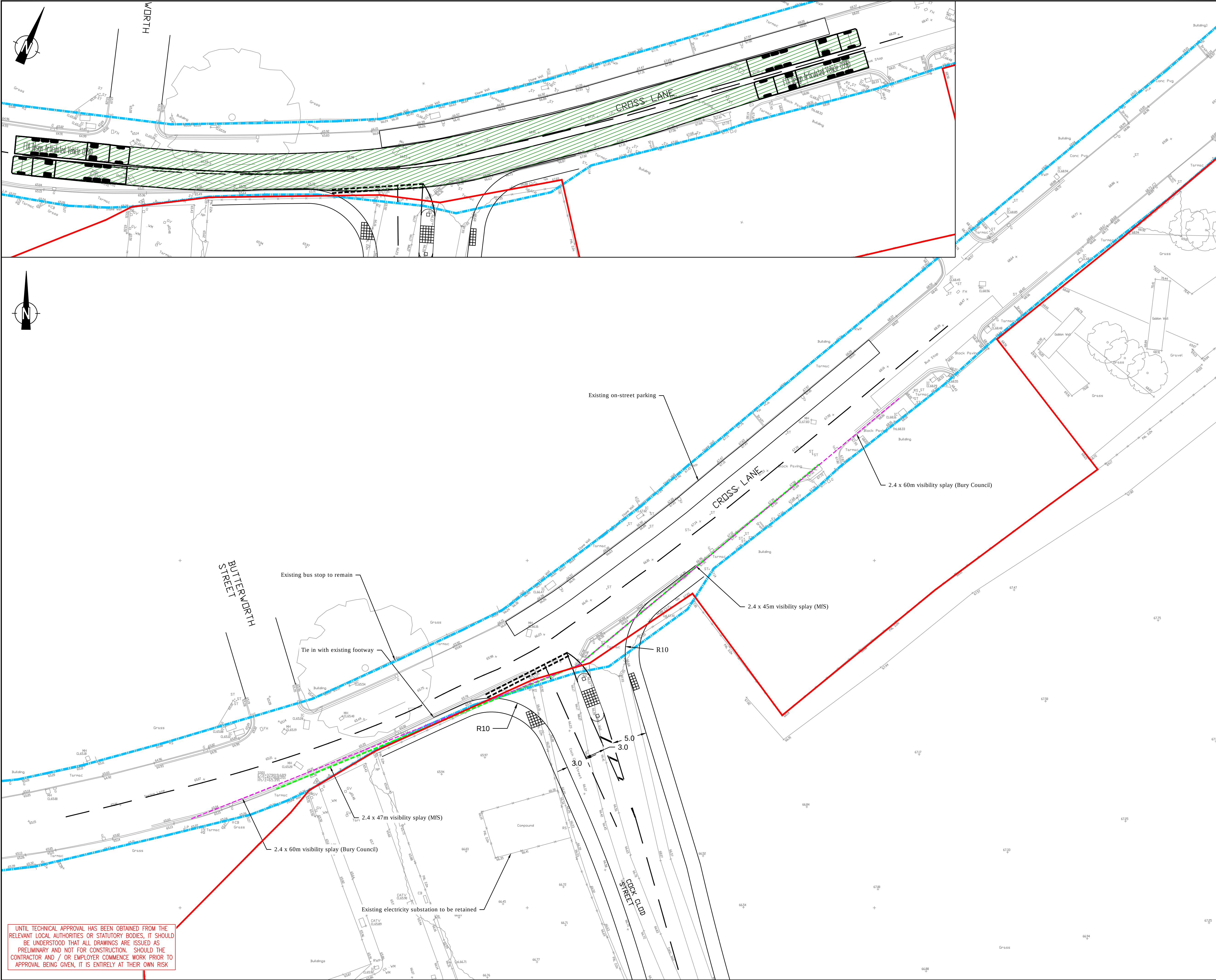
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CS

Rev
P09

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NOTES

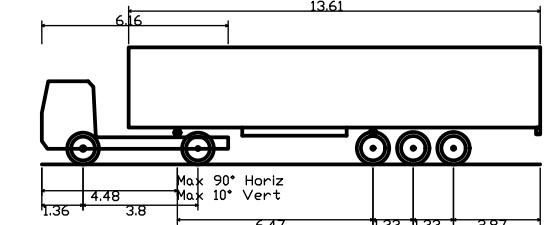
- DESIGN BASED ON WYG DRAWING A090070-193-P002 REV P04.
- EXISTING TRAFFIC REGULATION ORDERS INCLUDING PARKING RESTRICTIONS AT COCK CLOG STREET / SPRING LANE JUNCTION TO BE RETAINED.
- EXISTING BUS STOPS ON SPRING LANE TO BE RETAINED.
- THIS DRAWING SHOULD BE READ IN RELATION TO THE SUBJECT OF THE TITLE ONLY. OTHER INFORMATION SHOWN ON THE DRAWING IS TO BE CONSIDERED INDICATIVE ONLY. REFERENCE SHOULD BE MADE TO APPROPRIATE DRAWING SERIES/SPECIFICATIONS FOR OTHER INFORMATION.
- ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
- VISIBILITY SPLAYS ARE BASED ON 85TH PERCENTILE SPEEDS AND MANUAL FOR STREETS.

85TH PERCENTILE SPEEDS

- EASTBOUND 33MPH
- WESTBOUND 32MPH

KEY:

- VISIBILITY SPYAL BASED ON MFS
- VISIBILITY SPYAL REQUIRED BY BURY COUNCIL
- RED LINE BOUNDARY
- EXTENT OF HIGHWAY ADOPTION



FTA Design Articulated Vehicle (1998)
Overall Length 12.61m
Overall Width 2.45m
Overall Body Height 3.27m
Min Body Ground Clearance 0.25m
Max Track Width 2.47m
Lock to lock time 9.08s
Kerb to Kerb Turning Radius 6.550m

P01	10/08/2021	SS	FIRST ISSUE	EF	RV
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



8 First Street, Manchester, M15 4GU, UK
T+ 44 (0) 161 200 5000
wsp.com

CLIENT: HOMES ENGLAND

ARCHITECT:

SITE/PROJECT: EAST LANCASHIRE PAPER MILL

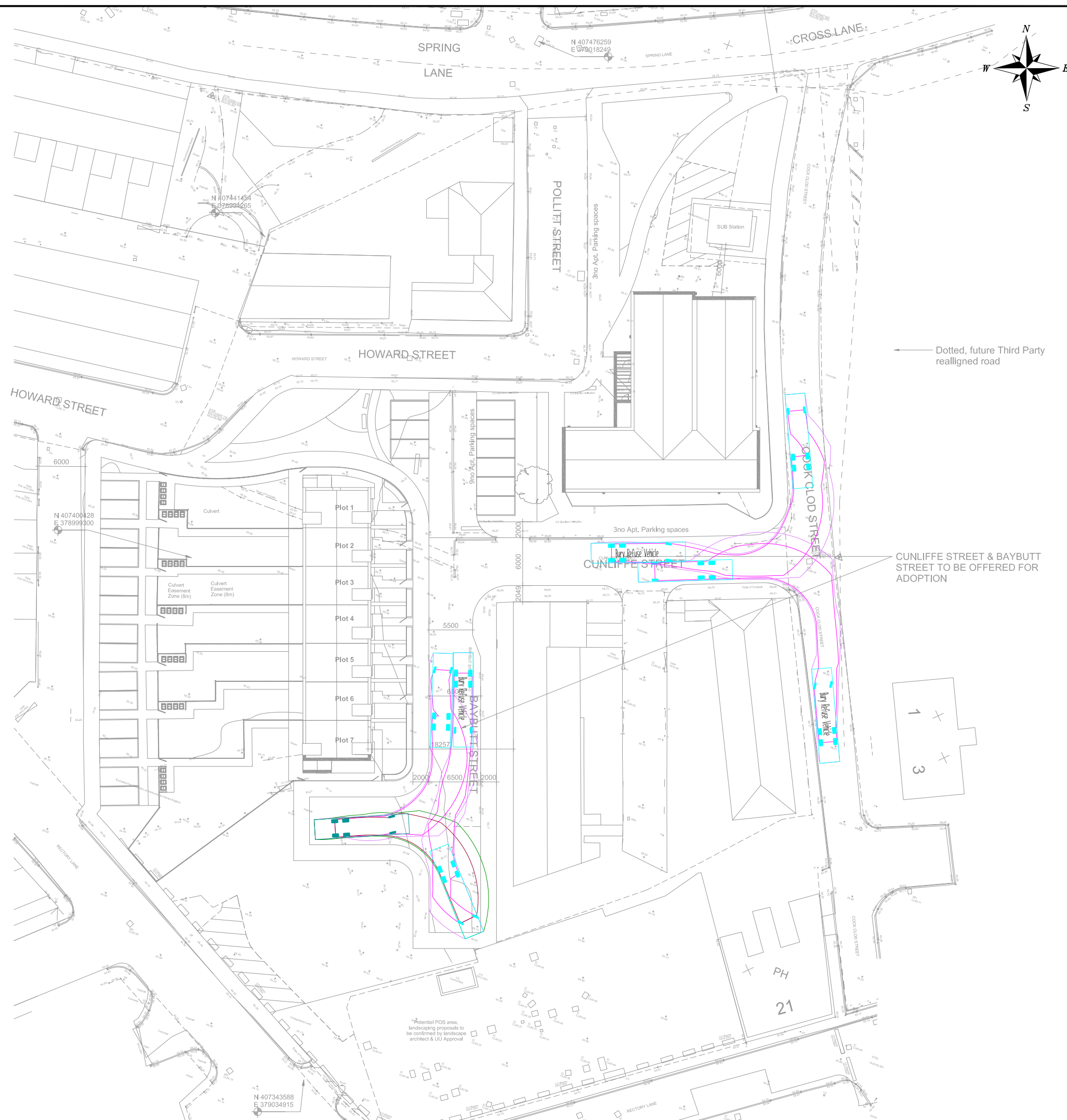
TITLE: COCK CLOG STREET / CROSS LANE JUNCTION IMPROVEMENTS

SCALE @ A1: 1:250	CHECKED: EF	APPROVED: EF
PROJECT NO: 70081627	DESIGNED: SS	DRAWN: SS
		DATE: August 21

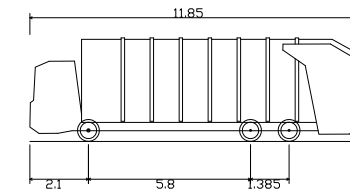
DRAWING NO: ELPM-WSP-XX-XX-SK-C-001	REV: P01
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UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK



NOTES



Bury Refuse Vehicle	
Overall Length	11.850m
Overall Width	2.500m
Overall Body Height	3.707m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to kerb Turning Radius	11.000m



← Dotted, future Third Party
realligned road

-	-	-	-	-
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

GREAT PLACES
HOUSING GROUP

PROJECT:

EAST LANCS PAPER MILL,
RADCLIFFE, BURY

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:500 @ A3

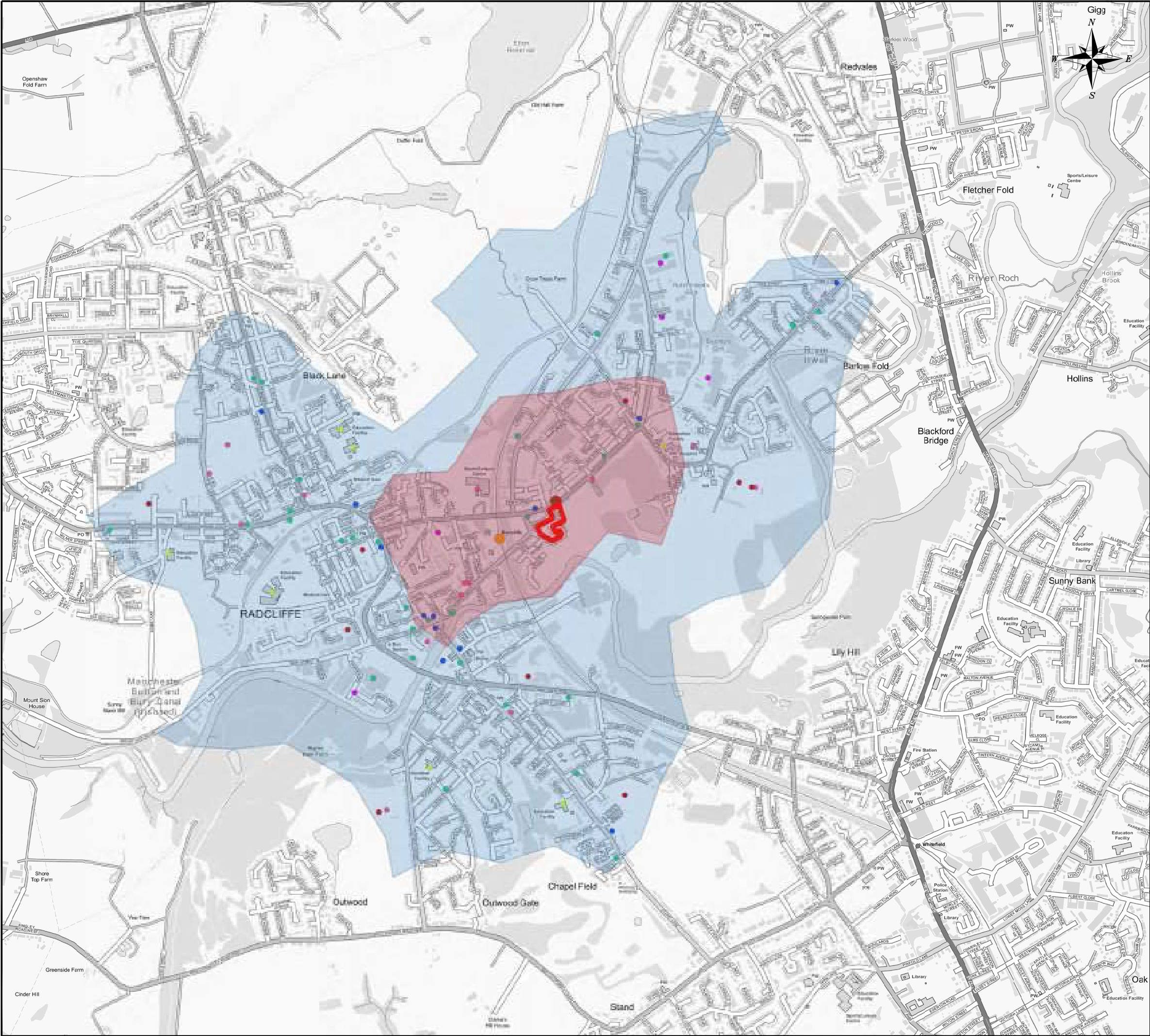
DRAWN: GM	CHECKED: MR	DATE: DEC 21
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Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
3606-SP01	-

Eddisons | Incorporating Croft



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Train Station
- Nearest Bus Stop
- Business/Employment
- Cafe/Takeaway/Public House
- Education
- Leisure/Sport
- Medical/Healthcare
- Retail

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

GREAT PLACES HOUSING GROUP

PROJECT:

EAST LANCS PAPER MILL, RADCLIFFE

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

NTS @ A3

DRAWN:	HZ	CHECKED:	GM	DATE:	DEC 21
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Croft Transport Planning & Design
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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3606-03	REVISION:	-
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APPENDICES

APPENDIX 1

Decision Notice

NOTICE OF OUTLINE PLANNING PERMISSION

Town and Country Planning Act 1990 Town and Country Planning (Development Management Procedure) (England) Order 2015

To:

Mr Jake Crompton
WYG Group
Quay West at Mediacityuk
Trafford Wharf Road
Trafford Park
Manchester
M17 1HH

On Behalf Of:

Homes England and Bury Council
C/O agent

PART 1 - Particulars of Application

Application Number: 62969

Date of Registration: 29/06/2018

Proposal:

Outline application for up to 400 residential dwellings including details of vehicular access (all other matters reserved) and associated works including relocation of cricket pitch, including a pavillion, provision of open space and sports facilities and demolition of existing building and structures

Location:

East Lancs Paper Mill, Church Street East, Radcliffe, Manchester, M26 9PG

PART 2 - Particulars of Decision

Bury Metropolitan Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been **GRANTED** for the carrying out of the development referred to in Part 1 hereof in accordance with the application and plans submitted subject to the following conditions:-

- 1 Applications for approval of reserved matters must be made not later than:
 - the expiration of five years beginning with the date of the grant of outline planning permission; and
 - that the development to which the permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason. Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004

- 2 Before the development is commenced, the applicant shall submit detailed plans and particulars to the Local Planning Authority, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters; the layout, scale, appearance and the landscaping of the site.

Reason. To ensure the satisfactory development of the site and because this application is in outline only.

- 3 This decision relates to drawings numbered SP-01 F, SP-05, SP-06 A, which set the design principles and the associated supporting reports and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

- 4 No development shall commence unless and until:-

- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
- Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
- Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 5 Following the provisions of Condition 4 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 6 A comprehensive construction design for a gas vent trench shall be submitted to and approved in writing by the Local Planning Authority and incorporated into the development to prevent the ingress of landfill gas or ground gas into the residential development area to be approved by the Local Planning Authority before work commences for the construction of the dwellings.

Subject to the above, a Site Verification Report detailing the design and installation of the gas vent trench, including substantiating evidence, shall be submitted to and approved by the Local Planning Authority with approved timescales. It shall be implemented and validated prior to first occupation of the development hereby approved.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

- 7 Following the provisions of Condition 4 of this planning permission, where ground gas remediation / protection measures are required, the approved Remediation Strategy must be carried out to the written satisfaction of the Local Planning Authority within approved timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to

and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To alleviate any possible risk associated with the production of landfill gas and ground gas in accordance with the recommendations of the Environment Agency and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

- 8 Prior to occupation the applicant shall provide a scheme for electric vehicle charging points for the residential units. EV chargepoints shall be chosen from the Electric Vehicle Homecharge Scheme approved chargepoint model list.

Reason. To safeguard residential amenity, public health and quality of life and to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable, in accordance with paragraph 35 and 124 of the NPPF.

- 9 An acoustic attenuation scheme for all dwellings fronting onto the A6053 shall be submitted at the first reserved matters stage. The scheme shall include details of acoustic glazing and acoustically treated ventilation. The acoustic attenuation scheme hereby approved shall be implemented in full before use of the residential premises first commences.

Reason. To protect the amenity of the occupants of the premises once the development hereby approved is occupied pursuant to Policy EN7/2 - Noise Pollution of the Bury Unitary Development Plan.

- 10 Foul and surface water shall be drained on separate systems.

Reason. To secure proper drainage and to manage the risk of flooding and pollution pursuant to Policies EN7/5 - Waste Water Management and EN5/1 - New Development and Flood Risk of the Bury Unitary Development Plan.

- 11 No development shall commence unless and until surface water drainage proposals have been submitted to and approved in writing by the Local Planning Authority. The scheme should be in accordance with the submitted Surface Water Sustainable Drainage Assessment and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

- 12 No development shall take place unless or until a Construction Risk Assessment Method Statement (RAMS) for construction of the proposed development has been submitted to and approved in writing by the Local Planning Authority. The statement shall outline the potential impacts from all construction activities on infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to this infrastructure. The development hereby approved shall only be undertaken in accordance with the approved RAMS.

This condition can be satisfied in phases.

Reason. To ensure a satisfactory form of development and to afford appropriate protection of infrastructure that crosses the site pursuant to Policy EN7/5 - Waste

Water Management of the Bury Unitary Development Plan.

- 13 No development shall take place unless or until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological works. The programme is to be undertaken in accordance with Written Schemes of Investigation (WSIs), which must be submitted to and approved in writing by the Local Planning Authority. The WSIs shall cover the following:
1. A phased programme of archaeological fieldwork to include:
 - An updated programme of archaeological desk based assessment which will inform:
 - A programme of archaeological evaluation trenching;
 - Targeted open area excavation (subject to a separate WSI)
 2. A programme for post investigation assessment to include:
 - Analysis of the site investigation records and finds
 - Production of a final report
 3. Provision for publication and dissemination of the analysis and report on the site investigation.
 4. A scheme for presentation and commemoration of the site's heritage
 5. Provision for archive deposition of the report, finds and records of the site investigation.
 6. Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSIs.

Reason. To make a record and advance understanding of heritage assets impacted on by the development and to make the information about the heritage interest publicly accessible pursuant to Policies EN3/1 – Impact of Development on Archaeological Sites, EN3/2 – Development Affecting Archaeological Sites and EN3/3 – Ancient Monuments of the Bury Unitary Development Plan and Section 12 of the National Planning Policy Framework.

- 14 If the development hereby approved does not commence before 30th April 2019, the building and trees on site shall be reassessed for bat roosting potential and the findings supplied to and approved in writing by the Local Planning Authority.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

- 15 Bat activity surveys for the Tower Farm area shall be submitted to the Local Planning Authority as part of the first reserved matters application. The survey shall include appropriate mitigation measures and the approved scheme shall be implemented prior to first occupation of the dwellings hereby approved.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

- 16 An assessment on the the potential impacts upon the otters shall be submitted to the Local Planning Authority as part of the first reserved matters application.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

- 17 No works to trees or shrubs shall occur between the 1st March and 31st August in any year.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 18 Breeding bird surveys for the areas to be used for the relocated sports pitches shall be submitted to the Local Planning Authority as part of the first reserved matters application affecting this area. The survey shall include appropriate mitigation measures and the approved scheme shall be implemented prior to first occupation of the dwellings hereby approved.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

- 19 A reasonable avoidance method statement to prevent any negative impacts on badger habitat shall be submitted to the Local Planning Authority as part of the first reserved matters application affecting the area where badger setts have been recorded. The survey shall include appropriate mitigation measures and the approved scheme shall be implemented prior to first occupation of the dwellings hereby approved.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

- 20 No development shall commence until full details of a scheme for the eradication and/or control of for himalayan balsam, japanese knotweed, giant hogweed and Crassula helmsii is submitted to and approved in writing by the Local Planning Authority. The approved management plan shall include a timetable for implementation. If earthworks are delayed beyond 31 March 2019 an updated species invasive survey shall be carried out and the findings submitted to and approved in writing by the Local Planning Authority.

Reason. The scheme does not provide full details of the actual extent of Japanese Knotweed and Himalayan Balsam in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

- 21 A water framework directive assessment to detail the impact from the development upon the River Irwell shall be submitted to the Local Planning Authority as part of the first reserved matters application affecting land adjacent to the River Irwell. The assessment shall include appropriate mitigation measures and the approved scheme shall be implemented prior to first occupation of the dwellings hereby approved.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

- 22 A drainage strategy that demonstrates that there will be no negative impacts on the ecological status/potential of the River Irwell resulting from the disposal of foul water and surface water disposal post-development shall be submitted to and approved in writing by the Local Planning Authority. The details, as approved, shall be implemented in full in accordance with a timetable which has first been agreed in writing by the Local Planning Authority.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of

Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

- 23 A landscaping scheme shall be submitted to, and approved in writing by the Local Planning Authority prior to the commencement of the development. The contents of the plan should include:
- native tree and shrub planting;
 - mitigation for bat foraging habitat;
 - loss of nesting bird habitat;
 - measures to enhance the existing reservoir, goits and River Irwell
 - marshy grassland and woodland habitat.

The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) is first occupied or within the first available tree planting season,; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted. This condition can be satisfied in phases.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

- 24 The development authorised by this permission shall not begin unless and until the Local Planning Authority has approved in writing a scheme to secure Affordable Housing provision as part of the development, which shall include a mechanism for delivery, in accordance with policy H4/1 – Affordable Housing and its associated SPG5 – Affordable Housing Provision in New Residential Developments. The scheme shall be submitted as part of the reserved matters application and the affordable housing provision shall be delivered in full accordance with the approved details.

Reason. To ensure that the development would contribute to satisfying the need for affordable housing provision pursuant to Bury Unitary Development Plan Policy H4/1 - Affordable Housing and the associated Development Control Policy Guidance Note 5 - Affordable Housing Provision In New Residential Developments.

- 25 In the event of the development comprising 10 units and a combined floorspace of more than 1000 square metres or 11 units or more (regardless of floorspace), the development authorised by this permission shall not begin unless and until the Local Planning Authority has approved in writing a scheme to secure recreation provision, which shall include a mechanism for delivery, in accordance with policy RT2/2 – Recreation Provision in New Housing Development and its associated SPD1 – Open Space, Sport and Recreation Provision in New Housing development. The scheme shall be submitted as part of the reserved matters application and the recreation provision shall be delivered in full accordance with the approved details.

Reason - To ensure that the development would contribute to satisfying the need for recreation provision pursuant to Bury Unitary Development Plan Policy RT2/2 - Recreation Provision In New Residential Development and the associated Supplementary Planning Document 1 - Open Space, Sport and Recreation in New Housing Development.

- 26 No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:

- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;
- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations

The approved plan shall be adhered to throughout the demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials.

This condition can be satisfied in phases

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

- 27 Notwithstanding the illustrative masterplan, a phasing plan shall be submitted to and approved in writing by the Local Planning Authority as part of the first reserved matters application. The phasing plan shall include:

- the boundaries of each phase (shown edged red on a plan);
- the sequence in which phases are to be constructed and made ready for occupation;

The development shall not be carried out other than in accordance with the approved phasing plan and strategy, or such varied plan and strategy, first approved in writing by the Local Planning Authority.

Reason. To ensure the satisfactory development of the site and control the release of new housing within the development site pursuant to Policy H1/2 - Further Housing Development of the Bury Unitary Development Plan and SPD7 – Managing the Supply of Housing Land in Bury.

- 28 Notwithstanding the submitted plans, details of the internal road layout shall be submitted to the Local Planning Authority as part of any reserved matters application relating to layout.

Reason. To ensure good highway design in the interests of road safety pursuant to Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

- 29 At the first reserved matters stage, a scheme detailing the following to support the FRA addendum by WYG (ref: A090070-193 dated 1/11/2018) shall be submitted to and approved in writing by the Local Planning Authority:

- Existing and proposed ground levels with supporting hydraulic modelling of the River Irwell.
- The detailed modifications and controls associated with Hutchinson's Goit referred to in the FRA addendum section 4.2.
- Confirmation that overland flow routes associated with Crow Trees Brook culvert would be retained as part of any ground level changes.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements.

Reason. To ensure flood risk mitigation measures comply with those proposed in the Flood Risk Assessment addendum and risk is not increased elsewhere in accordance with Policy EN5/1 - New Development of the Bury Unitary Development Plan and Section 14 of the National Planning Policy Framework.

- 30 Details of the exact position of Crow Trees Farm Brook culvert beneath the site shall be submitted as part of the first reserved matters application affecting this area. The proposed dwellings and structures shall not be sited within 8m of the existing culvert structure.

Reason. To ensure access is retained for future repair or replacement of the culvert structure pursuant to Policy EN5/1 - New Development of the Bury Unitary Development Plan and Section 14 of the National Planning Policy Framework.

- 31 The finished floor levels for the proposed dwellings shall be submitted to and approved in writing by the Local Planning Authority as part of each reserved matters application for layout.

The approved scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/ phasing arrangements.

Reason. To reduce the risk of flooding to the proposed dwellings and future occupants pursuant to Policy EN5/1 - New Development of the Bury Unitary Development Plan and Section 14 of the National Planning Policy Framework.

- 32 No development shall commence unless or until a scheme for the provision of high quality riparian buffer zone alongside the River Irwell has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:

- detailed plans and cross-sections showing the extent and layout of the riparian buffer zone, pre and post any proposed flood risk works (WYG, Jun 2018 & Addendum Nov 2018).
- details of opened up Crow Trees Farm channel to River Irwell.
- details demonstrating how the buffer zone will be protected during development and managed/maintained
- details of any proposed new footpaths, fencing, lighting etc.
- details of any required ecological mitigation associated bank modification works.

Reason. To ensure the development does not have an adverse impact upon the ecological value of the watercourse pursuant to Policy EN6 of the Bury Unitary Development Plan and Sections 14 and 15 of the National Planning Policy Framework.

- 33 No development shall take place until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following elements:

- detail of any retained or enhanced habitats
- detail extent and type of new soft landscaping including landscape schedule predominantly based on native species.
- details of maintenance regimes
- details of any new habitat created including opened up and restored culverted stream channels, new SUDs ponds, wetlands and swales on sitedetails of

- treatment of site boundaries and/or buffers around water bodies
- details of management over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan

The landscape management plan shall be carried out as approved. This condition can be satisfied in phases.

Reason. To ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site pursuant to Section 15 of the National Planning Policy Framework.

- 34 No development shall commence unless or until a working method statement to cover all riparian bankside works alongside River Irwell and Crow Trees Farm Brook shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme. The method statement must cover the following:

- timing of works
- methods used for all channel, bankside water margin works, and de-culverting of Crow Trees Farm Brook.
- machinery (location and storage of plant, materials and fuel, access routes, access to banks etc.)
- protection of areas of ecological sensitivity and appropriate mitigation for any identified ecological impacts.
- restoration techniques adopted to create a high quality riparian Green Infrastructure assets.
- site supervision

Reason. The construction phase of the development affecting the channel and banksides of River Irwell and Crow Trees Farm Brook watercourses poses significant risks to ecology pursuant to Section 15 of the National Planning Policy Framework.

- 35 No infiltration of surface water drainage into the ground where elevated concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason. For the future protection of the Water Environment from risks arising from land contamination pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 36 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason. For the future protection of the Water Environment from risks arising from land contamination pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 37 Notwithstanding the submitted plans and reports, full details of a scheme showing details of the design, layout and specification of replacement playing field provision (of at least equivalent quantity and quality which would be lost or become unusable as a result of the development) at East Lancs Paper Mill Cricket Club Ground shall be submitted to, and approved in writing by, the Local Planning Authority (after consultation with Sport England) at the first reserved matters stage. The scheme

shall include:

- Details of pedestrian and vehicular access including car parking within the site to the replacement playing field provision;
- Details of the design and construction of the clubhouse to meet England and Wales Cricket Board standards
- A written specification of soils structure, cultivation and other operations associated with grass and sports turf establishment based on the results of the assessment carried out pursuant to the feasibility and agronomy report prepared by PSD Agronomy Labosport Group, dated 12th July 2018);
- A programme of implementation detailing when the existing playing field provision will be taken out of use, when the replacement playing field and ancillary provision will be implemented; and
- A scheme of playing field maintenance and management

The approved details shall be implemented in accordance with the approved programme.

Reason. To ensure there is no loss of recreation facilities pursuant to Policy RT1/1 - Protection of Recreation Provision in the Urban Area of the Bury Unitary Development Plan and Section 8 of the National Planning Policy Framework.

- 38 No development shall commence on the site of the existing cricket club unless or until the cricket club facility has been re-provided and is available for use.

Reason. To ensure there is no loss of recreation facilities pursuant to Policy RT1/1 - Protection of Recreation Provision in the Urban Area of the Bury Unitary Development Plan and Section 8 of the National Planning Policy Framework.

- 39 Notwithstanding the details indicated on the approved plans and in the supporting technical information, full details of the following highway aspects shall be submitted on a topographical based survey of the site and adopted highways at first reserved matters application stage:

- Formation of the proposed Western Site Access onto Cross Lane at Cock Clod Street, incorporating the provision of a pedestrian crossing facility at the widened junction, parking layby on the northerly side of Cross Lane and all associated highway and highway drainage remedial works (as shown indicatively on WYG plan reference A090070-193-P002 Revision P03),;
- Formation of the proposed Eastern Site Access onto Cross Lane to the west of Croft Lane, incorporating the provision of a pedestrian crossing facility at the new junction and all associated highway and highway drainage remedial works (as shown indicatively on WYG plan reference A090070-193-P003 Revision P03) ;
- Widening of Cross Lane, incorporating the provision of pedestrian crossing facilities and build outs at the Park Street and Hutchinson Street junctions, relocation of affected bus stops, closure of the existing Croft Lane junction, provision of alternative means of vehicular access to No. 62 Cross Lane and to the rear of No.'s 62 - 102 Cross Lane and all associated highway and highway drainage remedial works (as shown indicatively on WYG plan reference A090070-193-P003 Revision P03) ;
- A scheme of carriageway reconstruction/resurfacing works on Cross Lane in between, and in the vicinity of, the proposed western and eastern site accesses;
- New loop road connecting Cock Clod Street, Church Street East and Croft Lane and the proposed internal road layout, incorporating the provision of visibility splays and forward visibility envelopes in accordance with the standards in Manual for Streets and 20mph traffic calming scheme;
- Proposals for the prohibition of vehicular access to the site from Rectory Lane (other than for emergency access purposes), incorporating the provision of access for emergency service vehicles, pedestrians and cyclists;
- Proposals for the prohibition of vehicular access to the site from Church Street

- East/Sandford Street (other than for emergency access purposes), incorporating the provision of access for emergency service vehicles, pedestrians and cyclists;
- Proposals for the provision of vehicular access to the part of the site to be served from Rectory Lane/Glebe Street/Brook Street;
- Proposals for improvements to/localised widening of the bend at Bury Street/Cross Lane, incorporating all measures to improve forward visibility at this point on the highway network in accordance with the standards in Manual for Streets and for a design speed to be determined;
- Provision of the proposed easterly pedestrian access into the site incorporating the provision of guard railing at the junction with Bury Street;
- Provision of a controlled pedestrian crossing facility on Bury Street in the vicinity of the proposed easterly pedestrian access into the site;
- Reinstatement of all redundant vehicular accesses around the perimeter of the site to a scope and specification to be agreed;
- Proposed phasing of construction of the development.

The highway works subsequently approved shall be implemented to an agreed programme before phase of the development subsequently agreed is first occupied.
Reason. To ensure good highway design in the interests of highway safety and to maintain the integrity of the adopted highway pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development.

- 40 Full details of the re-validation of SCOOT at Water Street/Spring Lane and Water Street/Ainsworth Road, upgrade and re-validation of MOVA at Manchester Road/Radcliffe Road and associated CCTV camera provision to a scope and specification to be agreed with Transport for Greater Manchester shall be submitted to and approved in writing by the Local Planning Authority at first reserved matters application stage. The details subsequently approved shall be implemented to an approved timetable by the Local Planning Authority.
Reason. To secure the satisfactory development of the site in terms of highway safety and the flow of traffic in the interests of highway safety pursuant to UDP Policies H2/1 - The Form of New Residential Development & H2/2 - The Layout of New Residential Development.
- 41 As part of the reserved matters for 'siting', a scheme for a parking strategy for the development of the site shall be submitted to and approved in writing by the Local Planning Authority, incorporating the implementation of a resident's parking scheme to mitigate the site's proximity to the Radcliffe Metrolink Station. The approved scheme only shall be implemented.
Reason. To ensure adequate and appropriate levels of car parking are incorporated into the development and pursuant to UDP Policy H2/2 - The Layout of New Residential Development.
- 42 Visibility splays measuring 2.4 metres by 60 metres shall be provided at the junctions of Cock Clod Street (Western Site Access) with Cross Lane and the Eastern Site Access with Cross Lane on land within the applicant's control before the accesses are brought into use and shall subsequently be maintained free of obstruction above the height of 0.6m.
Reason. To ensure the intervisibility of the users of the site and the adjacent highways in the interests of road safety pursuant to the following Policies of the Bury Unitary Development Plan:
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development.

- 43 Other than for use by emergency service vehicles, there shall be no direct means of vehicular access between the site and the easterly end of Church Street East/Sandford Street and Rectory Lane.
Reason. To ensure good highway design in the interests of road safety pursuant to the following Policies of the Bury Unitary Development Plan:
 Policy H2/1 - The Form of New Residential Development
 Policy H2/2 - The Layout of New Residential Development.
- 44 On or before submission of the first reserved matters application, a residential travel plan strategy shall be submitted to and approved in writing by the Local Planning Authority. Before each phase of the development is commenced, a scheme for the provision of occupier travel plan measures relating to that phase shall be submitted to and approved by the Local Planning Authority. The scheme shall include details of measures relating to walking, cycling, public transport and car parking. The scheme shall establish the developer and occupier travel plan objectives and targets and include an implementation programme. The approved schemes shall be implemented before each phase is first occupied and retained thereafter.
Reason. In order to deliver sustainable transport objectives in accordance with Section 9 of the National Planning Policy Framework.
- 45 A minimum hardstanding of 5.5m measured between the highway/estate road boundary and any proposed garage doors shall be provided and thereafter maintained.
Reason. To enable a vehicle to stand clear of the highway whilst the garage doors are opened and to allow adequate space to maintain a vehicle clear of the highway in the interests of road safety pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.
- 46 Where dwellings are constructed without a garage, a minimum hardstanding of 5.0m measured from the highway/estate road boundary shall be provided within the curtilage of each dwelling and thereafter maintained.
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during pre-application discussions to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

The following policies of the Bury Unitary Development Plan, National and Regional Government were considered relevant:

- | | |
|-------|--|
| EC2/1 | EC2/1 - Employment Generating Areas |
| H1/2 | H1/2 - Further Housing Development |
| H2/1 | H2/1 - The Form of New Residential Development |
| H2/2 | H2/2 - The Layout of New Residential Development |
| H4/1 | H4/1 - Affordable Housing |
| EN1/1 | EN1/1 - Visual Amenity |
| EN1/2 | EN1/2 - Townscape and Built Design |

EN1/5	EN1/5 - Crime Prevention
EN1/7	EN1/7 - Throughroutes and Gateways
EN2	EN2 - Conservation and Listed Buildings
EN2/3	EN2/3 - Listed Buildings
EN3/1	EN3/1 - Impact of Development on Archaeological Sites
EN3/2	EN3/2 - Development Affecting Archaeological Sites
EN5/1	EN5/1 - New Development and Flood Risk
EN6	EN6 - Conservation of the Natural Environment
EN6/3	EN6/3 - Features of Ecological Value
EN7	EN7 - Pollution Control
EN7/1	EN7/1 - Atmospheric Pollution
EN7/2	EN7/2 - Noise Pollution
EN7/3	EN7/3 - Water Pollution
EN7/5	EN7/5 - Waste Water Management
EN8	EN8 - Woodland and Trees
OL1/5	OL1/5 - Mineral Extraction and Other Development in the Green Belt
OL5/2	OL5/2 - Development in River Valleys
OL7/1	OL7/1 - East Lancashire Paper Mill Water Catchment Area
RT1/1	RT1/1 - Protection of Recreation Provision in the Urban Area
RT2/1	RT2/1 - Provision of New Recreation Sites
RT3/4	RT3/4 - Recreational Routes
HT2/4	HT2/4 - Car Parking and New Development
HT6/2	HT6/2 - Pedestrian/Vehicular Conflict
SPD1	Supplementary Planning Document 1 - Open Space, Sport and Recreation Provision in New Housing Development
SPD5	Development Control Policy Guidance Note 5: Affordable Housing Provision in New Residential Developments
SPD6	Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties.
SPD11	Development Control Policy Guidance Note 11 - Parking Standards in Bury
SPD14	Development Control Policy Guidance Note 14 - Employment Land and Premises
NPPF	National Planning Policy Framework

This decision relates only to the Town and Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

Applicant Plan Numbers:

SP-01 F
SP-05
SP-06 A

NOTES TO APPLICANT

1. This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within 8m of the bank of the River Irwell and Crow Trees Farm Brook which, is designated a 'main river'. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.
2. Model Procedures and good practice
Due to the former land use(s), soil and /or groundwater contamination may exist at the site and the associated risks to controlled waters should be addressed by:

1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination
 - <https://www.gov.uk/government/publications/managing-land-contamination>
2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice
 - <https://www.gov.uk/government/publications/managing-and-reducing-land-contamination>
 - <https://www.gov.uk/government/collections/groundwater-protection>
3. Further information may be found on the land contamination technical guidance pages on the direct.gov website
 - <https://www.gov.uk/government/collections/land-contamination-technical-guidance>

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites. The competent person would normally be expected to be chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites. The Specialist in Land Condition (SiLC) qualification administered by the Institution of Environmental Management provides an accredited status for those responsible for signing off LCR's. For further information see - www.silc.org.uk

Where the remediation / redevelopment of the site will involve waste management issues we offer the following advice:

Waste on site

The CLAIRE definition of waste: development code of practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and /or land development works are waste or have ceased to be waste. The code of practice is available at: <http://www.claire.co.uk>
Under the Code of practice:

- Excavated materials that are recovered via a treatment operation can be re-used on site providing they are treated to a standard such they are fit for purpose and unlikely to cause pollution
- Treated materials can be transferred between sites as part of a "hub and cluster" project
- Some naturally occurring clean material can be directly transferred between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically and that the permitting status off any proposed operations are clear. If in doubt the Environment Agency should be contacted on 03708 506 506 or at enquiries@environment-agency.gov.uk for advice at an early stage to avoid any delays.

Waste to be taken off site

Contaminated soil that is, or must be, disposed of is waste. Therefore it's handling, transport and disposal is subject to waste management legislation which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 "characterisation of waste" - sampling of waste materials - framework for the preparation and application of a sampling plan" and the permitting status of any proposed treatment or disposal activity is clear.

If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid delays on 03708 506 506 or enquiries@environment-agency.gov.uk for further advice and to discuss the issues likely to be raised.

You should be aware that any permit may not be granted. Additional 'Environmental Permitting Guidance' can be accessed via the government website at: <https://www.gov.uk/environmental-permit-check-if-you-need-one>

Introduction of SUDS

Approved Document Part H of the Building Regulations 2000 establishes a hierarchy for surface water disposal, which encourages a SUDS approach. Under Approved Document Part H the first option for surface water disposal should be the use of SUDS, which encourage infiltration such as soakaways or infiltration trenches. In all cases, it should be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Piling and Penetrative ground improvement methods

Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

3. We are keen to work with the developer in resolving any problems or issues that may occur so that possible delays are minimise or avoided.

Given the likely technical issues regarding this phase of the development we have introduced a chargeable scheme whereby detailed technical advice and guidance can be sought from a dedicated technical officer in the groundwater and contaminated land team for the duration for the duration of the project.

Should you wish us to undertake a detailed review of your reports or want further advice to address the land contamination issues, we can do this as part of our charged service.

As part of our charged for service we will provide a dedicated project manager to act as a single point of contact. Please see the following link for further information. <https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions>

4. **Water supply comments**

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at DeveloperServicesWater@uuplc.co.uk. Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

5. **General comments**

Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

A number of providers offer a paid for mapping service including United Utilities. To find out how to purchase a sewer and water plan from United Utilities, please visit the Property Searches website; <https://www.unitedutilities.com/property-searches/>.

You can also view the plans for free. To make an appointment to view our sewer records at your local authority please contact them direct, alternatively if you wish to view the water and the sewer records at our Lingley Mere offices based in Warrington please ring 0370 751 0101 to book an appointment.

Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans. If a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

6. **Supporting information - Drainage**

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for Adoption and United Utilities' Asset Standards. The detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

Should this planning application be approved the applicant should contact United Utilities regarding a potential water supply or connection to public sewers. Additional information is available on our website

<http://www.unitedutilities.com/builders-developers.aspx>.

7. It is brought to the attention of the applicant that the internal road layout shown on Illustrative Masterplan Plan reference A090070-193 SP-01 Revision D would not be eligible for adoption by the Council and potentially significant alterations would be required in order for a Section 38 adoption agreement to be entered into.

8. This development affects a public right of way and other areas of unadopted highway. This planning decision does not authorise the closure or diversion of the public right of way or highways affected by the development. The applicant's attention is therefore drawn to the statutory procedures for obtaining closure/diversion orders of the affected public right of way and areas of highway. Development affecting the public right of way or highway should not be commenced until the statutory requirements have been complied with and the closure/diversion orders made. Enquiries regarding the necessary procedures should be made to the Department of Operations, 3 Knowsley Place, Duke Street, Bury BL9 0EJ.

9. The applicant's attention is drawn to the existence of Public Right of Way No. 9, St. Mary's, Radcliffe across part of the site. No development should take place which affects the Right of Way in the absence of an appropriate closure or diversion order.
10. The applicant's attention is drawn to the legal procedures for the alteration/revocation of existing and implementation of new traffic regulation orders within the site and surrounding highways required as a result of the proposed development. Such work should not take place until the statutory requirements have been completed and all costs associated with the orders are to be met by the developer.
11. The applicant's attention is drawn to the need to complete Section 278 and Section 38 Agreements under the Highways Act 1980, and a Section 104 Agreement under the Water Industry Act 1991, in respect of the works to be carried out on the highway in connection with the proposed development and the future adoption of the proposed roads and sewers.
12. The layout of the highways within the site should be designed in accordance with the document entitled 'The Layout of Roads in Residential Areas', read in conjunction with 'Manual for Streets' and supplemented by local standards, if they are to be adopted. (Enquiries regarding these documents should be made to the Department of Operations Division, 3, Knowsley Place, Duke Street, Bury BL9 0EJ. Telephone 0161 253 5788/5826).
13. The applicant's attention is drawn to Section 80 of the Building Act 1984 and the need to give six weeks prior written notice to the Operations Division detailing any proposed demolition works in connection with the proposed development.
14. It would be advantageous for the land affected by the highway proposals to be in the control of the Highway Authority. An appropriate course of action would be the free dedication of the land to the Highway Authority.
15. The Council currently operates a curtilage system of refuse collection. The applicant is advised to liaise with Environment & Development Services, Waste Management & Transport - Bradley Fold, on 0161 253 7010/6635, regarding the operation of this system.
16. The applicant's attention is drawn to Section 167 of the Highways Act 1980 which requires Highway Authority approval of all structural details and calculations of retaining structures that may be required adjacent to the highway, prior to works commencing.

Signed:

A handwritten signature in black ink, appearing to read 'D. Poulton', is written over a horizontal dotted line.

18 of 18

.....
On behalf of the Council

Date of Decision: 19/12/2018

APPENDIX 2

WSP Technical Note and Access Plan



FORMER EAST LANCASHIRE PAPER MILL

Cock Clod Street / Cross Lane Access – Section 73 Application

11 August 2021

Introduction

This technical note sets out the highways and transport matters relating to the proposed Section 73 application to bring forward minor revisions to the proposed Cock Clod Street / Cross Lane access proposals into the former East Lancashire Paper Mill development site.

The currently approved access arrangements are as illustrated on WYG plan reference A090070-193-P002 Revision P03 which was produced and approved as part of the outline planning permission granted to the site on 19/12/2018 (Application ref: 62969). Subsequent to this permission, it has become apparent that this junction arrangement impacted upon the existing sub-station immediately west of Cock Clod Street. WSP have therefore been instructed to develop an alternative scheme which brings forward minor revisions to the approved design, with the intention of retaining the sub-station in its existing location.

The proposed revised design is shown at WSP drawings ELPM-WSP-XX-XX-SK-C-001 Revision P01 and ELPM-WSP-XX-XX-SK-C-002 Revision P01, and this note highlights key features of the drawings as follows.

Design Principles

The principle of the revisions has been to retain the existing approved design as far as possible. Accordingly, the priority junction has been retained, with the two lane approach from Cock Clod Street, and the same lane widths, footway widths and radii as the previously approved design. The main change has been the adjustment of the junction location by circa 2m to the east to ensure the existing sub-station can be retained.

Junction Capacity

Given the retention of the existing junction geometries and layout, it is not considered there will be any discernible change in traffic capacity when compared to the existing approved arrangement which was tested within the approved Transport Assessment. Accordingly, it is not considered there is any need to undertake revised junction capacity assessment as part of this Section 73 application.

Visibility splays

The WSP drawing highlights both a 2.4m x 47m (Manual for Streets 2 standard) visibility splay and a 2.4m x 60m visibility splay which it is understood has previously been requested by Bury Council highways. Both splays can be achieved within land understood to be either adopted highway or within the application site.

Tracking

Autotracking of the following vehicle manoeuvres has been undertaken:

- An 11.2m refuse vehicle accessing the site via Cock Clod Street. This is likely to be the largest vehicle to access the residential site on a routine basis.



- Two 16.5m articulated vehicles passing on Cross Lane, with vehicles parked in the parking bays opposite the Cock Clod Street junction.

The tracking in both cases can be seen to be feasible.

Bus stops

The existing bus stops west and east of the new access junction are to be retained in their existing locations.

Car parking

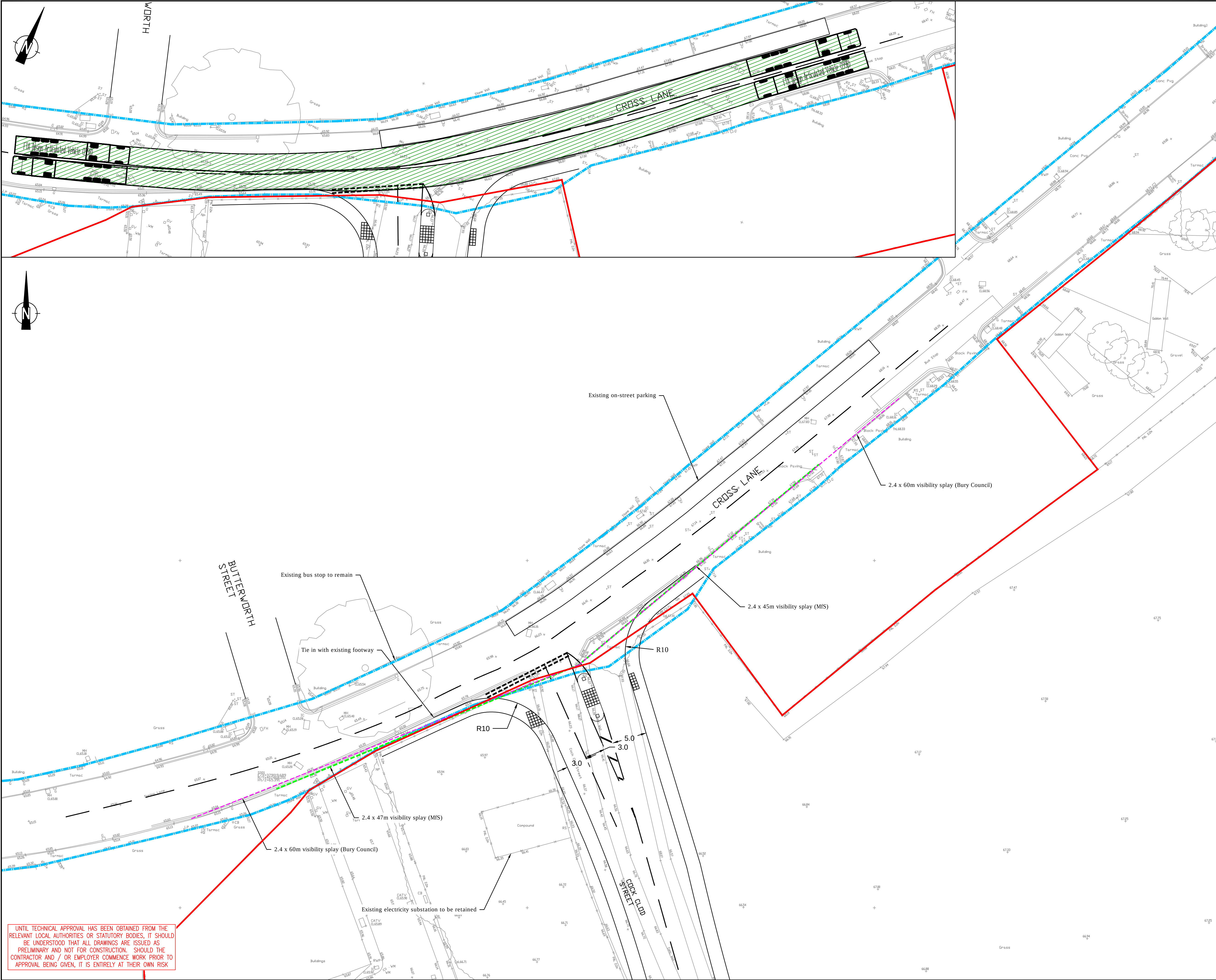
The car parking in front of the houses immediately opposite the Cock Clod Street junction will be retained, and the tracking and junction layout illustrate that this can be retained without impediment to through traffic.

Traffic Regulation Orders

The existing no parking (double yellow line) TRO on the southern side of Cross Lane to either side of the Cock Clod Street access will be retained as existing.

Summary

Based upon the above, it is considered the minor changes to the access proposals will not have any material effect on the overall operation of the junction in safety, capacity or amenity terms. Accordingly, we consider there are no highway reasons why the Section 73 application cannot be approved.



DO NOT SCALE

NOTES

1.

DESIGN BASED ON WYG DRAWING A090070-193-P002 REV P04.

2.

EXISTING TRAFFIC REGULATION ORDERS INCLUDING PARKING RESTRICTIONS AT COCK CLOD STREET / SPRING LANE JUNCTION TO BE RETAINED.

3.

EXISTING BUS STOPS ON SPRING LANE TO BE RETAINED.

4.

THIS DRAWING SHOULD BE READ IN RELATION TO THE SUBJECT OF THE TITLE ONLY. OTHER INFORMATION SHOWN ON THE DRAWING IS TO BE CONSIDERED INDICATIVE ONLY. REFERENCE SHOULD BE MADE TO APPROPRIATE DRAWING SERIES/SPECIFICATIONS FOR OTHER INFORMATION.

5.

ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.

6.

VISIBILITY SPLAYS ARE BASED ON 85TH PERCENTILE SPEEDS AND MANUAL FOR STREETS.

85TH PERCENTILE SPEEDS

•

EASTBOUND 33MPH

•

WESTBOUND 32MPH

KEY:

VISIBILITY SPPLAY BASED ON MFS

VISIBILITY SPPLAY REQUIRED BY BURY COUNCIL

RED LINE BOUNDARY

EXTENT OF HIGHWAY ADOPTION

13.61

6.82

1.33

1.33

2.87

1.33

1.33

2.87

FTA Design Articulated Vehicle (1998)

Overall Length

15.490m

Overall Width

2.550m

Overall Body Height

3.270m

Min Body Ground Clearance

0.510m

Max Track Width

2.470m

Lock to lock time

9.08s

Kerb to Kerb Turning Radius

6.550m

P01	10/08/2021	SS	FIRST ISSUE	EF	RV
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S2 - FOR INFORMATION

wsp

8 First Street, Manchester, M15 4GU, UK
T+ 44 (0) 161 200 5000
wsp.com

CLIENT:

HOMES ENGLAND

ARCHITECT:

SITE/PROJECT:

EAST LANCASHIRE PAPER MILL

TITLE:

COCK CLOD STREET / CROSS LANE
JUNCTION IMPROVEMENTS

SCALE @ A1:

1:250

CHECKED:

EF

APPROVED:

EF

PROJECT NO:

70081627

DESIGNED:

SS

DRAWN:

SS

DATE:

August 21

DRAWING NO:

ELPM-WSP-XX-XX-SK-C-001

REV:

P01

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UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

APPENDIX 3

TRICS Output for Residential Use

Calculation Reference: AUDIT-851401-180828-0818

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	KC KENT	2 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 110 to 288 (units:)
Range Selected by User: 100 to 300 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/04/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	3 days
Thursday	2 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	12
------------------	----

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	5 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	9 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE		
	BISHOP AUCKLAND		
	ST HELEN AUCKLAND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
2	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
3	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
4	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD		
	CAMBER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
5	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
6	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
7	KC-03-A-07	MIXED HOUSES	KENT
	RECVLVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
8	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	STATION ROAD		
	SCUNTHORPE		
	Edge of Town Centre		
	Residential Zone		
	Total Number of dwellings:	180	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL
9	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 Survey date: WEDNESDAY 22/11/17	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	Survey Type: MANUAL
11	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total Number of dwellings: 151 Survey date: THURSDAY 11/12/14	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
12	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total Number of dwellings: 180 Survey date: THURSDAY 19/04/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-06	Ire/Ldn
AN-03-A-08	Ire/Ldn
AN-03-A-09	Ire/Ldn
AR-03-A-01	Ire/Ldn
DL-03-A-03	Ire/Ldn
DL-03-A-06	Ire/Ldn
DN-03-A-05	Ire/Ldn
WA-03-A-04	Ire/Ldn

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	168	0.076	12	168	0.235	12	168	0.311
08:00 - 09:00	12	168	0.126	12	168	0.329	12	168	0.455
09:00 - 10:00	12	168	0.140	12	168	0.153	12	168	0.293
10:00 - 11:00	12	168	0.130	12	168	0.155	12	168	0.285
11:00 - 12:00	12	168	0.130	12	168	0.153	12	168	0.283
12:00 - 13:00	12	168	0.152	12	168	0.139	12	168	0.291
13:00 - 14:00	12	168	0.167	12	168	0.153	12	168	0.320
14:00 - 15:00	12	168	0.159	12	168	0.169	12	168	0.328
15:00 - 16:00	12	168	0.244	12	168	0.160	12	168	0.404
16:00 - 17:00	12	168	0.239	12	168	0.164	12	168	0.403
17:00 - 18:00	12	168	0.297	12	168	0.156	12	168	0.453
18:00 - 19:00	12	168	0.221	12	168	0.163	12	168	0.384
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.081			2.129			4.210		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

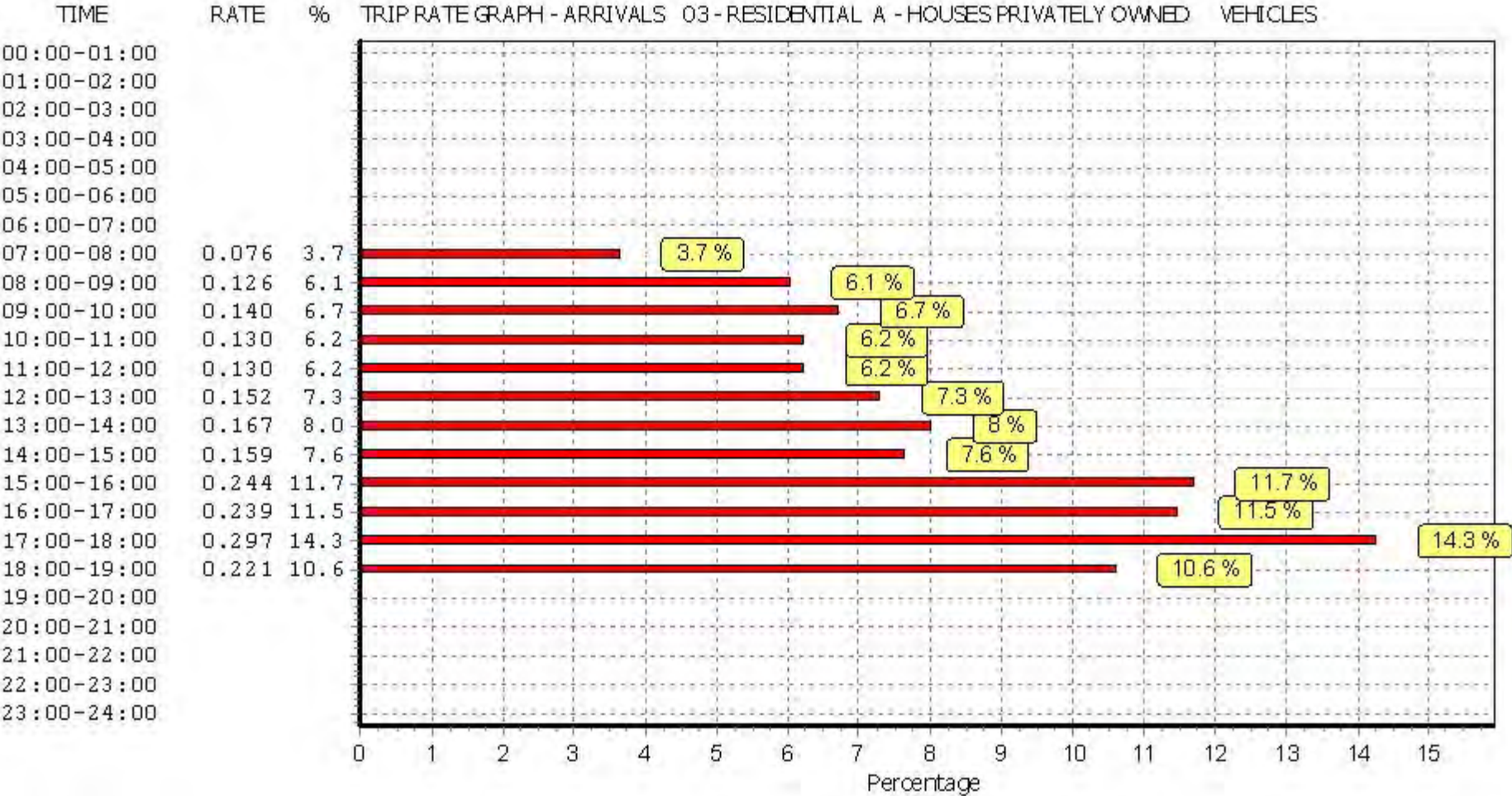
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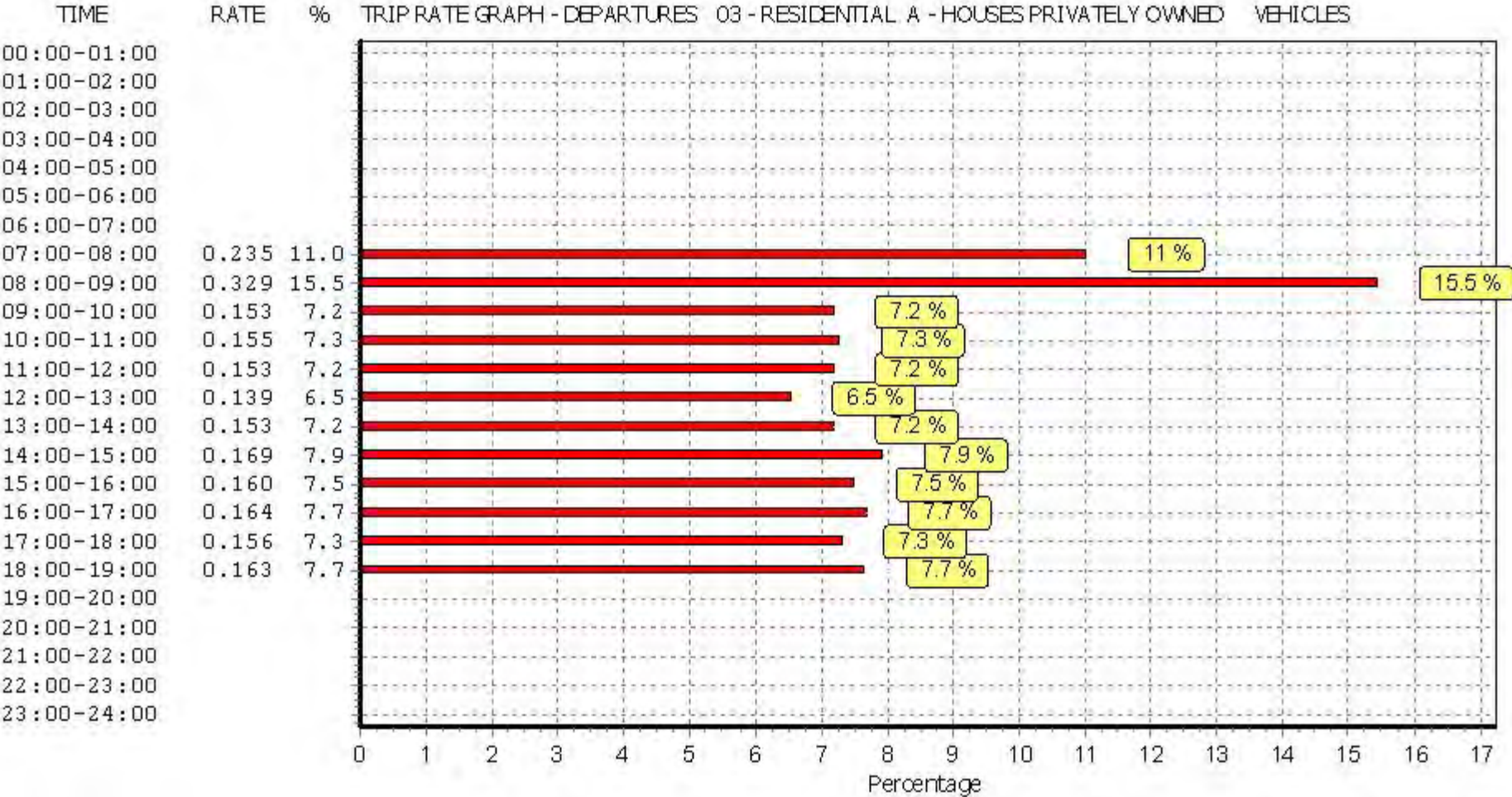
Parameter summary

Trip rate parameter range selected:	110 - 288 (units:)
Survey date range:	01/01/10 - 19/04/18
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

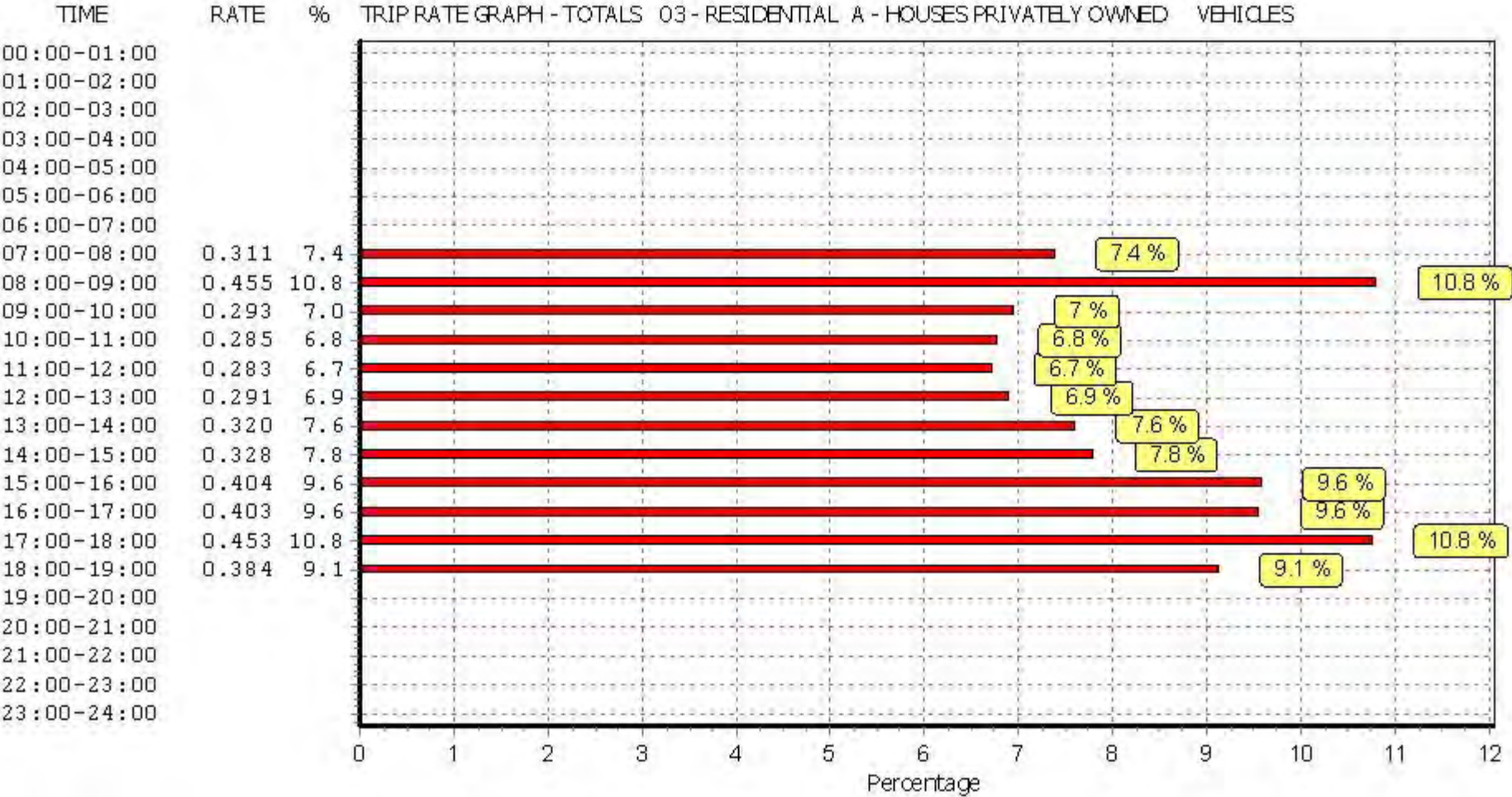
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



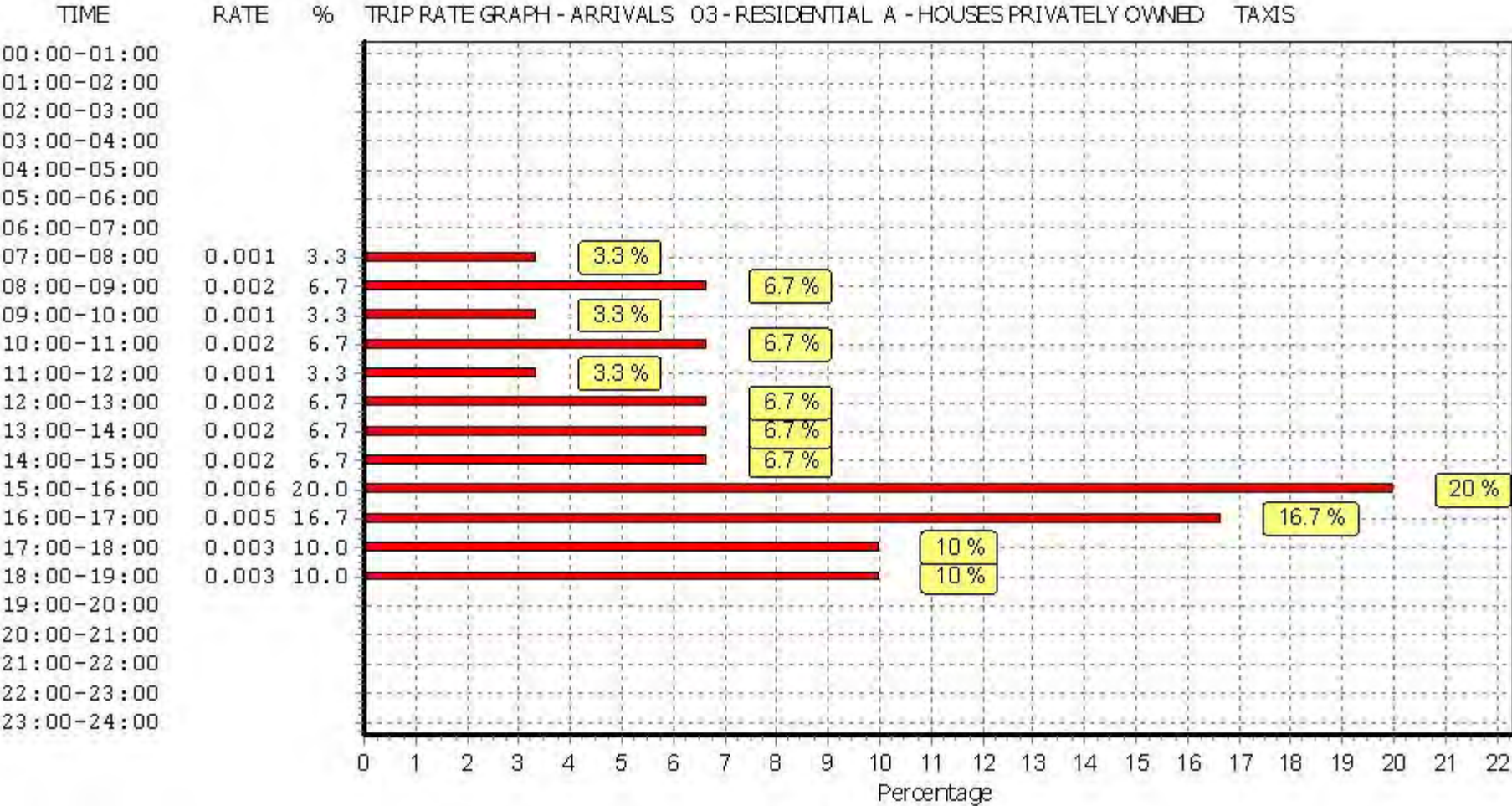
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

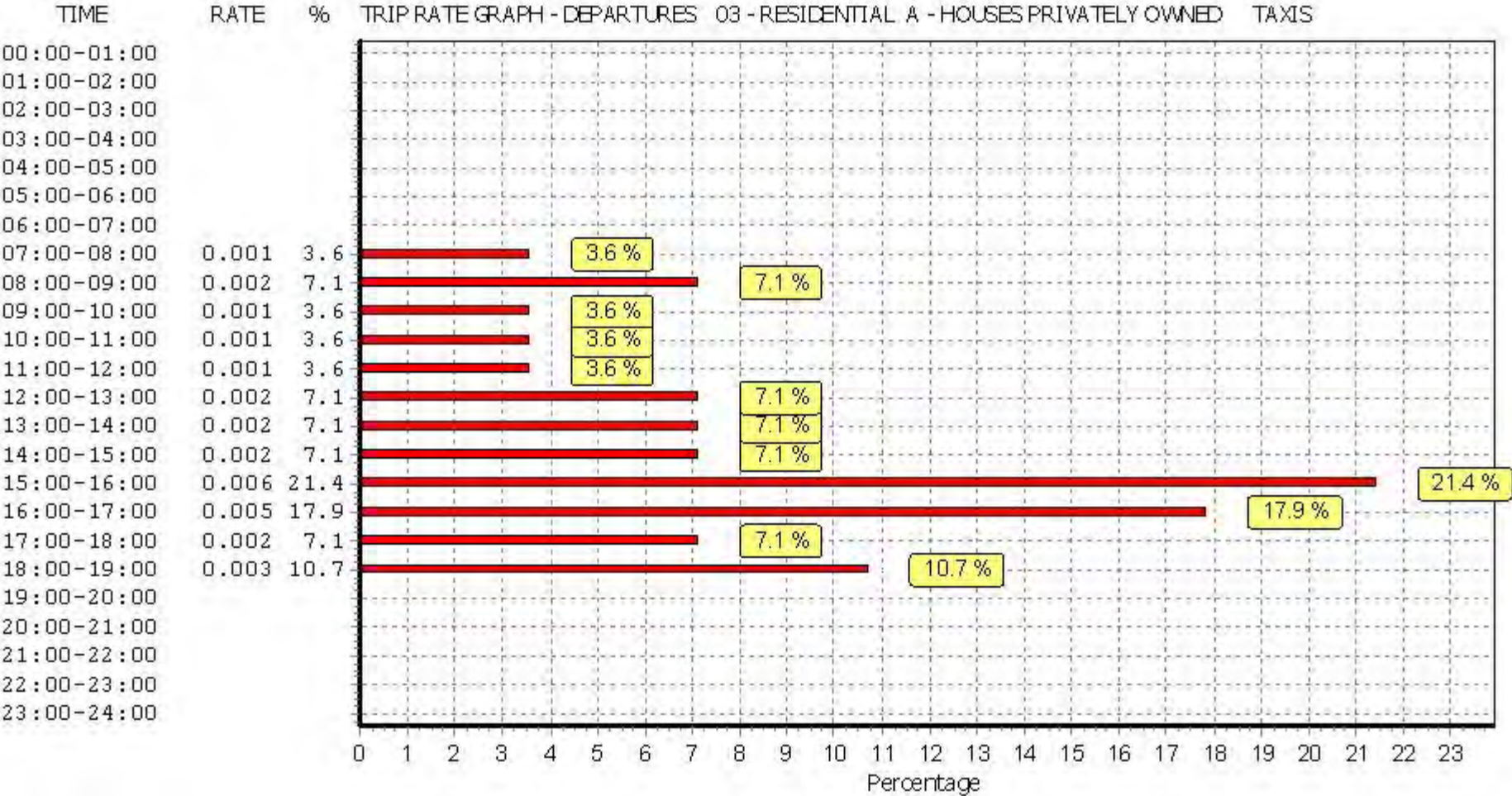
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	168	0.001	12	168	0.001	12	168	0.002
08:00 - 09:00	12	168	0.002	12	168	0.002	12	168	0.004
09:00 - 10:00	12	168	0.001	12	168	0.001	12	168	0.002
10:00 - 11:00	12	168	0.002	12	168	0.001	12	168	0.003
11:00 - 12:00	12	168	0.001	12	168	0.001	12	168	0.002
12:00 - 13:00	12	168	0.002	12	168	0.002	12	168	0.004
13:00 - 14:00	12	168	0.002	12	168	0.002	12	168	0.004
14:00 - 15:00	12	168	0.002	12	168	0.002	12	168	0.004
15:00 - 16:00	12	168	0.006	12	168	0.006	12	168	0.012
16:00 - 17:00	12	168	0.005	12	168	0.005	12	168	0.010
17:00 - 18:00	12	168	0.003	12	168	0.002	12	168	0.005
18:00 - 19:00	12	168	0.003	12	168	0.003	12	168	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.030			0.028			0.058		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

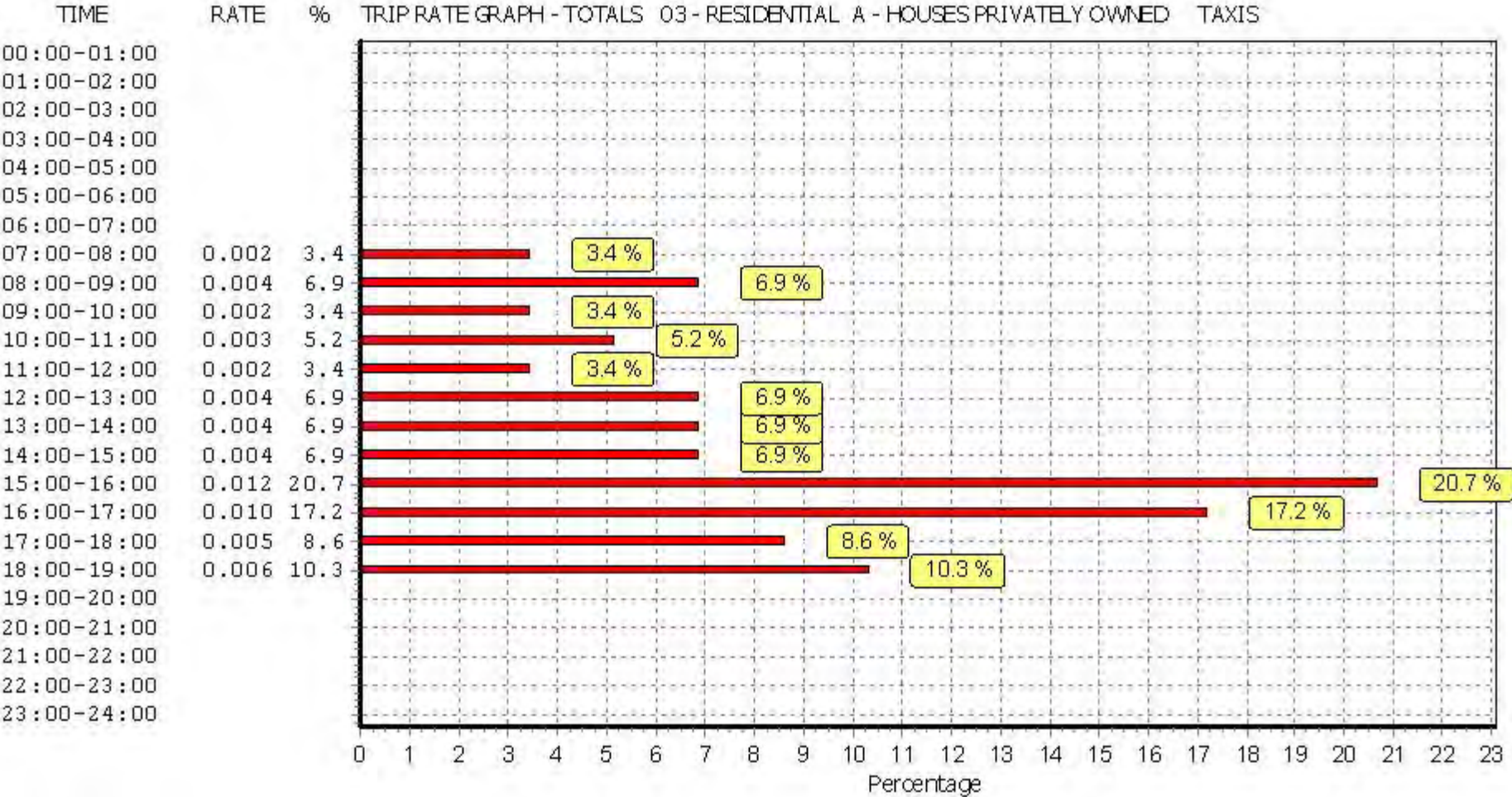
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

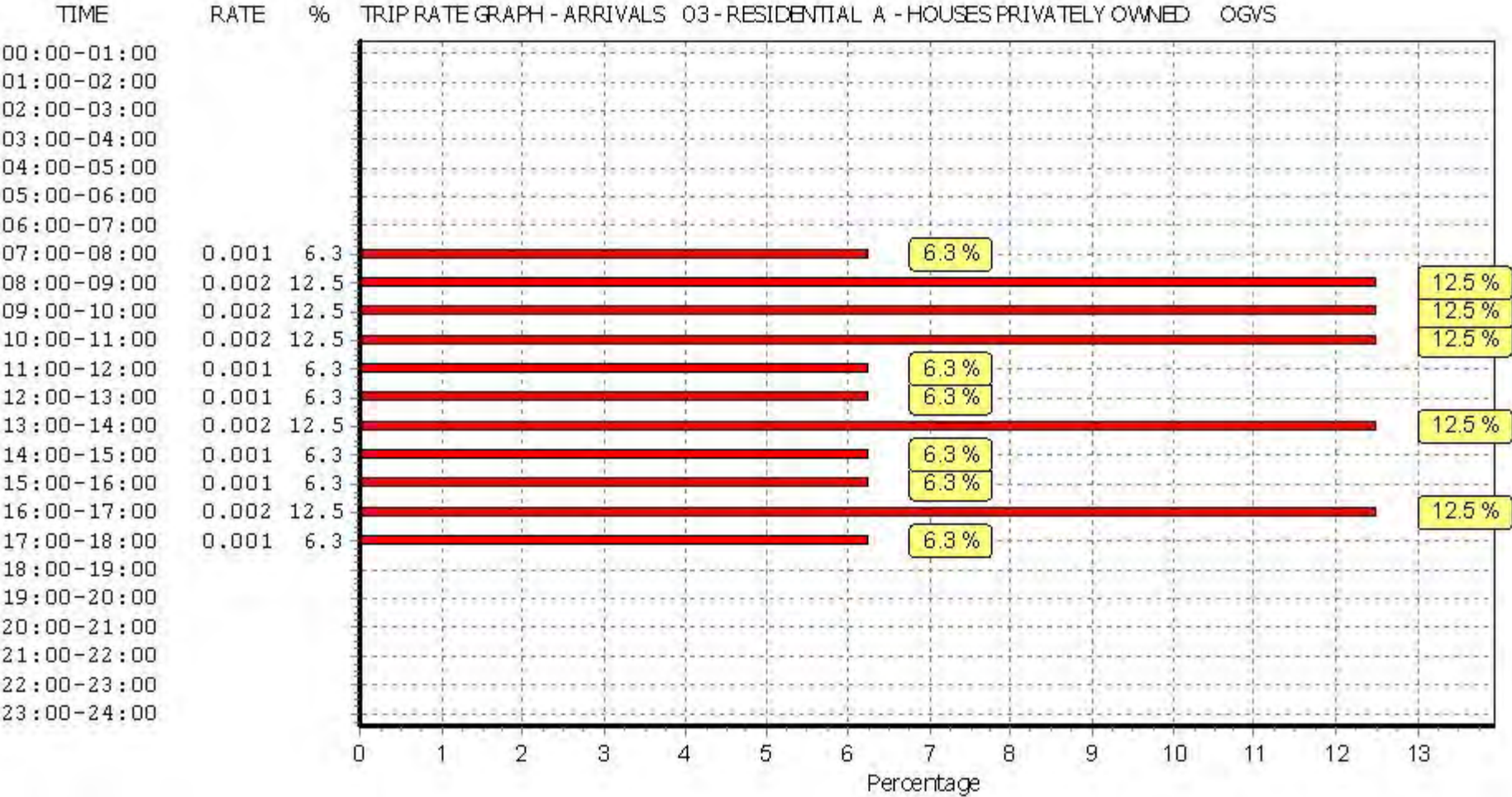
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

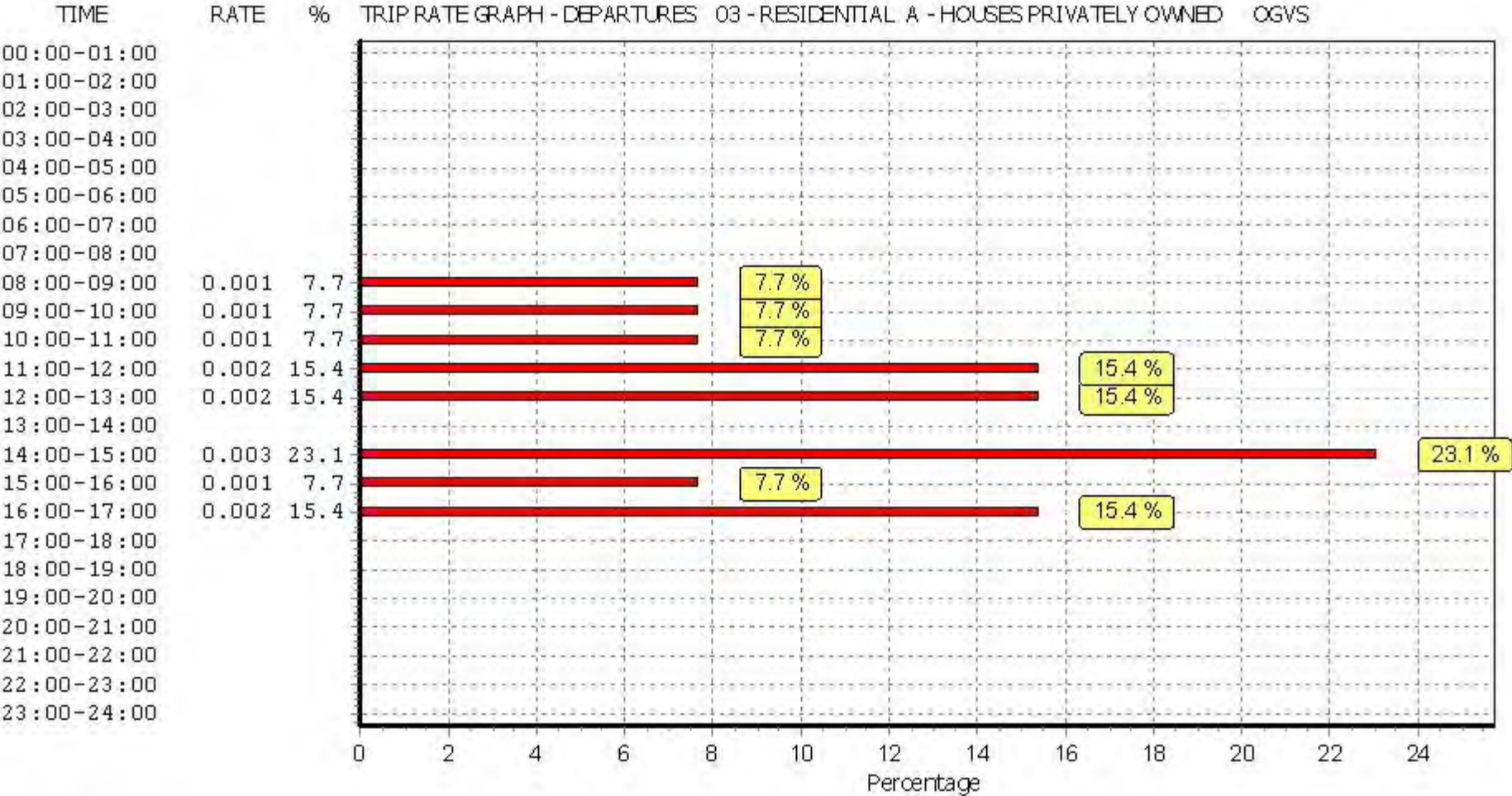
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	168	0.001	12	168	0.000	12	168	0.001
08:00 - 09:00	12	168	0.002	12	168	0.001	12	168	0.003
09:00 - 10:00	12	168	0.002	12	168	0.001	12	168	0.003
10:00 - 11:00	12	168	0.002	12	168	0.001	12	168	0.003
11:00 - 12:00	12	168	0.001	12	168	0.002	12	168	0.003
12:00 - 13:00	12	168	0.001	12	168	0.002	12	168	0.003
13:00 - 14:00	12	168	0.002	12	168	0.000	12	168	0.002
14:00 - 15:00	12	168	0.001	12	168	0.003	12	168	0.004
15:00 - 16:00	12	168	0.001	12	168	0.001	12	168	0.002
16:00 - 17:00	12	168	0.002	12	168	0.002	12	168	0.004
17:00 - 18:00	12	168	0.001	12	168	0.000	12	168	0.001
18:00 - 19:00	12	168	0.000	12	168	0.000	12	168	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.016			0.013			0.029		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

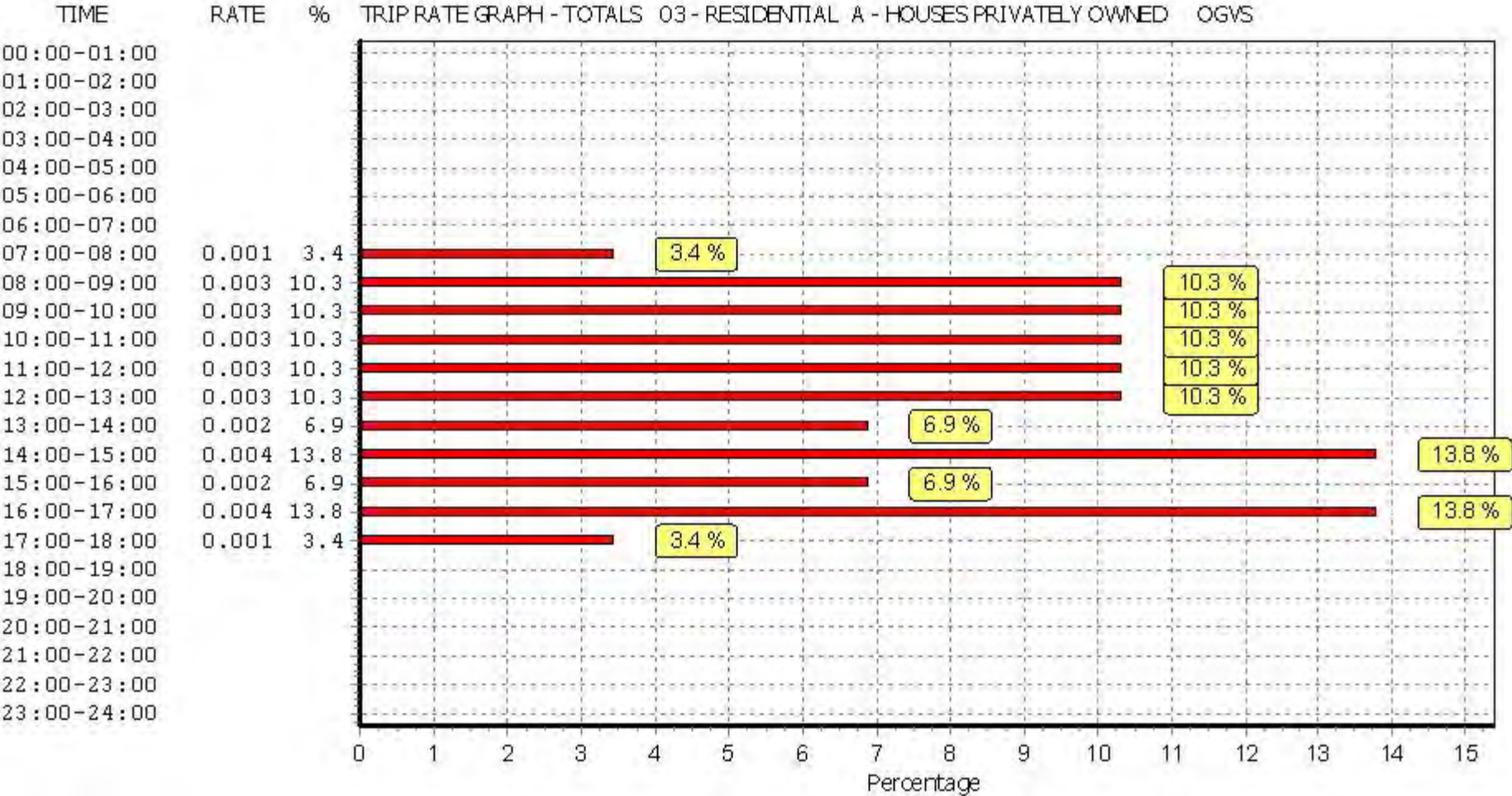
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



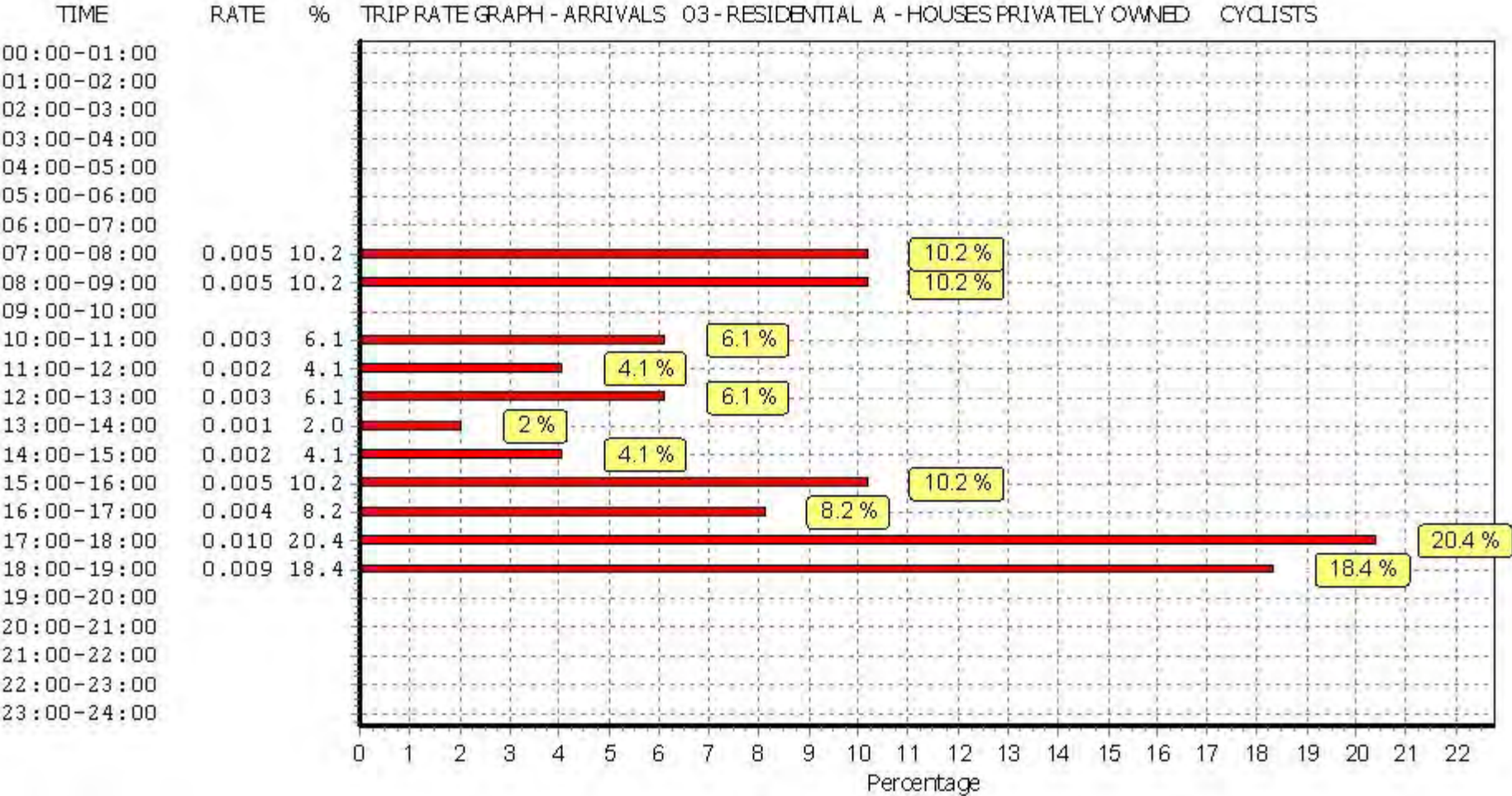
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

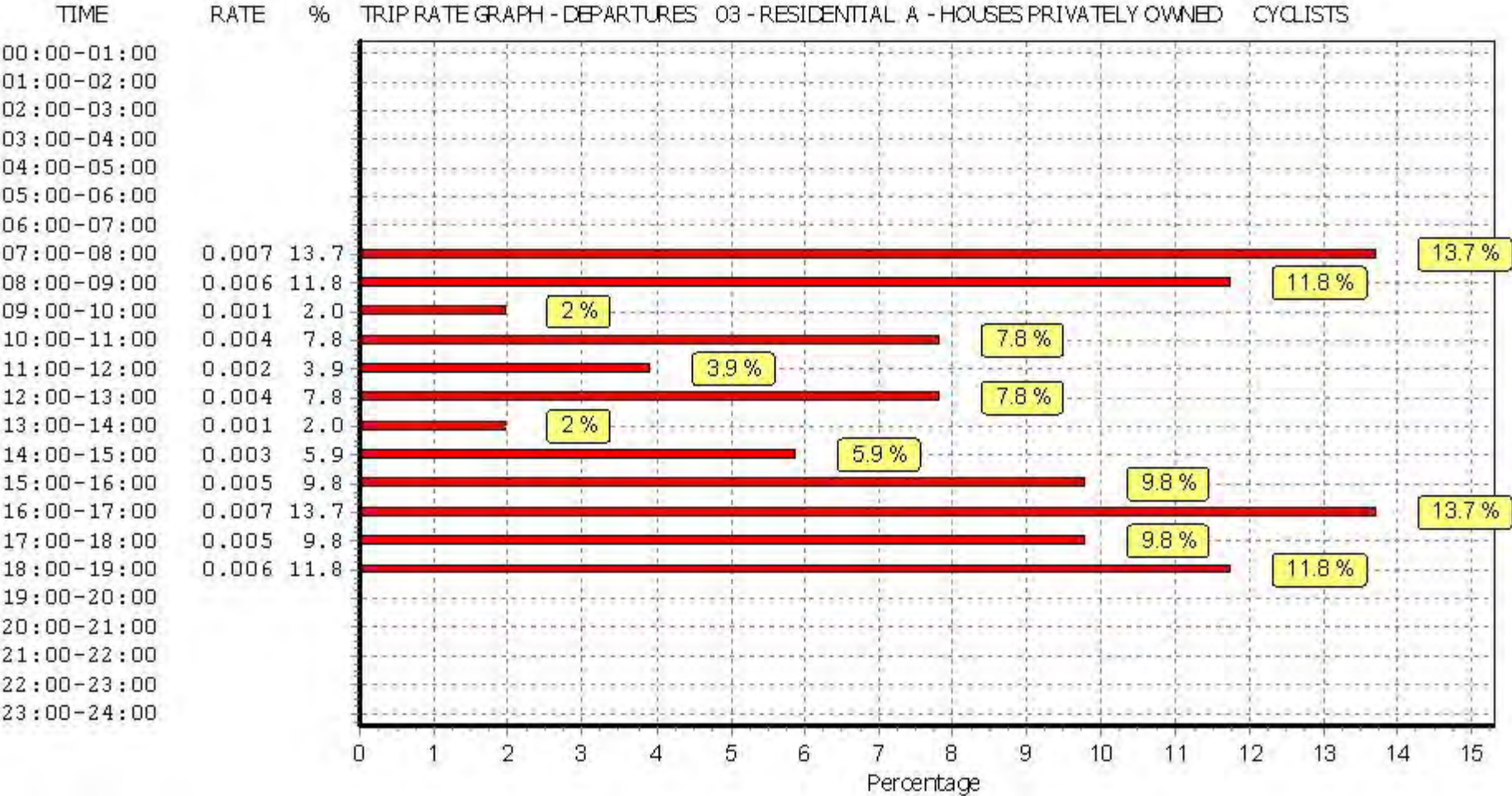
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	168	0.005	12	168	0.007	12	168	0.012
08:00 - 09:00	12	168	0.005	12	168	0.006	12	168	0.011
09:00 - 10:00	12	168	0.000	12	168	0.001	12	168	0.001
10:00 - 11:00	12	168	0.003	12	168	0.004	12	168	0.007
11:00 - 12:00	12	168	0.002	12	168	0.002	12	168	0.004
12:00 - 13:00	12	168	0.003	12	168	0.004	12	168	0.007
13:00 - 14:00	12	168	0.001	12	168	0.001	12	168	0.002
14:00 - 15:00	12	168	0.002	12	168	0.003	12	168	0.005
15:00 - 16:00	12	168	0.005	12	168	0.005	12	168	0.010
16:00 - 17:00	12	168	0.004	12	168	0.007	12	168	0.011
17:00 - 18:00	12	168	0.010	12	168	0.005	12	168	0.015
18:00 - 19:00	12	168	0.009	12	168	0.006	12	168	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.049			0.051			0.100		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

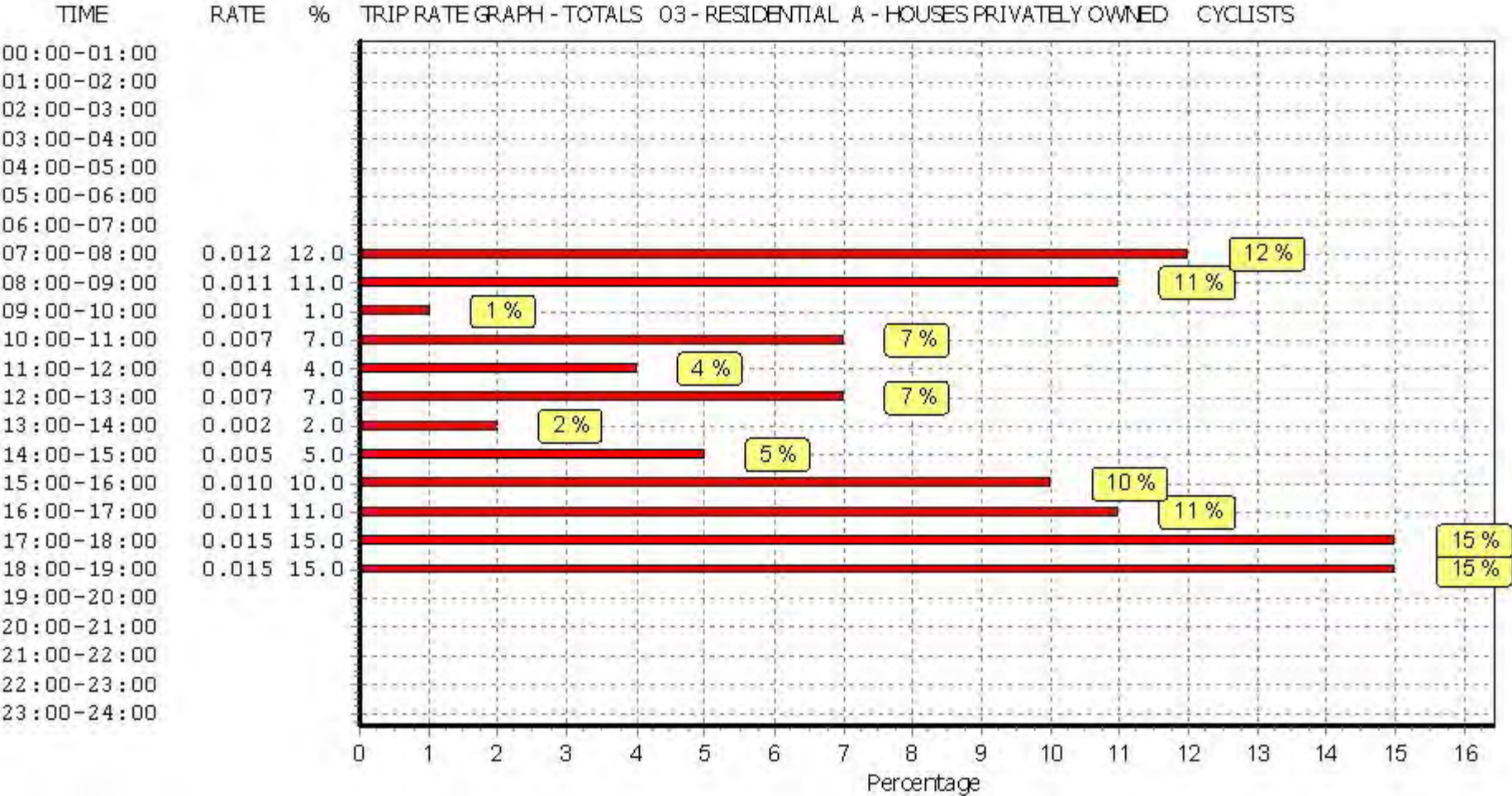
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.



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APPENDIX 4

Personal Injury Accident Data



crashmap.co.uk

Validated Data

Crash Date: Wednesday, January 11, 2017 **Time of Crash:** 12:15:00 PM **Crash Reference:** 201706N025839

Highest Injury Severity: Slight
Highway Authority: Bury
Local Authority: Bury Metropolitan Borough
Weather Description: Fine with high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A6053

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 378932 407453



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

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Female	46 - 55	Vehicle is in the act of turning right	Front	Other	None	None
2	Car (excluding private hire)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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



crashmap.co.uk

Validated Data

Crash Date: Saturday, January 07, 2017 **Time of Crash:** 1:04:00 PM **Crash Reference:** 201706N026083

Highest Injury Severity: Slight
Highway Authority: Bury
Local Authority: Bury Metropolitan Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A6053

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 378914 407451



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

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	1	Male	16 - 20	Vehicle is slowing down or stopping	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	12	Female	26 - 35	Vehicle is slowing down or stopping	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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

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Validated Data

Crash Date: Saturday, January 13, 2018 **Time of Crash:** 7:00:00 PM **Crash Reference:** 201806N239479

Highest Injury Severity: Slight
Highway Authority: Bury
Local Authority: Bury Metropolitan Borough
Weather Description: Other
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Mini roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A6053

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 378888 407453



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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	26 - 35	Vehicle is moving off	Front	Other	None	None
2	Other vehicle, whether motorised or not	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

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

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