

Your ref: 70484
Our ref: BUR/24/215

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

19th June 2024

Location: Fairways Lodge Hotel, George Street, Prestwich, Manchester, M25 9WS

Development: Demolition of existing hotel building and erection of a block of 52 no. retirement living apartments including communal facilities, landscaping and car parking provision

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 the demolition of an existing Hotel building and construction of a new building comprising 52 retirement living apartments. The application site is located on the site of the former Fairways Lodge Hotel, off George Street, in Prestwich.

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 Transport Statement (TS) issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Road Safety

There is no indication within the TS of the period chosen for the road safety statistics.

II. Trip Generation

Surveys are presented within the TS of similar retirement apartment sites throughout the country, which have been used to generate the likely trip generation of the development. This demonstrates that the highest trip generation is likely to be between 12:00-13:00 where 14 two-way trips are predicted. Additionally, it is noted that when compared to the trip generating potential of the former Hotel use, the number of trips associated with this development would be further reduced. The likely trip generation does therefore not trigger TfGM's requirement for any further highway impact assessment work.

III. Proposed Access Arrangements

The TS confirms that the existing access on George Street will be retained and modified slightly to accommodate a widened access point. Visibility splays in accordance with standards contained within Manual for Streets should be achievable in both directions from the site access.

In terms of car parking provision, 38 car parking spaces (including 4 accessible bays) are proposed to serve the development.

The TS does not appear to detail the servicing arrangements for the development or provide any accompanying swept path plans to demonstrate the intended service vehicle and associated manoeuvres. It is queried whether servicing is proposed within the on-site car park or kerbside on George Street. If servicing is proposed within the on-site car park, the intended service vehicle must be able to enter and exit the site in a forward gear, carrying out safe turning manoeuvres on-site. This should be demonstrated on plan.



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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 cover the potential for introducing additional parking restrictions, 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 along the A56 Bury New Road, around a 6-minute walk away. These stops provide services to Manchester City Centre and Bury Interchange at regular intervals. It is therefore considered that there are some genuine public transport options available as an alternative to the private car.

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

- Any redundant access points bordering the site should be reinstated accordingly.
- Provision of a footway from the eastern side of the existing access, connecting to the footway on George Street.
- A safe walkway through the car park.



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III. Cycle Parking

It is important to ensure that there are adequate infrastructure and facilities to encourage travel by sustainable modes.

The TS does not detail the number of cycle parking spaces that will be provided, it only states that, *"Sufficient cycle parking will be provided on the site to accommodate the anticipated cycle usage associated."* Cycle parking should be provided in accordance with Bury Council's adopted standards and where possible spaces in excess of the minimum provided, to encourage the uptake of cycling.

TfGM recommend that an internal cycle store should be provided. This should be suitable for long-stay cycle parking, which is lockable and covered, located in a central accessible location, with sufficient lighting and CCTV. External covered cycle parking should then be provided for visitors for short stay parking.

Welfare facilities should also be provided for any on-site staff to include showers, changing rooms and lockers.

IV. Travel Plan

TfGM recommends that a 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 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.



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Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
Email: landuse@tfgm.com



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