

Your ref: 70218
Our ref: BUR/23/467

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

19th December 2023

Location: **Gateway House, Pilsworth Road, Bury, BL9 8RD**

Development: **Single storey extension of existing industrial unit (Class B2/B8) including recladding of the existing building roof to incorporate new rooflights and photovoltaic panels; Externally will include storage tanks, extension to existing site access points, new service yard, additional cycle and car parking with electrical vehicle charging spaces with associated infrastructure and new external seating area**

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 application seeks approval for an extension to the existing Gateway House that will provide an additional 42,949sf (3,990sm) of floorspace.

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. Road Safety

Accident data should be updated to 2022.

II. Quantitative Assessment – M66 Junction 3

In terms of the quantitative analysis of the M66 junction 3 whilst it may be true that this individual development's traffic impact is limited however this should be considered by the local authority in the context of committed developments, which together with this development, could cause capacity issues should the junction already be congested.

III Proposed Access Arrangements

Access to the proposed development is to be taken from Pilsworth Road via access road.

Access strategy is discussed within Section 4 of the TS. TfGM would refer to the Local Highway Authority (LHA) to determine 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 surrounding the site is undertaken. This should also cover whether any additional parking restrictions require introducing, 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



Every journey. Every day.

I. Public Transport

The TS indicates that nearest bus stops to the site are on Pilsworth Road. Bus frequencies through these bus stops are low.

II. Active Travel

In order to maximise the benefits of the site's location, 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 TS doesn't describe the condition of walking and cycling facilities in the area.

The TS presents isochrones to various destinations, however, there is indication of the quality / condition of the pedestrian or cyclist environment.

To promote active travel and link in with the surrounding environment, the applicant should ensure provision of the following:

- The condition of the footways surrounding the site should be improved as part of development, which would help to improve pedestrian accessibility.
- Any redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards.
- Tactile paving and dropped crossings should be installed across either side of the site access point(s).
- Provision of continuous 2-metre-wide footways throughout and surrounding the development.
- Each dwelling should have provision for cycle storage within the curtilage of the property.

The proposed development includes the provision of a new cycle shelter offering parking for an additional 10 cycles. This means that there will be capacity on site to securely store 20 cycle.

III. Travel Plan

To encourage sustainable travel choices, it is important that the development is accompanied by a full Staff Travel Plan with effective measures for bringing about



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modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.

A Staff Travel Plan should include:

- A Travel Plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components, when the developer's responsibility ceases;
- Targets and monitoring arrangements.

Ideally a Full Travel Plan should include tailored measures to overcome specific barriers or take advantage of opportunities presented by the site in order to encourage future residents to use sustainable modes of travel for appropriate journeys.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to residents 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
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Department
Transport for Greater
Manchester
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