

Your ref: 70565
Our ref: BUR/24/145

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

16th May 2024

Location: **Former Bury Police Office HQ, Irwell Street, Bury, BL9 0HE**

Development: **Hybrid application comprising Full application for specialist care home (Class C2) with associated parking, landscaping and infrastructure and Outline application for care home (Class C2) with all matters reserved**

Dear Sir / Madam

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 construction of two 40-bedroom residential care homes, located on the former site of the Bury Police HQ, now a vacant plot of land, at the corner of Irwell Street and Lower Bank Street.

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.



Highways Overview

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. Road Safety

The latest five-year period should be used to assess road safety. This should include the data from 2023 that is available.

II. Trip Generation

The TRICS assessment contained within the TS demonstrates that the development is likely to generate a total of 12 two-way trips in the AM peak hour (08:00-09:00) and 7 two-way trips in the PM peak hour (17:00-18:00). This falls below TfGM's threshold for any further assessment work.

III. Proposed Access Arrangements

A single point of access is proposed off Irwell Street to serve both sites. The access should be designed to ensure the provision of tactile paving and dropped kerbs. Any redundant vehicle access points which served the former site should be reinstated accordingly (as confirmed within the TS). It is noted that an on-street parking bay will be relocated to facilitate the access.

The TS confirms that visibility splays of 2.4m x 43m to the north and 2.4 x 27.5m to the south (end of carriageway at the southern point of the road) are achievable from the site access.

In terms of car parking provision, for the northern plot, 24 spaces (including 3 accessible bays) will be provided and for the southern plot, 19 spaces (including 3 accessible bays) are proposed.

Drawing 332610688/100/006C, contained within Appendix A of the TS demonstrates the manoeuvres associated with a refuse vehicle and 10 metre rigid vehicle accessing the site.

From reviewing the drawings, the manoeuvres associated with service and refuse vehicles will be constrained if the on-street parking on the eastern side is retained and



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this will also impinge upon sightline visibility from the newly created access point. It is recommended that the on-street parking bays adjacent to the site boundary on the eastern side of Irwell Street are removed, to ensure unobstructed sightline visibility from the access point and to improve access to the site by all vehicles.

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 a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should cover the potential for introducing additional parking restrictions, 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, to consider extending the double yellow lines along the eastern side of Irwell Street and removing the on street parking bays (as referenced above).

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 Bolton Street, around a 3-4-minute walk away. These stops provide regular services to Bury and Bolton Interchange and half hourly services to Rochdale Interchange and Tottington Terminus.

Site observations have confirmed that the bus stop on the southern side of Bolton Street benefits from a shelter, however, the bus stop on the northern side appears to only consist of a pole. TfGM recommend that the applicant contacts TfGM's Shelters team via shelters@tfgm.com to review the potential for funding a shelter at this stop. Any improvements could then be secured by way of planning condition.



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

- Tactile paving and dropped crossings should be installed across the site access on Irwell Street.
- Any redundant access points bordering the site should be reinstated accordingly (as confirmed within the TS).
- Footway resurfacing and renewal undertaken on the surrounding network as necessary.
- A safe walkway through the car park.

III. Cycle Parking

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

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

It is noted that a total of 16 external cycle spaces are proposed to serve the development. TfGM recommend that ideally, cycle parking provision should be increased to ensure a cycle space for every staff member and also increased for residents. An internal cycle store should be provided. This should be suitable for long-stay cycle parking, which is lockable and covered, located in a central accessible location, with sufficient lighting and CCTV. External covered cycle parking should then be provided for visitors for short stay parking.

Welfare facilities should also be provided for staff to include showers, changing rooms and lockers.



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IV. Travel Plan

TfGM recommends that a 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 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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