

Technical Note 1: Response to TfGM Comments

Project Name:	Radcliffe Moor Lane, Bury – (Proposed Relocation of Bolton Wyresdale AFC)	Office:	Manchester
		Prepared by:	M. Thompson
Project No.:	784-B026883	Approved by:	A Khan
Date:	09.03.2022	Status:	Draft

1.0 Introduction

- 1.1 Tetra Tech (Tt) has been commissioned by Westchurch Homes to provide transport and highways advice in support of a full planning application for the proposed relocation of the football ground by Wyresdale AFC Football Club from their existing ground off Inverbeg Drive, Bolton to a nearby greenfield site off Radcliffe Moor Road, Bury.
- 1.2 The proposed site on land off Radcliffe Moor Road, Bury, is located circa 570m east of the existing site. The location of the proposed site in relation to the wider area is shown on **Plan 1**, whilst the local highway network in the near vicinity of the proposed site is shown on **Plan 2**.
- 1.3 The relocated Bolton Wyresdale AFC will comprise 4 football pitches. The proposed site layout is attached as **Appendix A**.
- 1.4 Tt prepared a Transport Statement (TS) in September 2021 which was provide as part of the planning application (Bury Council planning ref 67658) submission package.
- 1.5 Following the planning application, comments were provided by Transport for Greater Manchester (TfGM) on the TS and those comments are in **Appendix B**.
- 1.6 Those TfGM comments confirm that TfGM;

- Have no further concerns in relation to the traffic impact of the proposals.
- Have concerns in relation to (1) pedestrian infrastructure, (2) the proposed access design, (3) parking, (4) traffic management plans and (5) travel plan.

1.7 This Technical Note (TN) seeks to respond to the TfGM comments (1) to (5).

1.8 It would appear that TfGM have slightly misinterpreted the proposals in that they suggest that a match day traffic management plan should be provided to ensure that “supporters” do not park on-street in the vicinity of the site. For clarity, AFC Bolton Wyresdale are in the Lancashire Amateur Football League which is tier 13 to 19 on the pyramid of English football. Tier 13 of English football is a low very key affair with “supporters” limited to the occasional family member or a few friends. As set out in our TS, the expected attendees at the venue comprise the players and the match officials. It is not the case that Bolton Wyresdale AFC are expecting to draw any meaningful large crowds to the venue.

2.0 Matter 1: Pedestrian Infrastructure

Comment 1: Footway works at the Bury New Road / Radcliffe Moor Road junction

2.1 TfGM suggest that pedestrian crossing facilities are improved in the vicinity of the site. They have suggested:

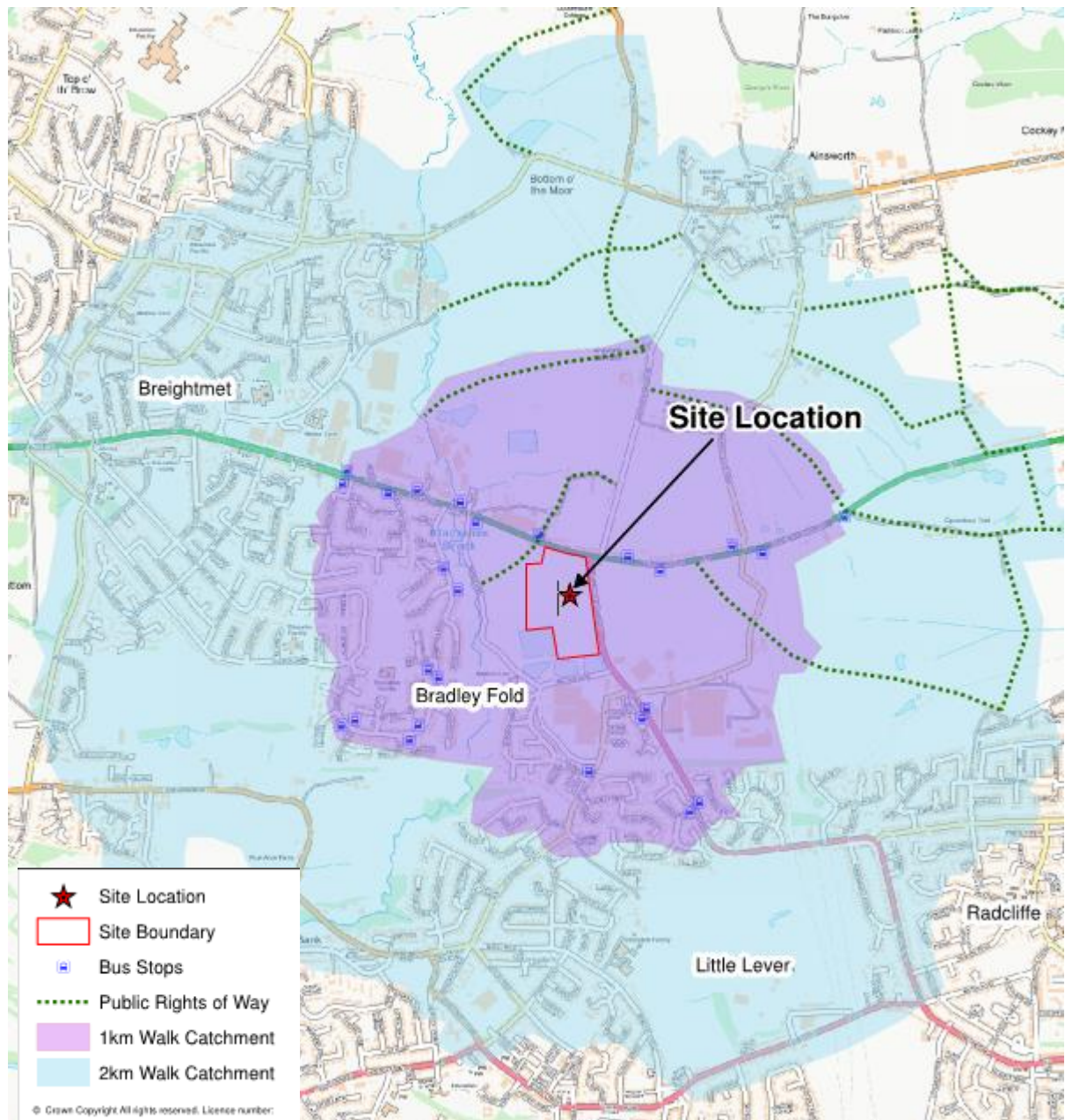
“This could be achieved by narrowing Radcliffe Moor Road at the junction with Bury New Road. This would widen the footways along Radcliffe Moor Road and reduce the crossing distance across the mouth of the junction. The existing traffic island may also need widening.”

2.2 We have reviewed this request in terms of pedestrian desire lines, accident statistics and the proportionality of this request in the context of the proposed development, the desire lines and the accident statistics.

2.3 In terms of pedestrian desire line, we have reviewed the desire lines to / from the proposed football pitches to / from the nearby residential areas. The residential areas

in the vicinity of the site are shown on **Plan 3** which was contained within our TA and is now attached to this TN1.

Extract 2.1: Plan 3 Walk Catchments

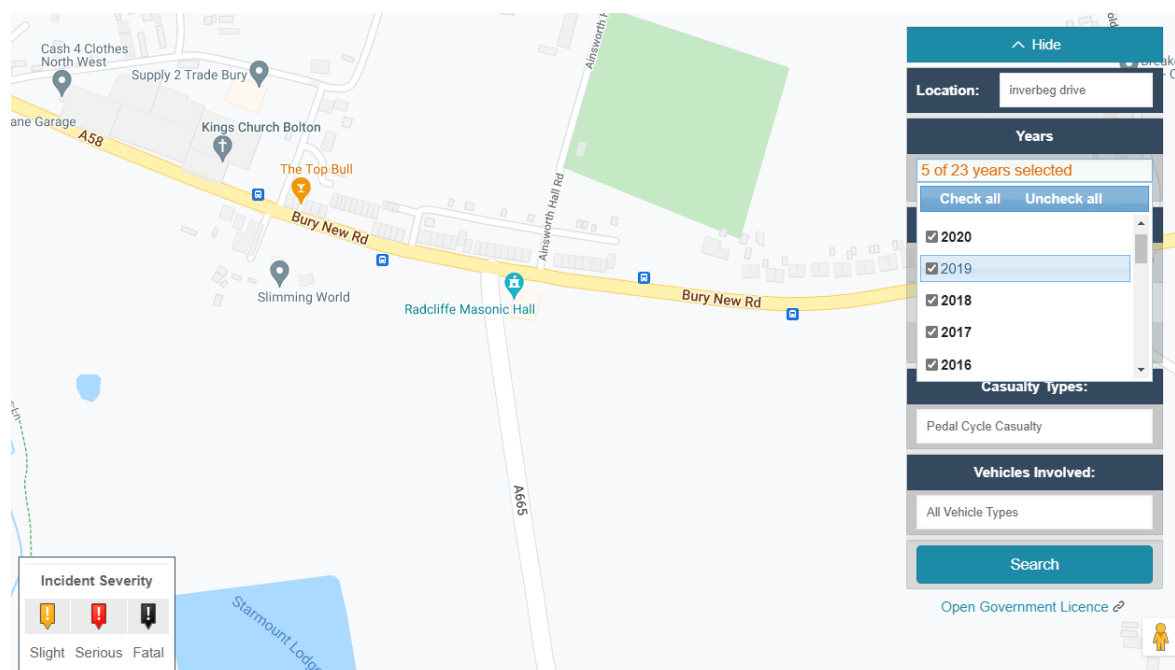


- 2.4 The extract from **Plan 3** clearly shows that the predominate residential areas in the vicinity of the site are access to the west and the south. A person accessing the site from the west, or the south would not cross Radcliffe Moor Road. The residential areas from which a person travel on foot from their home to the site, I.e. a person

who may cross Radcliffe Moor Road in the location of the requested crossing is limited to some dwellings on Bury New Road and the western side of the small village of Ainsworth.

- 2.5 On the basis of the above it is clear that the pedestrian demand along the pedestrian desire line which crosses Radcliffe Moor Road on route to the site is expected to be negligible.
- 2.6 In terms of the accident statistics, the personal injury accident (PIA) analysis provided within our Transport Statement shows that two slight accidents have occurred at the junction of Bury New Road / Radcliffe Moor Road in the 5-year study period. We have further reviewed the details of these accidents and the pedestrian / cycle accidents at this junction in the 5-year study period are shown in **Extract 2.2**.

Extract 2.2 – 5-year Accident Review at the Bury New Road / Radcliffe Moor Road Junction: Ped Cycle Accidents



- 2.7 **Extract 2.2** shows that no pedestrian accidents have occurred at this junction in the 5-year study period. There is no existing highway safety issue that needs resolving.
- 2.12 In terms of the proportionality of this request in the context of the proposed development, the desire lines and the accident statistics, we consider this request to

be unjustified. It has been demonstrated that the desire line is limited and that no pedestrian accidents have been recorded in the 5-year study period. Moreover, it is important to note that the proposals are for a local football team to erect 4no. football pitches.

- 2.12 Given the above evidence, the TfGM suggested improvements are not necessary to make the development acceptable in planning terms, with reference to NPPF (National Planning Policy Framework).

Comment 2: Zebra or signalised crossing on Bury New Road

- 2.8 TfGM have also commented:

“the provision of a Zebra or other signalised crossing across Bury New Road would help to improve the pedestrian environment and provide a safe crossing point.”

- 2.9 We have reviewed this request and we do not consider these works to be necessary to facilitate the proposals considering that the existing crossing facilities are suitably adequate for the pedestrian desire lines.
- 2.10 Heading 600m to the west from the Bury New Road / Radcliffe Moor Road junction, there is an existing signal controlled pedestrian crossing on Bury New Road close to the junction with Falkland Road. That crossing serves all of the residential dwellings to the north as show in **Excerpt 2.3**. The land-uses to the north of Bury New Road which may benefit from an additional crossing facility comprise industrial land uses and where the destination is a football pitch, it is highly unlikely that the origin will be industrial land uses. We therefore conclude that there is no desire line associated with the proposals that would benefit from a new crossing point on Bury New Road to the west of its junction with Radcliffe Moor Road.

Excerpt 2.3: Pedestrian Desire Line from the site, to the residential areas to the north west and located on the north side of Bury New Road



- 2.12 Heading to the east on Bury New Road from the Bury New Road / Radcliffe Moor Road junction, we have already demonstrated that this desire line is particularly limited. We do not consider that the cost involved with providing an additional crossing point on Bury New Road to the east of its junction with Radcliffe Moor Road junction would be proportionate based on the number of pedestrian trips likely to be generated by the development along this route.
- 2.12 Given the above evidence, a new crossing on Bury New Road is not necessary to make the development acceptable in planning terms, with reference to NPPF (National Planning Policy Framework).

Comment 3: Provision of 2m footways in vicinity of site

- 2.11 TfGM have commented:

‘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, installing tactile paving at junctions/crossing points and renewing any substandard footways.’

- 2.12 The existing conditions have been reviewed as part of the Transport Statement submitted with the planning application. That review identified that all of the roads in the vicinity of site have adequate existing footway provision. The TS also identified that there are no un-typical accident records on the local highway network.
- 2.12 No off-site footway works are proposed on the basis that the existing infrastructure is suitable, hence further improvements are not necessary to make the development acceptable in planning terms, with reference to NPPF (National Planning Policy Framework).

3.0 Matter 2: Site Access Design

Comment 4: Access to include dropped kerb / tactile paved crossing point and sufficient visibility sightlines.

- 3.1 The TfGM comments state:
- “The access point should be designed to incorporate tactile paving and dropped kerbs, with sufficient sightline visibility.”*
- 3.2 The site access drawing included as Appendix C of the submitted TS shows 2.4 x 40m visibility splays which are appropriate based on the speed limit of the road.
- 3.3 The inclusion of dropped kerbs and tactile paving across the site access arm of the junction can be conditioned for detailed design.

4.0 Matter 3: Parking

Comment 5: TRO review

- 4.1 The TfGM comments state:

‘TfGM would suggest that a review of the Traffic Regulation Orders in the vicinity of the development is undertaken. This should confirm whether additional parking restrictions are required, as well as ensuring adequate parking.’

4.2 As described in the introduction of this Technical Note, the proposals are solely expected to generate trips associated with players, officials and negligible number of supporters.

4.3 The Sport England comments confirm that:

“With reference to players; if we assume that all pitches were in use at the same time (which from the initial discussions I had with Richard would seem unlikely) and each team had 16 (players, subs and coaching staff), that would equate to 128 in total, so 43 spaces.

If there were 9 staff on site at any one time that would be a further 3 spaces.

Spectators is much more difficult to estimate, but if we say 50 spaces would be used by staff and players, this leaves another 27 available for spectators, based on the current site plan / parking layout.”

4.12 On the basis that a negligible number of spectators (supporters) are expected at the site the remaining 27 parking spaces is considered to be entirely adequate.

Comment 6: Cycle parking

4.4 The TfGM response states:

‘It is also important to ensure that adequate infrastructure and facilities are provided to encourage staff, players and spectators to travel by sustainable modes. The TS does not detail the provision of cycle parking, except to note that adequate cycle parking will be provided.’

‘Cycle parking should be provided in accordance with Bury Council’s standards and where possible spaces in excess of the minimum provided. The cycle store should

be lockable and covered, located in a central accessible location, with sufficient lighting and CCTV.'

- 4.5 The site layout plan which was included as **Appendix A** of the submitted TS shows that 24no. cycle parking spaces are to be provided more details. On the basis that the expected visitors on site totals 128 plus spectators (which as we have previously described would be negligible). That number is set out in the Sport England comments, the cycle parking provision would provide for 19% of all visitors to cycle to the site. That is a significant proportion and is considered to be more than adequate. The Bury Council parking standards have been reviewed and those are solely in relation to car parking spaces.
- 4.6 The cycle parking spaces will not be lockable as the development type does not lend itself to lockable spaces.

5.0 Matter 4: Traffic Management Plans

Comment 7: CTMP

- 5.1 *'A robust Construction Traffic Management Plan should be employed as part of the development.'*
- 5.2 A Construction Travel Management Plan can be conditioned.

Comment 8: Match Day TMP

'Additionally, TfGM would suggest that it may be beneficial for a Traffic Management Plan to be produced to cover match days.'

- 5.3 As described above, we do not expect there to be a large number of supporters and the number of car parking spaces on site is more than adequate for the players and officials.

6.0 Matter 5: Travel Plan

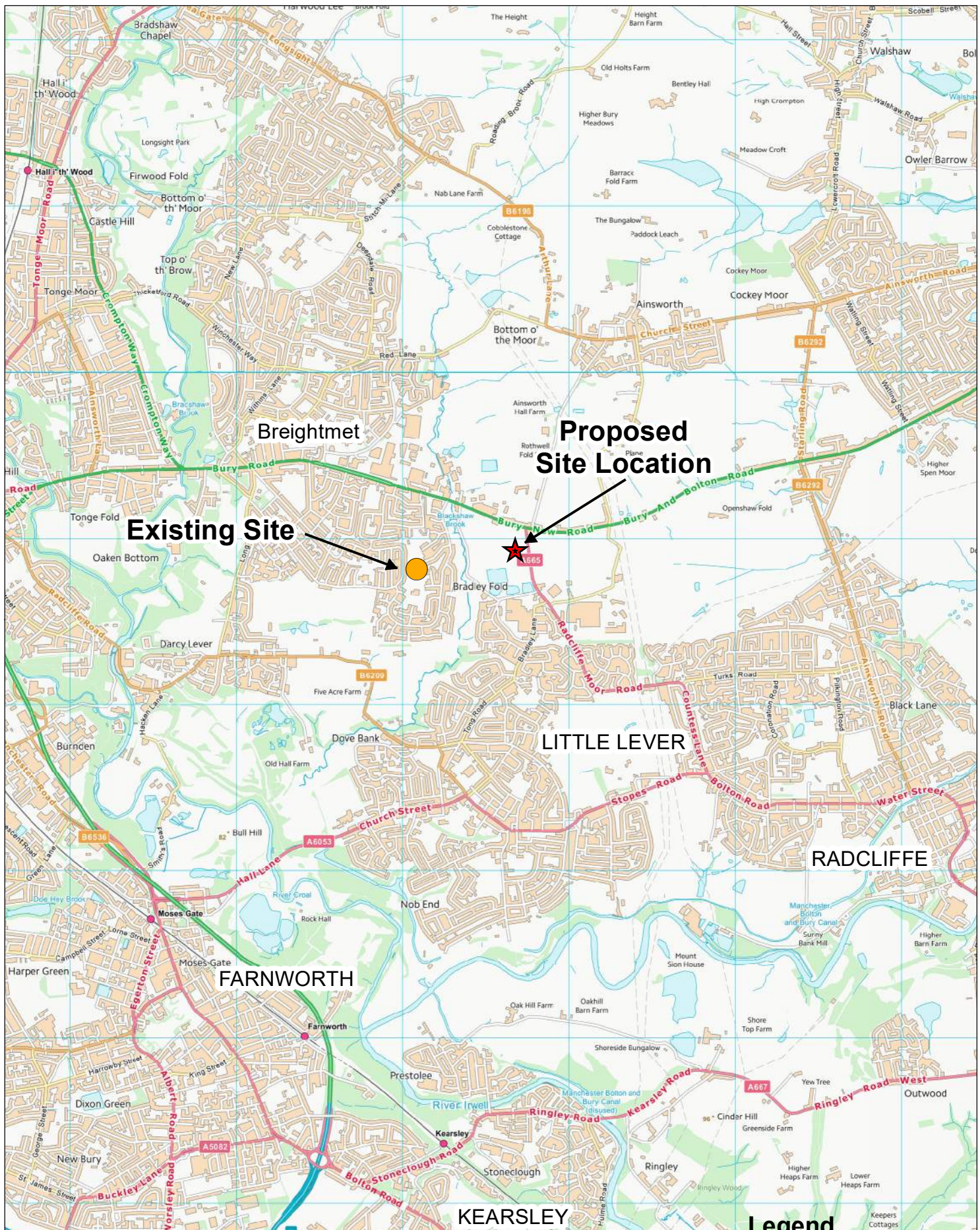
Travel Plan

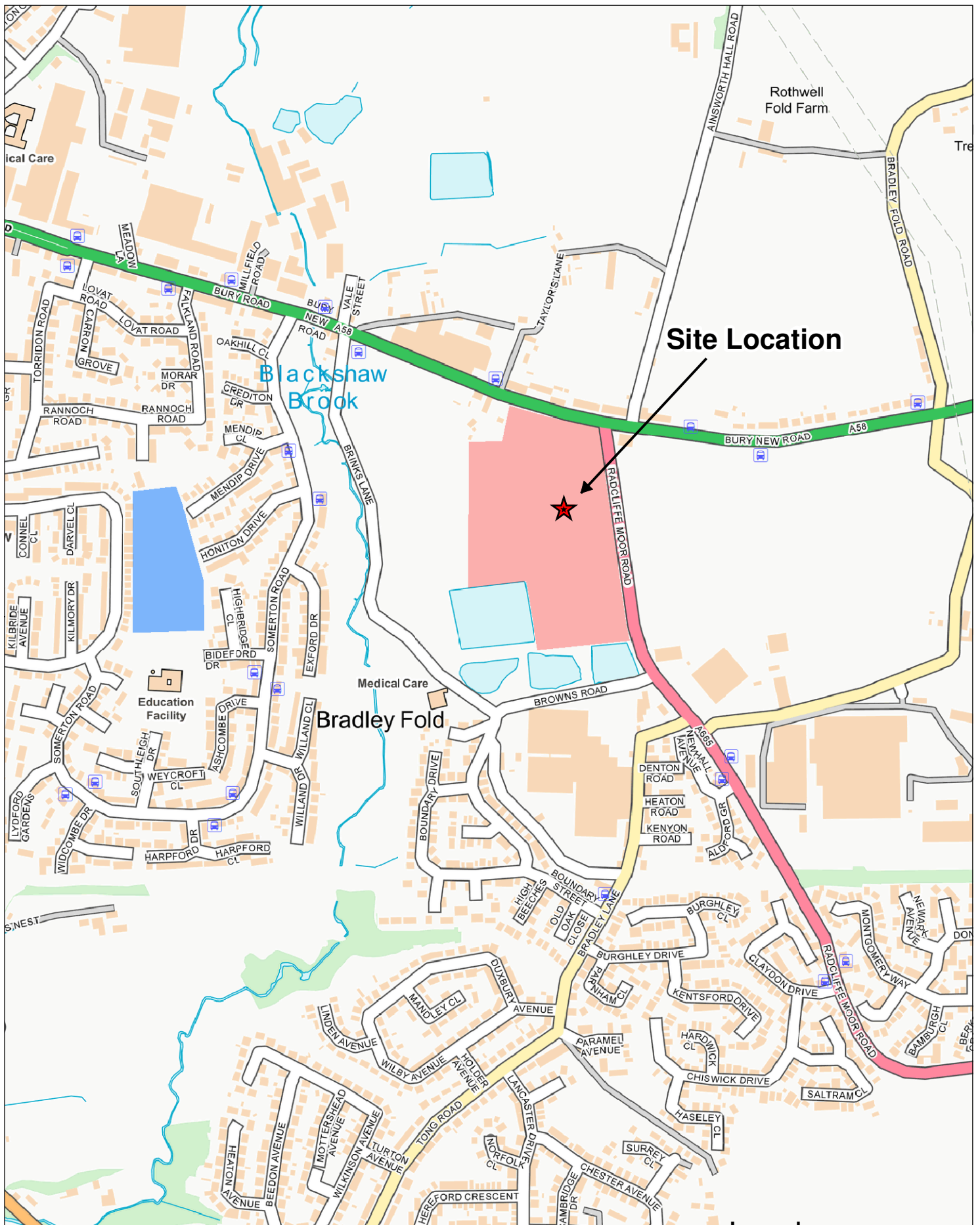
- 6.1 A detailed travel plan can be conditioned.

7.0 Conclusions

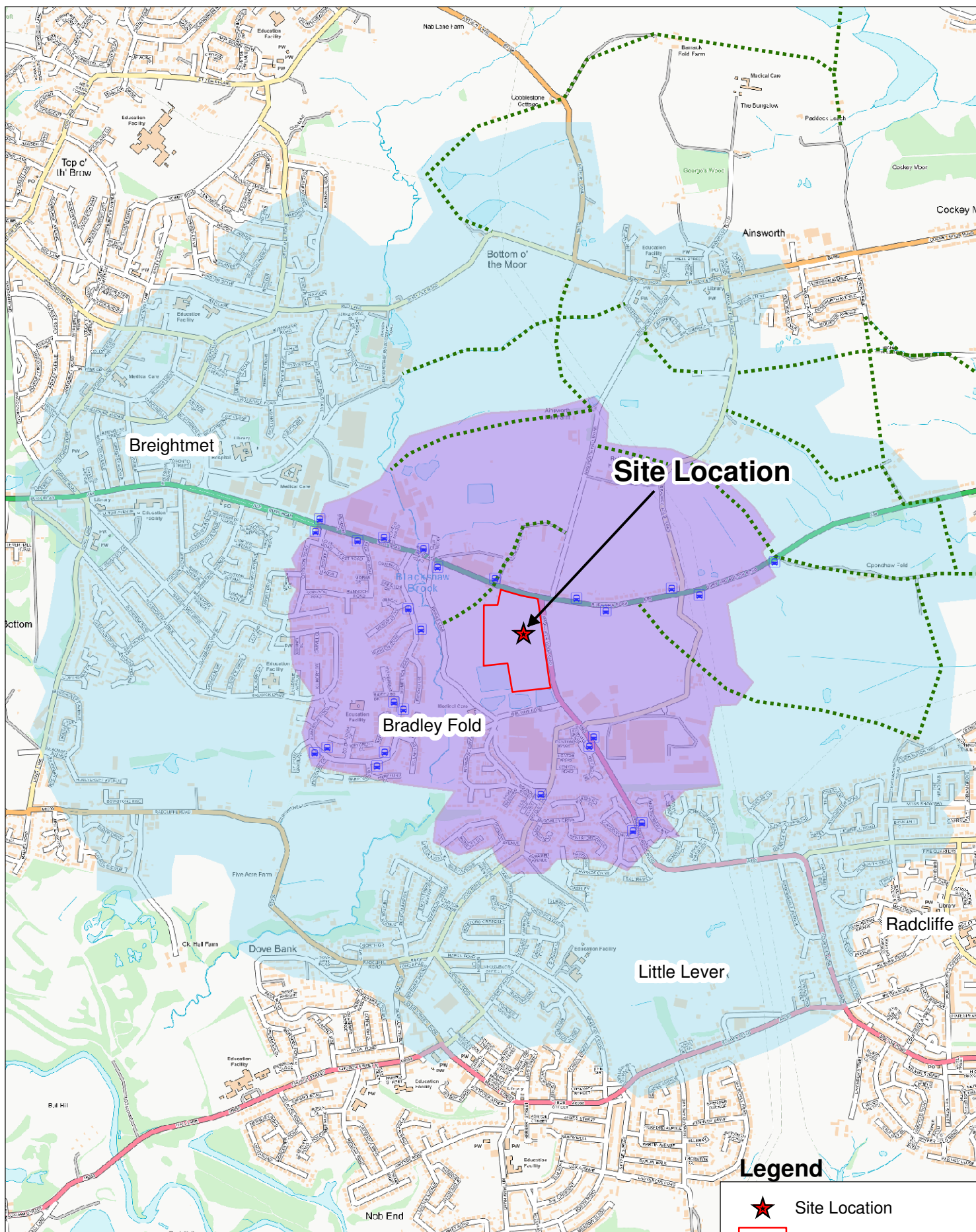
- 7.1 There are no justifiable reasons for the LHA to request that pedestrian crossing improvements on Radcliffe Moor Road or Bury New Road.
- 7.12 There are no justifiable reasons for the LHA to request that existing footways are widened to 2m.
- 7.12 The site access features adequate visibility sight lines and dropped kerbs and tactile paving can be conditioned and then provided as part of the detailed design.
- 7.12 There is no justifiable reason for a TRO review to be undertaken on the basis that the site provides adequate car parking.
- 7.12 There proposals include 24no. cycle parking spaces which again is an adequate provision for the land use.
- 7.12 A CTMP can be conditioned should the planning authority seek to approve the application.
- 7.12 We do not consider a match day TMP to be necessary on the basis that the parking provision is adequate.
- 7.12 A Travel Plan can be conditioned should the planning authority seek to approve the application.

Plans





© Tetra Tech Limited  TETRA TECH	Plan 2: Local Highway Network Proposal: Proposed Relocation of Wyresdale AFC Location: Radcliffe Moor Road, Bury TT Job No.: 784-B026883	Legend  Site Location  Site Boundary  Bus Stops  Existing Wyresdale AFC Site © Crown Copyright All rights reserved. Licence number:
0 90 180 270 Meters Scale: 1:7,500 @A4 19 August 2021 NGR: 375,564 E / 408,770 N		



© Tetra Tech Limited



Plan 3: 1km and 2km Walk Catchments
 Proposal: Proposed Relocation of Wyresdale AFC
 Location: Radcliffe Moor Road, Bury
 TT Job No.: 784-B026883



0 225 450 675 Meters
 Scale: 1:18,000 @A4

23 August 2021
 NGR: 375,565 E / 408,975 N

Legend

- Site Location
- Site Boundary
- Bus Stops
- Public Rights of Way
- 1km Walk Catchment
- 2km Walk Catchment

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Appendices

Appendix A – Site Layout Plan

COORDINATED STATIONS

STATION	EASTING	NORTHING	LEVEL (m)
GPS1	375765.472	409053.186	119.764
GPS2	375709.145	409063.864	118.668
A	375742.985	408997.753	114.927
B	375751.023	408942.336	112.002
C	375779.317	408814.378	106.401

NOTES:
Copyright in all documents prepared by the architect and any works executed from these documents and drawings, shall unless otherwise agreed, remain the property of the architect and must not be reproduced by, lent or disclosed to, a third party without the written consent of Good and Tillotson.

DO NOT SCALE OFF THIS DRAWING.
All dimensions to be checked on site and any discrepancies to be referred to the architect before proceeding.

ALL LEVELS TO BE CHECKED ON SITE.
All discrepancies between information shown on the drawings and the information in the specification to be referred to the architect before proceeding.

All component sizes and references to be checked prior to the ordering of materials.

Positions and designation (i.e. combined, surface water or foul) of existing drain runs on site are to be checked / confirmed by the building contractor prior to commencement of any drainage works. Any existing drains, to which additional connections are to be made, are also to be checked as necessary to ensure they are suitable to accommodate additional capacity and the type of effluent being connected.

All relevant boundary positions are to be checked prior to proceeding.



C Hardstanding & red line boundary added JLC 22.09.21

B Vehicular access updated & cycle store added JLC 14.09.21

A Building and car park layout updated JLC 03.08.21

Rev Revision IntL Date

Client:

Bolton Wyresdale F.C.

Project:

Proposed New Facility

Location:

On Land At:
Radcliffe Moor Road,
Bolton

Good & Tillotson Chartered Architects

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318 Chorley Old Road,
Bolton,
BL1 4JU

Tel: 01204 497700

Email: info@goodandtillotson.co.uk
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Drawing Title:

Site Layout Plan

G&T Job No: Scale: Drawn: Checked: Date:

2102 1:500@A1 JC RPW 16.07.21

Drawing Purpose: Status: Revision:

Planning Drawing S4 C

BIM Project: Origin: Zone: Level: Type: Role: Dwg No:

2102-GTA-00-00-DR-A-1002

ABBREVIATIONS

AV	AIR VALVE/VENT
BOL	BOLLARD
BS	BELUSHA BEACON
BM	BENCH MARK
BL	BED LEVEL
BS	BUS STOP
BT	BRITISH TELECOM
CL	COVER LEVEL
DII	DILAPIDATED
DIS	DISUSED
EL	EAVES LEVEL
ELE	ELEC JUNCT. BOX
EP	ELECTRICITY POLE
FH	FIRE HYDRANT
FL	FLOOR LEVEL
FOS	FULL OF SEDIMENT
FP	FLAG POLE
G	GULLY
GM	GAS METER
GV	GAS VALVE
IC	INSPECT CHAMBER
IL	INVERT LEVEL
JKW	JAPANESE KNOTT WEED
LH	LAMP HOLE
LP	LAMP POST
NP	NAME PLATE
MH	MANHOLE
PS	POST/SIGN POST
PB	POST BOX
PX	UNKNOWN SERVICE
RE	RODDING EYE
RL	RIDGE LEVEL
RS	ROAD SIGN
ST	STOP TAP
TH	TRIAL HOLE
TL	TRAFFIC LIGHT
TP	TELEGRAPH POLE
TV	CABLE TV BOX
UH	UNABLE TO LIFT
WM	WATER METER



Appendix B – TfGM Comments

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

Our ref TRA/21/442

Your ref:

19th January 2022

Dear Sir / Madam

Application Number: **67658**

Location: **Land to west of Radcliffe Moor Road/Bury New Road, Radcliffe**

Proposal: **Change of use of the land for use as outdoor sports pitches including engineering operations to form 4 pitches, the construction of a clubhouse, ancillary storage structures, creation of access from Radcliffe Moor Road, parking, landscaping, drainage and associated works**

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 provision of 4 outdoor football pitches, located on land at the corner of Radcliffe Moor Road and Bury New Road. This will facilitate the relocation of Bolton Wyresdale AFC Football Club from their existing ground off Inverberg Drive, which is no longer suitable.

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 football ground development and have provided comments in respect of the highway section.

I. Trip Generation

The TRICS Assessment contained within the TS demonstrates that the proposed development will generate 9 two-way trips in the AM peak hour and 32 two-way trips in the PM peak hour.

It should be noted that as the development is a relocation of an existing facility, a survey could have been undertaken of existing trip rates at the site, rather than carrying out a TRICS assessment.

It is considered that no further highway impact assessment work is required.

II. Mitigation

To improve access to the site on foot, TfGM suggest that pedestrian crossing facilities are improved in the vicinity of the site. This could be achieved by narrowing Radcliffe Moor Road at the junction with Bury New Road. This would widen the footways along Radcliffe Moor Road and reduce the crossing distance across the mouth of the junction. The existing traffic island may also need widening.

Additionally, the provision of a Zebra or other signalised crossing across Bury New Road would help to improve the pedestrian environment and provide a safe crossing point.

III. Internal Access Arrangements

The TS confirms that a priority access junction is proposed from Radcliffe Moor Road to serve the site. The access point should be designed to incorporate tactile paving and dropped kerbs, with sufficient sightline visibility.

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 confirm whether additional parking restrictions are required, 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.

V. Other

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

Additionally, TfGM would suggest that it may be beneficial for a Traffic Management Plan to be produced to cover match days.

Site Accessibility

I. Public Transport

The closest bus stops to the site are located on the A58 Bury New Road around a 3-minute walk from the site. These stops provide services to Bolton and Rochdale at regular intervals and timed services to Bury.

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 the provision of continuous 2 metre wide footways throughout and surrounding the development, 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.

III. Cycle Parking

It is also important to ensure that adequate infrastructure and facilities are provided to encourage staff, players and spectators to travel by sustainable modes. The TS does not detail the provision of cycle parking, except to note that adequate cycle parking will be provided.

Cycle parking should be provided in accordance with Bury Council's standards and where possible spaces in excess of the minimum provided. The cycle store should be lockable and covered, located in a central accessible location, with sufficient lighting and CCTV.

IV. Travel Plan

It is noted that as the Football Club has been operational for a number of years, regular supporters will have settled into travel routines. The key issues that need to be addressed within the Travel Plan are:

- Tackling congestion;
- Review of match day on street parking;
- Road safety;
- Promoting public transport and active travel as alternatives. .

The Travel Plan should also include a marketing and communication strategy that should communicate the Travel Plan objectives and benefits to spectators, offering incentives for travel via public transport and active travel methods, as well as details of bus timetables etc.

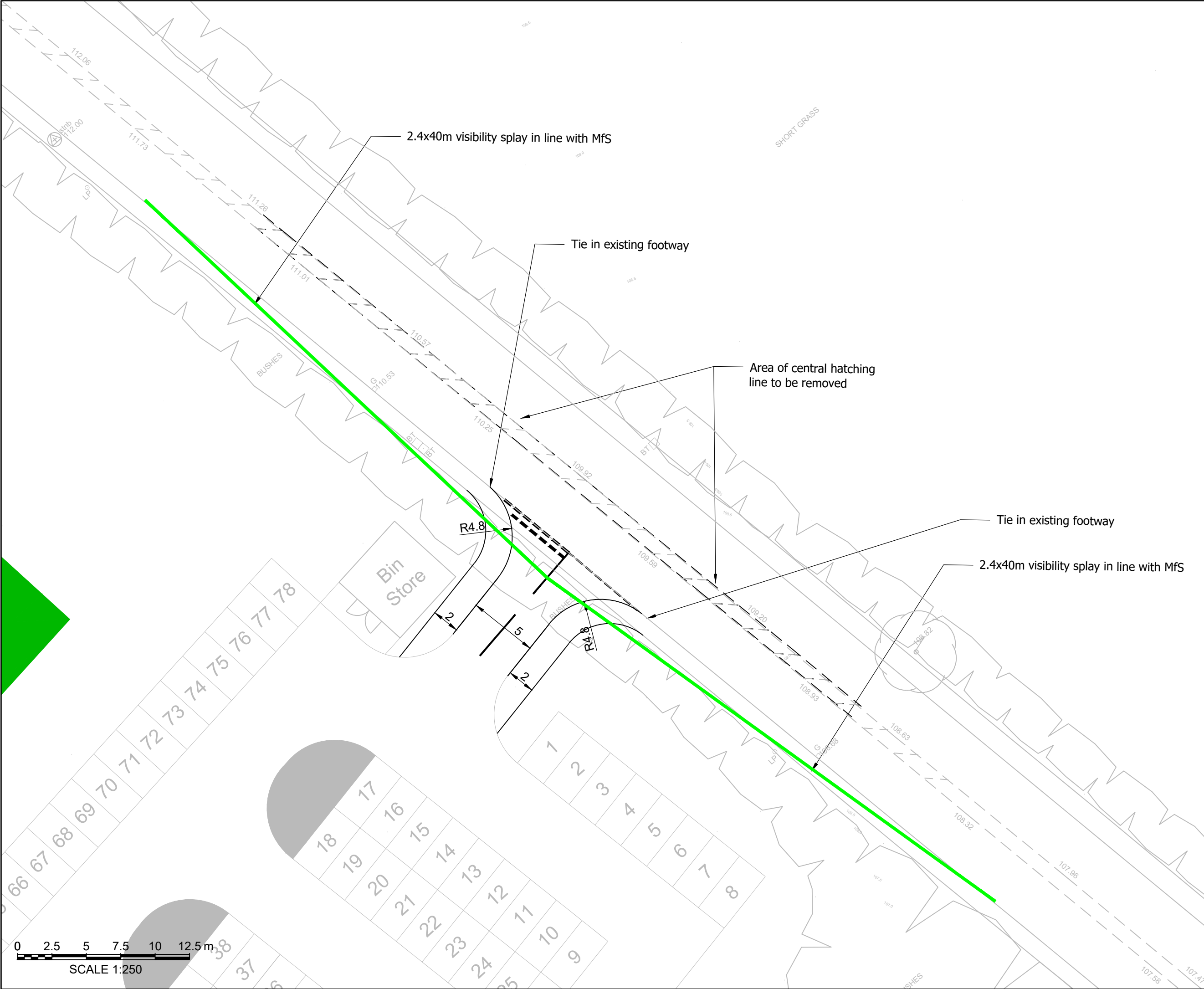
Should Bury Council be minded to approve this application it is suggested that the development, submission, implementation and monitoring of a new / updated Travel Plan be attached as condition of any planning consent.

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
Direct Line 0161 244 1733
Email claire.smallman@tfgm.com

Appendix C – Site Access Drawing



1. THIS DRAWING SHOULD BE READ IN RELATION TO THE SUBJECT OF THE TITLE ONLY. OTHER INFORMATION SHOWN ON THE DRAWING IS TO BE CONSIDERED INDICATIVE ONLY. REFERENCE SHOULD BE MADE TO APPROPRIATE DRAWING SERIES/SPECIFICATIONS FOR OTHER INFORMATION.
2. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
3. THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEY. TETRA TECH DOES NOT TAKE RESPONSIBILITY FOR ANY DISCREPANCIES.
4. VISIBILITY SPLAYS DRAWN TO NEARSIDE VEHICLE TRACK IN LINE WITH MFS

KEY:

— VISIBILITY SPLAY IN LINE WITH MFS

PRELIMINARY ISSUE

P01	PRELIMINARY FIRST ISSUE	12.08.2021	YL	YL	YL
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Client

WESTCHURCH HOMES LTD

Project Name

RADCLIFFE MOOR ROAD, BURY

Sheet Title

**PROPOSED SITE ACCESS
ONTO RADCLIFFE MOOR ROAD**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
784-B026883	YL	12.08.21	MT	12.08.21	AK	12.08.21	1:500	S0
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
B026883	- TTE	- 00 - XX - PL - D	- 001	P01				