

Introduction & Background

- 1.1 This Technical Note (TN) has been prepared by TTHC on behalf of Gold Sketch Studios to provide details of a highway review in relation to proposed access arrangements relating to a 6 dwelling scheme at Park Road, Prestwich, Bury.
- 1.2 In conjunction with the preparation of this TN, TTHC has had regard to matters raised within a highway consultation (reference 02960/E dated 16th August 2024) in connection with earlier potential options which Gold Sketch had discussed with them.



Aerial View of Site

- 1.3 The Site is surrounded by residential properties which lie within a wider and large residential area. It sits within the eastern quadrant of an existing mini-roundabout junction, whereby Park Road provides the northern and southern arms. The western arm is formed by Castle Hill Road and the eastern arm is Brooklands Road.
- 1.4 Each of these roads serves a residential distributor road function. Park Road connects to the A6044 Sheepfoot Lane to the north and, to the south, to the

PROPOSED RESIDENTIAL DEVELOPMENT
72 PARK ROAD, BURY, M25 0FA
TECHNICAL NOTE

A665 Bury Old Road. Castle Hill Road also connects to the A665 Bury Old Road to the west and Brooklands Road connects with the A576 Middleton Road to the east.

- 1.5 All of the roads referred to above are subject to 30mph speed restriction.
- 1.6 Within the vicinity of the Site, Park Road has a 7.5m wide carriageway with a straight horizontal alignment and 2.5m footways to both sides.
- 1.7 From the Site to the south, Park Road benefits from kerb-buildouts and marked dedicated on-street parking bays. There is also street-lighting to both sides.



Park Road – view south towards the Site

- 1.8 Park Road is lightly trafficked and owing to the wide footways, which exceed the 2.4m setback 'X' distance, visibility sightlines from driveways and the mini-roundabout are excellent.
- 1.9 Within the last 5 years there has been only one Personal Injury Accident (PIA) at the mini-roundabout junction (mid-morning on Thursday 4 March 2021), which resulted in a Slight casualty. This accident occurred as a car driver hit another moving vehicle and a parked car. A copy of the accident report is provided in **Appendix A**. This single accident does not suggest an inherent safety issue with the local highway network.

- 1.10 Bus services are available from Middleton Road and Bury Old Road, which also provides a range of shops.
- 1.11 Jubilee Primary School is situated within 400m to the south of the Site on Park Road and there are several high schools around 1km to the south either side of the Bury Old Road corridor.

Proposed Site Access Arrangements

- 1.12 A copy of the proposed site layout plan is provided within **Appendix A**.
- 1.13 As shown, five of the proposed dwellings would share driveway arrangements, with a single dropped kerb 'Entrance' off Park Road positioned 25m south of the mini-roundabout, and a separate dropped kerb 'Exit' onto Park Road on the opposite side of an existing kerb build-out, approximately 40m from the mini-roundabout. With this arrangement all movements both from and onto Park Road can take place in a forward gear.
- 1.14 The driveway to the sixth dwelling would be taken from the existing dropped kerb which is shared with the adjacent property to the south as shown below.



Existing Dropped Kerb

- 1.15 Within the vicinity of the Site, there are four existing dwellings with driveways that fall within a 20m distance of the mini-roundabout. Two exist on Brooklands Road, one on the northern arm of Park Road and one on the southern arm of

Park Road. All of these driveways require either a reverse manoeuvre from or onto Park Road.

- 1.16 These driveways along with the Site layout are highlighted in **Figure 1**.
- 1.17 In addressing the comments in connection with the access arrangements, TTHC has produced a plot showing vehicle swept paths. A copy of the swept path plots is provided within **Appendix B**. As shown, all vehicle movements into and out of parking spaces through the shared driveway can be achieved safely.

Conclusion

- 1.18 In conclusion, the proposed access arrangements would be capable and suitable for serving the proposed dwellings, without resulting in any unacceptable impacts in respect of highway safety or severe residual effects on the highway network.

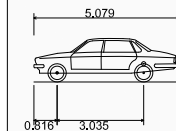
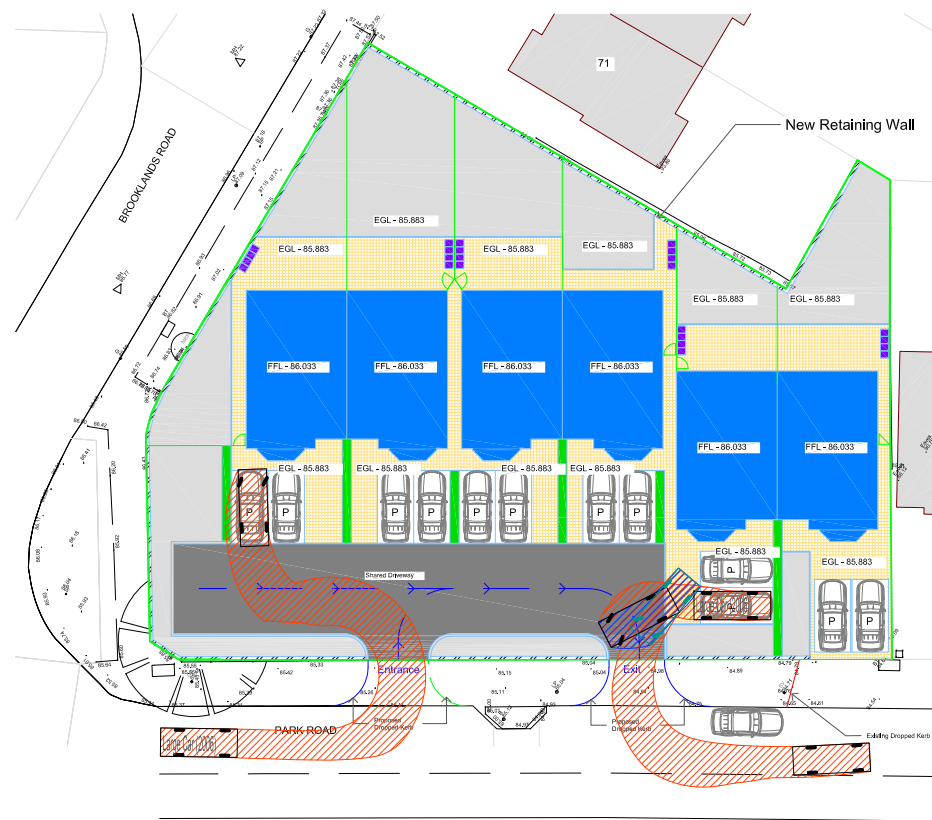
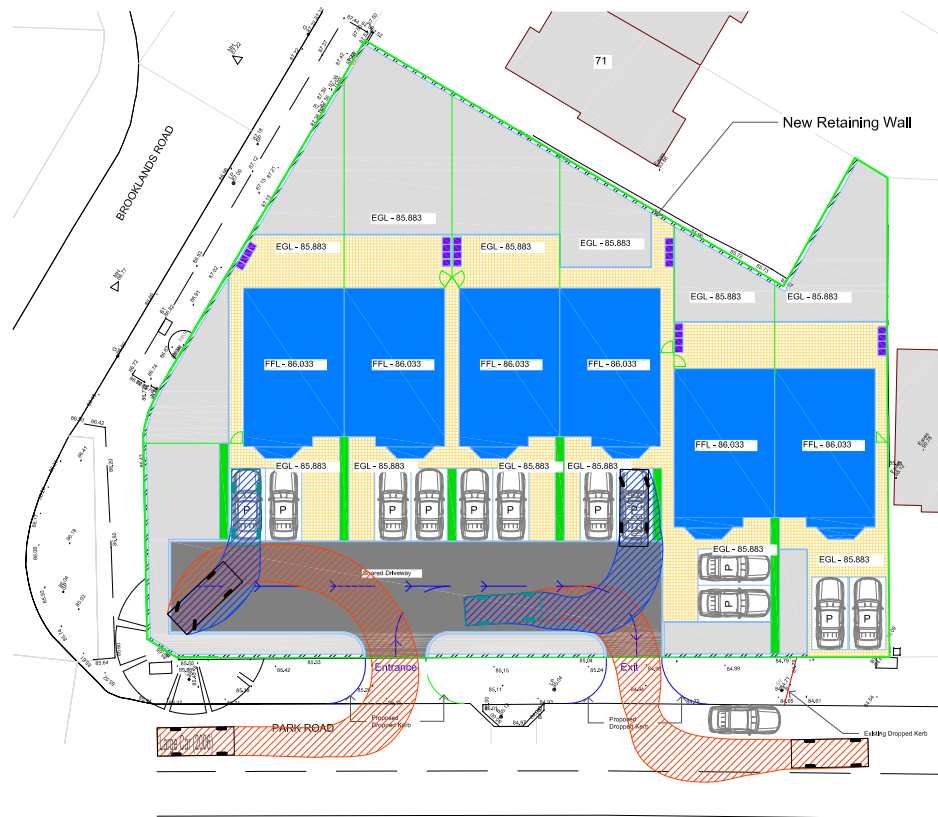
Figures



Appendix A



Appendix B



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.900m

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ISSUE PURPOSE

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PROJECT

72 PARK ROAD, BURY

DRAWING TITLE

INTERNAL SITE LAYOUT
VEHICLE SWEEP PATH
ANALYSIS

CLIENT

SCALE	PAPER SIZE	DATE
1:500	A3	20.09.2024
DRAWN BY	AUTHORISED BY	FILE REFERENCE
GB	MH	M24047-A-001

DRAWING NUMBER	REVISION
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LAYOUT 1

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