

Proposed Residential Development

Land off Waterfold Lane, Heap Bridge, Heywood

WB/220058/TN01 Rev B - 09 August 2022

Introduction

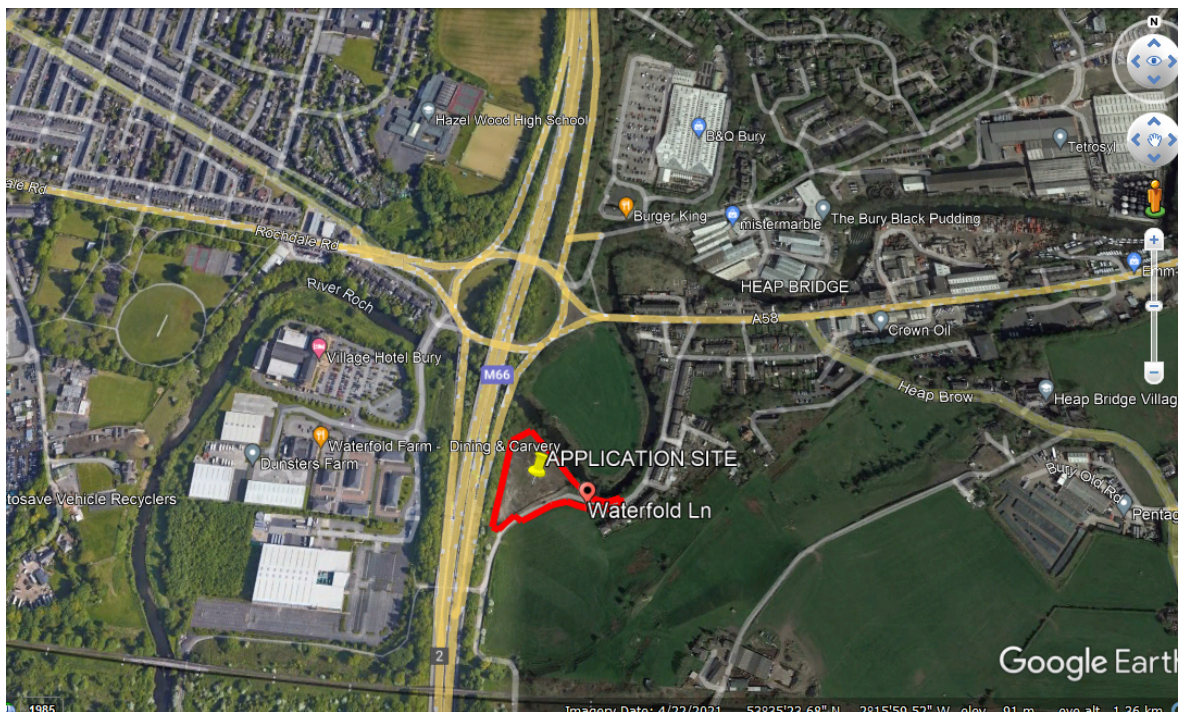
1. SCP is instructed to review and report upon the potential transport impacts associated with the proposal to develop land off Waterfold Lane, Heap Bridge, Heywood.
2. The proposals include development of two blocks of 3 storey apartments together with associated on site parking, access roads and an improvement to the access from Waterfold Lane. A total of 24no 2bed units plus 12no 1 bed units would be provided.
3. The scale of the proposals is relatively small and based upon guidance within the former Guidelines for Transport Assessment document would not normally warrant any assessment of the anticipated traffic impacts.
4. This report has been produced to assist officers and summarises discussions with the Highways officer in respect of access, sets out the anticipated traffic generation associated with the proposals together with a short appraisal of the accessibility of the site.

Existing Situation

5. The site is located to the south of the River Roch and is served via Waterfold Lane which then joins the A58 Bury New Road at a simple priority T junction around 175m to the east of Junction 2 of the M66. Junc 2 of the M66 is a signalised roundabout junction and is heavily trafficked at peak times. The location of the site in relation to the local highway network is illustrated at Figure 1 overleaf and the application site is around 1.85 km (crow fly) from the centre of Bury and around 3.2 km (crow fly) from the centre of Heywood.
6. Waterfold Lane is in the mainly a residential road and has at least one footway adjacent to the carriageway. There is a residential parking scheme in place along the adopted section of Waterfold Lane. The section of Waterfold Lane between no 65 Waterfold Lane and the narrow access track which leads to the site is not an adopted road however it is understood that there are rights of access available.

7. The access track that leads directly to the site is single track width with an informal passing bay and is also not adopted. To the south of the site Waterfold Lane widens and passes under the M66 and this section of the road is a public adopted road.
8. Waterfold Lane is used by vehicles and pedestrians. It is noted that the speed of vehicles is low however there is a potential for conflict between the cars and pedestrians.
9. There are pedestrian facilities available which lead onto the employment area where the Village Hotel is located. The route is suitable for pedestrians and cyclists to access the Waterfold employment area and beyond without the need to cross at Junc 2 of the M66.

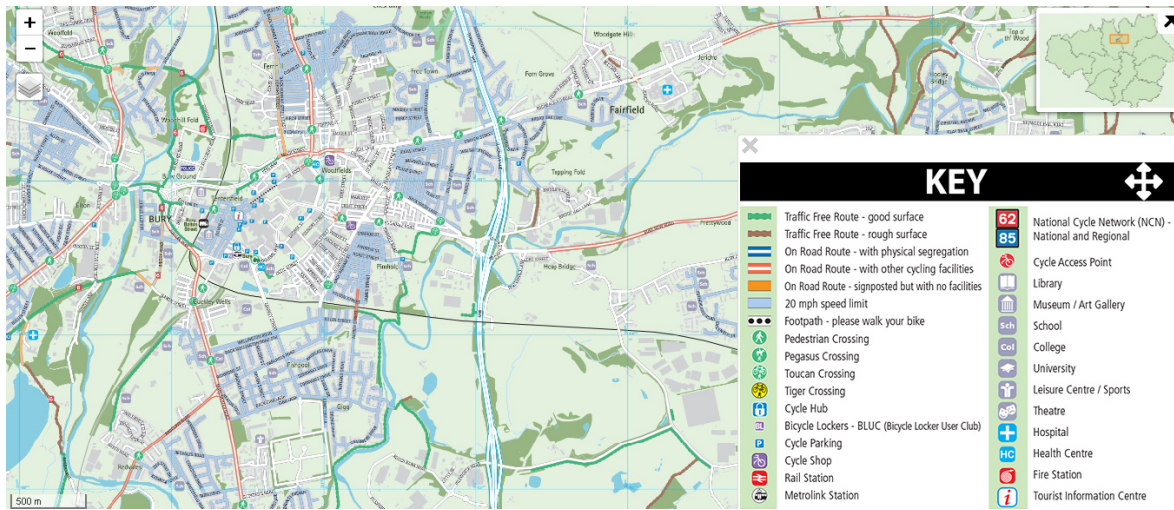
Figure 1 – Site Location Plan



Source Google Images

10. The A58 Bury New Road runs east west and locally joins Bury with Rochdale via Heywood. Locally, the A58 is subject to a mandatory 30 mph speed limit and it is lit. There are generally footways to both side of the carriageway which is locally around 8 m wide.
11. To the east of Heap Brow there is a section of advisory in carriageway cycle lanes in both directions as illustrated in the extract from the TfGM Mapping below. It also be seen that the section of Waterfold Lane to the west of the M66 is considered to be suitable for cycling.

Figure 2 – Extract from TfGM Mapping



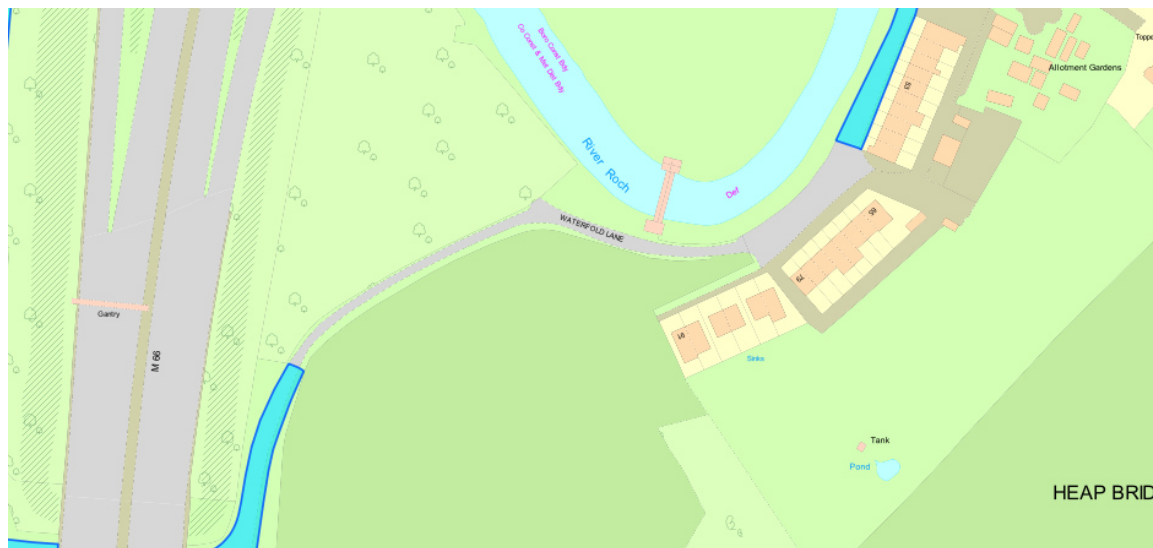
12. Figure 3 below illustrates the extent of the application site in relation to Waterfold Lane, M66 and the River Roch.

Figure 3 – Application Site



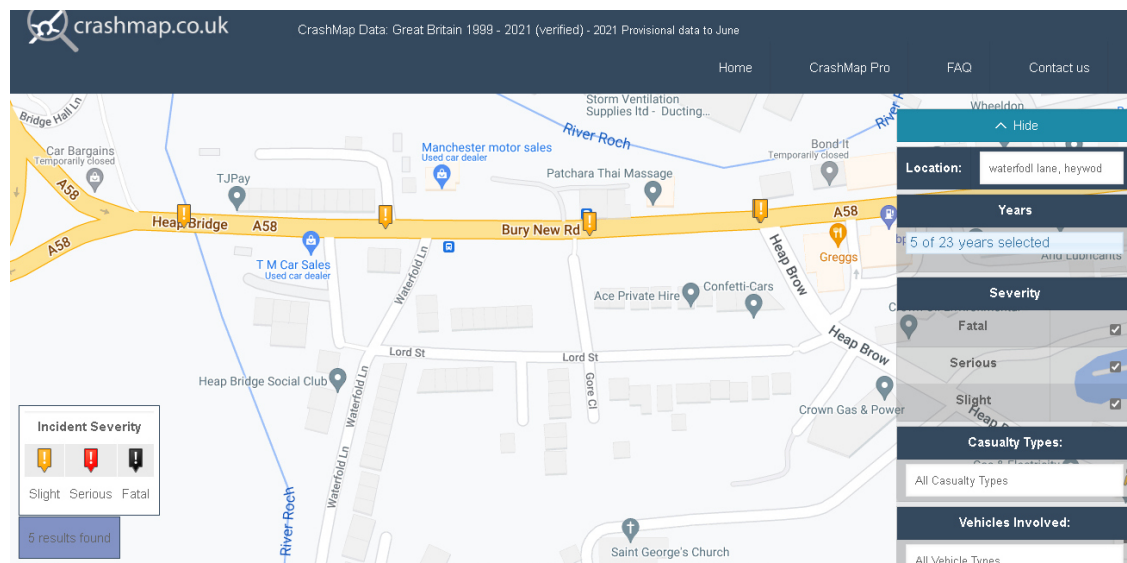
13. Figure 4 below is an extract from the Council website to illustrates the known extent of the existing adoption limits in the area surrounding the site.

Figure 4 – Limits of Adoption – (shown in turquoise)



14. The road safety record for the local area has been reviewed using data available from Crashmap and the information covering the last five years is illustrated below at Figure 5.

Figure 5 – Crashmap Data - 5 Years



15. It can be seen that there have been no recorded incidents involving personal injury along Waterfold Lane or at its junction with the A58 over the period assessed.
16. Indeed, there have only been 4 recorded incidents, which all involved slight injury, between the bridge to the River Roch up to the junction with Heap Brow. The data does not warrant any further investigation.

17. There are bus stops located on the A58 Bury New Road to the east of Waterfold Lane and both stops have shelters, seats, road markings and raised kerbs to assist access for the mobility impaired. The west bound bus stop is around 380m from the centre of the site and the eastbound bus stop is around 440 m from the centre of the site. The level of bus services available at the bus stops is referred to later in this report.

Application Proposals

18. The application proposals are illustrated at Appendix 1 (Drawing M21-13-08 Rev 06) and include 2 blocks of 3 storey apartments which would provide a total of 24no 2 bed units plus 12no 1 bed units together with associated parking and access improvements.
19. Within the site it is proposed to provide a 5.5m wide carriageway with a 2m wide footway to each side of the road.
20. The scheme illustrates parking for 63 vehicles. There would be 2no spaces per 2 bed unit plus 1.25no spaces per 1 bed unit as requested by the highways officer.
21. It is also proposed to widen the single track access to provide a 5.5m wide carriageway plus a single 2m wide footway and 1m wide verge. The initial section of footway from the site will be located on the northern side of the carriageway in order to assist with forward visibility and then in order to join onto the existing footway to Waterfold Lane it would be necessary to switch the footway to the southern side of the road. The proposal would be anticipated to provide suitable and safe access to the application as well as cater for existing movements along this section of Waterfold Lane (both motorised and non motorised).
22. The internal layout has been assessed using the TRACK suite of programmes to ensure that a refuse vehicle would be able to enter and leave the site in forward gear. The location of bin collections points have also been assessed to ensure compliance with drag distances for both residents and refuse operatives. The resultant assessment is illustrated at Appendix 2 (SCP/210705/ATR01 Rev B).
23. The anticipated level of traffic generation associated with proposals has been assessed using the industry standard TRICS database (vers 7.9.1). The anticipated trip rates are summarised below together with the anticipated movements during the peak highway hours and per day. The TRICS output is attached at Appendix 3.

Table 1 – Anticipated Trip Generation

TRIP RATES FOR 36 APARTMENTS		ARR	DEP	TOTAL TWO WAY
AM PEAK	TRIP RATE	0.067	0.193	0.260
	TRIPS	2 vph	7 vph	9 vph
PM PEAK	TRIP RATE	0.179	0.099	0.278
	TRIP	6 vph	3 vph	9 vph
DAILY	TRIP RATE	1.179	1.256	2.435
	TRIP	42 vehs	45 vehs	87 vehs

24. It can be seen that the application proposals would be anticipated to generation 9 vehicles per hour (total two way) during the peak highway hours which equates to less than 1 additional vehicle every 6.67 minutes on average during the highway peak hours.
25. This level of increase cannot be considered to represent a material impact on Waterfold Lane and when the traffic generation is assigned to the A58 the increase in flow along the A58 would amount to no more than 1 additional vehicle every 13 minutes on average during the peak highway hours. This level of increase in traffic travelling along the A58 is considered to be insignificant and would not be anticipated to alter the pre-existing conditions on the A58.

Accessibility of Site to local facilities

26. Access between the site and local areas by non-motorised modes has been assessed by comparison with the following agreed threshold distances, which derive from relevant guidance:-

Threshold Distance	Significance
800m	Motorised journeys are rarely used for trips of around 800m or less
1 mile (1.6km)	Most journeys are on foot
2km	Walking offers the greatest potential to replace short car trips, particularly those under 2km
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport

Walking

27. Walking is considered to represent a healthy alternative to use of the private car for short journeys up to 2km in length. It is further noted that for journey lengths of up to 1.6km the majority will be undertaken on foot.
28. As noted earlier the application site is around 1.85km from the centre of Bury where a large range of facilities can be found. The proposals would add to the walking facilities available along Waterfold Lane by the introduction of a new footway between the application site to join onto the existing footway up to Bury New Road.
29. Walking from the site can also be achieved to the west side of the M66 via the motorway underbridge and footway which links into the Waterfold employment area.

Cycling

30. Cycling is becoming a more popular and economic method of travel particularly with the advent of electric bicycles to replace journeys up to 5km in length. Indeed, the advent of the electric bicycle has led to increases in distance travelled by cycle to at least 8km in length.
31. Even on the basis of the reduced figure of 5km it can be seen that the centre of both Bury and Heywood would be within a reasonable cycle distance.
32. It is considered that given the low level of movement along Waterfold Lane would be suitable for use by cyclists. There are routes to the east along the A58 where there is provision for cyclists and routes to the west that can be facilitated using the motorway underbridge.
33. The Table 2 below highlights a range of facilities local to the site that can in general be accessed either by foot or cycle. It can be seen that the application site does offer a range of facilities within either a walk or cycle distance.

Table 2 – List of local facilities

FACILITY	DISTANCE from CENTRE OF SITE	WALK DISTANCE	CYCLE DISTANCE
BUS STOP - E/B W/B	440M	YES	YES
	380M	YES	YES
POST BOX	380M	YES	YES
WATERFOLD EMPLOYMENT	330M	YES	YES
VILLAGE HOTEL	660M	YES	YES
WATERFOLD FARM REST	650M	YES	YES
FAIRFIELD GENERAL HOSPITAL	2750M	NO	YES
HEAP BRIDGE VILLAGE PRIMARY SCHOOL	750M	YES	YES
HOLY FAMILY RC AND CE COLLEGE	4300M	NO	YES
NEWHOUSE ACADEMY	5600M	NO	NO
ASDA SUPERSTORE PLUS NON-FOOD RETAIL*	2500M	NO	YES
PFS WITH GREGGS, SUBWAY AND SPAR	550M	YES	YES
OPENSHAW PARK	1000M	YES	YES
B & Q SUPERSTORE	800M	YES	YES
BURGER KING	700M	YES	YES
FISH & CHIPS TAKE AWAY	460M	YES	YES

Note * it is most likely that access to Asda at Pilsworth will be via a short car journey.

Public Transport

34. As note above there are bus stops located on Bury New Road within 380m for west bound services and 440m for east bound services. The bus stops both have shelters, seating and raised kerbs to assist mobility impaired passengers.
35. The bus stops serve the no 471, no 163 and no R2 services which would provide access to Bolton, Bury, Heywood, Rochdale, Middleton and Manchester. The services are summarised at Table 3 below with bus timetables attached at Appendices 4, 5 and 6.

Table 3 – Bus Services and Summarised Timetables

SERVICE	ROUTE	DAYTIME FREQUENCY		
		MON TO FRI	SATURDAY	SUNDAY/BANK HOLS
471	BOLTON, BURY, HEYWOOD, ROCHDALE	Min 5 per hr	5 per hr	2 per hr
163	BURY, HEYWOOD, MIDDLETON, MANCHESTER	5 per hr	5 per hr	4 per hr
R2	BURY, HEYWOOD, ROCHDALE	1 per hr	1 per hr	N/A

36. The bus service listed above also run the return journey in effect there are 11 buses in each direction using the two bus stops located near to the site Monday to Saturday during the day and 6 buses each way during the daytime on Sunday.
37. The bus services available within a short walk of the site offer regular and frequent access to Bolton, Bury, Heywood, Rochdale and Manchester.
38. In summary it is considered that the application is site is well located and offers a realistic range of modes of travel other than the private car both employment, educational and leisure/retail uses.

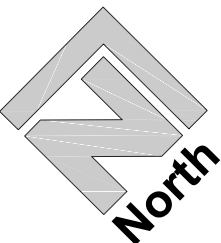
Summary and Conclusions

39. This report supports a planning application for 36 apartments in two 3 storey blocks on land off Waterfold Lane and considers the anticipated traffic generation associated with the proposals together with the accessibility of the application site to local facilities. Additionally, the report illustrates the proposed improvements to access to the site.
40. The proposals would provide parking in line with the Council's own standards and are inline with requests from the highways officer.
41. The internal site layout will allow a refuse vehicle to enter and leave the site in forward gear.
42. The proposals would be anticipated to generate only 9 vph during the peak highway hour onto Waterfold Lane which cannot be considered to be a material impact.

43. The proposed improvements to the existing single track which serves the site have been discussed with the highways officer and would allow for two way movement along the access road as well provide a segregated provision for pedestrians to and from the application site as well as for the existing users of Waterfold Lane. The proposed improvements would represent a betterment over the existing situation.
44. The accessibility of the site has been reviewed and it is considered that the site offers a realistic range of travel mode other than the private car with employment located within a short walk distance and ready access to regular and frequent bus services that travel along the A58 Bury New Road. The existing bus services provide links to Bolton, Bury, Heywood, Rochdale, Middleton and Manchester throughout the whole week. Additionally, pedestrian access and cycle access to the Waterfold employment area can also readily be achieved via the M66 underbridge.
45. It is therefore concluded that there can be no overriding highways objections to the proposals.

S|C|P

APPENDIX 1



06	Notes added for clarity	Aug 2022
05	Kerb altered	Jul 2022
04	Parking bays updated	Jul 2022
03	Levels added	Jun 2022
02	Road modified, parking updated, footpaths and crossing updated.	Apr 2022
01	Boundary added, road improvements	Feb 2022

Rev Description Date

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Planning

Project:	Waterfold Mill
Client:	David Gibbons
Site:	Waterfold Mill Waterfold Lane Heywood
Drawing:	Site Layout Plan
Drg No:	M21-13-08
Rev:	06
Scale:	1:500
Paper:	A1
Date:	Mar 2022

