

Your ref: 70619
Our ref: BUR/24/124

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

26th April 2024

Location: Manchester Maccabi Community and Sports Club, Bury Old Road, Prestwich, Manchester, M25 0EG

Development: Erection of 4 no, covered padel courts, 1 no, pickleball court; Ancillary pavilion; Revised car parking and cycling store; Associated signage

Dear Claire Booth

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 creation of a sporting facility comprising the following uses:

- 4 covered Padel courts
- 1 Pickleball court
- Ancillary pavilion

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 application site is located on the site of Manchester Maccabi Community and Sports Club, off Bury Old Road in Prestwich.

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. Highway Impact Assessment

The TRICS exercise contained within the TS demonstrates that the development is likely to generate a maximum of 27 two-way trips during the weekend morning peak hour (09:00-10:00) and 15 two-way trips during the weekend afternoon peak hour (13:00-14:00). This is below TfGM's threshold for a junction impact assessment.

A PICADY assessment of the priority controlled junction onto Bury Old Road has been undertaken and is contained within the TS. This demonstrates that the junction is expected to operate well within capacity in the future year scenario with the proposed development in place.

II. Proposed Access Arrangements

The TS confirms that the site will be served via the existing priority-controlled junction onto Bury Old Road which benefits from tactile paving and dropped kerbs. Within Appendix B of the TS, Drawing Number SK22401-011 demonstrates that visibility splays of 2.4 metres x 43 metres are achievable from the site access in line with standards contained within Manual for Streets.

In terms of car parking provision, the TS denotes that the on-site car park will accommodate 78 parking spaces including 5 accessible bays and 14 EVC spaces. This is an increase of 15 spaces at the site.

The TS reports that existing servicing arrangements at the site will remain unchanged. A swept path drawing demonstrating the manoeuvres associated with a refuse vehicle and fire tender is provided within Appendix F of the TS. These drawings demonstrate that both vehicles can enter and exit the site in a forward gear, carrying out turning manoeuvres on site.



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

Site Accessibility

I. Public Transport

The nearest bus stops to the site are located on Bury Old Road, around a 3-4-minute walk away. These stops provide services between Bury Interchange and Manchester City Centre at regular 10-minute intervals.

Heaton Park Metrolink Station is around a 5-minute cycle journey from the site and provides services along the yellow and green lines to Bury, Manchester City Centre and Altrincham at regular intervals.

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:

- The internal layout should ensure provision of a safe walkway through the car park, with appropriate lighting surrounding the building.

III. Cycle Parking

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

Cycle parking should be provided in accordance with Bury Council's adopted standards and where possible spaces in excess of the minimum provided. The TS denotes that 12 cycle spaces will be provided within an on-site cycle store. The cycle facilities should



be covered and secure, located within a central accessible position, and include measures such as the installation of CCTV and appropriate lighting to ensure security.

It is not known if lockers, showers and changing facilities will be provided on site.

TfGM would refer to the LHA to determine whether the proposed cycle parking provision is acceptable.

IV. Travel Plan

It is noted that an interim Travel Plan has been produced for the development.

TfGM recommends that a full Travel Plan is produced for the development within 6 months of occupation, 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 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.

Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
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Every journey. Every day.