

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

Our ref TRA/21/226

Your ref:

30th July 2021

Dear Sir / Madam

Application Number: **66674**

Location: **Former nursery building and land to rear of Earl Street, Prestwich, Manchester, M25 1GQ**

Proposal: **Change of use of former nursery building to form 4 no.dwellings; Demolition of existing garage units to create 13.no dwellings with associated external 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 a change of use from a former nursery building to provide 4 dwelling houses in addition to the construction of 13 dwelling houses on land previously occupied by garages, to the rear of Earl Street.

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 Highways have reviewed the Transport Statement (TS) submitted in support of the proposed residential development.

I. Trip Generation

The trip generation assessment contained within the TS demonstrates that the development is likely to result in 10 two-way trips in the AM peak hour and 8 two-way trips in the PM peak hour. Additionally, when compared to the former use of the site as a nursery, the net impact of the development is further reduced.

It is therefore considered that the development is unlikely to result in a material impact on the local highway network.

II. Internal Access Arrangements

The TS confirms that a new gated vehicle access is proposed to serve the development, located in the same position as the existing access from Earl Street.

The access should be designed to incorporate tactile paving and dropped kerbs across either side of the site access point, with sufficient sightline visibility. Additionally, any redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards.

The gate is proposed to be set back circa 11 metres from the highway, to allow two vehicles to stand clear of the highway.

A Swept Path Plan has been provided to demonstrate that a refuse vehicle can undertake turning manoeuvres within the site.

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

III. Traffic Regulation Orders

TfGM suggest that it may be beneficial for a review of parking restrictions to be undertaken on the surrounding streets, to ensure that indiscriminate parking associated with the development does not occur.

In particular to review the need for a TRO ('No Waiting At Any Time' double yellow lines) covering the site access out onto Earl Street. This will help to ensure that sightline visibility is unimpeded and reduce any traffic conflicts.

IV. Other

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

Metrolink Comments

It is noted that colleagues within the Metrolink team have provided a separate response to the Local Authority (LA) via an email dated the 23rd July 2021.

Site Accessibility

I. Public Transport

There are bus stops within a 3-4 minute walk of the site on Whittaker Lane and Bury Old Road providing services to Piccadilly Gardens and Bury every few minutes. Other services to Eccles, Bury, Pilsworth, Prestwich Hospital and Higher Crumpsall are also available at hourly intervals.

Heaton Park Metrolink Station is situated around a 4 minute walk from the site and offers services to Altrincham, Bury and Manchester Piccadilly at regular intervals.

It is therefore considered that future residents will have access to good public transport links which could help to reduce trips by car.

II. Active Travel

In order to maximise the benefits of the site's location in relation to active travel, it should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle.

This should be applied both throughout the site layout, and also between the site and existing active travel networks and can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.

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 residents, as follows:

Recommendations:

- Any redundant vehicle access points which served the former site should be reinstated as continuous footway to adoptable standards.
- Footway resurfacing and renewal undertaken as appropriate.
- Tactile paving and dropped kerbs should be installed across both sides of the site access point.
- Ensure the provision of 2 metre wide footways within the development.
- Cycle parking provision should be provided within the site curtilage of the properties.

III. Travel Plan

TfGM would refer to the LHA to confirm whether the quantum of development triggers the requirement for a Travel Plan. If not, TfGM would recommend that a Travel Pack is produced for future residents of the site which could include useful details of the nearest public transport services, journey planning etc.

Additionally, incentives could be offered to encourage residents to use alternative modes of travel to the private car 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 me.

Yours faithfully

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