

Rochdale Council
Planning and Development
Number One Riverside
Smith Street
Rochdale
OL16 1XU

Our ref TRA/20/326

Your ref:

14th October 2020

Dear Sir / Madam

Application Number: **65844**

Location: **Former Mondi/Holcombe Mill, Bridge Street, Ramsbottom, Bury, BLO
OBS**

Proposal: Erection of 72 no. dwellings including the retention and conversion of 2 existing buildings to residential use (5 no. units), the retention of a chimney and the demolition of a derelict building, together with engineering operations to create a development platform and associated parking, landscaping, drainage, the layout of internal estate roads and footways and other associated works

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 in determining the application and are made in the context of TfGM's role in the planning process, as set out in the footnote below.¹

Background

The application seeks approval for the construction of 72 dwellings to include the retention of 2 existing buildings to residential use. A similar application for the site was withdrawn by the applicant on 6th May 2020.

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 Assessment (TA) issued in support of the proposed office development and have provided comments in respect of the highway section.

I. Road Safety Audit

TfGM HFAS would refer to the Local Highway Authority to determine whether the road safety audit findings are acceptable.

II. Existing use

TfGM would refer to the Local Authority to confirm whether the assumptions regarding the existing consent are valid in terms of a fallback position.

III. Traffic Diagrams

TfGM HFAS are satisfied with the trip assessment work undertaken within the TA; however, it should be noted that HFAS would need sight of the raw data for the trip distribution before the traffic diagrams can be fully validated.

IV. Modelling & Mitigation

The junction of Bury New Road/Manchester Road has been modelled. TfGM have not been able to check the model details and optimisation as the model has not been provided. The output results in the report show that during the base situation, the junction will exceed practical capacity. This will worsen with the addition of the development traffic. We would recommend that the developer provides a contribution for the implementation of MOVA at the junction to increase capacity and efficiency of the junction.

Based on the results of the Linsig modelling in the report, the monetised cost of delay at the junction arising as a result of the development is £8000 per year. This cost is based on values of time and are consistent with WebTAG guidance. This cost only considers the morning and evening peak periods and does not include the costs of delay during the shoulders of the peak, interpeak and during the weekend.

We would recommend that the developer make a contribution of £10,000 towards the implementation of MOVA at the junction to increase capacity and efficiency of the junction.

V. Access Arrangements

The TA states the following:” as detailed earlier, the Highway Officer previously requested a 7.3m wide access road in order for the internal estate roads to be adopted. As the internal estate roads are now proposed to remain in private ownership, as detailed earlier, a 7.3m carriageway is no longer required and the proposed 5.5m wide access road, which is typical of residential roads, is considered more than acceptable to serve the development.

TfGM would suggest that Bury confirm they are happy with this arrangement.

The TA also stated that “the recommendation of the audit to introduce ‘keep clear’ and give way markings at the access to stop queuing vehicles from blocking the access and to inform drivers to give way, has been implemented.

Furthermore, the recommendation of the audit to provide dropped kerbs and tactile paving at the access to prevent NMU slipping/falling, which was also requested by TfGM, has been implemented”

It should be noted that a secondary 3.5m wide emergency access will be provided off Bridge Street with dropped kerbs and retractable bollards. TfGM would suggest Bury confirm this is acceptable to the LA.

VI. 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.

VII. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

Bee Network

From an appraisal of the Bee Network Map, there is an opportunity for this development to connect into the proposed Bee Network. The Bee Network will be

the largest joined-up system of walking and cycling routes in the UK and has been developed with all 10 Greater Manchester local authorities. More information on this is available on <https://www.tfgm.com>.

Site Accessibility

I. Public Transport

The nearest bus stops to the site are located on Bridge Street and Peel Brow, around a 2 minute walk away. These stops provide services to Bury, Accrington and Manchester City Centre at regular intervals.

TfGM would suggest that a review of the bus stops surrounding the site is undertaken with a view to upgrading / improving any bus stops (as necessary) in the immediate vicinity of the site. Should this review determine any improvements, the application should include proposals for the upgrade of the bus stops, in accordance with Transport for Greater Manchester's Design Guidelines for Bus Stops.

TfGM would refer the applicant to TfGM Shelter's team to discuss this further via shelters@tfgm.com.

This will help to encourage the uptake of public transport by future residents, employees and visitors.

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. This is especially important, when given the likely increase in footfall which will be generated by the proposed uses.

The TA doesn't describe the condition of walking and cycling facilities in the area.

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.
- Provision of continuous 2 metre wide footways throughout and surrounding the development.

III. Cycle Parking

It is also important to ensure that adequate infrastructure and facilities are provided to encourage future residents and staff to travel by sustainable modes. A lockable covered cycle store suitable for overnight accommodation should be provided for the apartments, in accordance with the Council's adopted standards. The cycle facilities should be made secure through the use of measures such as CCTV and appropriate lighting.

Additionally each dwelling should have provision for cycle storage within the curtilage of the property.

Cycle parking in accordance with the Council's adopted standards should also be provided for the office and nursery uses. Appropriate on site welfare facilities for staff should be also be implemented (showers / changing rooms / lockers).

IV. Travel Plan

The development will need to be supported by robust Travel Plans for the residential, office and nursery uses which should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The success of Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plans need to be included in the Framework Travel Plan from the outset. These 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; and

- Targets and monitoring arrangements.

Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

The offer of personalised journey planning for staff is a further measure that could be included in the full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future business or commercial occupiers of the development, prior to them occupying the development. This should ensure potential business and commercial organisations are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage residents and employees to use sustainable modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.

Should Bury Council be minded to approve this application it is suggested that the development, submission, implementation and monitoring of Full Travel Plans within 6 months of occupation be attached as a condition of any planning consent.

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 me.

Yours faithfully

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