

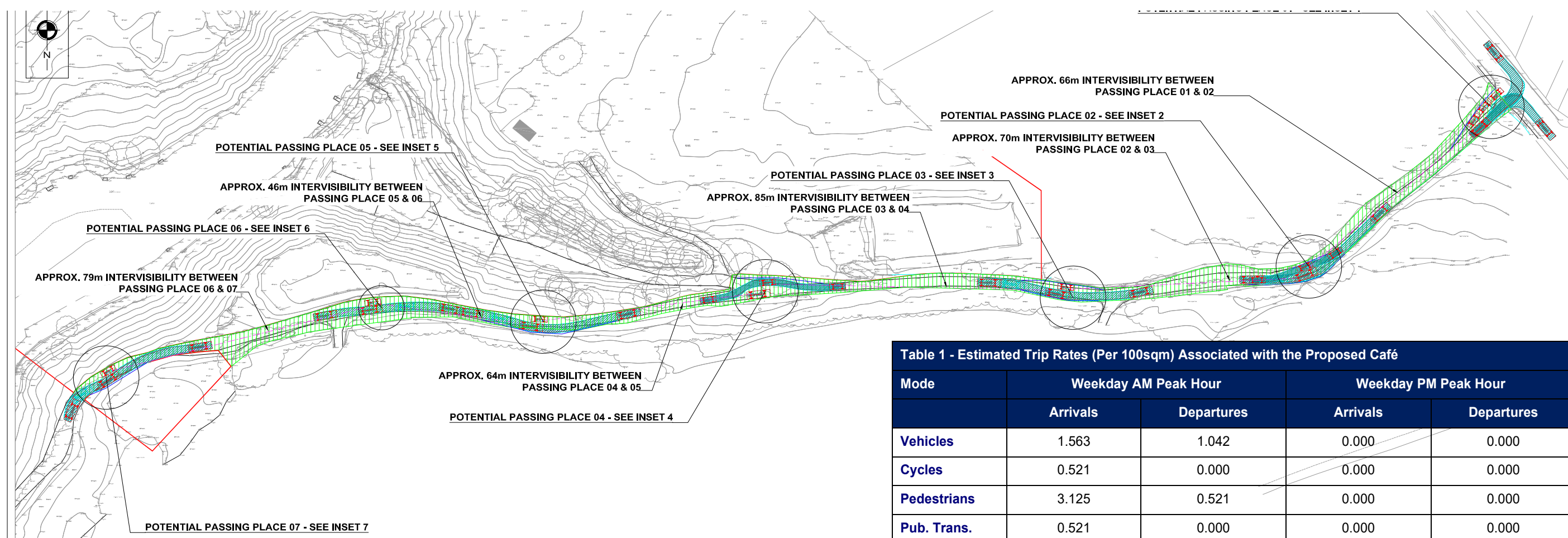
11.1 TRANSPORT & ACCESS

Planning Background and Purpose of Report

Planning permission was granted by Bury Council (BC) in November 2011 under Local Planning Application (LPA) Ref: 54304 for a similar scheme comprising the “erection of single storey building containing cafe, bait shop and bailiffs accommodation.” The Highway Officer at BC reviewed the application and raised no objections to the scheme, with there being no requirement as part of that permission to improve the site access or internal access road. This Technical Note (TN) has been produced to support the planning application and provides an assessment of the traffic and transport implications, to inform the local highway and planning authority regarding the nature and magnitude of their impact and demonstrate that safe and suitable access can be provided.

Existing Conditions

The application site is located to the west of Moss Hall Road, approximately 4km south-west of Heywood town centre, 5.7km south-east of Bury town centre and 2km east of Pilsworth. The site currently comprises an informal car parking area, access road and footpath associated with Pilsworth Fishery, an established mixed course fishery. The existing access road provides access to Moss Hall Road to the north-east and takes the form of a rural access road. Whilst the width of the access road varies along its length, the road is mostly single track with limited passing places. Moss Hall Road is located to the west of the application site and locally connects to other Heywood Distribution Park, as well as Pilsworth Road. In the vicinity of the site, Moss Hall Road is subject to a 40mph speed limit, has a carriageway with of circa 6.5m and benefits from regularly spaced street lighting columns as well as footways on both sides of the road.



11.2 TRANSPORT & ACCESS

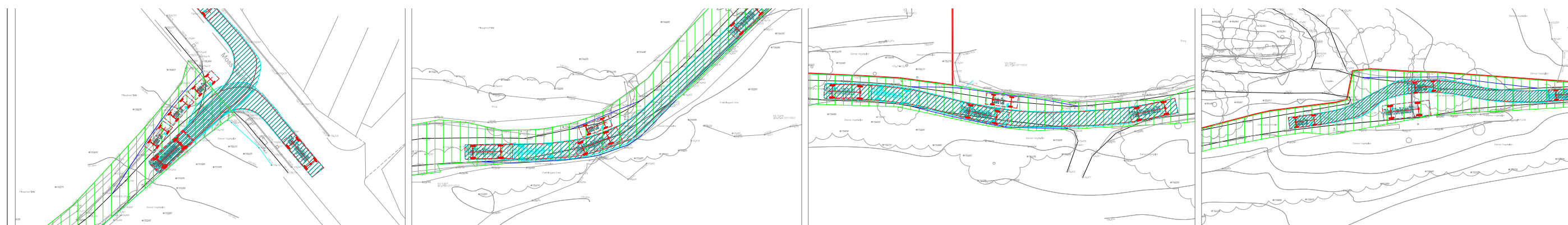
The access road / Moss Hall Road junction takes the form of a priority T-junction with the access road forming the minor arm and Moss Hall Road the major arm. The junction has limited visibility which is substandard (up to approximately 2.4m x 14m in either direction) and visibility is affected by the surrounding vegetation depending on the time of year. As mentioned previously, Moss Hall Road is mostly single track including the section within the vicinity of the junction with Moss Hall Road. The existing arrangement prevents two vehicles from passing one another which results in some vehicles turning into the road having to queue back onto Moss Hall Road. There are no dedicated footways on the access road and operates on shared basis with vehicles. As can be seen from Figure 2 below, there are a number of Public Right of Way (PRoW) which surround the application site including PRoW ref. 2WHI runs along the existing access road and eastern boundary of the site, connecting to a network of other PRoW which link to Pilsworth and Hollins to the west.

Road Safety Record

In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource ArcGIS for the most recently available 5-year period (2018 to 2022 inclusive). The analysis demonstrates that there are no accidents have occurred within the vicinity of the site (in excess of 200m in either direction along Moss Hall Lane) including the full extent of the access road and the junction with Moss Hall Road. The evidence presented above demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

Proposed Development

The development proposals involve the construction of a café and associated parking on land west of Moss Hall Road. The proposed café has a gross floor area (GFA) of 280m² (including the decked area) and public floor area (PFA) of 95m². The proposed site layout plan is presented in Appendix A. Vehicular access to the development will continue be provided from the access road off Moss Hall Road, however the access will be widened and the gates removed to allow two vehicles to pass, as shown on drawing number SCP/230948/D01, presented in Appendix B. The revised site access provides maximum visibility of 2.4m x 69m in the left hand direction and 2.4m x 102m in the right hand direction, with both measurements offset by 1m into the carriageway, as shown on drawing number SCP/230948/D02, presented in Appendix C. Whilst it is acknowledged that these visibility splays do not meet the visibility requirements set out in CD109 of the Design Manual for Roads and Bridges (DMRB) for a 40mph road, the revised arrangement provides a significant betterment when compared to the achievable visibility splays at the existing access. In addition, the proposed widening at the bellmouth will allow two opposing vehicles to pass oneanother removing the potential for vehicles to reverse out of the access onto the adopted highway. The drawing in Appendix B shows swept path analysis of a car entering the access road whilst another car is waiting to turn out of the access.



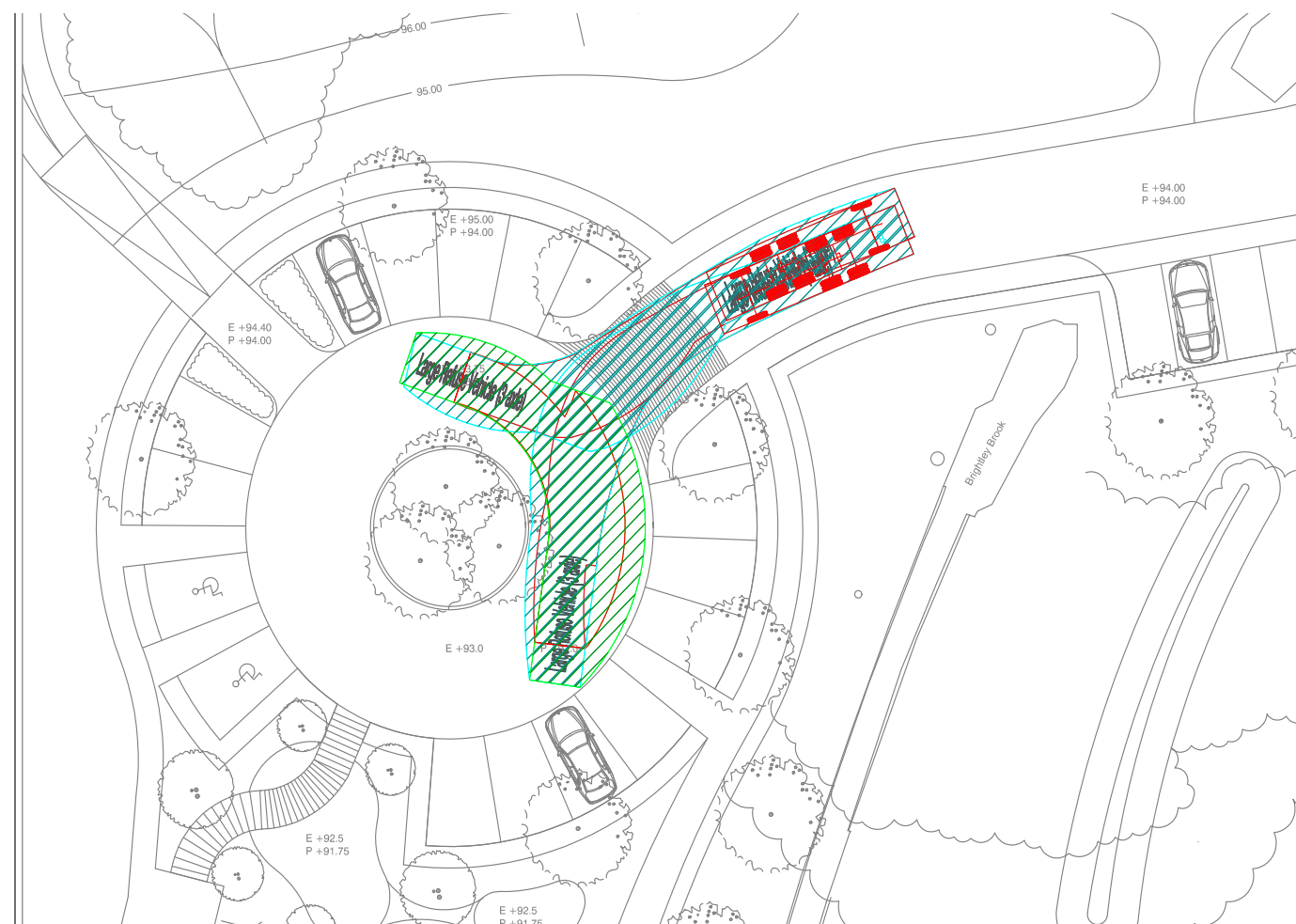
11.3 TRANSPORT & ACCESS

As mentioned previously, the existing access to the application site is mostly single track with limited invisibility and passing places. A number of potential passing places have been identified along the length of the access road, which will provide increased levels of intervisibility for vehicles, as well as safe places for pedestrians to wait for passing vehicles. The proposed widening of the access and introduction of passing places will provide a significant betterment to the safety and operation of the existing access, when compared to the existing arrangement, and more than mitigate the low levels of additional traffic generated by the development, as detailed later.

Servicing: The internal road network has been widened to accommodate the movements of a refuse vehicle. Swept path analysis has been undertaken of the internal site layout and is as shown on drawing number SCP/230948/ATR01, presented in Appendix D.

Parking: Parking standards for new developments are set out in BC's Development Control Policy Guidance Note 11. The most comparable category is 'Food and Drink (A3): Restaurants' with the standards summarised as follows: Maximum of 1 car parking space per 7 sq. m of PFA. The public floor area is approximately 94 sq. m, which equates to a parking requirement of 13 spaces. As shown on the site layout plan contained in Appendix A, the proposed development includes three parking areas which provide a combined total of 33no. car parking spaces. The proposed level of parking is therefore sufficient to accommodate the demand generated by the proposed café use, along with the existing demand generated by the fishermen using Pilsworth Lakes.

Highway Impact: In order to estimate the trip generating potential of the proposed café, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows: Hotel, Food and Drink; Café; Multi modal surveys; Sites in Greater London and Ireland excluded; Selection by GFA; and Weekday surveys.



The proposed development would be expected to generate only 7 two-way vehicle movements in the AM peak hour and no trips during the PM peak hour. Volumetrically, this equates to an increase of 1 vehicle every 8-9 minutes during the AM peak hour, which will not have a material impact on the operation of the local highway network.

Summary and Conclusions

Having regard to the evidence presented in this Technical Note, it is concluded that there is no highway or transport related reason to withhold planning permission for the scheme.

Table 2 – Estimated Trip Generation Associated with the Proposed Café

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	4	3	0	0
Cycles	1	0	0	0
Pedestrians	9	1	0	0
Pub. Trans.	1	0	0	0



12.0

Summary



12.1 ARCHITECT'S EXECUTIVE SUMMARY

In this proposal, we have sought to restore and enhance the rural qualities of the site while preserving the existing use.

Building on the current fishing activities the applicant aspires to broaden access to the wider community for walks, picnics and nature watching. A shop will serve the fisherman's needs and a café will provide amenity and a place to pause and enjoy the landscape. The proposals also aim to identify and celebrate the unique heritage value of the site and demonstrate the region's significance in early industrialisation and during World War II.

Approximately 2 million people live within a 10-mile radius, Manchester city centre is 10 miles away. The region is one of the largest urban conurbations in Europe, and it is widely acknowledged that people living here need opportunities to explore and experience local rural environments that provide peace and tranquillity. This is where global industrialisation started 250 years ago, where land was developed at an alarming rate leaving 'pockets' or 'corridors' of green space. It is important to look after these spaces, and this can be achieved by generating the right use and stewardship.

The site consists of a thin slice of land surrounded by development, a nature corridor, with unique qualities, an 'oasis', with favourable topography enclosing a south-west facing valley, a brook, lakes, views, and trees. There is a sense of delight as you proceed down the winding track through trees with momentary glimpses of the main lake, only revealing its true majesty at the very end. The proximity of industrial-type development is not a deterrent. When carefully managed and designed, the qualities of this site will be preserved and enhanced alongside conventional development. By 'making space for nature' and educating the community about the benefits, the demands of a growing population can be balanced with the preservation of the rural environment.

This 'green-brownfield' site presents an opportunity to put people back in touch with nature. A model that has been achieved successfully elsewhere and Pilsworth Lake would not be the first site in the North-West to benefit from habitat regeneration for the benefit of all.

The justification for the proposals is the need to provide the population with accessible rural qualities and tell the story of the landscape. The applicant's vision is to create a well-managed landscape park, increasing biodiversity while attracting visitors.

