

Your ref: 71000
Our ref: BUR/24/350

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

18th October 2024

Location: **Eton Business Park, Eton Hill Road, Rochdale**

Development: **Erection of 17 no. small light industrial units with associated servicing and car parking**

Dear Claire Booth

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 an extension to the existing Eton Business Park, to provide 17 industrial units with a total floor area of 608sqm. The site will be accessed from Eton Hill Road.

Highways Overview

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Note (TN) issued in

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.



support of the proposed industrial development and have provided comments in respect of the relevant sections.

I. Trip Generation

The quantum of development falls below TfGM's requirement for a highway impact assessment.

II. Proposed Internal Access Arrangements

The TN confirms that the site will be served via the existing access arrangements for the business park, from Eton Hill Road.

In terms of car parking provision, 12 car parking spaces are proposed to serve the site.

Swept path plans are contained within the TN appendices for a large box van to demonstrate that the largest intended service vehicle can enter and exit the site in forward 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.

III. 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.

IV. Other

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



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Site Accessibility

I. Public Transport

The nearest bus stops to the site are located on Bury Road within a few minutes' walk of the development. These stops provide hourly services to Bury Interchange and Farnworth Bus Station.

Radcliffe tram stop is located around a 6-minute cycle journey from the site and provides services along the green and yellow lines.

It is considered that there are some public transport options available to future users of the site.

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 establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian environment are required to help encourage the uptake of active travel modes by future employees, as follows:

Recommendations:

- Any redundant vehicle access points should be reinstated as continuous footway to adoptable standards.
- The access point(s) serving the site should be designed to ensure the provision of tactile paving and dropped kerbs (if not already in place).

III. Cycle Parking

The TN does not refer to staff cycle parking provision for the industrial development. Cycle parking should be provided in accordance with the Council's adopted standards and where possible spaces in excess of the minimum provided.



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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.

IV. Travel Plan

There is no reference to a Travel Plan / Travel Pack for the development.

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.

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
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