

Bury Council
Planning Services
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

Our ref TRA/23/068

Your ref:

22nd March 2023

Dear Sir / Madam

Application Number: **69361**

Location: **Spurr House, Pole Lane, Bury, BL9 8QL**

Proposal: **Conversion of Short stay residential home (Use Class C2) to a Pupil Referral Unit (Use Class F1) for educational use; single storey extensions and associated landscaping, additional parking and external works**

Thank you for consulting Transport for Greater Manchester (TfGM) on the above planning application. The following comments are offered as advice on transport issues for you to balance against other factors in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

The application seeks approval for the refurbishment and renovation of a short-stay Residential Home (C2 use) to provide a Pupil Referral unit (F1 use). The new school would accommodate up to 72 students and 36 staff members.

¹TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so.

²TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

It should be noted that the school is being relocated from the Spring Lane site, located 3km to the west. The current site has up to 60 pupils across KS3 and Y10.

The proposed development site is located off Pole Lane in Bury, to the east of Whitefield town centre.

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) have reviewed the Transport Statement (TS) issued in support of the proposed educational building and have provided comments in respect of the relevant sections.

I. Accident Analysis

The accident data should reflect the latest five-year period that is available.

II. Trip Generation

If the existing site is still operational, TfGM consider that a survey should have been carried out to determine the existing trip profile, rather than undertaking a desktop exercise.

Notwithstanding the above, based on the assessment work submitted, it is considered that the development is unlikely to result in a material impact any greater than the use previously approved.

III. Internal Access Arrangements

The TS confirms that the existing access arrangements from Pole Lane will be retained for the proposed use. The access will be gated. It is recommended that the access gates should be set back 5 metres from the edge of the carriageway to ensure a car can stand clear of the highway. The access should be upgraded to provide tactile paving and dropped kerbs.

The TS confirms that visibility splays in accordance with standards contained within Manual for Streets can be achieved in both directions from the site access.

The TS confirms that 23 car parking spaces are proposed within the on-site car park, which has been reviewed in accordance with Bury Council's adopted standards.

It is important to ensure that pick up and drop offs associated with the proposed use are carefully managed on-site, to ensure that overspill parking does not occur out on to Pole Lane.

The TS contains Swept Path Drawings within the appendices which demonstrates that a 11.2 metre refuse vehicle can enter and exit the site appropriately and safely.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access, car parking and servicing arrangements are acceptable.

IV. Traffic Regulation Orders

TfGM would suggest that it may be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

In particular, the applicant should review the requirement for TROs covering the site access and visibility splays on Pole Lane in liaison with the LHA.

V. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

Site Accessibility

I. Public Transport

The nearest bus stops to the site are located on Parr Lane, around a 3-minute walk away. These stops provide services to Pendleton, Shudehill and Bury at half hourly intervals. It is therefore considered that there is some access to public transport services from the site.

II. Active Travel

In order to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance

where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian environment are required to help encourage the uptake of active travel modes by future occupiers, as follows:

Recommendations:

- Any redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards.
- The access should be upgraded to provide tactile paving and dropped kerbs.

III. Cycle Parking

It is important to ensure that adequate infrastructure and facilities are provided to encourage future occupiers to travel by sustainable modes.

The TS does not appear to refer to any cycle parking provision for the site. However, it is noted that the Site Plan denotes the provision of a cycle store adjacent to the vehicle access point.

Cycle parking provision should be provided in accordance with Bury Council's adopted standards and where possible spaces in excess of the minimum provided.

The cycle store should be lockable and covered and should have sufficient security measures in place such as CCTV and lighting. Welfare facilities should also be provided for staff.

IV. Travel Plan

The development will need to be supported by a robust Travel Plan which should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The success of Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the

implementation and running of the Travel Plans need to be included in the Framework Travel Plan from the outset. These include:

- A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to future occupiers such as concessionary bus fares, discounted cycles, journey planning etc.

Should Bury Council be minded to approve this application it is suggested that the development, submission, implementation and monitoring of a Full Travel Plan within 6 months of occupation be attached as a condition of any planning consent.

I hope you find these comments useful in the determination of this planning application. Should you wish to discuss any matter further please do not hesitate to contact me.

Yours faithfully

Claire Smallman
Infrastructure Development Officer