

Technical Note



Transportation Planning : Infrastructure Design
an RSK company

Proposed Residential Development Greenstone Avenue, Horwich, Bolton

Our reference: OP/230868/TN00

Author: Orla Proffitt

Date: 12 December 2023 Reviewed: Peter Todd

Date: 12 March 2024

Introduction / Background

1. SCP have been commissioned by EBR Design and Build Ltd to provide transport planning advice in relation to proposed development of two residential dwellings located on land south of Greenstone Avenue, Horwich, Bolton.
2. The approximate site location is shown in red on **Figure 1** below.

Figure 1 – Site Location Plan



3. The site benefits from planning permission for the erection of two dwellings, with access from Evergreen Avenue in the east (LPA Ref: 12128/21).
4. The applicant has secured additional land and now proposes access to be provided via Greenstone Avenue in the north, with the scale of the development remaining broadly consistent with that previously approved. This Technical Note has been produced to support the planning application and demonstrates that safe and suitable access can be provided to the site.

Existing Conditions

5. The application site is located to the south of Greenstone Avenue, approximately 9.4km north-west of Bolton town centre. The application site currently comprises undeveloped land located within a well-established residential area.
6. Greenstone Avenue is located to the north of the site and locally connects to other residential areas, as well as the A673 Chorley New Road, which links Horwich to Bolton. In the vicinity of the site, Greenstone Avenue is subject to a 20mph speed limit, has a carriageway width of circa 7m and benefits from regularly spaced street lighting columns as well as 2m wide footways on both sides of the road.
7. Greenstone Avenue is traffic calmed, with a kerb buildout located directly outside of the site and regularly spaced speed cushions, as shown on **Figure 2** below. These traffic calming features are located at intervals of no less than 70m which, in accordance with guidance in the Manual for Streets (MfS) will help to achieve design speeds of 20mph or less.

Figure 2 – Traffic Calming Measures on Greenstone Avenue

West Speed Cushion



Kerb Buildout



North-East Speed Cushion



Road Safety Record

8. 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 (2017 to 2021 inclusive).
9. This analysis demonstrates that there have been no recorded accidents on Greenstone Avenue, within the vicinity of the application site (200m in either direction) during the 5-year study period.

Accessibility

General

10. Given that the site already benefits from planning permission for two residential dwellings, the principle of residential development and accessibility of the site is therefore well established and acceptable to Bolton Council.
11. Notwithstanding this the following section of this report presents a brief review of the accessibility of the site by walking, cycling and public transport modes from the site access off Greenstone Avenue.

Pedestrian Accessibility

12. The MfS states that 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, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
13. The site is within an acceptable walk distance of Horwich and some parts of Blackrod as well as the facilities these areas have on offer. **Table 1** below provides a summary of the key facilities within the recommended 2km walking distance from the site.

Table 1 – Facilities within 2km Walk Distance of the Site

Facility	Details	Approximate Distance from the Site
Supermarket	Aldi, Mason Street	140m
Supermarket	Iceland, Chorley New Road	160m
Public House	JR's Ale House, Chorley New Road	240m
Convenience Store	T Wright Wine, Chorley New Road	270m
Bus Stop	Winter Hey Lane	280m
Primary School	St Catherine's C of E Primary School, Greenstone Avenue	300m
Takeaway	Blue Anchor Fish and Chips, Chorley New Road	350m
Convenience Store	Co-op, Winter Hey Lane	350m
Bus Stop	Vale Coppice	450m
Post Office	Winter Hey Post Office, Winter Hey Lane	450m
GP Surgery	Market Surgery, Chorley New Road	450m
Leisure	Football Pitch, Horwich	500m
Pharmacy	Hootons Pharmacy, Lee Lane	700m
Secondary School	Rivington and Blackrod High School, Albert Street	900m
Primary School	Beacon Primary School, Peter Martain Street	950m
Train Station	Blackrod Railway Station, Station Road	1.7km

14. Overall, the site benefits from high levels of accessibility by foot, with surrounding areas of Horwich and Blackrod as well as their associated facilities such as retail, education, and healthcare settings, being only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Cycle Accessibility

15. Transport policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
16. The application site is within an acceptable cycle distance of a number of areas such as Adlington and Rivington to the north, Wilderswood and Bottom o’th’ Moor to the east, Middlebrook and Cooper Turning to the south and Aspull and Blackrod to the west. These areas are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel for work, leisure, and shopping via bicycle.
17. As the proposed allocation site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use.

Public Transport Accessibility

18. The development is well placed to encourage travel by bus. Guidance published by the CIHT ‘Planning for Public Transport in Developments’ (1999), recommends that “Bus stops are located to minimise passengers’ walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.”
19. There are bus stops located on both sides of the A673 Chorley New Road, approximately 280m (4 minute walk) east of the application site, which is within an acceptable walk distance. These bus stops are served by the number 575, 576 and 920. In addition to this there is another bus stop to the west of the site on Vale Avenue, served by the number 915 and 933. These services are summarised in **Table 2** below.

Table 2 – Bus Service Summary

Service	Route	Service Frequency
575	Bolton - Wigan	Mon – Fri: 20 mins
		Sat: 20 mins
		Sun: 30 mins
576	Bolton – Old Lord’s Estate	Mon – Fri: 20 mins
		Sat: 30 mins
		Sun: 30 mins
915 (schl)	Daisy Hill – Rivington & Blackrod High School	Mon – Fri: 2 services
		Sat: -
		Sun: -
920 (schl)	Thornleigh College - Horwich	Mon – Fri: 2 services
		Sat: -
		Sun: -
933 (schl)	St Joseph’s High School - Blackrod	Mon – Fri: 2 services
		Sat: -
		Sun: -

20. Having regard to the above, prospective residents of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.
21. In terms of rail services, Blackrod Railway Station is located circa 1.7km south-east of the site and is therefore well within an acceptable walking (24 minute walk time) and cycling distance (10 minute cycle time). Furthermore, the aforementioned 575, 915 and 933 bus services, which stop close to the application site, also stop immediately outside Blackrod Railway Station for prospective residents not wanting to walk (12 minute bus journey).
22. Blackrod railway station is managed by Northern and offers, regular direct services to Blackpool North and Manchester Airport, calling at stations such as; Preston, Chorley, Adlington, Bolton, Deansgate, Manchester Oxford Road and Manchester Piccadilly, amongst others. Services to both Blackpool North and Manchester Airport run approximately every 30 minutes.
23. Prospective residents can change at a number of stations along this line, such as Preston and Manchester Piccadilly, for other services to various destinations.
24. Key areas of Bolton, Westhoughton, Clayton-le-Woods, Chorley, Leyland, Preston, Salford, Manchester, Litter Lever, Standish and Wigan, amongst others, are in an acceptable 60-minute commute time.

[Accessibility Summary](#)

25. Having regard to the above, it is considered that the site benefits from a high level of accessibility by sustainable modes and has a large range of local amenities, including public transport facilities, within close proximity. These findings demonstrate that prospective residents will not be wholly reliant on the private car.

[Proposed Development](#)

26. The development proposals involve the construction of two residential dwellings, consistent with the scheme previously approved, with access being provided off Greenstone Avenue in the north. The proposed site layout plan is presented in **Appendix A**.
27. Vehicular access will be achieved through the introduction of a new dropped kerb access off Greenstone Avenue, as shown on drawing number SCP/230868/D01, presented in **Appendix B**. The access has been designed with a 4.5m wide carriageway, which is sufficient to allow two cars to pass in free flow.
28. The achievable junction visibility from the proposed site access is in excess of 2.4m x 25m, which complies with the visibility requirements set out in Manual for Streets (MfS) for a 20mph road, as shown on drawing number SCP/230868/D01, presented in **Appendix B**.
29. As mentioned earlier, a traffic calming kerb buildout feature is located directly outside of the site on Greenstone Avenue. As part of the access works, this buildout will be removed and replaced with a speed hump to the east of the access, which is consistent with the existing traffic calming features on Greenstone Avenue.

Servicing and Emergency Vehicle Access

30. Refuse collection will be taken from Evergreen Road, which will negate the need for refuse vehicles to enter the site, with a pedestrian link provided between the site and Evergreen Road, using land under the control of the applicant.
31. The site has been designed with a turning head for fire tender and service vehicles. Swept path analysis has been undertaken of the proposed turning head, as shown on drawing number SCP/230868/ATR01, presented in **Appendix C**, which demonstrates that the movements of a fire tender can be accommodated.

Parking

32. BMBC parking standards are set out in their Local Development Framework – Bolton’s Core Strategy Development Plan Document which outlines a requirement for;
 - 1 bedroom– 1 parking space
 - 2 – 3 bedrooms – 2 parking spaces
 - 4+ bedrooms – 3 parking spaces
33. As shown on the site layout plan, contained in **Appendix A**, the proposed development provides a level of parking in accordance with the Council’s standards when considering the proposed garage and driveway parking available.

Trip Generation

34. As detailed earlier, the application site will be comprised of two residential dwellings. Given that the site already benefits from planning permission for two residential dwellings, there will be no increase in the level of traffic generated when compared to the approved position.
35. Notwithstanding this, the proposed development would be expected to generate only 1 two-way vehicle movements in both the AM and PM peak hours. This level of traffic would result in minimal intensification of traffic on Greenstone Avenue, and the traffic impact of the scheme is therefore considered acceptable.

Summary and Conclusions

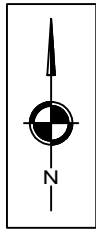
36. Having regard to the evidence presented in this Technical Note, it is concluded that there is no highway or transport related reason to withhold planning permission for the scheme.

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APPENDIX A

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APPENDIX B



GREENS

EXISTING KERB BUILD OUTS
TO BE REMOVED

PROPOSED SPEED HUMP

2.4m X 25m VISIBILITY SPLAY

2.4M X 25M VISIBILITY SPLAY

4.5m

NOTES

REVISIONS			
REV	DESCRIPTION	DATE	BY
-	-	-	-

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Client Name:
EBR DESIGN & BUILD LTD

Project Title:
LAND SOUTH OF GREENSTONE AVENUE, HORWICH

Drawing Title:
PROPOSED ACCESS DESIGN

Drawn By:	OP	Date:	22.02.2024
Checked:	PT	Scale:	1:200 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/230868/D01	Rev.	-
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APPENDIX C

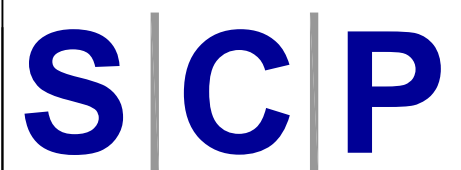


NOTES

Fire Tender (FTA Design 13/18 Tonne Rigid Vehicle, 2016)
 Overall Length 10.50m
 Overall Width 2.55m
 Overall Body Height 3.55m
 Min Body Ground Clearance 0.43m
 Track Width 2.47m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.00m

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



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Client Name:
 EBR DESIGN AND BUILD

Project Title:
 GREENSTONE AVENUE,
 HORWICH

Drawing Title:
 SWEEP PATH ANALYSIS -
 FIRE TENDER

Drawn By:	OP	Date:	12.03.2024
Checked:	PT	Scale:	1:500 @ A3
Status:	PLANNING	Approved/Unapproved:	-

Drawing No.	SCP/230868/ATR01	Rev.	-
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