

Your ref: 73240
Our ref: BUR/26/203

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

26th June 2026

Location: Parkhills Garage, Manchester Road, Bury, BL9 9AZ

Development: Demolition of existing car showroom/workshop and redevelopment to provide 2no. units (1no. retail unit, 1no. food and drink unit with drive thru facility) together with car parking, amended vehicle access points, landscaping and associated works

Dear Helen Pressley

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 and are made in the context of TfGM's role in the planning process, as set out in the footnote below.

Background

The application seeks approval for the redevelopment of an existing car showroom/workshop to a Food Retail unit and a Drive-Thru unit at the former Parkhills Car Centre in Bury.

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.



Development Impact

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

I. Collision Investigation

A review of road collision data has been undertaken for 2020-2024. There has been a total of 12 incidents in the vicinity of the site in the five year period, which does seem high, with an obvious cluster at the Manchester Road/Parkhills junction. Further information has been provided for the serious incidents. The analysis concludes that no existing safety issue is likely to be exacerbated by the proposed development.

II. Trip Generation & Distribution

TRICS has been used for a trip generation exercise. The choice of sites and parameters are acceptable. The initial TRICS output results in 69 two-way vehicle trips in the AM and 94 two-way vehicle trips in the PM. An assumption is then made that 70% of trips will be diverted and 10% are to be linked trips. This reduces the total number of new trips to 14 in the AM peak and 19 in the PM peak.

When considering the sites former use, this reduces to 8 in the AM and 13 in the PM. The evidence to support the use of 80% reduction of new trips should be provided as this seems excessively high. Regardless of the diverted trips, 3 out of 4 diverted trip routes utilise the Manchester Road/Parkhills road junction multiple times, so these trips cannot be negated for assessment of impacts to this junction. Similarly, the 10% of "linked" trips are of the assumption that the drivers use both elements of the site, which still means that these are new trips and should be considered in the net impact of the site.

III. Proposed Access Arrangements

The TS confirms that vehicular access to the proposed site will utilise two of the existing access points into the current Parkhills Car Centre, forming a one-way loop that is accessed in the north-western corner of the site from Richmond Street, and egressed from the south-eastern corner of the site, onto Walker Street.

The access points should include tactile paving and dropped kerbs (if not already in place). Any redundant access points which served the former site should be reinstated accordingly.



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The egress point should have achievable visibility splays in accordance with standards contained within Manual for Streets.

Drawing 088842-CUR-XX-XX-D-T-05001-P01 demonstrates the swept path of a 10m rigid delivery vehicle entering and exiting the site.

A total of 34 car parking spaces are proposed (including 3 accessible parking spaces).

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

IV. 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 offering frequent services are located along Manchester Road around a 2-3-minute walk away. These stops provide services to Bury, Piccadilly Gardens, Shudehill, Pendleton and Bolton at regular intervals.

Bury Metrolink stop is around a 14-minute walk from the site and provides services along the green and yellow lines at regular intervals.

It is therefore considered that there are some public transport alternatives to the private car for future users of 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



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required to help encourage the uptake of active travel modes by future users of the site, as follows:

Recommendations:

- Any redundant vehicle access points should be reinstated as continuous footway to adoptable standards.
- Tactile paving and dropped kerbs should be provided at the site access.

III. Cycle Parking

It is important to ensure that adequate infrastructure and facilities are provided to encourage users of the site to travel by sustainable modes.

5 sheffield stands are to be provided for visitors, with a secure sheltered provision for staff. The provision for cycle parking is above the standards for Bury and also align with LTN 1/20 guidance which suggests 1 space per 100sqm for small retail sites.

The spaces should be covered, lockable and secure (as confirmed above), and have sufficient security measures in place such as CCTV and lighting.

Additionally, welfare facilities (changing rooms / showers / lockers) should be provided for staff.

IV. Travel Plan

TfGM recommends that a full Travel Plan is produced for the development, with the objective of reducing reliance on the private car, particularly single occupancy use. The Travel Plan should be designed to raise awareness of opportunities for reducing travel by car and should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage future users of the site to use public transport and active travel modes through measures such as discounted bus fares / cycles, journey planning etc.



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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 the Landuse team via the details below.

Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
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