

Your ref: 72968
Our ref: BUR/26/185

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

17th June 2026

Location: **Whitefield Library, Pinfold Lane, Whitefield, Manchester, M45 7NY**

Development: **Change of use of former library to provide a health centre (Use Class E(e)), together with associated external alterations, car parking provision, landscaping, and engineering works**

Dear Helen Pressley

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 a change of use from a former Library to provide a 583sqm Medical Centre with associated parking and access, to replace the existing Uplands Medical Practice, located c. 250m to the north-east of the site.

The practice is proposed to operate six days a week between the hours of 08:00 – 20:00 on weekdays and 10:00 – 17:00 on Saturdays.

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.



The new GP Surgery will provide nine consulting rooms and two treatment rooms.

Development Impact

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) have reviewed the Transport Statement (TS) issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Trip Generation & Distribution

The TS outlines trip generation for the existing site derived from the TRIC's database. This is based on a single site which is not ideal but understandable as the database does not hold significant amounts of surveys for this land use. The selected site is suitable and as such it is agreed that the trip generation for the existing use is broadly acceptable.

The trip generation for the proposed GP surgery has also been derived from TRICs. The selection criteria were as follows:

- Land Use: GP Surgeries
- Regions: Greater Britain
- Location Type: Suburban Area and Neighbourhood Centre
- Excluding surveys undertaken during Covid-19 restrictions

The vehicle trip rates indicate under 20 passenger car units in the morning and evening peak.

HFAS have undertaken additional testing in TRICs and applied the following criteria:

- Land Use: GP Surgeries
- Regions: Greater Britain - Surveys after April 2022
- Location Type: Suburban Area and Neighbourhood Centre - excluding Greater London and Northern Ireland Sites

This does result in significantly higher trip rates which demonstrates that the land use category is very sensitive to site selections. It would be prudent to undertake a sensitivity test with higher trip rates.

The distribution of the trips is approx. 50/50 to the north and south of the site. This concurs with analysis from the traffic models held by TfGM.



Every journey. Every day.

- Car Parking Accumulation Assessment

The analysis presented within the TS demonstrates that the parking demand likely to be generated by the development can be accommodated within the proposed car parking provision. This is based on the trip rates determined within the TS. Analysis with higher trip rates (as per TfGM's TRICs analysis) would be useful to provide a robust approach.

It is noted that the TS considers that measures within the Travel Plan for staff and patients will help to reduce parking demand. Additionally, a review of the surrounding Traffic Regulation Orders has demonstrated that there are double yellow lines on the streets in the vicinity of the site which will help to restrict any overspill parking.

II. Proposed Access Arrangements

The TS confirms that the site will be served by the existing vehicular access, a priority junction with Pinfold Lane. The access should be upgraded to provide tactile paving and dropped kerbs.

The proposed development will provide a total of 24 car parking spaces, including three EVC parking spaces and four accessible bays.

In terms of servicing arrangements, drawings contained within the TS Appendices demonstrates the swept paths associated with a 9 metre refuse vehicle and box van. The drawings show that these vehicles can enter and exit the site in a forward gear.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access, car parking and servicing arrangements are acceptable.

III. 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 along Bury New Road around a 4-minute walk away. These stops provide services to Bury, Piccadilly Gardens, Shudehill and Pendleton at regular intervals.



Every journey. Every day.

Whitefield Metrolink stop is around a 12-minute walk from the site and provides services along the green and yellow lines at regular intervals.

It is therefore considered that there are genuine public transport alternatives to the private car for 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 users of the site, as follows:

Recommendations:

- Any redundant vehicle access points should be reinstated as continuous footway to adoptable standards.
- Tactile paving and dropped kerbs should be provided at the site access.

III. Cycle Parking

It is important to ensure that adequate infrastructure and facilities are provided to encourage users of the site to travel by sustainable modes.

A total of 4 cycle parking spaces are proposed adjacent to the main entrance, with a further 16 cycle spaces at the rear of the building, including 8 which will be within a locked staff-only area. All cycle parking will be covered. Directional signage will be provided to cycle parking.

The spaces should be in line with LTN 1/20 guidance and be covered, lockable and secure (as confirmed above), and have sufficient security measures in place such as CCTV and lighting.



Every journey. Every day.

Additionally, welfare facilities (changing rooms / showers / lockers) should be provided for staff.

IV. Travel Plan

TfGM recommends that a full Travel Plan 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 users of the site to use public transport and active travel modes through measures such as discounted bus fares / 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.