

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

Our ref TRA/22/501

Your ref:

7th December 2022

Dear Sir / Madam

Application Number: **68944**

Location: **Asda Stores Ltd, Park 66, Pilsworth Road, Bury, BL9 8RS**

Proposal: **Erection of 1 no. drive thru coffee unit 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 erection of a 185sqm drive-through coffee shop unit, situated within the south-west corner of the Asda Superstore car park, located within Park 66, Pilsworth Road, 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) have reviewed the Technical Note V2 (TN) prepared by Dynamic Transport Planning, issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Accident Investigation

It should be noted that road safety data should be provided for a whole five-year period including 2021.

II. Trip Generation

The TN (V2) refers to a site in Blyth and provides trip generation data obtained from interviews. It is unclear if the site has similar characteristics to the current development proposed i.e., is the site in a similar location / area.

It should be noted that the trip rates determined from the TRICS database are acceptable.

III. Trip Type

In terms of trip type i.e., new, pass-by, diverted, it is noted that the site in Blyth has also been used to inform this assessment work. TfGM HFAS would reiterate the previous comments relating to the characteristics of the two sites.

IV. Mitigation

A junction improvement scheme to provide pedestrian facilities is currently being developed at Manchester Road / Hollins Brow. TfGM would recommend that the applicant provides a contribution towards the implementation of this scheme, where compatible with local policies regarding contribution levels.

It is considered that this scheme will help to encourage sustainable trips on foot, as pedestrians are likely to feel more confident making walking trips where there are controlled facilities in place. This could therefore benefit future employees and customers of the development.

V. Proposed Access Arrangements

The TN (V2) confirms that the development will be served from within the existing Asda Car Park.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access arrangements are acceptable, including whether the layout is acceptable in terms of the stacking distance for the drive-through unit.

VI. Proposed Servicing Arrangements

Swept path plans have been supplied to demonstrate the proposed servicing arrangements, as well as vehicle tracking for the drive-through.

TfGM would refer to the LHA to determine whether the proposed servicing arrangements are acceptable.

VII. Proposed Car Parking Provision

The development will replace an existing area of car parking situated to the south-western corner of the Asda Superstore car park area. The TN (V2) denotes that 12 car parking spaces will require removing to facilitate the development.

The TN (V2) confirms that 20 parking spaces will be provided to serve the development.

TfGM would refer to the LHA to determine whether the proposed car parking provision is acceptable.

VIII. Other

A robust Construction Traffic Management Plan should be employed as part of the development to minimise disruption during the construction period.

Site Accessibility

I. 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.

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

II. Cycle Parking

It is also important to ensure that adequate infrastructure and facilities are provided to encourage staff and customers to travel by sustainable modes. The TN (V2) does not appear to provide details in respect of the provision of cycle parking for the development. The Site Plan denotes the provision of two Sheffield cycle stands, however, these would only be suitable for short-stay customer use and are not suitable for long-stay staff use.

Cycle parking should be provided in accordance with Bury Council's standards and where possible spaces in excess of the minimum provided. Additionally, there should be onsite lockers, showers and changing room facilities available for staff.

The staff cycle store should be lockable and covered, located in a central accessible location, with sufficient lighting and CCTV.

III. Travel Plan

A Staff Travel Plan should be produced for the development. The Travel Plan should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The offer of personalised journey planning for staff is a further measure that could be included in the 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.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage staff to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.

Should Bury Council be minded to approve this application it is suggested that a condition for the development, submission, implementation and monitoring of a Staff Travel Plan within 6 months of occupation be attached to 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

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