

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

Our ref: BUR/23/301

Your ref:

17th August 2023

Dear Sir / Madam

Application Number: **69863**

Location: **Land off Croft Lane, Bury, BL9 8QA**

Proposal: **Erection of private day nursery, together with outdoor forest school and play area, access, associated infrastructure and landscaping (Use Class E(f))**

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 erection of a private day nursery on land off Croft Lane 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.

Highways Overview

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

I. Collision Investigation

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

II. Highway Impact Assessment

The TRICS assessment work contained within the TS demonstrates that the development is likely to generate 44 two-way trips in the AM peak hour (08:00-09:00) and 36 two-way trips in the PM peak hour (17:00-18:00).

The trip distribution assessment demonstrates that the impact upon the surrounding junctions from the development trips falls below the 30 vehicles per/hour threshold at which TfGM require junction impact assessments.

A junction assessment has been undertaken for the site access which concludes that the junction will operate within capacity.

TfGM are satisfied with the findings of the assessment work.

III. Mitigation

TfGM maintain the requirement for the provision of a controlled pedestrian crossing facility across Croft Lane. Given the nursery use, which will attract vulnerable user groups i.e., young children, TfGM consider that it is necessary to ensure the provision of safe crossing facilities, as well as to encourage travel to and from the development by sustainable modes. By ensuring the surrounding environment is fit for purpose, this will help to encourage sustainable trips which will in turn reduce parking demand.

IV. Proposed Access Arrangements

The TS confirms that the site will be served by the existing vehicle access on Croft Lane and will be modified to provide a 5.5 metre width along with tactile paving and dropped kerbs. A 2-metre-wide footway will be provided along the north side of the access. Access gates are proposed and will be set back 5 metres from

the back of the footway to allow a car to stand clear of the gates at the beginning and end of the day when the site is not operational.

Achievable westerly visibility splays of 2.4 metres x 49.4 metres and easterly visibility splays of 2.4 metres x 46.7 metres from the access point are demonstrated on plan within Appendix F of the TS, in line with guidance contained within Manual for Streets based on the 85th percentile speeds of the road.

The TS confirms that a total of 28 car parking spaces including one accessible bay will be provided within the on-site car park.

Swept path plans contained within Appendix F of the TS demonstrate that a refuse vehicle can enter and exit the site in forwards gear, carrying out turning manoeuvres within the car park.

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

V. 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, to ensure that adequate restrictions are in place along Croft Lane to limit opportunities for parent pick up and drop offs.

VI. Other

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

Site Accessibility

I. Public Transport

The TS confirms that there are bus stops outside the site frontage on Croft Lane. These stops provide hourly services between Bury and Higher Crumpsall.

The TS references discussions with TfGM, relating to the development funding raised kerbs and bus clearways for the bus stops closest to the site. This should be ensured by way of planning condition.

II. Active Travel

It should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle.

This should be applied both throughout the site layout, and also between the site and existing active travel networks and can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.

To promote active travel and link in with the surrounding environment, the applicant should ensure the provision of continuous 2 metre wide footways throughout and surrounding the development, as well as reinstating any redundant vehicle crossings which previously served the site, installing tactile paving at junctions/crossing points and renewing any substandard footways.

In particular, the internal layout should ensure provision of a safe walkway through the car park, with appropriate lighting surrounding the building.

III. Cycle Parking

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

The TS confirms that 3 covered cycle stands for 6 cycles will be provided to the south of the building. TfGM would refer to Bury Council's adopted cycle parking standards and request that spaces in excess of the minimum are provided where possible. Ideally staff cycle parking should be contained within an internal secure store for long-stay parking.

Additionally, welfare facilities for staff should be provided i.e. lockers, changing, drying and shower facilities.

The cycle parking should benefit from security measures such as CCTV and lighting, in addition to natural surveillance.

IV. Travel Plan

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

If the Travel Plan is to be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of the 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 Plan need to be included in the Travel Plan. 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;
- a marketing and communication strategy;
- handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- initial targets before first surveys are conducted

The offer of personalised journey planning is a further measure that could be included in a full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future business or commercial occupiers of the development, prior to them occupying the development. This should ensure potential business and commercial organisations are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

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 staff and visitors 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 use of the Travel Plan incentives should be offered to encourage future staff and visitors to use alternative modes of travel to the private car, 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 me.

Yours faithfully

Claire Smallman
Infrastructure Development Officer
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