

TfGM – Highways Department Comment:

Good Morning,

Thank you for consulting TfGM in respect of the above application, which seeks approval for the re-location of a golf clubhouse (to Site B) and the erection of 105 dwellings in the site of the existing clubhouse (Site A). Transport Assessments (TAs) are provided separately for Sites A and B. TfGM Highways have reviewed the documentation and have the following comments :

- The site is in a sustainable location, with Whitefield Metrolink Station approximately 12 minutes' walk east of the site and bus stops along Radcliffe New Road and Bury New Road which provide regular services to Manchester, Bury and Farnworth. The most direct route to Whitefield Metrolink Stop and the bus stops on Church Lane requires pedestrians/cyclists to utilise the Dales Lane/Church Lane/Ashbourne Grove junction, which currently does not provide pedestrian crossing facilities. TfGM would recommend that the developer contributes to the funding to provide these facilities, which would facilitate and encourage active travel to/from the development.
- The level of peak vehicle trips is expected to be relatively low for both Site A and Site B, with a total of 51 two way AM trips and 55 two-way PM trips across both sites. These trips are associated with two separate access points, so therefore, the impact is expected to be minimal. TfGM are satisfied with the trip generation/distribution criteria and methodology. A capacity assessment for the Site Access with Ringley Road has been undertaken using Junctions 11, which shows minimal RFC and queuing as a result of the development. It is not expected that any other junctions would experience an increase of 30 vehicles or more as a result of the development.
- No analysis of accident data has been undertaken, which should be provided. The area has a high number of road traffic incidents in recent years, particularly on Radcliffe Road, Ringley Road and Bury New Road.
- No cycle parking information is provided for either site beyond a line which states "Cycle parking will also be present within the development site.". Detail of the level of provision should be provided. Any cycle parking should be secure, with CCTV and lighting and should align with LTN 1/20 guidance.

- 119 car parking spaces are to be provided for Site A and 129 spaces are to be provided for Site B. Swept Path Analysis is included in both TAs showing that a large refuse vehicle can enter and exit the development site in forward gear, making turning manoeuvres on site. TfGM would refer to the LHA to determine if the parking, access and servicing arrangements are acceptable.

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.

Kind regards

Landuse Team

Highways Department

Transport for Greater Manchester

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