

Job No: 2022-4781
Job Title: 1 Hereford Drive, Prestwich
File Ref: CA4781-N01-DR-Transport Note (220720)
Date: July 2022

Subject: Transport Note

Introduction

1. Caneparo Associates (CA) is retained by 11 Stars Property Limited, the 'Applicant', to provide transport planning advice in relation to the proposed erection of a new 2-storey, 2-bedroom corner dwelling in the side garden of No.1 Hereford Drive, Prestwich ('the Site').
2. The Local Planning Authority is Bury Council, hereinafter referred to as 'the Council'.
3. This Transport Note (TN) supports a planning submission for a revised scheme following the Council's decision to refuse a similar planning application proposal in February 2022 (planning reference 67692).
4. This TN briefly describes the Site and local area including access by sustainable modes of travel. It outlines the key transport and highways related differences between the revised scheme and the proposals that were the subject of the refused application. In addition, it briefly considers the potential effect of the revised scheme on the local highway including on-street parking provisions.
5. This TN demonstrates the revised scheme proposals will not have a significant adverse impact on highway safety in the context of National Planning Policy Framework (NPPF) and therefore should not be refused on transport or highway safety grounds.

The Site

6. The Site is located on the north east corner of Hereford Drive and Tewkesbury Drive in Prestwich. It is located some 8.5 kilometres to the south of Bury town centre and circa 4.6 kilometres to the north of Manchester city centre. The location of the Site is illustrated in **Figure 1** below.

Figure 1: Site Location



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7. The area surrounding the Site is predominantly residential in nature and comprises mainly detached and semi-detached 2-storey houses.
8. The Site is located within close proximity / approximately 550 metres walking distance of Bury New Road. Bury New Road forms part of the local 'District Shopping Centre', as defined by the Council's adopted Unitary Development Plan (UDP).
9. The local District Shopping Centre located along Bury New Road includes a wide range of local amenities and services; including convenience / food stores, pharmacies, restaurants, cafes, and a post office.

10. In addition, there are numerous parks / recreation spaces, places of worship, a medical centre and educational establishments within close proximity of the Site.
11. In terms of local public transport provisions, there are bus stops on Bury New Road and on Bury Old Road, which is located some 350 metres walking distance of the Site. The bus stops on these two roads provide access to a significant number of bus services including the '90', '94', '97', '98', '135', and 'X41' and 'X43'. In addition, the '135' bus service provides access to Heaton Park station (located a short distance to the north east of the Site) which in turn provides access to Transport for Greater Manchester (TfGM) Metrolink services.

Figure 2: Local Bus Map (Site Location Shown Indicatively)



Source: TfGM <https://tfgm.com/public-transport/network-maps-region>

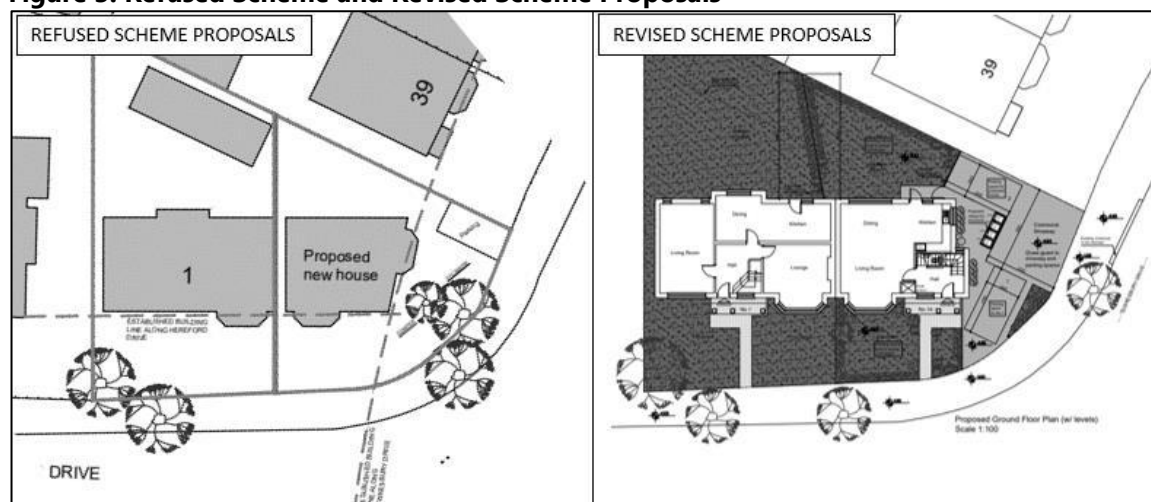
12. The local public transport provisions described above connect the Site and surrounding area with Bury, central Manchester and other major conurbations in the region.

13. In terms of cycling, it is noted that the roads surrounding the Site, including those that link the Site with Bury New Road where on-street cycling facilities are provided, are subject to 20mph speed limit and quiet / lightly trafficked. Therefore, the Site is considered to be easily accessible by bicycle.
14. In addition to the above, the Council's adopted Development Control Policy Guidance Note 11 ('Guidance Note 11') confirms the Site is located in an area of "high accessibility".
15. Given the close proximity of the Site to a wide range of local amenities and services, there is significant scope for residents to make a wide range of 'day-to-day' / essential trips by non-car modes (i.e., by foot, bicycle and public transport). Therefore, the potential 'need' for existing and / or future occupiers of the Site to own a car is low.

The Revised Proposals

16. The revised scheme proposals comprise the retention of the existing dwelling at No.1 Hereford Drive and the creation of a new 2-bedroom, 2-storey dwelling in the corner garden of No.1 Hereford Drive, similar to the refused scheme proposals.
17. The refused scheme proposals are set alongside the revised scheme proposals in the figure below, for ease of reference.

Figure 3: Refused Scheme and Revised Scheme Proposals



18. Of particular note from a highways and transport perspective, the revised scheme proposals replace the previously proposed single drive-way space accessed of the existing crossover on Tewkesbury

Drive with an extended off-street vehicle turning and parking area providing space for 2 cars to park off-street.

19. As demonstrated by the track diagrams included in **Appendix A**, no changes are necessary or required to the existing drive-way crossover on Tewkesbury Drive to enable the 2 car parking spaces to be accessed independently.
20. It is currently proposed that one of the off-street spaces would be assigned to the new residential property while the other off-street space would be assigned to No.1 Hereford Drive.

Transport and Highways Considerations

Potential Effect on Highway Safety

21. Given the revised proposals will utilise the existing crossover on Tewkesbury Drive and that the proposals will not result in an intensification in use of the crossover, the revised proposals will have no material adverse effect on highway safety. This is especially the case as available online data contained within the CrashMap database demonstrates there have been no reported personal injury accidents / road collisions on Hereford Drive or Tewkesbury Drive in the vicinity of the Site in the past 5 years (and therefore there are no existing highway safety issues associated with the existing highway arrangements within the vicinity of the Site).

Potential Effect on On-Street Parking Provisions

22. It is considered that the revised scheme proposals will have a negligible effect on on-street parking provisions for the following main reasons:
 - As highlighted earlier in this TN, the Site benefits from being located in an area of “high accessibility” and close to a wide range of local amenities and services and therefore the ‘need’ for future occupiers of the Site to own a car will be low.
 - Notwithstanding the above, the revised proposals include an off-street parking space for the retained dwelling at No.1 Hereford Drive and an off-street parking space for the proposed new dwelling and therefore any on-street parking demand associated with the revised proposals will be very low / negligible.

- The proposals include 2 cycle parking spaces associated with the proposed new dwelling and the existing property at No.1 Hereford Drive could be provided with 2 new cycle parking spaces, if considered necessary / required, via a suitably worded planning condition; therefore, existing and future occupiers would have the ability to use a cycle to undertake any essential trips.
- There is significant spare parking capacity on the roads surrounding the site (within circa 200 metres walking distance of the Site) as demonstrated by the results of an on-street parking beat survey carried out by an independent specialist survey company at 00:30 Friday 1st July included at **Appendix B** and summarised below.

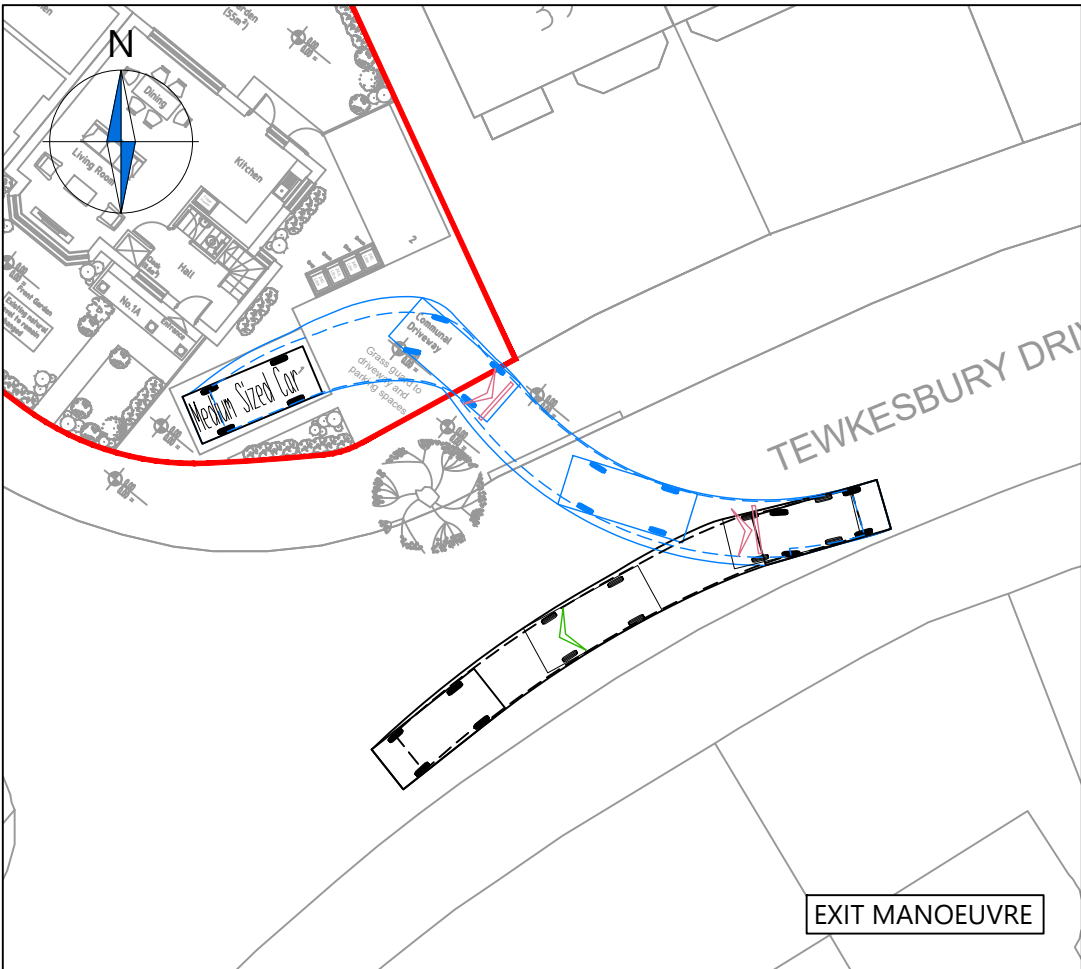
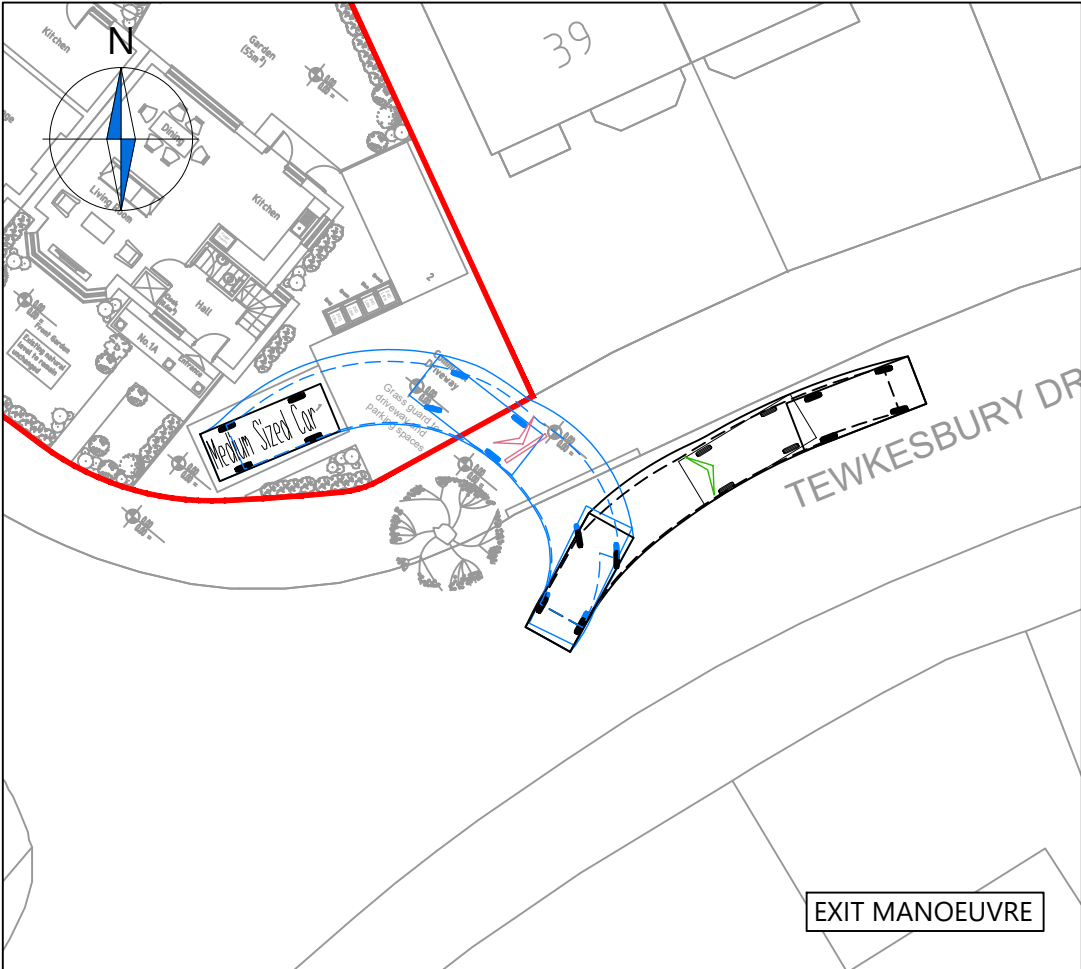
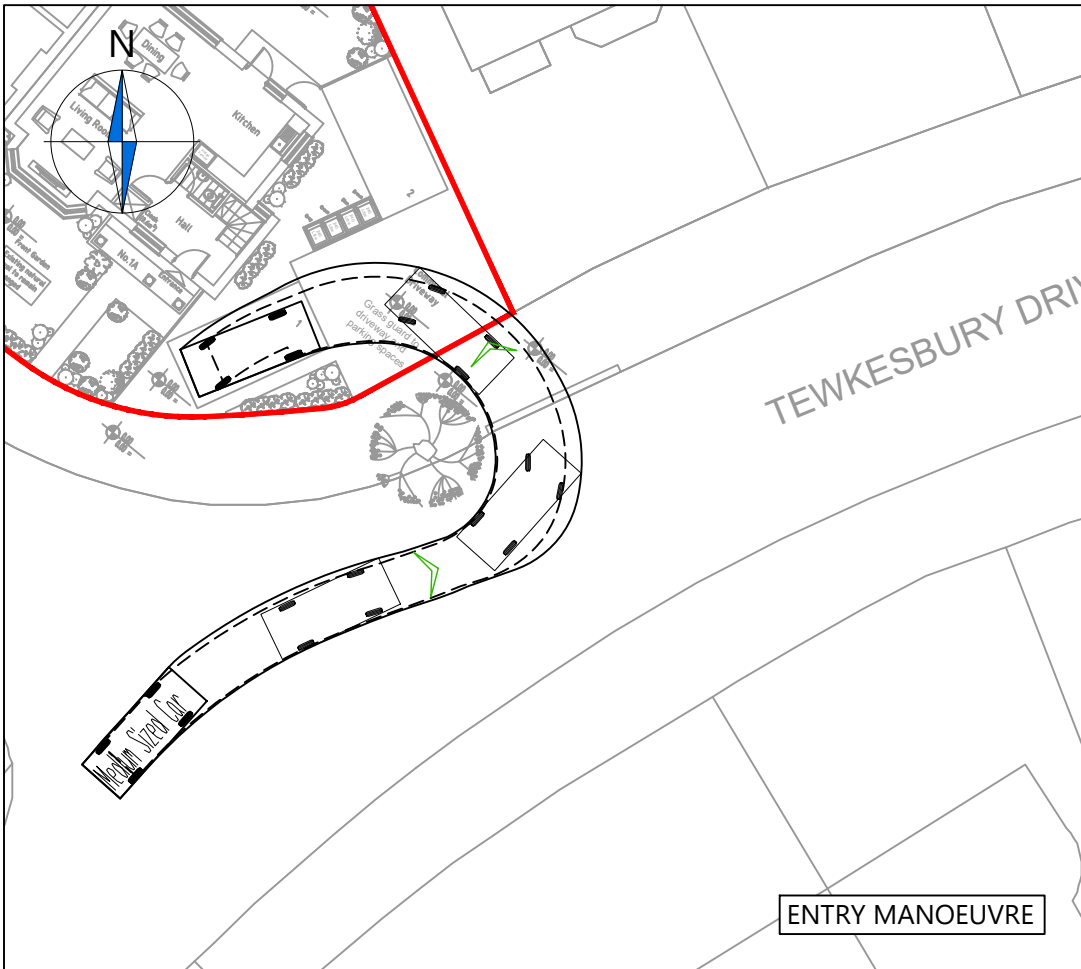
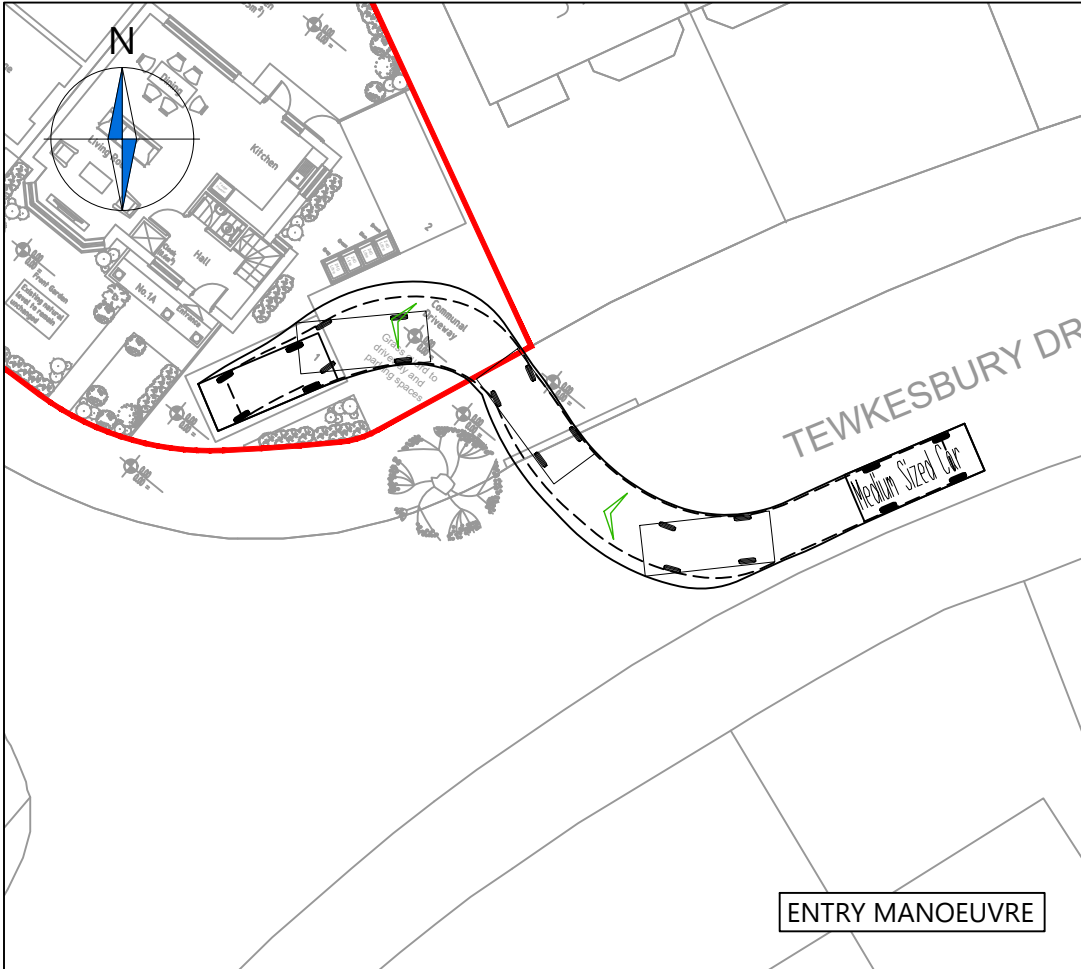
Table 1: Results of Overnight On-Street Parking Beat Survey				
Road Name	Capacity (Vehicles)	Parked	Observed Spaces	Parking Stress
Hereford Drive	36	14	22	39%
Lancaster Drive	13	4	9	31%
Cranbrook Drive	10	6	4	60%
Canterbury Drive	19	11	8	58%
Lichfield Drive	42	36	6	86%
Tewkesbury Drive	68	44	24	65%
Bishops Road	58	39	19	67%
TOTAL	246	154	92	63%

23. In addition to the above, Guidance Note 11 states that the Council's adopted parking standards are 'maximums' which implies that developments that propose car parking provision below the standards would be compliant with the guidance. This is especially the case in areas of high accessibility, where alternative travel modes provision is high, and a range of day-to-day amenities in close proximity significantly reduces the need to travel by car.

Conclusion

24. Given the above, it is considered that there are no transport or highways related reasons to refuse the revised planning application on the basis that the proposals would not result in an unacceptable impact on highway safety or that the residual cumulative impacts on the road network would be severe in the context of paragraph 111 of the National Planning Policy Framework, July 2021.

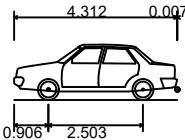
APPENDIX A



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

MEDIUM SIZE CAR



Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updated Layout		COS	DR	19.07.2022		
Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:		☐ Preliminary	☐ For Approval	☐ For Construction			
		☒ For Information	☐ For Tender	☐ As Built			

Client: -

Project: 1 Hereford Drive, Prestwich

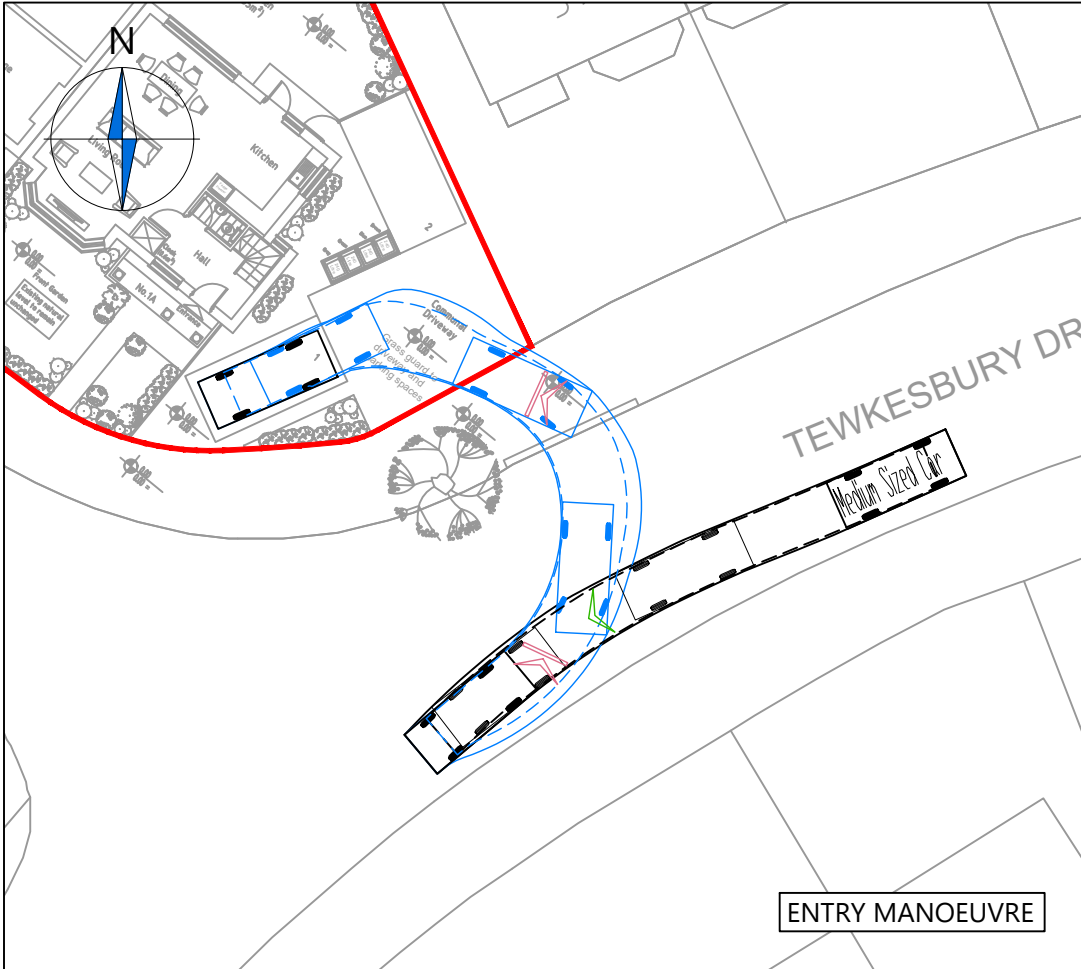
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Scale: 1:250 Size: A3

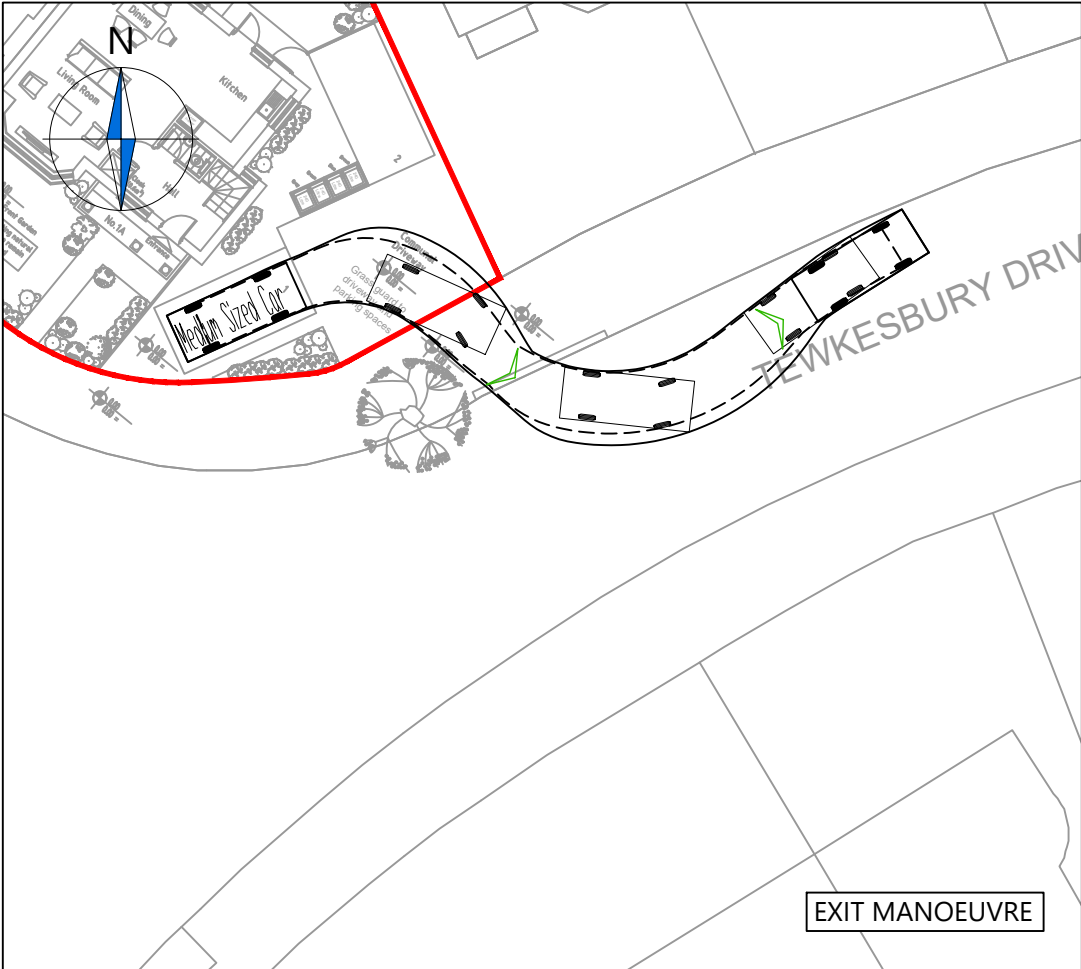
Drawn by: COS Checked by: DR Date: 08.04.2022

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Transport Planning & Highway Design
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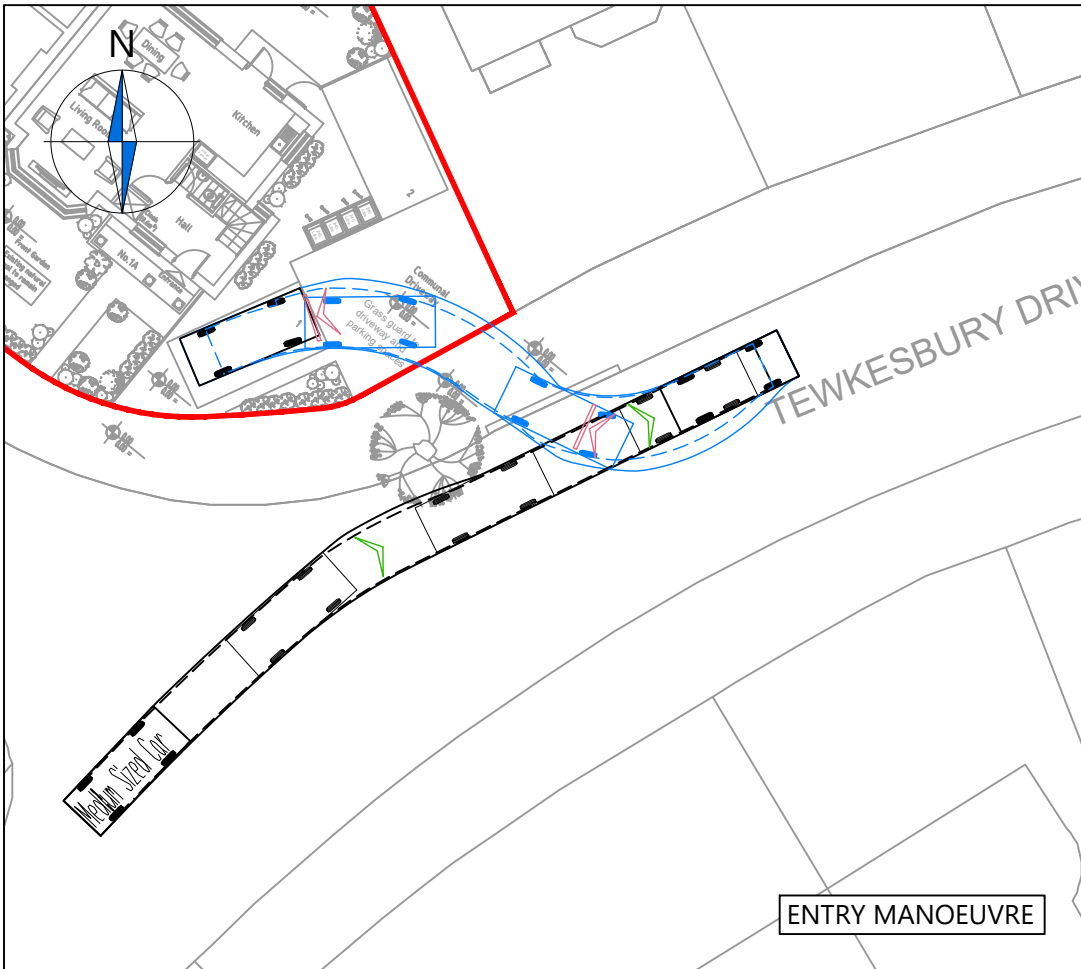
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4781	TR002	1 of 2	A



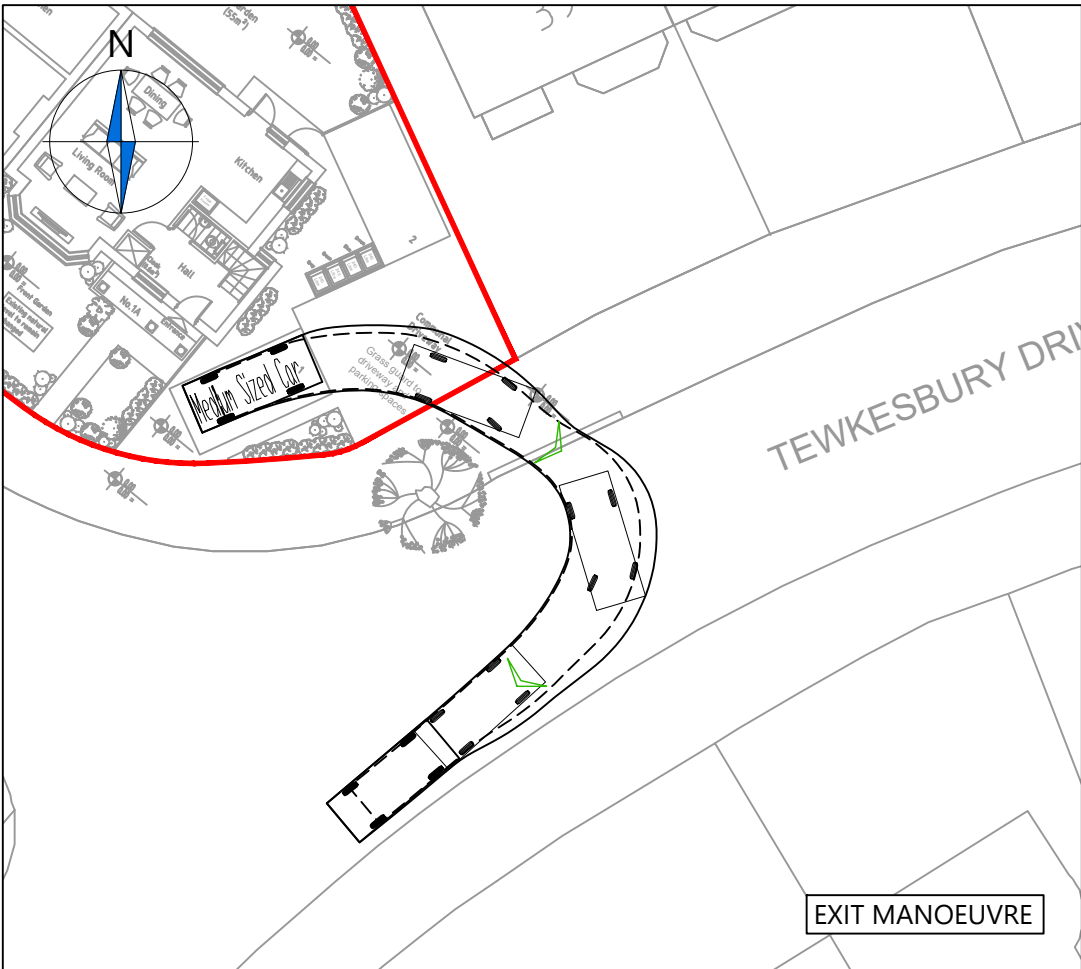
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EXIT MANOEUVRE



ENTRY MANOEUVRE

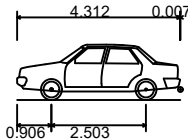


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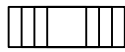
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REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

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Rev	Details	Drawn	Checked	Date

REVISION HISTORY

Status:	☐ Preliminary	☐ For Approval	☐ For Construction
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Client:

Project:

1 Hereford Drive, Prestwich

Drawing Title:

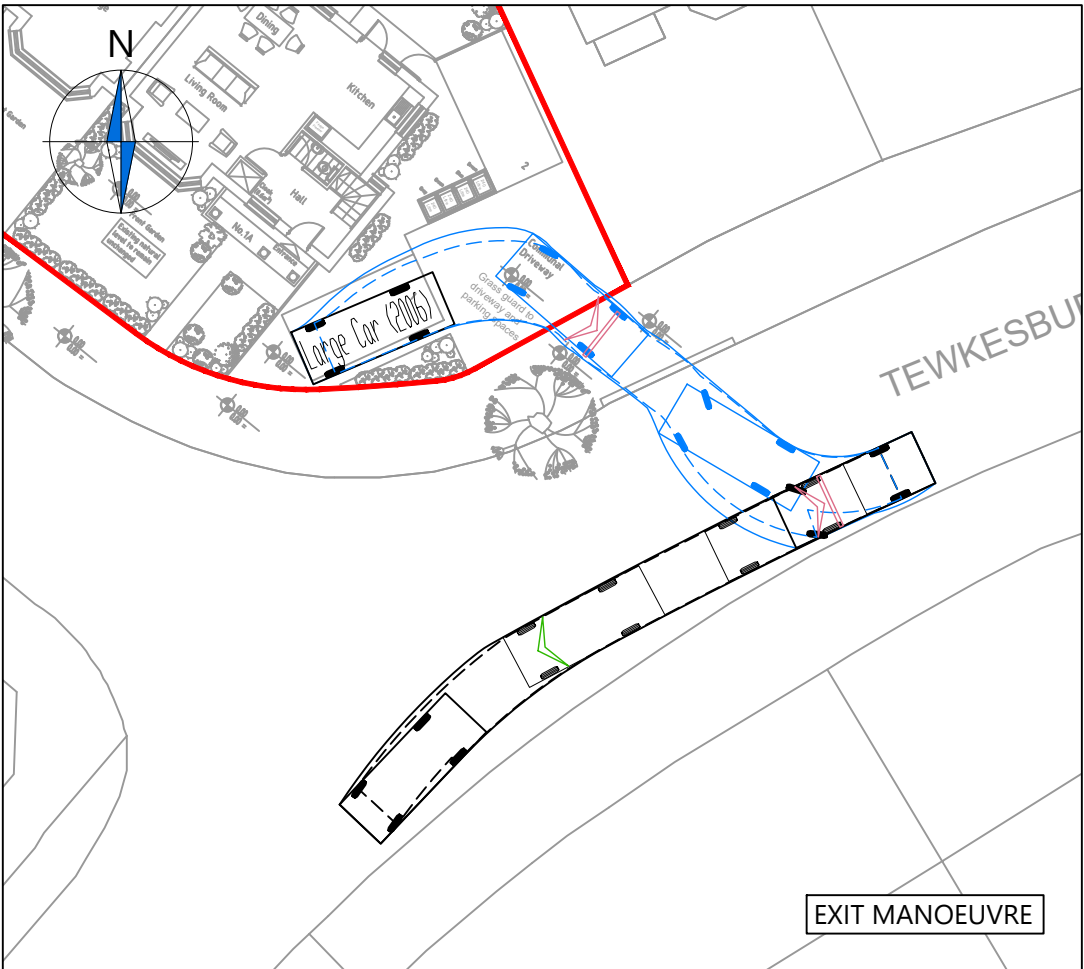
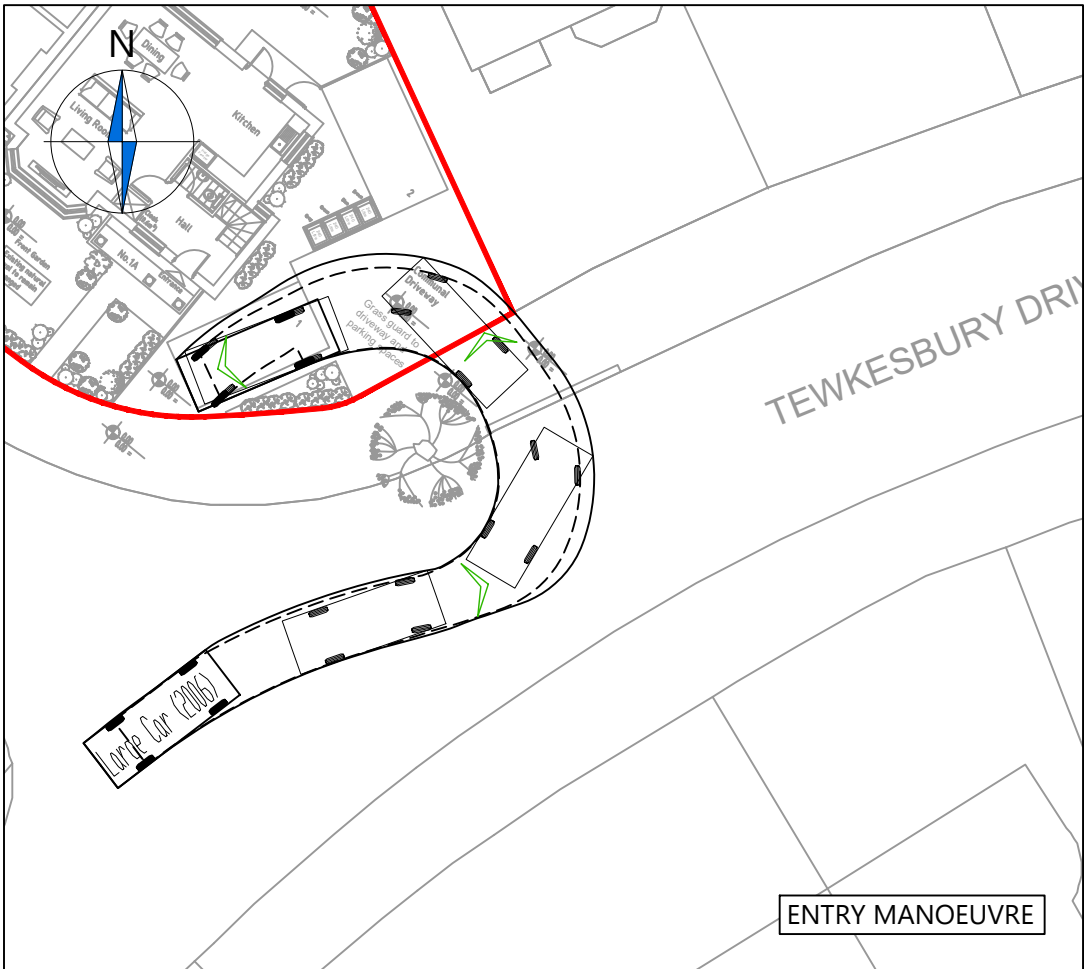
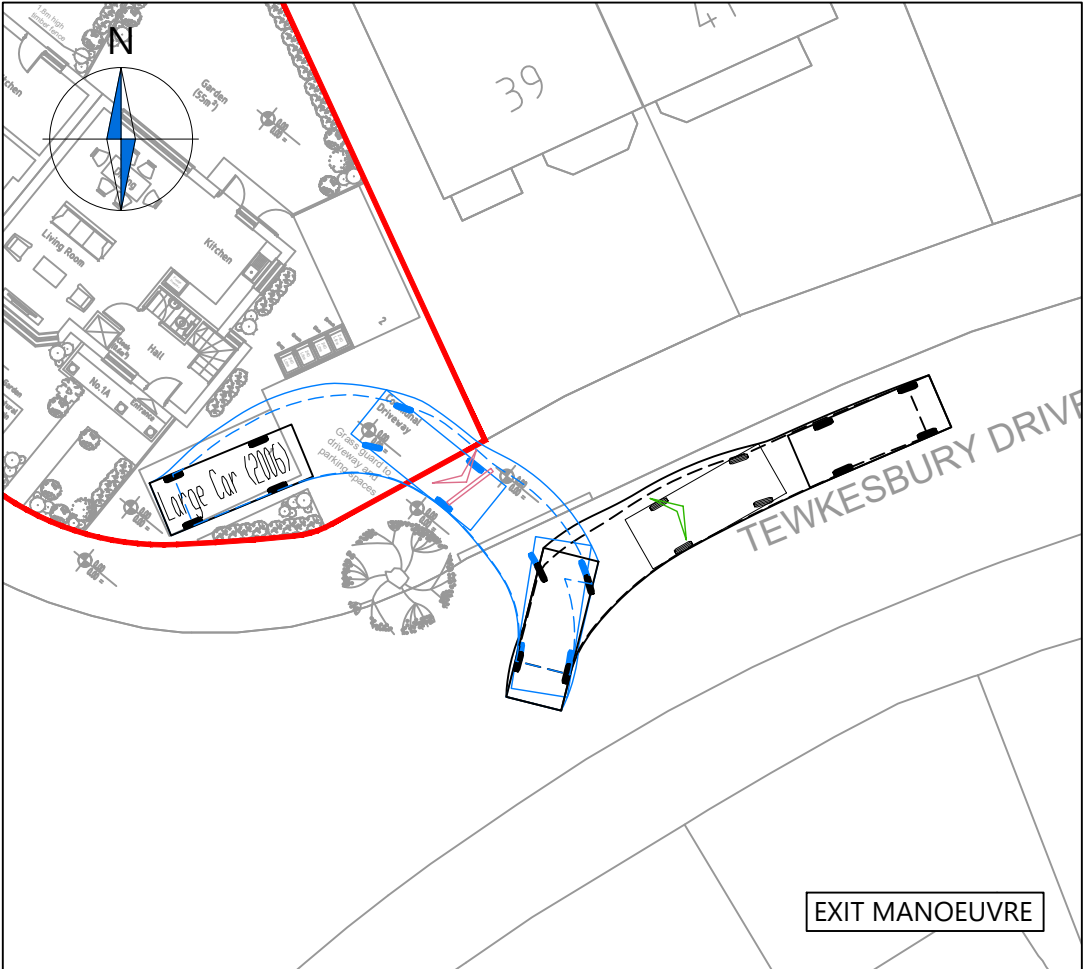
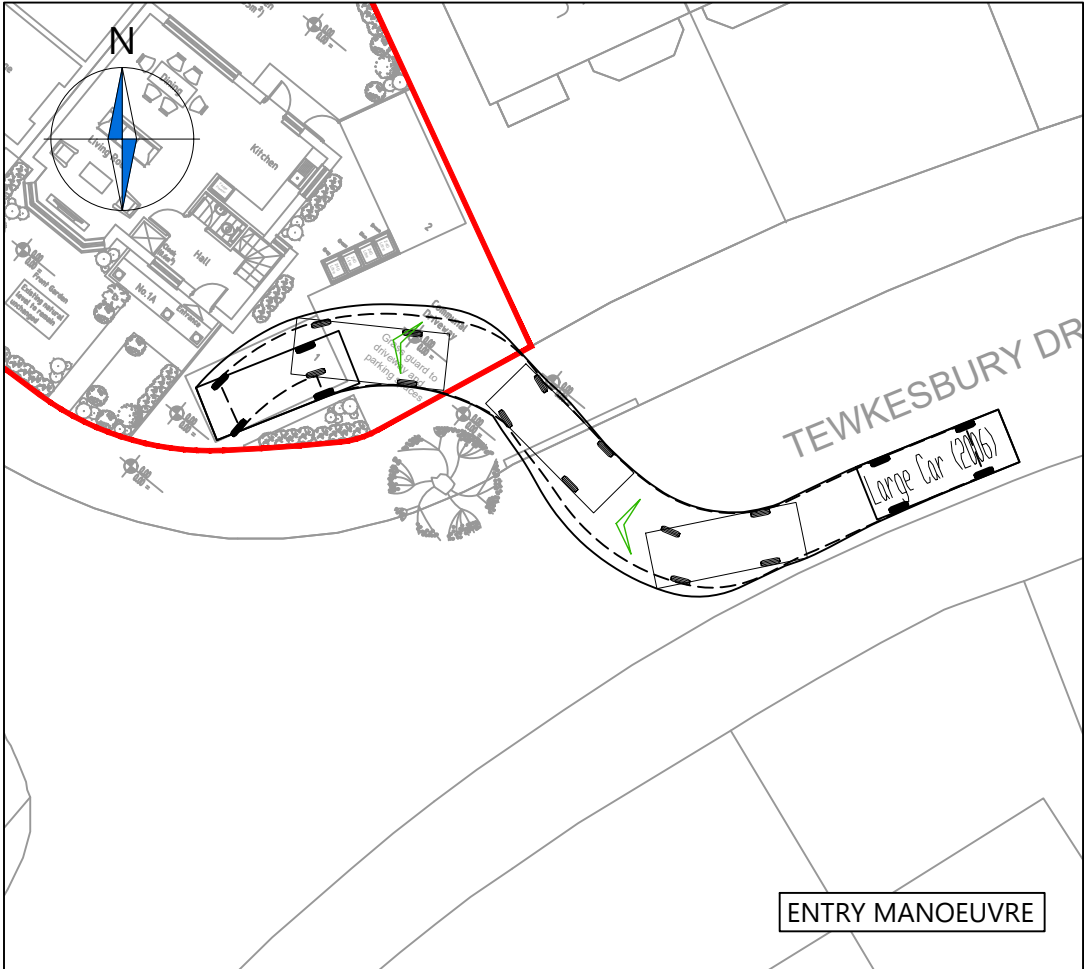
Vehicle Swept Path Analysis for a
Medium Size Car
(Reverse In and Forward Out)

Scale:	1:250	Size:	A3
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Drawn by:	Checked by:	Date:
COS	DR	08.04.2022

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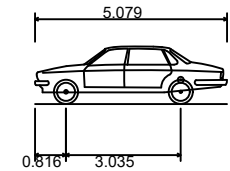
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4781	TR002	2 of 2	A



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LARGE CAR



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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Project: 1 Hereford Drive, Prestwich

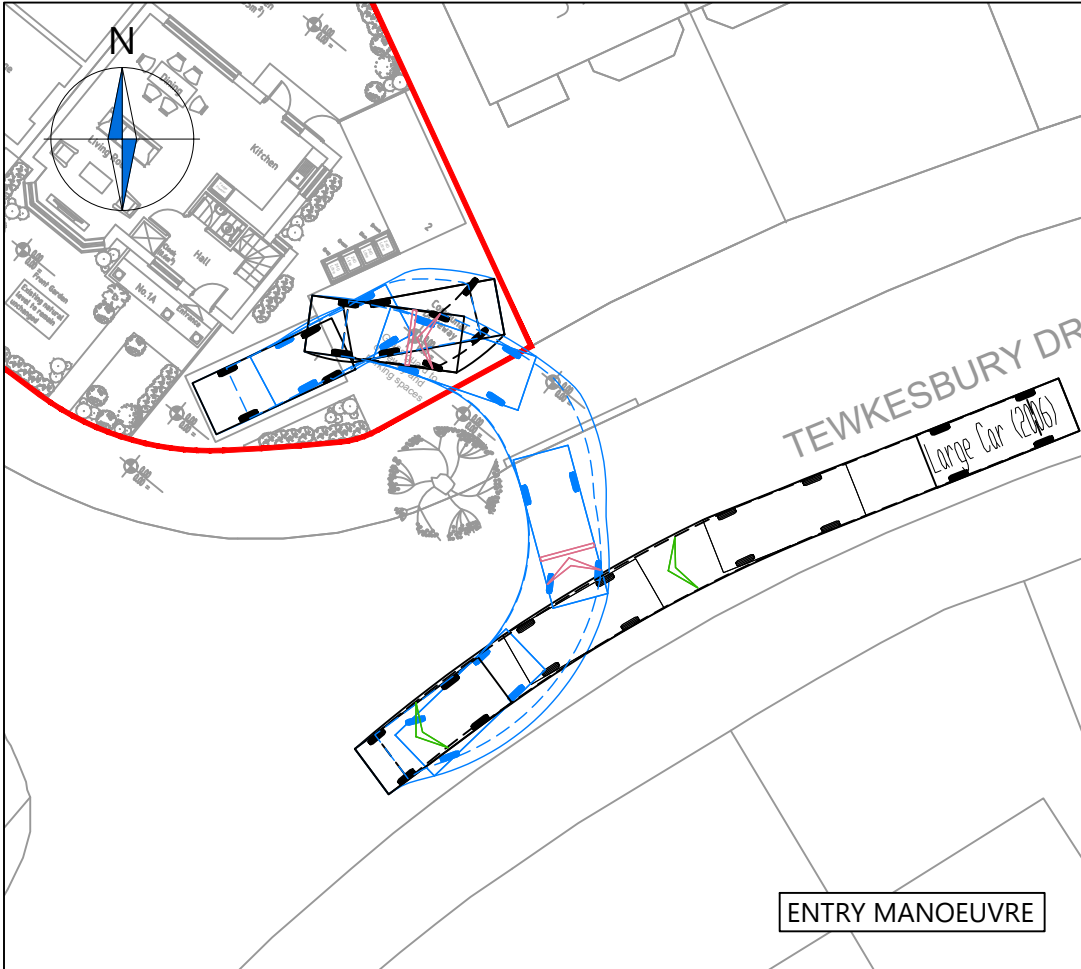
Drawing Title: Vehicle Swept Path Analysis for a Large Car (Forward In and Reverse Out)

Scale: 1:250 Size: A3

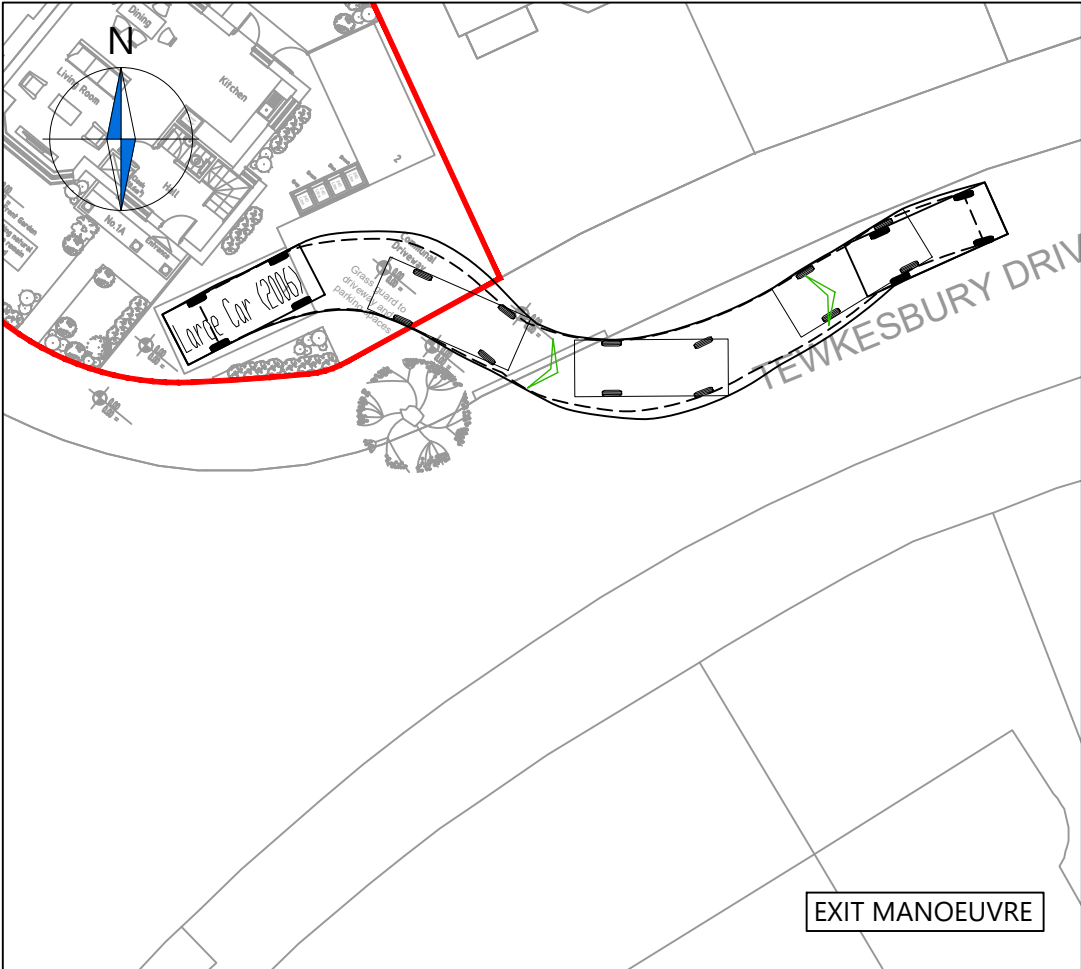
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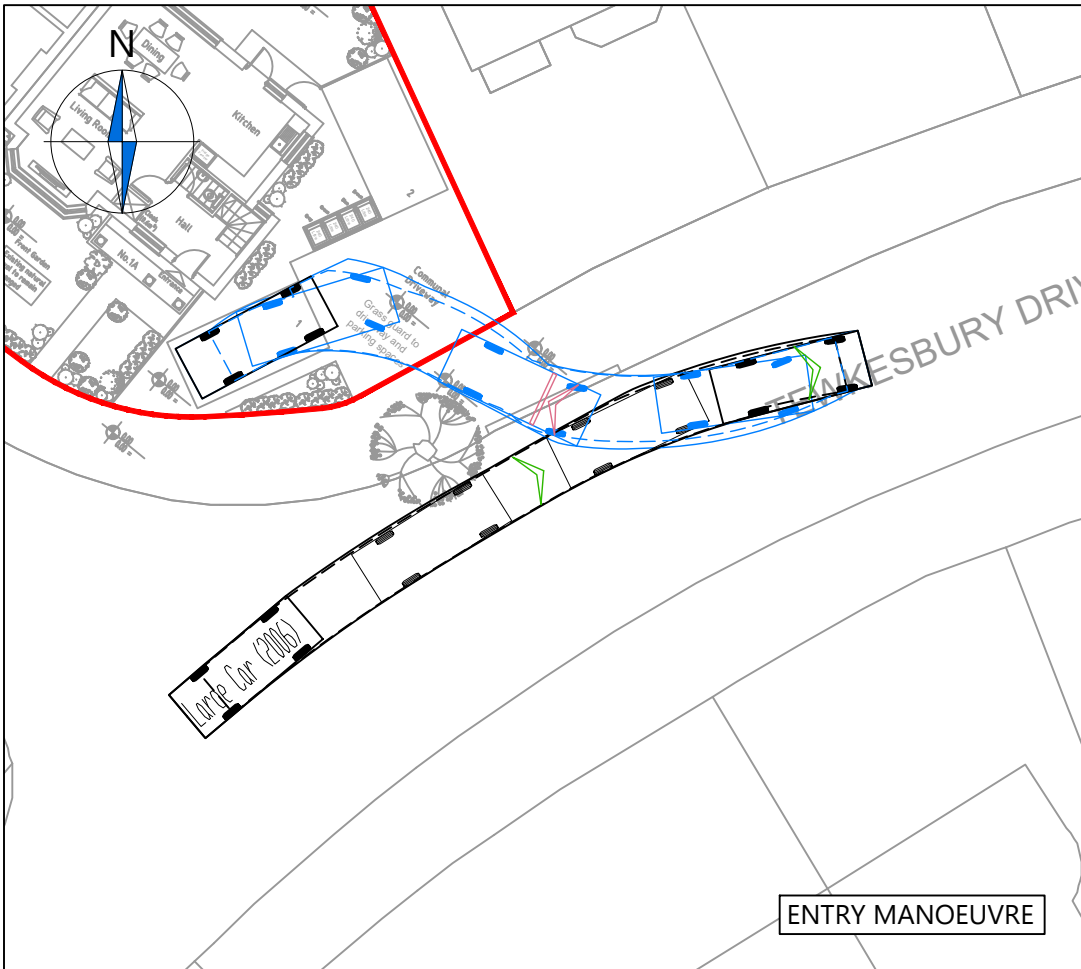
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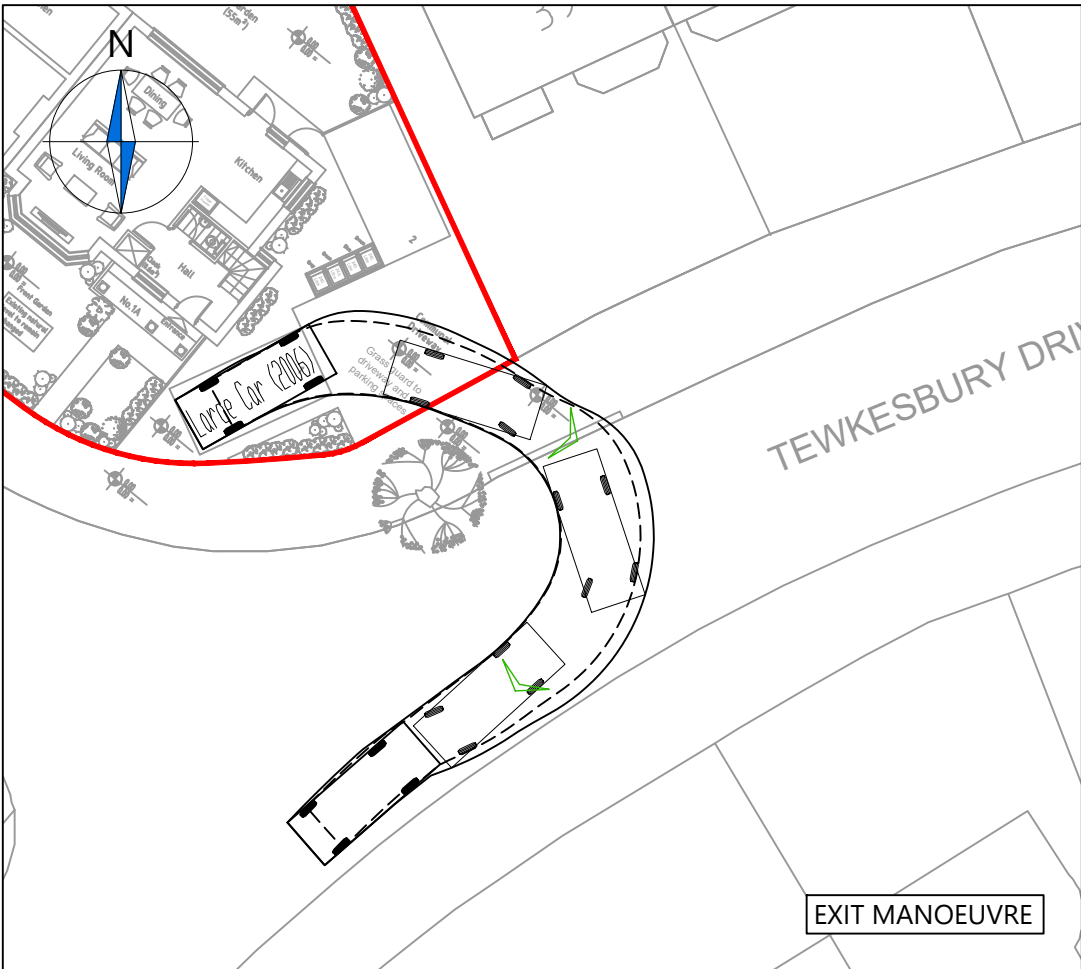
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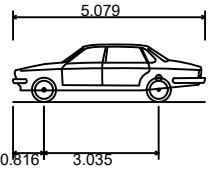


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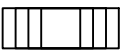
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Client:

Project:

1 Hereford Drive, Prestwich

Drawing Title:

Vehicle Swept Path Analysis for a
Large Car
(Reverse In and Forward Out)

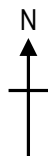
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Drawn by:	Checked by:	Date:
COS	DR	08.04.2022

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Scheme Ref:	Drawing No:	Sheet :	Rev:
4781	TR001	2 of 2	A

APPENDIX B



DRAWING TITLE		MAP REFERENCE		Transport Data Specialists Ltd W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260
JOB TITLE		22.051 PRESTWICH		
DRAWN BY	DATE	SCALE	REF	
DC	JUN 2022	NTS	FIGURE 1	



Prestwich - Friday 1st July 2022 @ 0030					
	Road Name	Capacity (Vehicles)	Results		
			Parked	Observed Spaces	Parking Stress
1	Hereford Drive	36	14	22	39%
2	Lancaster Drive	13	4	9	31%
3	Cranbrook Drive	10	6	4	60%
4	Canterbury Drive	19	11	8	58%
5	Lichfield Drive	42	36	6	86%
6	Tewkesbury Drive (West)	36	27	9	75%
7	Tewkesbury Drive (North)	11	7	4	64%
8	Tewkesbury Drive (East)	21	10	11	48%
9	Bishops Road (North)	25	22	3	88%
10	Bishops Road (South)	33	17	16	52%
Total		246	154	92	63%