

Thank you for consulting TfGM in respect of Application 69463 which seeks approval for a residential development comprising 30 affordable dwellings, comprising 20 houses and 10 flats, located at the former Station works off Bury Road in Radcliffe.

The quantum of development falls below TfGM's threshold for a highway impact review. However, from a review of the Highways Technical Note (HTN), it is considered that the development is unlikely to have a material impact on the highway network any greater than the previous consented development.

In terms of other comments:

The HTN confirms that a new access will be created from Bury Road to serve the development. The access should be designed to ensure the provision of tactile paving and dropped kerbs. Additionally, the redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards. This should be secured by way of planning condition. Drawings have been supplied to demonstrate that that visibility splays of 2.4 metres x 43 metres are achievable from the site access, in line with standards contained within Manual for Streets.

In terms of car parking provision, it is noted that 48 car parking spaces are proposed to serve the development. TfGM would highlight that this level of provision appears high, especially given the site location close to good public transport links (nearby bus stops and Radcliffe tram stop). It is considered that such a high level of car parking provision is unlikely to help promote active travel and public transport as an alternative to private car travel for future owner/occupiers.

The HTN confirms that servicing will take place within the site and swept path plans have been supplied which demonstrate that an 11.85 metre refuse vehicle can enter and exit the site in a forward gear, carrying out turning manoeuvres within the site.

It is recommended that a review of the surrounding Traffic Regulation Orders is undertaken with a view to ensuring any additional TROs are implemented or refreshed where necessary, particularly covering the site access and protecting the visibility splays.

In order to promote sustainable travel, where appropriate, the development should ensure the provision of 2 metre wide footways serving the site, and footway resurfacing / renewal as necessary.

The HTN confirms that 12 secure cycle lockers will be located in the car park for the flats and a cycle locker will be provided for each house and stored in the garden.

TfGM would refer to the Local Highway Authority to confirm whether the quantum of development triggers the requirement for a Travel Plan. If not, TfGM would recommend that a Travel Pack is produced for future users of the site which could include useful details of the nearest public transport services, journey planning etc. Additionally, incentives could be offered to encourage the use of alternative modes of travel to the private car such as concessionary bus fares, discounted cycles, journey planning etc.