

Proposed Residential Development
Bury Old Road, Heywood,
Manchester
Transport Statement

August 2024

Client: Built Developments Ltd

Ref: RHC-23-234-TS Revision A

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Revision History

Revision	Comments	Written By
- June 2024	Initial submission	Andrew Roberts BA (Hons) MCIHT MTPS
- Aug 2024	Updated development quantum	

1.0 INTRODUCTION

- 1.1 Roberts Highway Consultants Limited has been appointed by Built Developments Ltd (hereby known as 'the client'), to provide transport planning support in relation to a planning application for a proposed residential development at Bury Old Road, Heywood, Manchester.
- 1.2 The development proposals seek to construct 28 residential dwellings, at two land parcels off Sutherland Road (known as Site 1), and Argyle Street (known as Site 2).
- 1.3 The broad extent of the sites is outlined on **Plan 1**, with a proposed site plan contained within **Appendix A**.

Plan 1: Contextual Site Plan



© Google Maps

- 1.4 The site is located within the unitary authority of Rochdale Metropolitan Borough Council, who act as both the Local Planning Authority, and the Local Highway Authority for the area. This report will be submitted to Rochdale Metropolitan Borough Council for consultation.

Methodology and Scoping

- 1.5 This Transport Statement has been prepared in accordance with the National Planning Policy Framework (NPPF), and seeks to demonstrate:

- Appropriate opportunities to promote sustainable transport modes can be achieved, given the type of development, and its location.
- Safe and suitable access to the site can be achieved for all users.
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

1.6 In addition to the above, this report has been prepared with reference to the following national policy/guidance documents:

- National Planning Policy Framework (revised December 2023).
- Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure.
- Design Manual for Roads and Bridges.
- Manual for Streets (MfS) / Manual for Streets 2 (MfS2).

Report Structure

1.7 This Transport Statement report will review all existing and proposed highway elements, providing appropriate conclusions to assess the impact of proposed development upon the local highway network. The structure of this report is as follows:

- A review of the existing site, alongside the local highway network, collision records and accessibility are covered within **Chapter 2.0**.
- The development proposals, which include development quantum, the proposed site access and car parking arrangements are included within **Chapter 3.0**.
- Analysis of the projected vehicle movements associated with the development proposals and their impact upon the highway network will be outlined within **Chapter 4.0**.
- A summary of all findings, in addition to the conclusions is presented within **Chapter 5.0**.

Disclaimer

1.8 Roberts Highway Consultants Limited has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from Roberts Highway Consultants Limited.

1.9 Roberts Highway Consultants Limited accepts no responsibility or liability for:

- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned.

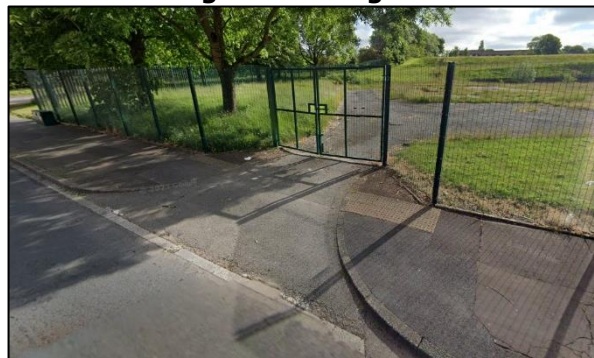
- b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 EXISTING CONDITIONS

Existing Site

- 2.1 The development sites, which are located approximately 3km east of Bury, and 6km south-west of Rochdale, are split between two separate land parcels, as shown within **Plan 1**.
- 2.2 Site 1, located adjacent to Bury Old Road, is square in shape, is comprised of grassed areas, bushes, established trees, hardstanding tarmacked areas, and the foundations of demolished buildings.
- 2.3 The site was formerly The Heywood Community High School, which suffered two arson attacks in August 2010, resulting in its official closure on 31st August 2010. The buildings were subsequently demolished later in the same year.
- 2.4 The immediate boundary to the north of the site is Bury Old Road, a single carriageway road. The site is bound to the east by a football pitch, part of the playing fields for the nearby Our Lady & St Paul's RC Primary School. Sutherland Road, another single carriageway road, forms the immediate boundary to the west of the site, with the previously mentioned school forming the boundary to the south. The boundaries to the north, west and south all have secure fencing enclosing the site.
- 2.5 There are no Public Rights of Way crossing the site or running along its boundaries.
- 2.6 There is one point of vehicular access to the site off Sutherland Road on the western boundary. This is a secure gated entrance, accessed by way of a bell mouth arrangement, as shown within **Image 1**.

Image 1: Existing Access



Photograph Dated June 2023

- 2.7 Site 2, located off Argyle Street, is broadly square in shape and comprises open greenspace.
- 2.8 This land parcel is bound to the north by the playing fields associated with Our Lady & St Paul's RC Primary School, with a footway located along the eastern boundary, known as Lennox Walk. Residential dwellings are situated beyond the footway.

- 2.9 Argyle Street is located directly to the south of the site, with remaining greenspace forming the immediate western boundary.

Local Highway Network

- 2.10 **Sutherland Road** is a single carriageway road, approximately seven metres wide, that runs in a north-south direction to the west of Site 1, linking Bury Old Road to the north with Argyle Street to the south-east. Past the site, and along the entire length of Sutherland Road, the speed limit is 20mph.
- 2.11 Along Sutherland Road, on-street vehicle parking is evident on the western side of the carriageway as nearby residential properties do not benefit from off-street parking. Opposite the site entrance there is a bus stop on the western side of the carriageway, with road markings prohibiting other vehicles from stopping.
- 2.12 In a southerly direction, approximately 25 metres from the site entrance, there is a bus stop on the eastern side of the carriageway, whereby there is no stopping 7am-11pm except for buses. There are then further parking restrictions on the same side of the carriageway, with no stopping on the entrance markings to the school, Mon-Fri 8am-5pm. These restrictions continue in a southerly direction for approximately 90 metres.
- 2.13 Opposite the bus stop on the eastern side of the carriageway, Hamilton Way, a cul-de-sac, leads off in a westerly direction. This junction encompasses a speed table with tactile paving to assist pedestrians when crossing.
- 2.14 At the site frontage, there is a lit footway approximately two metres wide on the eastern side of the carriageway. There is also a lit footway between two metres and three metres wide on the western side of the road that is separated from the carriageway edge by a grass verge between three and four metres wide.
- 2.15 In a southerly direction, Sutherland Road continues through a residential area where traffic calming measures in the form of speed cushions and speed tables are evident before Sutherland Road forms a T-junction with Argyle Street to the east.
- 2.16 Approximately 35 metres from the site entrance in a northerly direction, Sutherland Road forms a T-junction with Bury Old Road. At the junction, tactile paving with dropped kerbs are provided for pedestrians crossing Sutherland Road.
- 2.17 **Bury Old Road** is a single carriageway road that runs in an east-west direction to the north. Past Site 1, the carriageway is approximately nine metres wide, and is subject to a speed limit of 30mph.

- 2.18 There are no parking restrictions in the vicinity of Site 1 however, heading in a westerly direction from the junction with Sutherland Road, the southern side of the carriageway increases in width to accommodate on-street parking bays.
- 2.19 From Site 1, in a westerly direction, there are lit footways on both sides of the carriageway, the footways separated from the carriageway edge by grass verges. Continuing in a westerly direction through a residential area, Bury Old Road eventually forms a T-junction with Moss Hall Road/Heap Brow.
- 2.20 For vehicles travelling in an easterly direction along Bury Old Road, a ghost island right turn is provided for vehicles entering Sutherland Road.
- 2.21 Almost immediately upon entering Bury Old Road from Sutherland Road, heading in an easterly direction, there is an uncontrolled pedestrian crossing, benefitting from a central refuge and tactile paving. Close to the crossing in an easterly direction there are bus stops on both sides of the carriageway. At this location, there are lit footways on both sides of the carriageway, the footways separated from the carriageway edge by grass verges. On the southern side of the carriageway between the footway and the site boundary, there is a grassed area with several established trees.
- 2.22 Continuing in an easterly direction through a residential area, Bury Old Road eventually forms a T-junction with the A58 Bury New Road/Bury Street.
- 2.23 [Argyle Street](#) is a single carriageway road, approximately seven metres wide, that runs in a west to east direction to the south of Site 2.
- 2.24 The carriageway has a 20mph speed limit, which is supported by traffic calming in the form of raised tables and speed cushions.
- 2.25 On-street parking is noted along the southern side of the carriageway opposite the site, with parking along both sides of the carriageway to the east.

Road Collision Data

- 2.26 Personal Injury Collision (PIC) data has been obtained from the Greater Manchester website, gmtu.gov.uk. The results acquired demonstrate the latest five-year period available (01/01/2019 to 31/12/2023), which highlight two collisions occurred within the chosen study area.
- 2.27 A summary of the collisions by year can be found within **Table 1**, with a collision map provided within **Appendix B**.

Table 1: Summary of Collisions within Study Area

Year	Collision Classification			Total
	Slight	Serious	Fatal	
2019	1	0	0	1
2020	0	0	0	0
2021	0	0	0	0
2022	0	0	0	0
2023	1	0	0	1

- 2.28 With only two collisions occurring within the study area over the five-year period, both of which were situated within different locations along the highway network, it is considered that there are no highway safety issues within the study area which will be exacerbated by the proposed development.

Accessibility on Foot

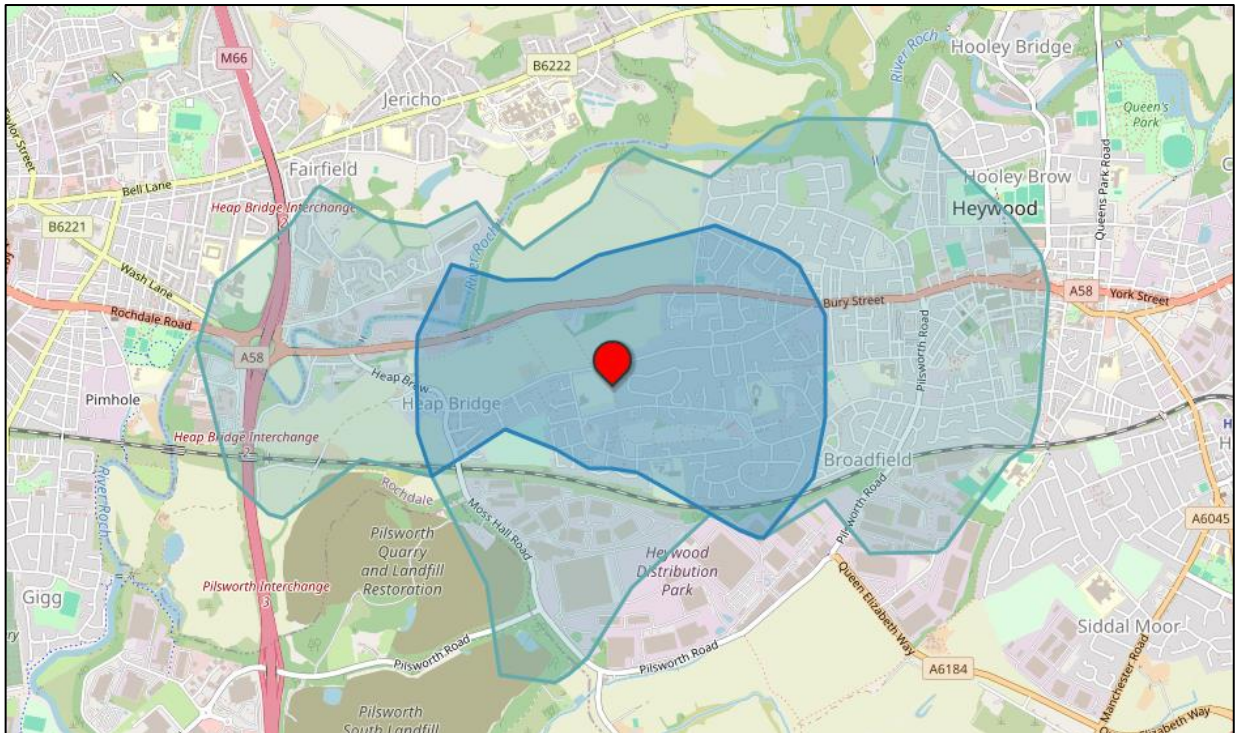
- 2.29 Guidelines for "Providing for Journeys on Foot" commissioned by the Institution of Highway Engineers (IHT), suggest that for pedestrians without a mobility impairment, the following average distances are considered acceptable, and should be used for planning and evaluation purposes. **Table 2** replicates those distances on the IHT guidance.

Table 2: IHT Suggested Walking Distances

Suggested Acceptable Walking Distances			
	Town Centres	Commuting and School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

- 2.30 For purposes of planning and evaluation, and in the absence of any other anecdotal evidence, it is generally accepted that the 'suggested' distances highlighted in the above table are used. To understand how these distances relate to the site and the surrounding infrastructure available to accommodate journeys by foot, an isochrone map indicating a 2km distance has been produced and presented in **Plan 2**.

Plan 2: 2km Walking Map Shown in 1km Isochrones



© Openrouteservice.org

- 2.31 **Plan 2** illustrates that the urban areas of Heywood, Broadfield and Heap Bridge are located within a 2km walking distance of the site, with these areas providing further facilities and amenities residents could utilise as part of a walking journey.
- 2.32 These areas provide a range of amenities that would be attractive to residents of the proposed development including employment opportunities, educational, retail and leisure facilities.
- 2.33 A Public Right of Way (RoW) is located to the north of the site which connects Old Bury Road with the A58 Bury New Road. This route, which is unsurfaced, could provide a shorter walking alternative for residents travelling to the north of the site.

Accessibility by Cycle

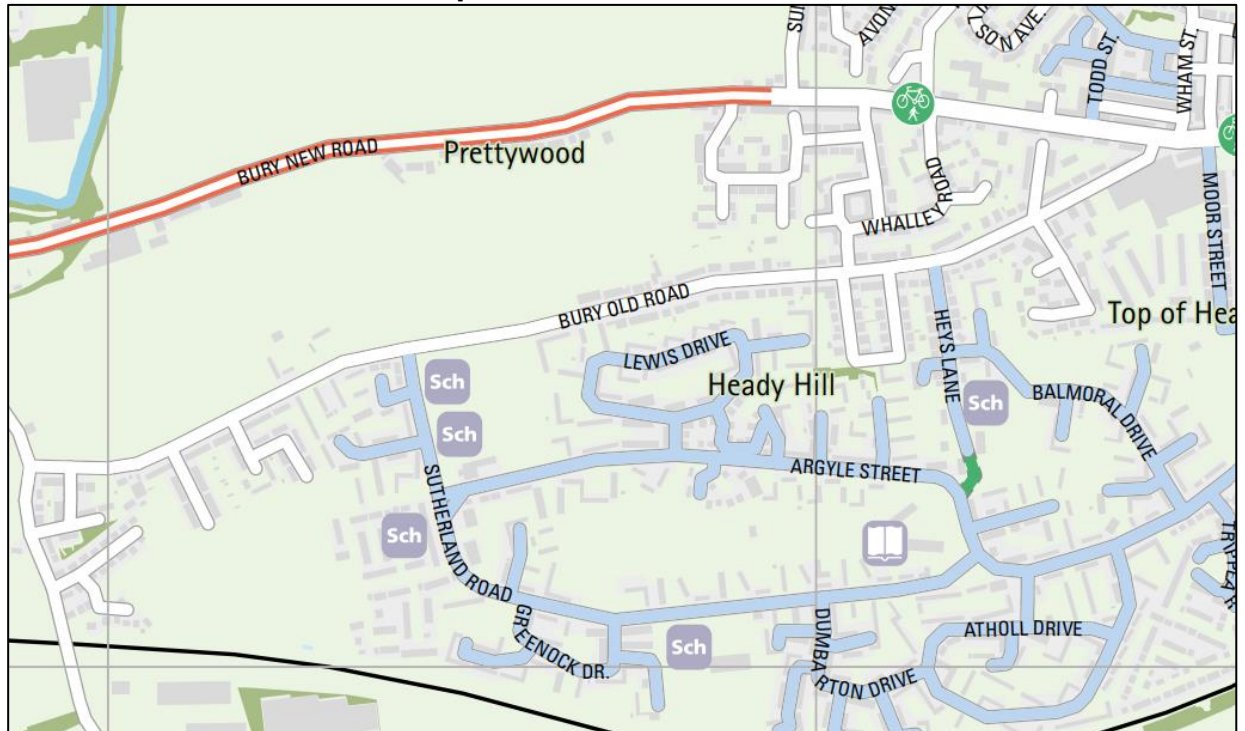
- 2.34 A review of Sustrans.org.uk indicates that there are no National Cycle Routes within proximity of the site however, residents could choose to cycle on roads which surround the site, which comprise low vehicle speed limits (20mph to 30mph) and are considered quiet in nature.

Manchester Bee Network

- 2.35 The Manchester Bee Network project is a Greater Manchester wide scheme aimed at improving the walking and cycling network in Manchester. Bee Network is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network.

- 2.36 As shown in **Plan 4**, Bury New Road is recognised as a on road route with other cycling facilities available (Toucan Crossings).

Plan 4: Rochdale Bee Network Map



© The Bee Network (TfGM)

Accessibility by Bus

- 2.37 There are several bus stops located within the site's vicinity. The stops are located within a suitable walking distance of the site, as set out by CIHT's document entitled "Buses in Urban Developments" (2018), which recommends a 250m walking distance to the nearest bus stop in town/city centres.
- 2.38 The closest bus stops to the site are situated along the site frontages at both Sutherland Road and Argyle Street.
- 2.39 The stops situated along Sutherland Road, otherwise known as the Hamilton Way stops, are served by service No. 163. Both the northbound and southbound stops comprise of a flag and pole with shelter provision, bus timetable information and raised kerbs. A bus cage is situated along the carriageway to further help identify the stops.
- 2.40 A second set of stops are located along Argyle Street, with the eastbound stop comprising a flag and pole, shelter provision, raised kerbs and bus timetable information. A designated layby is located at the stop to help maintain traffic flow along the carriageway during passenger collections. The westbound stop comprises similar however, does not benefit from a layby.

- 2.41 A further bus service can be accessed along Bury Old Road via the stops which are situated along the northern boundary of Site 1. These stops are served by the No. 475 service.
- 2.42 A summary of the bus services which operate adjacent to the side can be found within **Table 3**, with a Public Transport Plan attached within **Appendix C**.

Table 3: Summary of Bus Services Within Proximity of Site

Service	Operating Days	Approx. Operating Times	Approx. Frequency (up to)	Route	Provider
163	Mon-Fri	04:44-23:38	15 mins	Manchester - Bury	Bee Network
	Sat	05:15-23:38			
	Sun	07:14-23:33	30 mins		
475	Mon-Fri	08:02-18:02	Hourly	Bury - Heywood	
	Sat	08:11-18:11			

Timetable data taken from 'traveline.info' accessed 26/06/2024

- 2.43 The bus timetable information demonstrates that residents will be able to use the bus services along Old Bury Road, Sutherland Road and Argyle Street to access local villages, towns, educational facilities and railway stations.

Accessibility by Rail

- 2.44 The nearest railway station to the site is Castleton railway station. The station is located on the southwestern edge of Rochdale, approximately 4.8km walking distance from the site.
- 2.45 The station benefits from several facilities, with a summary as follows:
- Ticket Machines.
 - Bicycle Parking (10 spaces with CCTV).
 - Ramps for accessible access.

- 2.46 **Table 4** provides details on rail services to the major destinations from Castleton railway station.

Table 4: Summary of Main Services Operating from Castleton Railway Station

Destination/s	Frequency	First Train	Last Train
Blackburn	Hourly	05:54	22:55
Rochdale	30 mins	06:29	23:54
Clitheroe	Hourly	07:24	21:55

Timetable data taken from 'nationrail' accessed 26/06/2024

- 2.47 Destinations such as Bolton and Salford can also be accessed by train from Castleton station, demonstrating that travel by rail is a feasible option for residents of the site.

Accessibility by Tram (Metrolink)

- 2.48 Bury tram stop is located approximately 3.1km walking distance west of the site. **Table 5** outlines the services operating at this stop.

Table 5: Summary of Main Services Operating Directly from Bury Tram Stop

Destination	Operating Day/s	First Service	Last Service
Abraham Moss	Mon-Fri	05:42	23:51
	Sat	00:39	
	Sun	06:37	23:52

Timetable data taken from 'Transport For Greater Manchester' accessed 26/06/2024

- 2.49 Bury tram stop is served by the 'Yellow' line, which operates between Bury and Abraham Moss School, stopping at Radcliffe, Whitefield and Heaton Park on route.

Sustainability Conclusion

- 2.50 In terms of planning policy, national and local transport planning policy requires new developments to be located where a range of facilities and services can be accessed by several modes of transport. These include walking, cycling and public transport, as to minimise the number and length of car journeys. In addition, safe and sustainable access to the site should be achieved for all users.

- 2.51 Upon reviewing the information within this chapter, the site can be described as being in accordance with Paragraph 109 of the NPPF which states;

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken in to account in both plan-making and decision-making."

- 2.52 Due to the fact that the site has a number of facilities within a sensible commute on foot or via cycling, the site is considered a 'walkable neighbourhood' as described by the Manual for Streets:

"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 2km"

3.0 PROPOSED DEVELOPMENT

- 3.1 This chapter of the Transport Statement considers the proposed development in terms of scale, the site access arrangements and servicing arrangements.

Schedule of Accommodation

- 3.2 The development proposals will seek planning permission for 28 affordable dwellings. A breakdown of the development schedule can be found within **Table 5**.

Table 5: Schedule Of Accommodation

Dwelling Type	Number
Two Bedroom House	13
Three Bedroom House	15
	28

Vehicle Access

- 3.3 Vehicle access associated with Site 1 will seek to utilise the existing point of access which once served the site (see **Image 1**).
- 3.4 The access road will be widened to five and a half meters, and will include two-metre-wide footways on both sides. Additionally, junction radii of six meters will be implemented to accommodate larger vehicles, such as delivery and refuse vehicles.
- 3.5 In the context of road safety, visibility splays refer to clear lines of sight for drivers at junctions or private drives. They are critical for ensuring that drivers have adequate visibility of approaching vehicles, pedestrians, and other potential hazards, reducing the risk of road collisions.
- 3.6 Manual for Streets (MfS) outlines that for carriageways of 20mph, a Stopping Sight Distance (SSD) of 25m is considered safe and suitable. Visibility splays of 25m can be achieved from the site access onto Sutherland Road when adopting a 2.4m setback.
- 3.7 Drawing Number RHC-23-234-01, attached within **Appendix D**, outlines the proposed site access and the achievable visibility splays. It is noted that these splays fall within land under ownership of the applicant, or land under the control of the Local Highway Authority.

Pedestrian Access

- 3.8 As previously outlined, pedestrian access to the site will be via the existing footways situated along Sutherland Road and Argyle Street, utilising the proposed footways which will be implemented into the site.

Vehicle Parking

- 3.9 Car parking standards in new developments play a crucial role in ensuring effective traffic management, addressing parking demand, and promoting sustainable transportation options. They aim to strike a balance between providing adequate parking spaces for residents, visitors, and businesses while considering factors such as land availability, environmental impact, and promoting alternative modes of transportation.
- 3.10 Rochdale Metropolitan Borough Council's maximum parking standards are set out in Appendix 5 of their Adopted Core Strategy document. A breakdown of the standards pertinent to the proposed development can be found below:

Bedrooms	Maximum Parking
Two+ Bedroom House	2 Spaces per dwelling

- 3.11 When based on the standards outlined above, a maximum of 56 spaces would be permitted as part of the development. The proposed development will provide 43 car parking spaces thus, accords with the maximum parking standards adopted by the Local Authority.

Cycle Parking/Storage

- 3.12 There are no parking standards adopted by Rochdale Metropolitan Borough Council for cycle parking however, it is expected that bicycles would be stored within the boundary of each property, in sheds or similar storage facilities. Each of the dwellings will have enough enclosed garden space for this to be achieved.

Servicing

- 3.13 For Site 1, servicing will be carried out within the site. Refuse vehicles and delivery vehicles will therefore need access to the site via the proposed access point previously mentioned.
- 3.14 Tracking of a large refuse vehicle outlines that entry and exit to/from the site can be achieved within a forward gear, utilising the turning area. Drawing RHC-23-234-02, attached within **Appendix E**, demonstrates this tracking.
- 3.15 Whilst there will be some minor body overhang of the footways along the carriageway when the vehicle is turning, this movement is infrequent and would unlikely result in a safety concern for pedestrians.
- 3.16 Refuse collection for Site 2 would be in keeping with existing operations, with waste collected by the kerbside. Residents would be responsible for placing the relevant bins at the back line of pavement on collection day.

4.0 VEHICLE IMPACT

- 4.1 When considering a residential development, it is generally accepted that the critical periods in terms of traffic impact on the adjacent highway network are the weekday morning (08:00-09:00), and evening (17:00-18:00) peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest. Should the impact of development traffic on the local road network be considered acceptable during these periods, then it would also be acceptable during other, less busy, periods of the week.
- 4.2 To ascertain the number of vehicle movements likely to be generated by the proposed development, an analysis of the Trip Rate Information Computer System (TRICS), a computer program which assists in estimating trip rates to and from sites, has been undertaken.
- 4.3 The land use '03-Residential, Category L-Mixed Affordable Housing (Flats and Houses)' was assessed for sites of similar size to the proposals. Sites located within Greater London, Ireland, Scotland and Wales were discounted from the assessment, along with all sites not situated in 'Edge of Town' or 'Suburban' locations.
- 4.4 The TRICS assessment identified three surveys from three separate sites which would be replicable to the proposed development. A summary of the person trip rates can be found within **Table 6**, with the full TRICS data available in **Appendix F**.

Table 6: TRICS Total Person Trip Rate Analysis for the Proposed Development

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates (per dwelling)	0.240	0.806	1.046	0.612	0.372	0.984

- 4.5 A review of the 2021 Method of Travel to Work census data for the West Heywood ward has been undertaken as to compare the results against the 2011 Method of Travel to Work census data. It is important to note that the 2021 census was undertaken during a period of rapid change and that care should be taken when using this data for planning purposes.
- 4.6 The results of the data outline that 16.3% of the working population living within the West Heywood ward work from home, representing an increase of 13.8% when compared to the 2011 census (a direct result of the Covid-19 pandemic). There was a reduction in car drivers of 6.3%.
- 4.7 Given travel patterns and movements were influenced by the Covid-19 pandemic during the time of the 2021 census, it is considered that the 2011 census data for Method of Travel to work is a more robust dataset when considering vehicle impacts upon the immediate highway network. This data has therefore been used as part of any assessment work within this report.

- 4.8 Roberts Highway Consultants Limited have provided a forecast of trips based on economically active residents who are likely to travel during the AM and PM peaks driving a car or van (63.2%).
- 4.9 A copy of the 2011 census data for the West Heywood ward can be found within **Appendix G**. The resulting vehicular trip rates and trip generation for the proposals are shown in **Table 7**.

Table 7: Development Vehicle Trip Rates and Trip Generation

	Trip Rates (per unit)			Trip Generation (28 units)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak (08:00-09:00)	0.152	0.509	0.661	4	18	19
PM Peak (17:00-18:00)	0.387	0.235	0.622	11	7	17
Daily (07:00-19:00)	3.008	3.008	6.016	84	84	168

- 4.10 It can be seen from the above that the proposed development would generate approximately 19 vehicle movements during the generic AM peak hour, with 17 movements likely to occur during the generic PM peak hour (two-way) during a typical weekday. This would equate to an average of one vehicle movement every three minutes during the busiest peak hour (AM peak), which would likely result in negligible impacts upon the wider highway network.
- 4.11 Given the projected traffic flows outlined within this chapter, it is considered that the proposed development will not result in a severe impact on the highway network, and is therefore acceptable on transport grounds in accordance with Paragraph 115 of the NPPF.

5.0 SUMMARY AND CONCLUSIONS

Summary

- 5.1 This Transport Statement has been produced to provide information in support of a proposed development at Bury Old Road, Heywood, Manchester.
- 5.2 A review of available collision data obtained from the Greater Manchester website, gmtu.gov.uk highlights that there are no road safety concerns within the study area.
- 5.3 The site is well located in terms of access to local amenities and facilities by foot, cycle or public transport, allowing residents to have choices over their travel modes, removing the reliance on car journeys.
- 5.4 The proposed site access arrangements comply with guidance adopted nationally, which would see a five and a half metre wide carriageway, and footways of two metre widths within the site. Suitable visibility splays can be achieved from the Site 1 access when based on the carriageway speed limit. Recommended visibility splays from the private drives onto Argyle Street also appear achievable.
- 5.5 Swept path analysis confirms that a large refuse vehicle can enter, turn and exit Site 1 within a forward gear, demonstrating the site can be serviced by the council.
- 5.6 Proposed parking provision on-site is in line with Rochdale Metropolitan Borough Council's maximum parking standards.
- 5.7 The proposed development is anticipated to generate an additional 19 two-way vehicle movements during the generic AM peak hour, and 17 two-way movements during the generic PM peak hour, during a typical weekday. It has been concluded that the influence of development on the existing road network would be imperceptible and would not create additional congestion or extended journey times as a result.

Conclusions

- 5.8 The suitability of any proposal ultimately depends on its compliance with current development policies, particularly those concerning transport. In this regard, the policies outlined within the National Planning Policy Framework (updated 2023), where matters pertaining to the tests for transport are at Paragraphs 114 to 115 relate to the net impact, and critically whether that impact is severe.
- 5.9 In this context, it is concluded from this report that the development accords with all prevailing policies and that refusal from a transport perspective would be unwarranted.

Appendix A: -



DO NOT SCALE FROM THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE BY
CONTRACTOR PRIOR TO CONSTRUCTION

Key

- 2400 x 4800mm parking space
- Pavement
- Parking Space - Tarmac
- Access Road - Tarmac
- Private Drive
- Private Garden
- Front Garden
- POS

Schedule of Accommodation

Site 1

- 6no 283P Semi-Detached Houses @ 70m²
- 8no 384P Semi-Detached Houses @ 84m²
- 2no 384P Semi-Detached Houses @ 86m²
- 1no 384P Detached Houses @ 86m²
- 22no Total

Site 2

- 3no 283P Semi-Detached Houses @ 70m²
- 3no 384P Semi-Detached Houses @ 84m²
- 6no Total

28no Total (Both Sites)

- 283P - 100% parking spaces
- 384P - 200% parking spaces

Caveats

- Overlooking distances subject to LPA Approval
 - Density and parking mix subject to LPA Approval
- Layout subject to confirmation of red line boundary, all statutory approvals including highways, planning and building regulations, relevant surveys and reports such as topographical, ecology, trees, ground investigation and flood risk.

Rev	Date	Int	Description
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CLIENT:

Built Developments Ltd

PROJECT:

Bury Old Road, Heywood

DESCRIPTION:

Proposed Site Plan (Both Sites)

PURPOSE OF ISSUE:

Planning

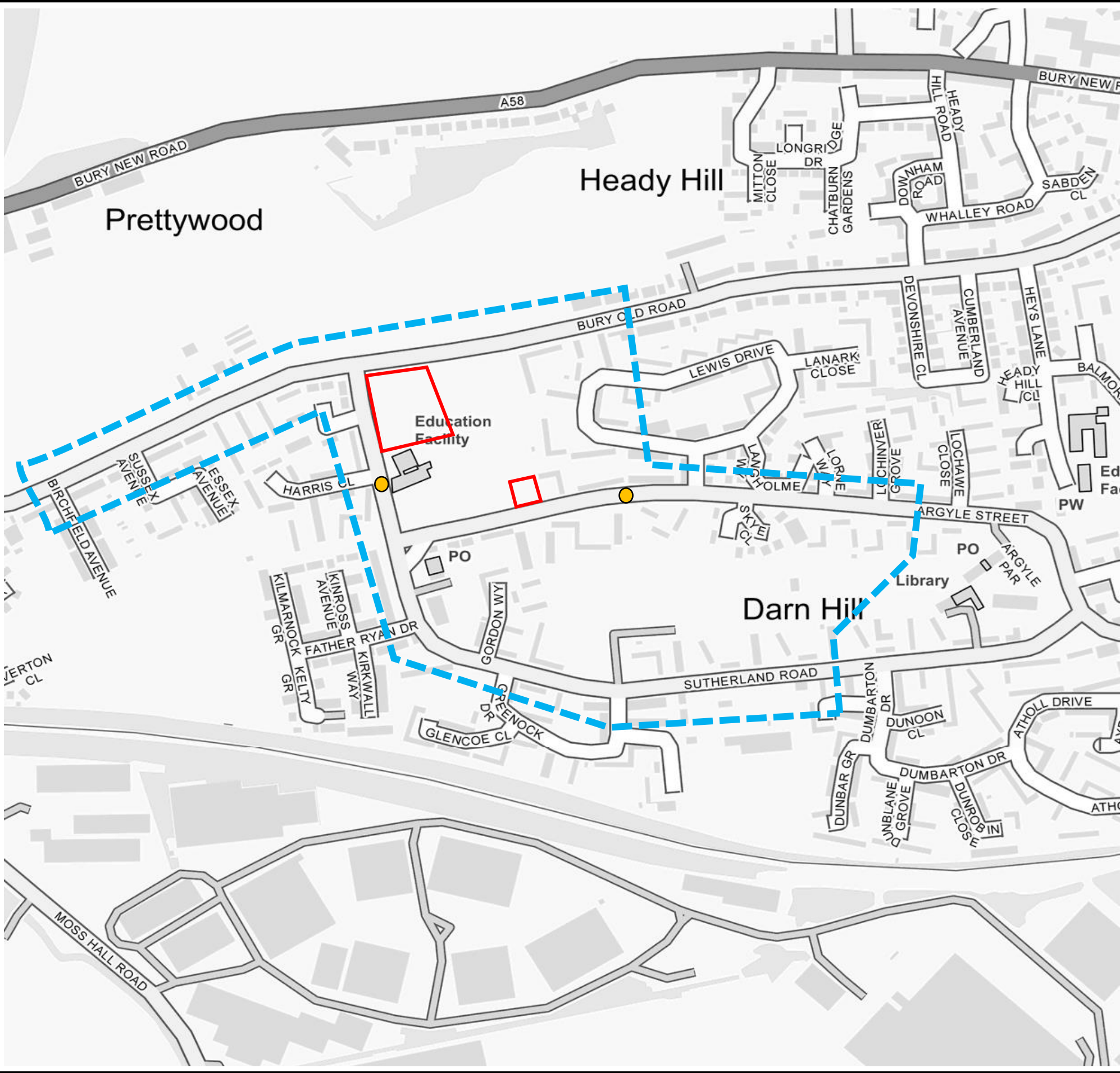
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Appendix B: -



Scale:

Not To Scale.

- Notes:**
1. Do Not Scale From This Figure.
 2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.

 Site Location

Each number represents an individual collision that has taken place.

Key:

-  = Slight
-  = Serious
-  = Fatal
-  = Study Area

Client:

Built Developments Ltd

Project:

Bury Old Road
Heywood
Manchester

Diagram Title:

Collision Analysis

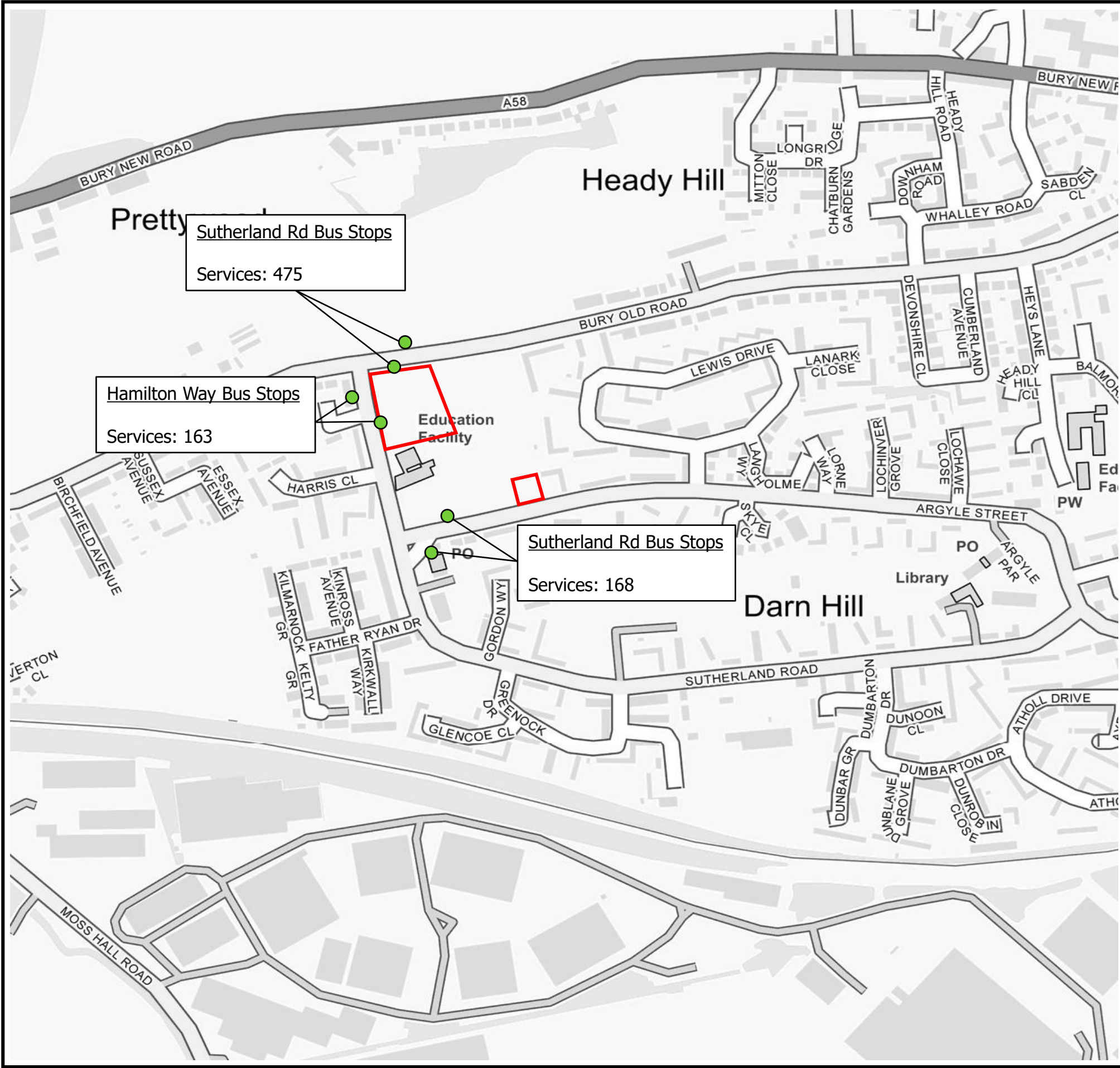
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Roberts Highway Consultants 

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Appendix C: -



Scale:
Not To Scale.



- Notes:**
1. Do Not Scale From This Figure.
 2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.

 Site Location

 Selected Bus Stops Close To Site

Client: Built Developments Ltd

Project: Bury Old Road
Heywood
Manchester

Diagram Title: Public Transport Plan

Drawn & Checked By: AR	Date: 21/06/2024
---------------------------	---------------------

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Appendix D: -

2.4m x 25m
Visibility Splay

2.4m x 25m
Visibility Splay

R6

2

5.5

2

R6

Site 1

Plot 1
3B4P
86sqm

Plot 2
2B3P
70sqm

Plot 3
3B4P
84sqm

Plot 4
2B3P
70sqm

Plot 5
2B3P
70sqm

Plot 6
3B4P
84sqm

Plot 19
3B4P
86sqm

Plot 20
2B3P
70sqm

Plot 21
2B3P
70sqm

Plot 22
3B4P
84sqm

Notes:

1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
2. Site Layout Provided By BTP Architects Drawing Number 107 Dated 28/06/2024.
3. Visibility Splays Plotted In Accordance With Table 7.1 Of Manual For Streets, For Speeds Of 20mph.

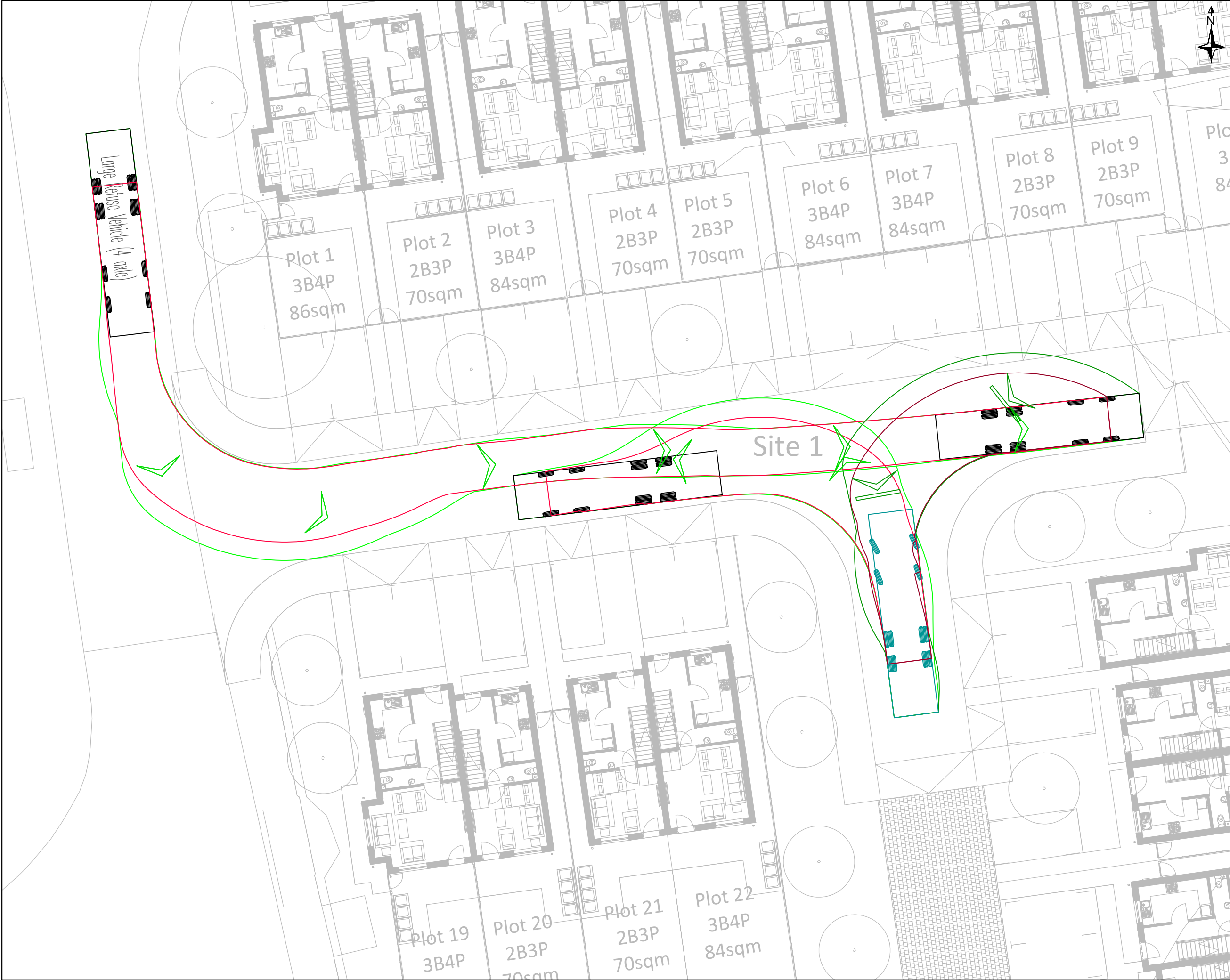
20 Carriageway Speed Limit

Rev	Description	Date
Client: Built Developments Ltd		
Project: Bury Old Lane Haywood Manchester		
Drawing Title: Access Design & Visibility Extents		
Drawing Number: RHC-24-234-01		
Revision: -	Sheet Size: A3	Scale: 1:200
Drawn & Checked By: AR	Date: 28/06/2024	Status: Information

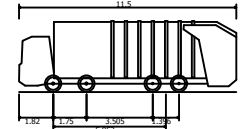
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Appendix E: -



- Notes:
1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
 2. Site Layout Provided By BTP Architects Drawing Number 107 Dated 28/06/2024.



Large Refuse Vehicle (4 axle)
Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

Rev	Description	Date
Client: Built Developments Ltd		
Project: Bury Old Lane Haywood Manchester		
Drawing Title: Swept Paths (Refuse Vehicle)		
Drawing Number: RHC-24-234-02		
Revision: -	Sheet Size: A3	Scale: 1:200
Drawn & Checked By: AR	Date: 28/06/2024	Status: Information

Appendix F: -

Calculation Reference: AUDIT-608801-240627-0651

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

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Licence No: 608801

Primary 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: No of Dwellings
Actual Range: 19 to 59 (units:)
Range Selected by User: 19 to 75 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 26/06/18

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:

Tuesday 2 days
Thursday 1 days

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

Selected survey types:

Manual count 3 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:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 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 3

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:**Use Class:**

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

100,001 to 125,000	2 days
250,001 to 500,000	1 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	2 days
1.1 to 1.5	1 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	1 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	3 days
-----------------	--------

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

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LIST OF SITES relevant to selection parameters

1	ES-03-L-03	HOUSES & FLATS	EAST SUSSEX
	HUGHENDEN ROAD		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
2	HC-03-L-02	HOUSES / FLATS	HAMPSHIRE
	HUNTS POND ROAD		
	NEAR FAREHAM		
	TITCHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	59	
	Survey date: TUESDAY	09/11/10	Survey Type: MANUAL
3	TW-03-L-01	SEMI-DET / TERRACED / FLATS	TYNE & WEAR
	JOHNSON STREET		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: THURSDAY	03/10/13	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.70

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	3	43	0.116	3	43	0.581	3	43	0.697
08:00 - 09:00	3	43	0.240	3	43	0.806	3	43	1.046
09:00 - 10:00	3	43	0.372	3	43	0.457	3	43	0.829
10:00 - 11:00	3	43	0.233	3	43	0.264	3	43	0.497
11:00 - 12:00	3	43	0.349	3	43	0.318	3	43	0.667
12:00 - 13:00	3	43	0.318	3	43	0.202	3	43	0.520
13:00 - 14:00	3	43	0.264	3	43	0.326	3	43	0.590
14:00 - 15:00	3	43	0.248	3	43	0.318	3	43	0.566
15:00 - 16:00	3	43	0.760	3	43	0.395	3	43	1.155
16:00 - 17:00	3	43	0.729	3	43	0.434	3	43	1.163
17:00 - 18:00	3	43	0.612	3	43	0.372	3	43	0.984
18:00 - 19:00	3	43	0.519	3	43	0.287	3	43	0.806
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.760			4.760			9.520

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.*

Appendix G: -

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 wards
area name	E05000757 : West Heywood
rural urban	Total

Total
Working
Population

Dwellings
28

4,774

TRICS PERSON RATES PEAK			
	Arr	Dep	Two-Way
AM	0.24	0.806	1.046
PM	0.612	0.372	0.984
Day	4.76	4.76	9.52

Arrive AM	Arrive PM	Day Arrive	Dep AM	Dep PM	Day Dep
7	17	133	23	10	133

Method of Travel to Work	2011	%age
All categories: Method of travel to work	7,980	
Work mainly at or from home	121	2.5%
Underground, metro, light rail, tram	29	0.6%
Train	18	0.4%
Bus, minibus or coach	462	9.7%
Taxi	93	1.9%
Motorcycle, scooter or moped	28	0.6%
Driving a car or van	3,017	63.2%
Passenger in a car or van	426	8.9%
Bicycle	58	1.2%
On foot	499	10.5%
Other method of travel to work	23	0.5%
Not in employment	3,206	

0	0	3	1	0	3
0	0	1	0	0	1
0	0	1	0	0	1
1	2	13	2	1	13
0	0	3	0	0	3
0	0	1	0	0	1
4	11	84	14	7	84
1	2	12	2	1	12
0	0	2	0	0	2
1	2	14	2	1	14
0	0	1	0	0	1

CENSUS VEHICLE RATES PEAK			
	Arr	Dep	Two-Way
AM	0.152	0.509	0.661
PM	0.387	0.235	0.622
Day	3.008	3.008	6.016

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

