

Transport Statement

PROPOSED RESIDENTIAL DEVELOPMENT

HOLLY MOUNT FARM, HOLLY MOUNT LANE, TOTTINGTON, BL8 4HP

HIGHWAYS ADVICE LTD on behalf of J. Buckley Properties, May 2022

1. TRANSPORT STATEMENT

This Transport Statement has been prepared by Highways Advice Ltd, in support of a full planning application for proposed residential development (4 new-build dwellings plus conversion of existing barn and 2 storey extension of existing farmhouse) at Holly Mount Farm, Tottington, Bury, BL8 4HP.

The full description of development as detailed within the submitted planning application is:

‘PROPOSED 2 STOREY EXTENSION OF EXISTING FARMHOUSE; CONVERSION OF BARN TO FORM DWELLING (WITH ASSOCIATED ADAPTATION, DEMOLITION AND EXTENSION); DEMOLITION / CLEARANCE OF ALL OTHER STRUCTURES AND ERECTION OF 4 NEW-BUILD DWELLINGS; ALL 6 DWELLINGS TO BE PROVIDED WITH GARAGES, CAR AND CYCLE PARKING, BIN STORES, COMMUNAL AND PRIVATE CURTILAGE / GARDENS; EARTH / EXCAVATION WORKS TO RECONFIGURE LEVELS; HARD AND SOFT LANDSCAPING; RECONFIGURED ACCESS ARRANGEMENTS; INTRODUCTION OF 2 PASSING PLACES AND NEW / EXTENDED TRAFFIC CALMING SPEED HUMPS, AND MINOR REPAIR OF EXISTING PASSING PLACE ON HOLLYMOUNT LANE.’

1.1 Application Site

Holly Mount Farm is located midway along Holly Mount Lane, approximately 200m north-west of Holcombe Road, as indicated below in **Figure 1**.

Holly Mount Lane is a private road and is signed as ‘No Through Road’. It extends northwest from its simple priority junction with Holcombe Road, and provides access to Holly Mount R.C. Primary School, Greenmount Golf Club, Greenmount Foundation for Learning Nursery, and 24 residential properties.

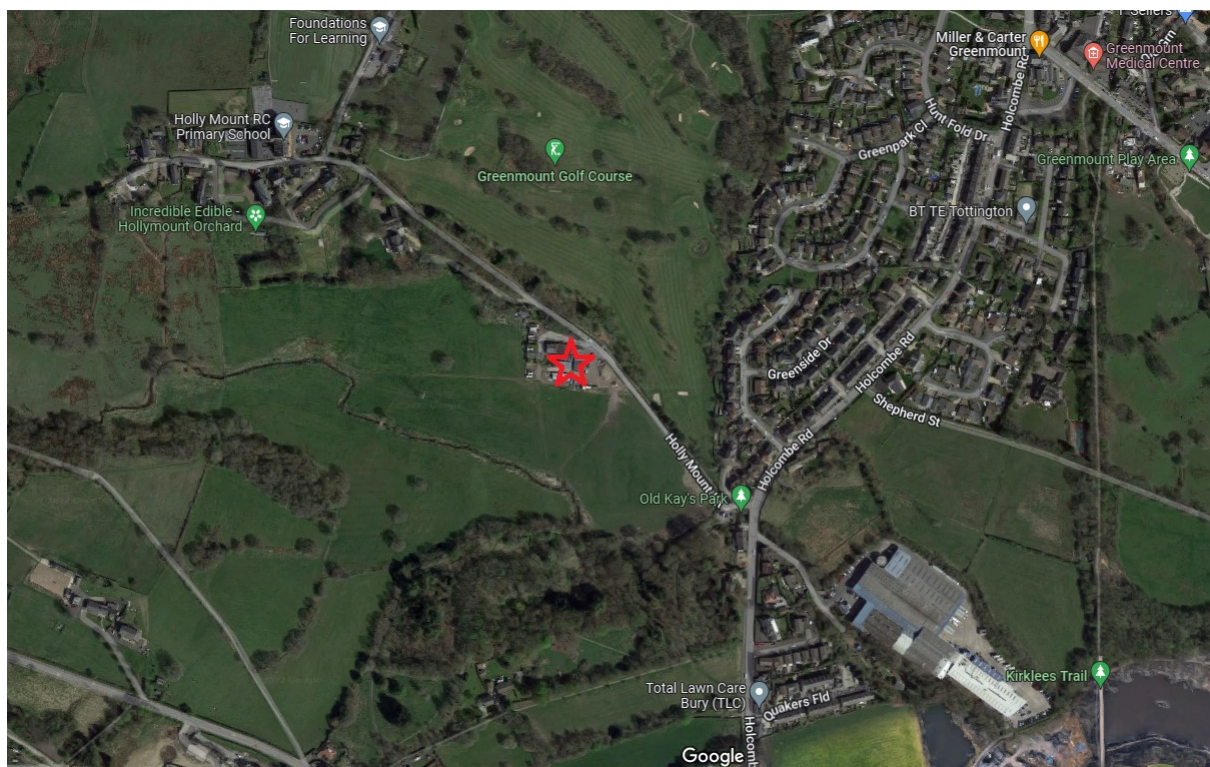


Figure 1: Site Location

Holly Mount Farm comprises an existing farmhouse, adjoining stone barn (previously used as a farm shop) some smaller agricultural buildings and open storage areas.

In addition to residential use of the existing farmhouse, the site also has permission for a mobile home to be permanently sited on the farmyard as a result of a Certificate of Lawful Use and Development application number 53930, granted by Bury Council on 17th June 2011.

2. PLANNING CONTEXT

Holly Mount Lane is situated roughly midway between existing residential and commercial areas in Greenmount and Tottington, the village centres of which are approximately 790m and 825m walking distance from the application site. As highlighted below in **Figure 2**, the site is also shown as being within the Green Belt in the Greater Manchester Strategic Framework.

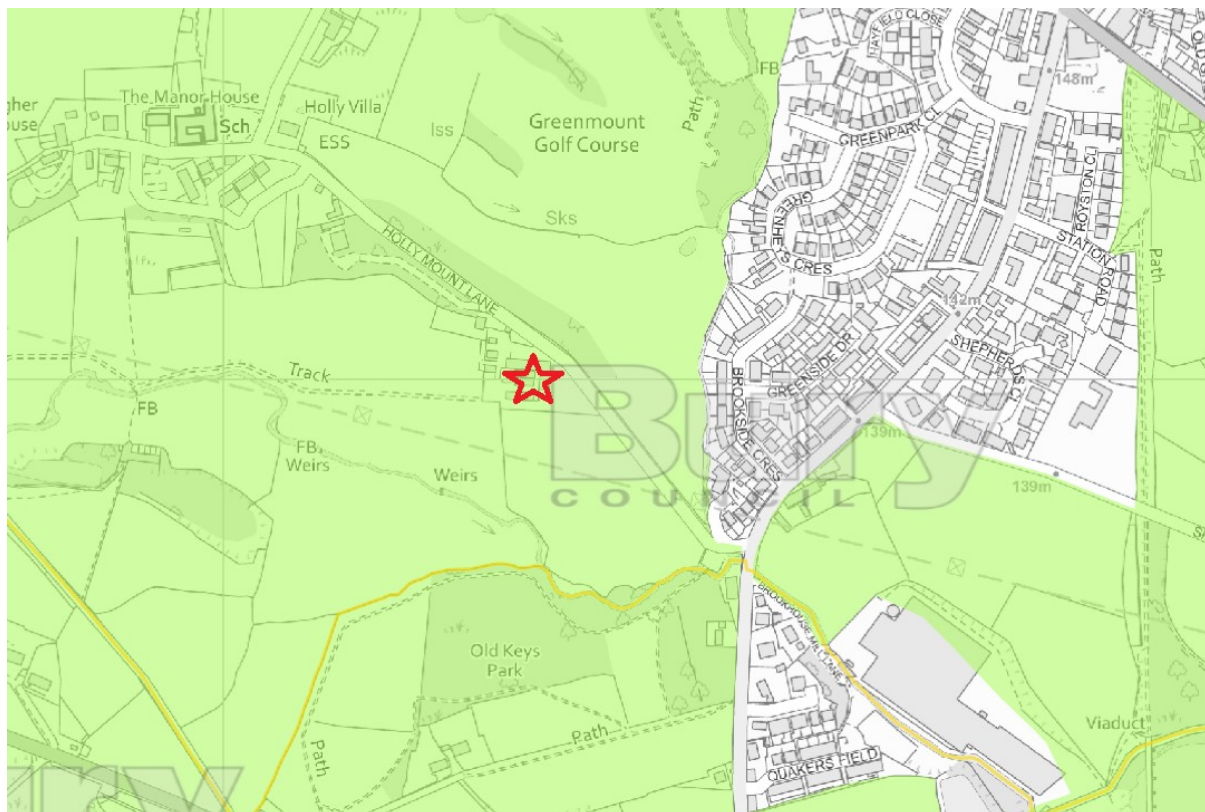


Figure 2: GMSF Revised Draft Proposals Map

3. LOCAL HIGHWAY NETWORK

3.1 Holcombe Road

Holcombe Road is a 6.3m wide single carriageway that serves as a local bus route road and is subject to a 30mph speed limit. It is street-lit with raised pedestrian footways on both sides of the carriageway, providing safe pedestrian routes to existing commercial and residential areas in Greenmount and Tottington.

As seen in **Figure 3**, Holcombe Road forms a simple priority junction with Holly Mount Lane just a few metres north of Brookhouse Bridge. Due to its position on the outside of the bend in Holcombe Road, driver visibility from Holly Mount Lane is good and visibility splays of 2.4m x 43m splays can be achieved, as advised for 30mph speeds in the guidance document 'Manual for Streets'.



Figure 3: Holcombe Road

Figure 4 shows how the entrance to Holly Mount Lane slopes quite steeply down from Holcombe Road, past an informal car parking area which serves the adjacent Old Kay's Park and playground area.



Figure 4: Holcombe Road / Holly Mount Lane Junction

3.2 Holly Mount Lane (Lower Section)

Holly Mount Lane is a private road that is street-lit, and also serves as Public Right of Way 26 (Tottington). As shown below in **Figure 5**, in addition to 'No Through Road' signage, Holly Mount Lane is also signed as leading to Holly Mount Primary School.



Figure 5: Holly Mount Lane Signage

The lower section of Holly Mount Lane is approximately 4.2m wide and is long and straight, as can be seen in **Figure 6**. The highway also incorporates traffic calming features (speed humps) at various intervals along its length.



Figure 6: Holly Mount Lane – Lower Section

As shown in **Figure 7**, a segregated pedestrian footpath exists alongside Holly Mount Lane. This key pedestrian route leads north-west to Holly Mount Primary School and, via Whipney Lane, also connects with Greenmount Golf Club and Greenmount Foundation for Learning Nursery.



Figure 7: Holly Mount Lane Footpath

3.3 Holly Mount Lane (Mid Section)

Seen in **Figure 8**, the existing vehicular access to Holly Mount Farm is located opposite the first of 3 vehicle passing places that exist on the mid and upper sections of Holly Mount Lane. The existing site access is extensive (approximately 25m wide).



Figure 8: Existing Site Access Looking North

As shown below in **Figure 9**, a speed hump feature currently exists within the site access area. The passing place area requires some minor repairs and also accommodates a grit bin, lighting column and traffic signage informing drivers that *'Two-way traffic is possible with care'* on the lane.



Figure 9: Existing Site Access Looking South

A field access to Greenmount Golf Club also exists directly opposite the site access, as shown below in **Figure 10**. Traffic signage in this location warns of the danger of a concealed entrance and advises users to stop and look both ways.



Figure 10: Field Access to Greenmount Golf Club

3.4 Holly Mount Lane (Upper Section)

On the upper section of Holly Mount Lane, 2 further vehicle passing areas and a speed hump are in place before reaching the speed hump and Zebra crossing markings shown below in **Figure 11**.



Figure 11: Zebra Crossing

As seen in **Figure 12**, pedestrians are directed from the segregated footway across the carriageway where double yellow lines exist alongside a marked out pedestrian route. This route leads to a further zebra crossing which connects directly to the side entrance door of Holly Mount Primary School.



Figure 12: Pedestrian Route to School

3.5 School Traffic Observations

Holly Mount Lane is generally only lightly trafficked, except for at opening and closing times associated with Holly Mount Primary School and Greenmount Foundation for Learning Nursery. Holly Mount Primary School (which also incorporates nursery facilities) is open between 07:00 and 17:30 hours.

Holly Mount Primary School car park is situated on the corner of Holly Mount Lane and Whipney Lane. The school and parents also use an overflow car park, some 100m further north on Whipney Lane.

Site observations on Thursday 24th March 2022 (PM period) observed that school traffic movements were significant, and this created some temporary queueing on Holly Mount Lane as vehicles waited to exit onto Holcombe Road. However, in general the traffic movements associated with the School and Nursery appeared staggered and fairly orderly.

Additionally, the segregated pedestrian footpath on Holly Mount Lane was observed to be well used by parents and children, and traffic speeds on Holly Mount Lane were low, i.e., <15 -20 mph.

The guidance document 'Manual for Streets' notes that two-way vehicular traffic is possible at 4.10m carriageway width or greater. As noted previously, there is traffic signage on Holly Mount Lane informing drivers that '*Two-way traffic is possible with care*'. The width of the lower section of the lane is approximately 4.20m.

However, due to the restricted width of the lane, and an absence of passing places between Holcombe Lane and Holly Mount Farm, vehicles using the lower section of Holly Mount Lane do often wait for vehicles travelling in the opposite direction to pass, as can be seen below in **Figure 13**.



Figure 13: Two Way Traffic - Holly Mount Lane

3.6 Accident History

The online resource 'Crashmap' has been assessed in relation to recorded personal injury accidents in the vicinity of the site, during the most recent 5-year period. As shown below in **Figure 14**, there have been only 3 'slight' accidents recorded on Holcombe Road during the latest 5-year period, and no recorded accidents have occurred on Holly Mount Lane.

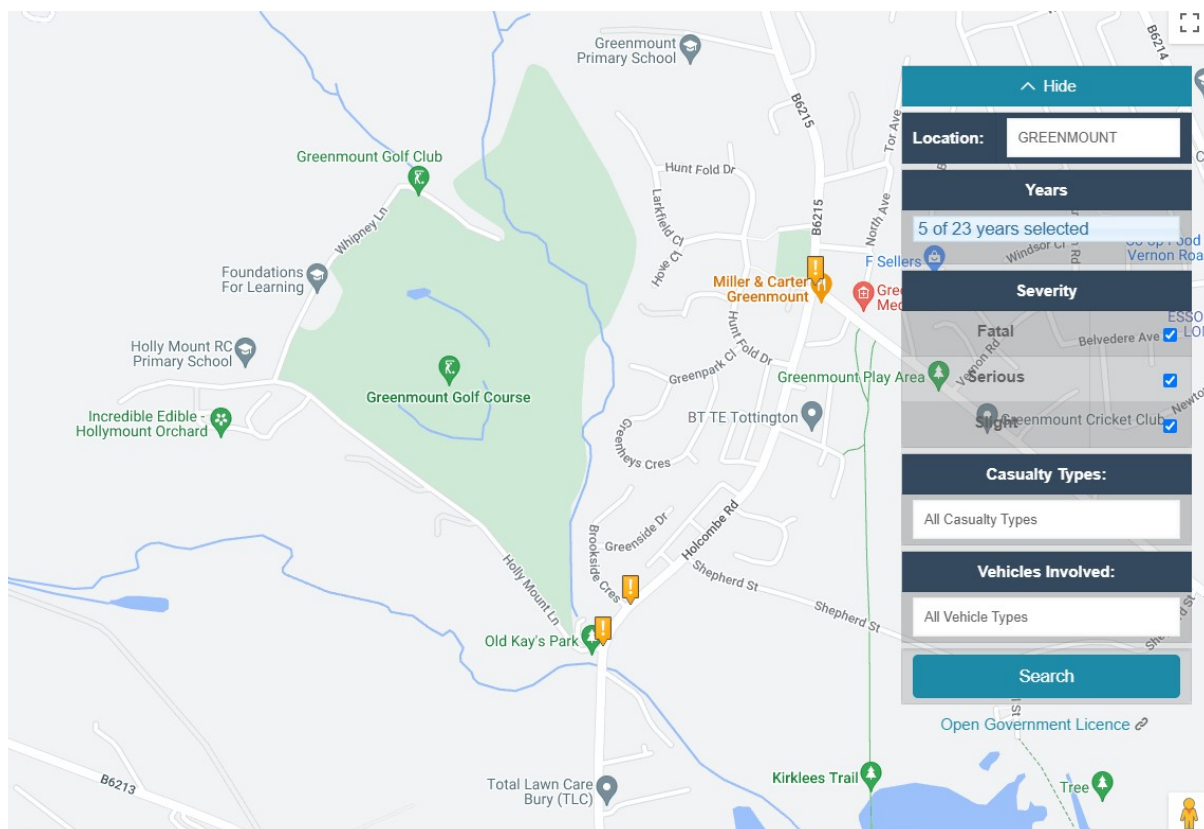


Figure 14: 5 Year Personal Injury Accident Record (2017-2021)

4. SUSTAINABLE TRANSPORT

4.1 Bus

The nearest bus stops are situated approximately 320m southeast of the application site, on Holcombe Road. The stops here provide hourly services to Bolton, Bradshaw, Bury, Greenmount, Limefield and Walmersley, as detailed below in **Table 1**.

Northbound – (Oswestry Close) Stop ID: MANDTJGD		Southbound – (Oswestry Close) Stop ID: MANDTJGA	
Service Number	Destination	Service Number	Destination
480	Ramsbottom, Bradshaw, Bolton	480	Tottington, Bury
882	Greenmount, Brandlesholme, Limefield, Walmersley	882	Tottington, Tottington High School

Buses per hour (Peak)	2 (1 every 30 minutes)	-	2 (1 every 30 minutes)
Buses per hour (Interpeak)	1 (1 every 60 minutes)	-	1 (1 every 60 minutes)

Table 1: Bus services available within 320m of the site

With relatively frequent bus services available within 320m of the application site, bus travel will be a realistic transport option for future residents and visitors to the proposed residential development.

4.2 Public Rights Of Way

Holly Mount Lane is a private road, that is also designated as Public Footpath 26 (Tottington). Public Footpath 26 runs from Holcombe Road to Public Footpath 33 (Whipney Lane). As seen below in **Figure 15**, Public Footpath 26 continues westwards to provide access to Public Footpath 27 and Public Footpath 29 before continuing towards the B6213 Turton Road.

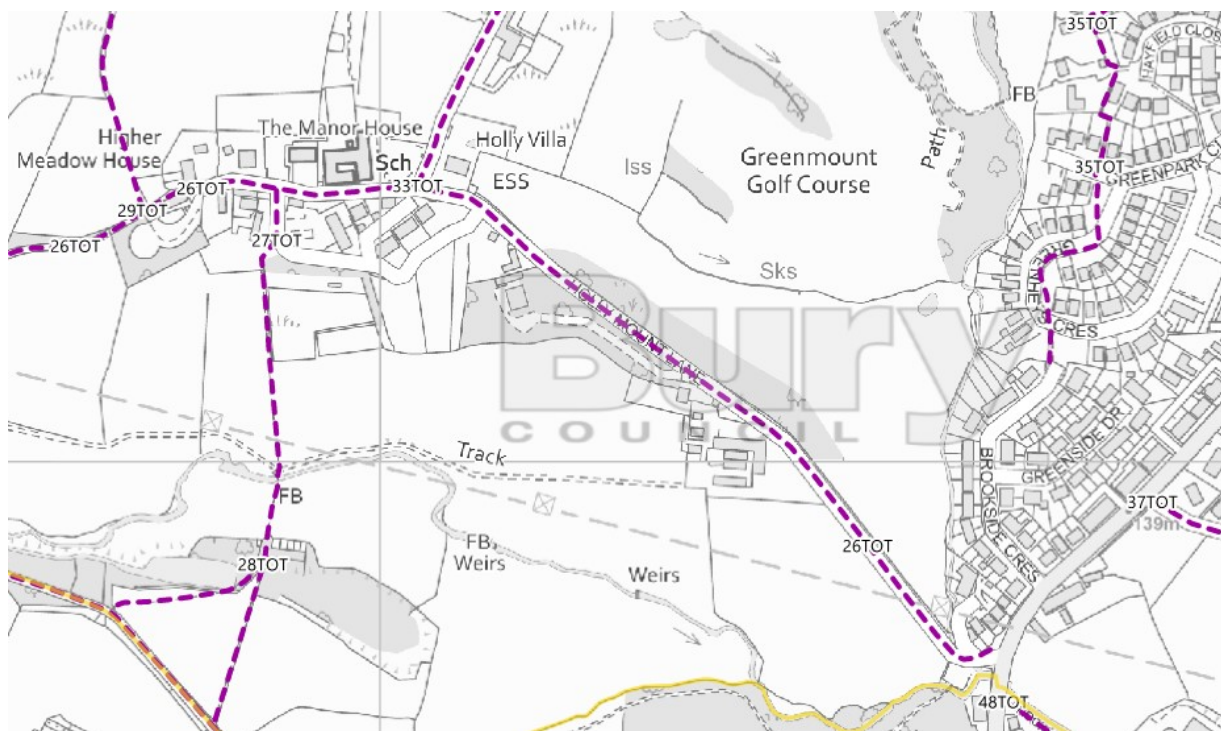


Figure 15: Public Rights of Way Network

4.3 Cycle

As seen in **Figure 16**, TfGM's cycle map identifies that Holly Mount Lane is situated within 1km of Cycle Route 6, a traffic-free route (with good surface) connecting Bury to Greenmount. Route 6 also continues northwards as an on-road route running through Greenmount to Holcombe Brook, before connecting with the NCN 91 on-road cycle route (Hawkshaw to Ramsbottom).

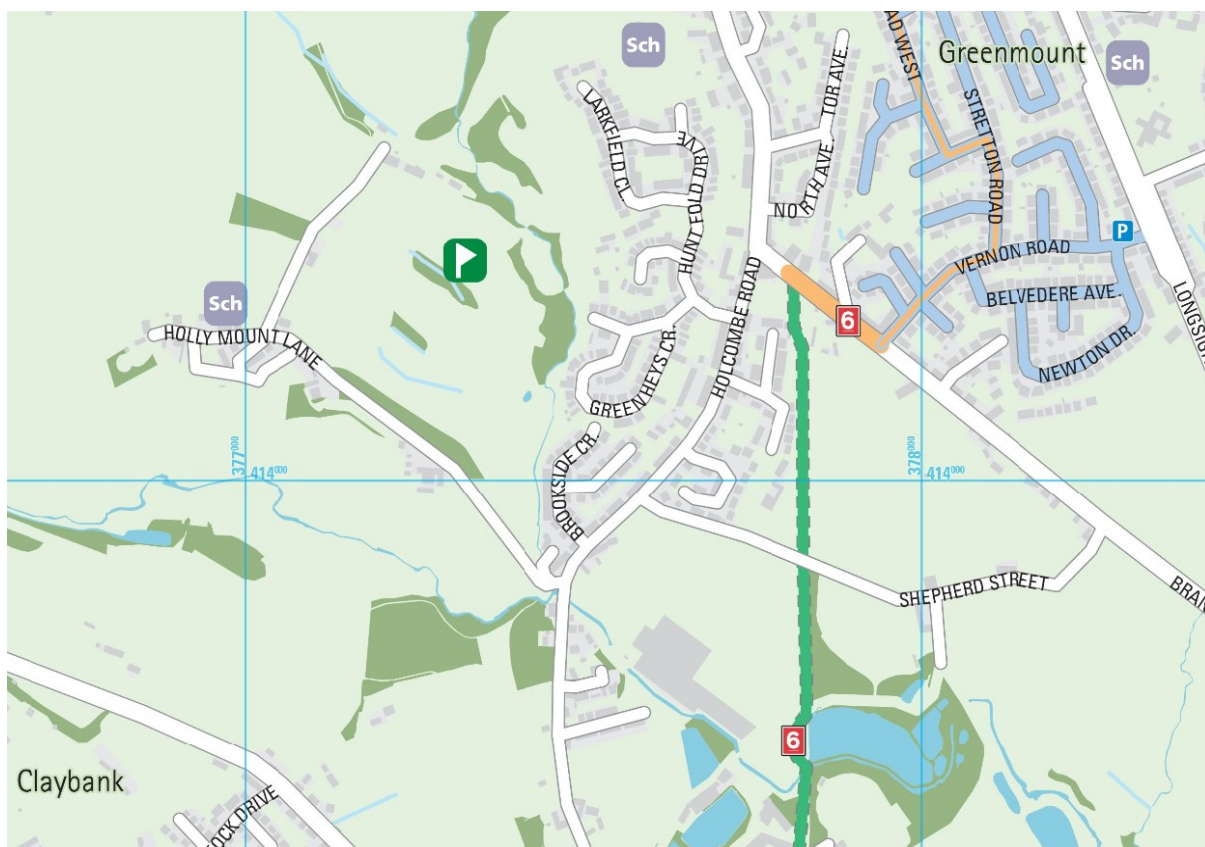


Figure 16: TfGM Cycle Map

5. PROPOSED ACCESS ARRANGEMENTS

5.1 Site Access - Visibility Splays

Holly Mount Lane is not subject to any formal Traffic Regulation Orders. However, it is fairly well traffic calmed and accommodates a mix of vehicular, pedestrian, cycle and equestrian traffic. Maximum vehicle speeds are typically no higher than 15-20 mph.

To accord with advice contained in the guidance document 'Manual for Streets', minimum visibility splays of 2.4m x 25m should be provided from the proposed site access, in both directions for speeds up to 20mph.

As detailed on the proposed site layout plan, with the creation of a new pedestrian footway area to the south of the access alongside Holly Mount Lane, it is possible to achieve visibility splays of 2.4m x 25m measured to 1m into the carriageway. Additionally, a new speed hump is also proposed to the north of the amended site access point to further limit traffic speeds in this location.

The proposed 2.4m x 25m visibility splays shown on the proposed site layout plan are in accordance with advice contained in 'Manual for Streets' and this, combined with the additional traffic calming measure, is expected to be sufficient to ensure the rationalised site access point operates safely.

5.2 Swept Path Analysis – Large Car

Drawing 2791-002 Rev A is attached as **Appendix A**. This demonstrates how a large car (measuring 5.07m length x 1.87m width) can safely turn into and out of each car parking space to be provided within the proposed development.

5.3 Swept Path Analysis – Large Refuse Vehicle

Drawing number 2791-001 Rev A is attached as **Appendix B**. This demonstrates how a large refuse vehicle (measuring 11.85m length) can safely access the proposed development and turn around on site within the proposed new courtyard area, before exiting right in a forward direction out onto Holly Mount Lane.

In addition, drawing number 2791-001 Rev A also demonstrates that should an 11.85m length refuse vehicle wish to exit left from the proposed development, this would slightly impact existing hedgerow on the lane (vehicle body overhang only). However, in practice such a manoeuvre with a large vehicle of this size would be unlikely to occur, or if so, the vehicle manoeuvre could simply be completed in more movements to avoid the vehicle brushing the existing hedgerow.

5.4 Proposed Highway Improvements

As shown on the proposed access plan (drawing number 107 L03B), the proposals seek to create two new passing places on Holly Mount Lane.

The first of these would be immediately north of the bend on the lane, where it can be observed that traffic congestion can occur due to the restricted width of the 4.2m wide lane deterring two-way traffic flows. Proposed additional works to this area involve extension of the existing speed hump, relocation of existing signage and creation of replacement hedgerow.

The second passing place is proposed midway between the first new passing place and Holly Mount Farm. This additional passing place will provide a further opportunity for vehicles to pass along this long straight section of highway between the bend and the existing passing place opposite Holly Mount Farm site access.

The creation of two new passing places will significantly increase opportunities for two-way traffic flows on Holly Mount Lane. This should greatly reduce the potential for school traffic congestion on Holly Mount Lane to negatively impact upon the Holcombe Road / Holly Mount Lane junction, thereby improving highway safety for all existing and future users of Holcombe Road and Holly Mount Lane.

6. PARKING

6.1 Car Parking

The Bury Council Supplementary Planning Document “*Parking Standards in Bury*” (May 2007), requires maximum standards of car parking provision for new residential development. Table 2 of the SPD is shown below in **Figure 17**. This advises that individual properties with 4 bedrooms and above should be served by up to 3 car parking spaces (excluding garages).

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
10a. Dwelling Houses (C3)	High Access Area	Low Access Area			
1 bed	1.0	2.0 per unit			
2 bed	1.5	2.5 per unit			
3 bed	2.0	3.0 per unit			
4 bed and above	3.0 per unit				
		Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.	Flats and apartments – 1 space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker.	Individual consideration	Car Parking for all types of dwellings: Visitor parking spaces should be shared. Lower parking thresholds will be applied to areas of high accessibility (see Appendix 1). These residential standards exclude garages.

Figure 17: Bury Council Car Parking Standards

As the proposed development seeks to provide 2 car parking spaces plus a double garage for each residential dwelling, the proposed car parking provision is in accordance with Bury Council's maximum car parking standards.

6.2 Cycle Parking

The proposed double garages provided for each residential dwelling will also ensure that adequate secure cycle parking is being provided. This will ensure cycling is a viable transport option for future residents and visitors to the application site.

7. TRAFFIC GENERATION

7.1 Existing Land Use

The existing uses relating to the former farmhouse and ad hoc use of the site generates a small amount of vehicular traffic. The proposed development of 4 new dwellings and residential conversion of the existing barn will inevitably generate some additional daily vehicular traffic when compared to the existing land use.

7.2 Proposed Land Use

To determine how much traffic will be generated by the proposed development, the nationally accepted TRICS database has been reviewed in relation to average traffic levels expected from 4 additional residential units. The TRICS assessment is based on 59 similar sites (houses privately owned in suburban, residential zone and edge of town areas).

7.3 Typical Trip Rates

The expected trip rates (per dwelling) for C3 residential use (houses privately owned) are shown below in **Table 2**.

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

TOTAL 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	59	43	0.066	59	43	0.262	59	43	0.328
08:00 - 09:00	59	43	0.141	59	43	0.404	59	43	0.545
09:00 - 10:00	59	43	0.181	59	43	0.212	59	43	0.393
10:00 - 11:00	59	43	0.147	59	43	0.172	59	43	0.319
11:00 - 12:00	59	43	0.156	59	43	0.179	59	43	0.335
12:00 - 13:00	59	43	0.193	59	43	0.170	59	43	0.363
13:00 - 14:00	59	43	0.192	59	43	0.190	59	43	0.382
14:00 - 15:00	59	43	0.190	59	43	0.220	59	43	0.410
15:00 - 16:00	59	43	0.290	59	43	0.211	59	43	0.501
16:00 - 17:00	59	43	0.299	59	43	0.174	59	43	0.473
17:00 - 18:00	59	43	0.350	59	43	0.186	59	43	0.536
18:00 - 19:00	59	43	0.275	59	43	0.169	59	43	0.444
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.573			2.622			5.195

Table 2: Typical Trip Rates – C3 Residential Units

The trip rates for C3 residential development during the traditional AM and PM peak hours of 0800-0900 and 1700-1800 correspond as below in **Table 3**.

Time Period	Trip Rates		Total Trips
	<i>Arrivals</i>	<i>Departures</i>	
0800 - 0900	0.141	0.404	0.545
1700 - 1800	0.350	0.186	0.536
Daily	2.573	2.622	5.195

Table 3: Residential Trip Rates (Per Dwelling)

The TRICS data suggests that per dwelling, residential use is expected to generate on average, approximately 5.195 vehicular trips per day.

7.4 Expected Traffic Generation – C3 Residential (4 Units)

As shown in **Table 4**, based on the typical trip rates, the 4 additional residential units could be expected to generate approximately 2.2 vehicle trips per hour in the AM and PM peak hours, and around 21 vehicle trips per day, in total.

Time Period	Trips		Total Trips
	<i>Arrivals</i>	<i>Departures</i>	
0800 - 0900	0.564	1.616	2.180
1700 - 1800	1.400	0.744	2.144
Daily	10.292	10.488	20.780

Table 4: Expected Vehicle Trips (4 Residential Units)

This relatively low level of additional daily traffic should be easily accommodated on the local highway network without creating any significant detrimental traffic impact.

8. SUMMARY AND CONCLUSIONS

This Transport Statement has reviewed the issues associated with a full planning application for proposed residential development (4 new-build dwellings plus conversion of existing barn and 2 storey extension of existing farmhouse) at Holly Mount Farm and has concluded that:

- Holly Mount Lane is a private road that is traffic calmed and is not subject to any formal traffic order restrictions. Holly Mount Lane also serves as Public Footpath 26 (Tottington) and is well used by walkers, cyclists, equestrians and motor vehicles.
- The application site is located midway between the villages of Greenmount and Tottington and within 350m walking distance of Holly Mount Primary School.
- The application site is also within 320m walking distance of two bus stops on Holcombe Road, providing access to a range of local destinations including Bolton, Bradshaw, Bury, Greenmount, Limefield and Walmersley.
- As shown on the proposed site layout plan, visibility splays of 2.4m x 25m are to be provided in each direction at the amended site access on Holly Mount Lane, in accordance with 'Manual for Streets' standards for traffic speeds up to 20mph.
- Proposed access plan drawing number 107 L03B would create two new passing places on Holly Mount Lane, significantly increasing opportunities for two-way traffic flows. This should greatly reduce the potential for school traffic congestion on Holly Mount Lane to negatively impact upon the Holcombe Road / Holly Mount Lane junction, thereby improving highway safety for all existing and future users of Holcombe Road and Holly Mount Lane.
- As shown on swept path assessment drawing 2791-001 Rev A, the proposed site layout incorporates an on-site turning area sufficient to allow a large refuse vehicle (measuring 11.85m length) to safely turn on site and exit in a forward direction onto Holly Mount Lane.
- Swept path assessment drawing 2791-002 Rev A also demonstrates that each proposed car parking space to be provided within the proposed development can be safely accessed and egressed by a large car (measuring 5.07m length x 1.87m width).
- The proposed residential development includes 2 car parking spaces plus a double garage per dwelling, in accordance with Bury Council's maximum car parking standards. Secure cycle parking will also be available within the garages provided for each dwelling.
- The proposed development would be expected to generate only 21 additional vehicle trips per day. This low level of traffic can be easily accommodated on the local highway network.

In conclusion, it is considered the proposed development is acceptable in respect of transport and highways matters and can therefore be recommended for planning approval.

APPENDICES

A - SWEPT PATH ASSESSMENT DRAWING (LARGE CAR)

B - SWEPT PATH ASSESSMENT DRAWING (LARGE REFUSE VEHICLE)