

Your ref: 72240
Our ref: BUR/25/324

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

19th September 2025

Location: **Spurr House, Pole Lane, Bury, BL9 8QL**

Development: **Demolition of existing buildings, site clearance works including removal of areas of hardstanding and the erection of two blocks of apartments, comprising 60 no. residential units, relocation of existing site access, and associated landscaping**

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 a residential development comprising 60 apartments, located on land occupied by the former Spurr House, off Pole Lane in Bury.

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.



Development Impact

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

I. Trip Generation

The development is replacing a current or closed Care Home, so the TS has examined the TRICS database to determine the trip generation for the previous use which are a handful of trips but an acceptable approach.

TRICS trip rates have then been applied to determine the trip generation for the proposed 60 residential dwellings. The selection criteria is generally sensible but the trip rates/generation for residential use appear lower than expected. TfGM HFAS have therefore undertaken additional sensitivity testing by altering the selection criteria. This doesn't increase the trip generation to over 30 pcus in either peak hour (11-12 two way trips in both the AM and PM Peak periods).

As such, TfGM HFAS concur with the TS conclusion that the development is unlikely to have a material impact on the local highway network.

II. Internal Access Arrangements

The TS confirms that the site will be served by a new priority junction from Pole Lane. The existing redundant access will be reinstated accordingly. The new access should be designed to ensure the provision of tactile paving and dropped kerbs. The TS states that visibility splays in accordance with standards contained within Manual for Streets are achievable in both directions from the site access.

The TS notes that car parking provision will be provided in accordance with Bury Council's adopted Parking Standards.

Swept path plans contained within Appendix D of the TS demonstrate that a refuse vehicle can enter and exit the site in a forward gear. However, the manoeuvres do appear constrained and in other separate vehicle tracking drawings, appear to rely upon the use of parking bays to carry out manoeuvres.



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TfGM would refer to the LHA to determine whether the proposed access, car parking and servicing arrangements are considered acceptable.

III. Traffic Regulation Orders

It may be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, 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.

In particular, the applicant should review the requirement for TROs covering the site access and visibility splays on Pole Lane in liaison with the LHA.

IV. 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 Parr Lane, around a 3-minute walk away. These stops provide services to Pendleton, Shudehill and Bury at half hourly intervals. It is therefore considered that there is some access to public transport services from 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



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required to help encourage the uptake of active travel modes by future residents, as follows:

- Footway resurfacing and renewal undertaken as appropriate.
- Ensure the provision of tactile paving and dropped kerbs across the site access and internal access junctions.
- Reinststate any redundant vehicle access points which served the former site.
- Ensure the provision of continuous 2-metre-wide footways serving the site.

III. Cycle Parking

The TS confirms that 70 cycle spaces will be provided to serve the development, which is welcomed.

The cycle store(s) should be lockable and covered – suitable for long stay parking and should have sufficient security measures in place such as CCTV and lighting.

IV. Travel Plan

It is noted that a Framework Travel Plan has been submitted to support the application.

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 users of the site to use public transport and active travel modes through measures such as discounted 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

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Transport for Greater Manchester
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