

Your ref: 70253
Our ref: BUR/23/451

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

13th December 2023

Location: **Site of Car Time, Bell Lane, Bury, BL9 6BB**

Development: **Demolition of existing car sales building and the redevelopment of the site for a new Petrol Filling Station with associated facilities alongside a drive thru unit and a detached block of 2no. food-to-go convenience pods.**

Dear Jennie Townsend

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 development proposals include the demolition of the existing car showroom building to facilitate the construction of a mixed-use development. The proposals on site comprise a Petrol Filling Station (PFS) with an associated retail store, a drive-thru unit, food-to-go retail unit and parking provisions.

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

I. Collision Investigation

The latest five-year period should be used to assess road safety. This should include the data from 2022/2023 that is available.

II. Trip Generation

The TS reports that no allowance has been made for the trip generating potential of the existing used car dealership on the site, within the assessment work.

The trip generation assessment work does not include a weekend AM assessment. This should be included to demonstrate the impact of the development on a Saturday morning. This could be significant, as it is likely that there would be fewer trips already on the network when compared to a weekday period, as this would also encompass commuting trips.

The TS states that, *"It is therefore considered that the development would result in negligible numbers of additional/new vehicle trips. On this basis, it is considered that the development would not lead to a severe impact on the operation or safety of the surrounding local highway network."*

TfGM HFAS do not agree with the above statement. The likely number of trips greatly exceed the relevant threshold used to determine the need for a junction assessment, which is 30 two-way vehicle trips per hour.

It is recommended that the site access is assessed as a minimum. Additionally, a diagram which demonstrates trip distribution and assignment for the new trips should be provided to determine if other junctions in the vicinity of the development experience an uplift greater than 30 vehicles per hour.

Any junctions experiencing an increase of 30 vehicles per hour or changes in movement proportions should be modelled. The junction assessments should be based on new traffic counts.



III. Proposed Access Arrangements

The TS confirms that the existing vehicle access from Bridge Street will be retained to serve the development. The access should be upgraded to ensure the provision of tactile paving and dropped kerbs. Additionally, any redundant vehicle access points should be reinstated accordingly.

There should be sufficient stacking space within the site to ensure that any cars do not overspill out onto Bridge Street.

In terms of car parking provision, a total of 48 car parking bays are proposed across the wider development site.

A swept-path assessment is contained within Appendix 2 of the TS, which demonstrates the manoeuvres associated with the vehicles requiring access to the site, namely an oil tanker, large car and 10 metre rigid vehicle.

TfGM would refer to the Local Highway Authority (LHA) to confirm 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 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.

Site Accessibility

I. Public Transport

The nearest bus stops to the site are located on Bell Lane, around a 2-3-minute walk away. These stops provide regular services to Rochdale and Bury, at 20-minute intervals.



Every journey. Every day.

Bury tram stop is located around a 7-minute cycle journey from the site and provides services along the green and yellow lines at regular intervals.

It is therefore considered that there are some genuine public transport alternatives for future employees and customers.

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 staff and customers, as follows:

Recommendations:

- Any redundant vehicle access points should be reinstated as continuous footway to adoptable standards.
- The access point serving the site should be designed to ensure the provision of tactile paving and dropped kerbs.
- 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 staff members and customers to travel by sustainable modes.

The TS confirms that five Sheffield cycle stands will be provided for both staff and customer use. However, these would only be suitable for short-stay customer use and are not suitable for long-stay staff use.



Every journey. Every day.

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 within a central accessible location, with sufficient lighting and CCTV.

IV. 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.

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
Email: landuse@tfgm.com



Every journey. Every day.