

Good Afternoon

Thank you for consulting TfGM in respect of Application 69530 which seeks approval for the conversion of the eastern building of a residential care home to a residential development comprising 19 apartments, located off Bradshaw Road.

Trip Generation

The quantum of development does not trigger the requirement for a highway impact review by TfGM. However, the submitted Transport Statement (TS) contains a TRICS assessment which has been reviewed by Officers at TfGM. The TRICS assessment demonstrates that the development is likely to generate 5 two-way trips in the AM peak hour (08:00-09:00) and 3 two-way trips in the PM peak hour (17:00-18:00). When compared against the existing care home use, the number of trips would be further reduced. As such TfGM consider that the development is unlikely to result in a material impact on the highway network any greater than the existing permitted use.

Access Arrangements

The TS confirms that the existing access arrangements serving the care home site from Bradshaw Road will be retained for the proposed use. It is noted that the existing private access road is 4.4 metres wide with a passing place provided along its length. TfGM would ideally recommend that the access road should be able to accommodate two-way movements. However, we would refer to the Local Highway Authority (LHA) to determine the suitability of the access road to accommodate the existing dementia care unit and the proposed residential use.

Servicing Arrangements

Appendix B of the TS includes swept path plans of both a refuse vehicle and a large delivery van, demonstrating that both can enter and exit the site in a forwards gear, carrying out turning manoeuvres within the site.

Car Parking Provision

The TS confirms that 45 car parking spaces, including 3 accessible bays will be available within the site, with 20 of the spaces allocated to the dementia care unit. This exceeds Bury Council's maximum adopted car parking standards. TfGM would highlight that where possible car parking provision should be reduced and replaced with cycle provision or improvements to active travel, to help encourage future occupiers to opt for alternative modes of travel to the private car.

Cycle Parking Provision

The TS states that 4 cycle parking spaces will be provided for the residential use, however there are no details provided in terms of type of cycle provision etc. Cycle parking should be provided in accordance with Bury Council's adopted standards and where possible spaces in excess of the minimum provided. TfGM recommend that ideally a 50%-100% provision should be allowed for. The spaces should be suitable for long stay parking - covered, lockable and made secure through the use of measures such as CCTV and lighting. Cycle maintenance tools should also be provided.

Footpath Provision

There is a separate footway leading to the site adjacent to the private access road from Bradshaw Road, however, it appears to be stepped. TfGM would recommend that ideally the footway be upgraded to become DDA compliant. Additionally, if not already in place, TfGM recommend that the route is lit.

It is acknowledged that there are no footways along Bradshaw Road which creates a poor pedestrian environment and the TS has therefore reviewed the potential for walking trips using the surrounding Public Rights of Way. The condition of these routes is unknown and as they are likely to be unlit and not properly surfaced, trips on foot during the winter months are unlikely to be an attractive option for future occupiers.

Travel Plan

TfGM would refer to the LHA to confirm whether the quantum of development triggers the requirement for a Travel Plan. If not, TfGM would recommend that a Travel Pack is produced for future users of the site which could include useful details of the nearest public transport services, journey planning etc. Additionally, incentives could be offered to encourage the use of alternative modes of travel to the private car such as concessionary bus fares, discounted cycles, journey planning etc. It is noted that the TS includes a list of travel plan measures to help mitigate the impact of the lack of footway along Bradshaw Road.

I hope the above assists.

Kind regards

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TfGM supports working flexibly. If I contact you outside your usual working hours then please reply when it's convenient for you.