

Your ref: 70222
Our ref: BUR/23/438

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

30th November 2023

Location: **Former Mondi/Holcombe Mill, Bridge Street, Ramsbottom, Bury, BLO OBS**

Development: **Erection of 57 no. dwellings, the retention of a chimney and the demolition of 3 existing buildings, together with engineering operations to create a development platform, public car park, substation, public open space, landscaping, drainage, the layout of internal estate roads and footways and other associated works.**

Dear Helen Leach

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 a residential development comprising 57 dwelling houses and a 47-space car park, located at the former Mondi/Holcombe Mill site off Bridge Street in Ramsbottom, 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.



TfGM have previously provided comments for developments at the site proposing a higher quantum of residential development and a higher quantum of residential development along with office and nursery use. These Applications were 65217, with TfGM's response provided on the 9th April 2020 and 65844, with TfGM's response supplied on the 19th October 2020.

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Road Safety

It is not clear which five-year period has been used to assess road safety.

II. Speed Survey

Although the road is a 30mph road, it is recommended that a speed survey should be undertaken to determine the 85th percentile speed for design purposes.

III. Extant Permission

TfGM would refer to the Local Authority (LA) to confirm whether there is a valid fallback use for the site.

IV. Traffic Counts

TfGM consider that the counted flows provided are outdated as they are over four years old. As such they cannot be accepted by TfGM. It is recommended that new counts should be collected, and the results also used to determine trip distribution.

V. Proposed Access Arrangements

The internal access arrangements are discussed within Section 3 of the TA. TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access, car parking and servicing arrangements are acceptable.



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VI. Traffic Regulation Orders

TfGM would suggest that a review of the Traffic Regulation Orders surrounding the site is undertaken. This should also cover whether any additional parking restrictions require introducing, 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.

VII. 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 Bridge Street and Peel Brow, around a 2-minute walk away. These stops provide services to Bury, Accrington and Manchester City Centre ranging between 20-minute and hourly intervals.

TfGM would suggest that a review of the bus stops surrounding the site is undertaken with a view to upgrading / improving any bus stops (as necessary) in the immediate vicinity of the site. Site observations have confirmed that the two closest bus stops to the site would benefit from upgrading, in accordance with Transport for Greater Manchester's Design Guidelines for Bus Stops. TfGM would refer the applicant to TfGM Shelter's team to discuss this further via shelters@tfgm.com.

This will help to encourage the uptake of public transport by future residents.

II. Active Travel

In order to maximise the benefits of the site's location, 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.

The TA doesn't describe the condition of walking and cycling facilities in the area. Section 5.3 of the TA presents isochrones to various destinations, however, there is no



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indication of the quality / condition of the pedestrian or cyclist environment. For example, the footways appear to be less than 2.0 metres wide on Bridge Street.

To promote active travel and link in with the surrounding environment, the applicant should ensure provision of the following:

- The condition of the footways surrounding the site should be improved as part of development, which would help to improve pedestrian accessibility.
- Any redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards.
- Tactile paving and dropped crossings should be installed across either side of the site access point(s).
- Provision of continuous 2-metre-wide footways throughout and surrounding the development.
- There are no crossing facilities across Bridge Street. It is suggested that the applicant funds a suitable crossing facility to enable new residents to access the bus stops more easily and safely.
- Each dwelling should have provision for cycle storage within the curtilage of the property.

III. Travel Plan

To encourage sustainable travel choices, it is important that the development is accompanied by a full Residential Travel Plan with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.

A Residential Travel Plan should 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



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- Targets and monitoring arrangements.

Ideally a Full Travel Plan should include tailored measures to overcome specific barriers or take advantage of opportunities presented by the site in order to encourage future residents to use sustainable modes of travel for appropriate journeys.

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

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
Email: landuse@tfgm.com



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