

Your ref: 71247
Our ref: BUR/24/376

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

7th November 2024

Location: Land at the junction of Hollins Brook Way and Pilsworth Road, Bury, BL9 8RR

Development: Application for reserved matters approval (appearance, landscaping, layout and scale) for the Zone 2 development of commercial building (Hub building, Use Class E) car parking, internal roads and a multi-purpose all -weather sports pitch and all details required to discharge the following conditions from application 68530; 4 (Remediation Strategy), 8 (Construction Environment Management Plan), 17 (Risk Assessment), 18 (Construction Traffic Management Plan), 27 (Landscaping), 28 (Materials), 30 (EV Charging), 31 (Floodlighting), 32 (Biodiversity), 33 (Ecology), 35 (Transport)

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.

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.



Background

The application seeks reserved matters approval for appearance, landscaping, layout and scale pursuant to Outline Approval 68530 for a commercial Hub building (Zone 2) at the JD Sports Campus, bordered by Pilsworth Road and Hollins Brook Way.

Highways Overview

It should be noted that this application relates to the reserved matters approval for appearance, landscaping, layout and scale. As such it is considered that the principle of development including highway and transport matters along with any mitigation would have been agreed as part of the Outline Approval and therefore no comments are offered in this regard.

A Transport Statement (TS) has been submitted alongside this Reserved Matters Application. This confirms that as part of the Reserved Matters Application there will be a reduction in the E Class (g) floor space from 3,300sqm to 2,100sqm. A TRICS assessment has been undertaken based on this change and this has demonstrated that there will be a reduction in vehicle movements compared to the consented floor area.

As such no further assessment work is required.

Internal Site Access Arrangements

The TS confirms that vehicular access to the site will be provided via three locations off the internal JD Campus road layout. The access arrangements are shown on Plan 3, contained within the TS Appendices.

Drawings contained within the TS Appendices demonstrates achievable visibility splays of 2.4 metres x 43 metres in both directions at the site access with Pilsworth Road. This accords with standards contained within Manual for Streets for a 30mph road.

The TS notes that 64 car parking spaces (including 7 accessible bays and 17 EVC spaces) will be provided. It is stated that this in excess of the Council's adopted standards. TfGM would highlight that providing a high level of car parking is unlikely to encourage future users of the site to adopt sustainable modes of travel.

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



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Site Accessibility

I. Public Transport

An appraisal of the site accessibility confirms that the development is not particularly well served by public transport. The nearest bus stops are located on Pilsworth Road and Croft Lane within a 4 -11-minute walk of the site, providing services to North Manchester General Hospital and Bury Interchange at hourly intervals during the daytime.

Whilst future users of the proposed development will therefore have some access to a choice of travel mode, without further incentives or service improvements, the choice of public transport services on offer are unlikely to significantly reduce the amount of car travel generated by this development.

II. Active Travel

In order to maximise the benefits of the site's location and 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 promote active travel and link in with the surrounding environment, the applicant should ensure the provision of the following:

- Continuous 2-metre-wide footways should be provided within and surrounding the development.
- Any redundant vehicle access points surrounding the site should be reinstated as continuous footway to adoptable standards.
- Tactile paving and dropped kerbs should be installed at the site access junction and at junctions/crossing points within and surrounding the site.
- Any substandard footways leading to the site should be renewed / resurfaced.
- Cycle parking provision should be provided in accordance with the Council's adopted standards and where possible spaces in excess of the minimum provided. The cycle store should be lockable and covered, within an easily



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accessible location and with adequate security measures such as CCTV and lighting.

III. Travel Plan

The development will need to be supported by a full Travel Plan 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 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.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to future users of the site 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.



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Yours faithfully

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