

Your ref: 70805  
Our ref: BUR/24/236

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

16<sup>th</sup> July 2024

Location: **Land off Fletcher Fold Road, Bury, BL9 9RX**

Development: **Erection of 4no bungalows and a block of 39 no. apartments for the over 55s including communal facilities, landscaping and car parking provision**

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 a residential development comprising a total of 43 dwellings; 39 apartments and 4 bungalows for occupation by people over the age of 55, located off land to the south of Fletcher Fold Road.

<sup>1</sup>TfGM 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. <sup>2</sup>TfGM 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 residential development and have provided comments in respect of the relevant sections.

### I. Road Safety

The road safety data should be updated to include the data available from 2023.

### II. Trip Generation

The trip generation exercise contained within the TS demonstrates that the development is likely to generate 3 two-way trips in the AM peak hour and 5 two-way trips in the PM peak hour. The development is therefore unlikely to result in a material impact on the highway network.

### III. Proposed Access Arrangements

The TS confirms that vehicle access to the site will be achieved by an extension of Fletcher Fold Road.

A total of 20 car parking spaces (including 2 accessible bays) are proposed within the on-site car park and 2 spaces per bungalow are proposed to serve the development.

A swept path plan is contained within the TS Appendices which demonstrates that a refuse vehicle can undertake turning manoeuvres within the on-site turning head and therefore enter and exit the site in a forward gear.

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.



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## V. Cycle Parking

The TS confirms that a secure cycle store which can accommodate 10 cycle parking spaces will be provided. TfGM would refer to the LHA to confirm whether the proposed cycle parking accords with adopted standards. It is recommended that where possible spaces in excess of the minimum standard are provided. Cycle parking should also be available within the residential curtilage of each bungalow.

The cycle store should be suitable for long-stay cycle parking, which is lockable and covered, located in a central accessible location, with sufficient lighting and CCTV.

## VI. Travel Plan

TfGM recommends that a either a Travel Plan / Travel Pack 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 occupiers to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.

## VII. Other

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

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.



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Yours faithfully

Landuse Team  
Highways Department  
Transport for Greater Manchester  
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