

TECHNICAL NOTE 3						 ASHLEY HELME ASSOCIATES
Project	Holchem Laboratories, Pilsworth, Bury			Project No	1858	
Contact		Originator	SJH	Date	26/02/24	

1.0 Introduction

- 1.1 Ashley Helme Associates Ltd (AHA) are appointed by Holchem Laboratories Ltd to provide transport/highways advice in support of a planning application for an extension to the existing Holchem Laboratories building in Pilsworth, Bury (henceforth referred to as the Site).

1.2 Proposed Development

- 1.2.1 There is an existing building occupying the application Site. The existing building has a floor area of 99,502sf (9,244sm). The existing building is referred to as **Gateway House**.
- 1.2.2 There are currently 146 employees based at the Site. The Site is operational Monday to Friday. About 15% of employees work on Saturday.
- 1.2.3 The proposal is to add an extension to the existing Gateway House that will provide an additional 42,949sf (3,990sm) of floorspace.
- 1.2.4 It is anticipated that the proposed extension could lead to a requirement for an additional 20 staff to be based at the Site.
- 1.2.5 It is proposed that the car park is expanded to provide an additional 11 spaces.

1.3 Reports

- 1.3.1 AHA prepared the following reports to accompany the planning application:
- (i) Transport Statement (TS): ref 1858/1/B, and
 - (ii) Travel Plan (TP): ref 1858/2/A.

1.4 Planning Application

- 1.4.1 The planning application was submitted to Bury Council (BC) in November 2023. The application (LPA ref 70218) has been reviewed by Transport for Greater Manchester (TfGM) which are a statutory consultee. The TfGM consultation response, dated 19 December 2023, is attached to this Note. For consistency, TN3 adopts the same headings.

2.0 Highways Overview

2.1 Road Safety

- 2.1.1 The TfGM response states:

"Accident data should be updated to 2022."

- 2.1.2 The TA report (ref 1858/1/B) includes a review of accident records on CrashMap, which is a web-based resource. The TA considered the area comprising Pilsworth Road between the Roach Bank Road roundabout and the junction with Pilsworth Way, being a distance of about 400m. The accident records in the TA report are for the 5-year period covering 2017-2021 inclusive.
- 2.1.3 The CrashMap website is further reviewed to consider year 2022.

2.1.4 Pilsworth Road/Roach Bank Road Roundabout

2.1.4.1 There are no recorded accidents at the Pilsworth Road/Roach Bank Road roundabout in 2022.

2.1.4.2 There is a single recorded accident on Pilsworth Road about 75m south-west of the roundabout. This occurred in 2022 and is classified as Slight.

2.1.5 Pilsworth Road/Hollins Brook Way

2.1.5.1 There are no recorded accidents at the Pilsworth Road/Hollins Brook Way junction in 2022.

2.1.6 Pilsworth Road/Pilsworth Way

2.1.6.1 There are no recorded accidents at the Pilsworth Road/Pilsworth Way junction in 2022.

2.1.7 Summary

2.1.7.1 It is concluded that the single recorded accident in 2022 does not alter the conclusion drawn in the TA report and that there is no evidence of any underlying accident problem on Pilsworth Road in the vicinity of the Site, nor any hazardous highway conditions, that require accident remedial measures to be introduced.

2.2 **Quantitative Assessment – M66 Junction 3**

2.2.1 The TfGM response states:

"In terms of the quantitative analysis of the M66 junction 3 whilst it may be true that this individual development's traffic impact is limited however this should be considered by the local authority in the context of committed developments, which together with this development, could cause capacity issues should the junction already be congested."

2.2.2 Based on the recorded directional distribution at the Site, and assuming that all Site generated traffic to/from the east passes through M66 J3, the estimated development generated traffic at M66 J3 is:

TIME	DEVELOPMENT TRAFFIC (VEHICLES)
0730-0830	10
0815-0915	17
1600-1700	12
1630-1730	23

This demonstrates that proposed development does **not** increase traffic at M66 J3 by 30 vehicles or more (Materiality Test 1 in the TA report). Therefore, it is reasonable to conclude that the traffic impact, of the proposed development at M66 J3 is **not material** and no further assessment is required.

2.4 **Proposed Access Arrangements**

2.4.1 The TfGM response states:

"Access to the proposed development is to be taken from Pilsworth Road via access road. Access strategy is discussed within Section 4 of the TS. TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access, car parking and servicing arrangements are acceptable."

2.4.2 The existing Site access arrangements are shown on Drg No 1858/01 in the TA report (ref 1858/1/B).

2.4.3 The Site access forms a priority-controlled junction with Pilsworth Road. There are hatched markings on Pilsworth Road. These are not wide enough to accommodate the full width of a right turning vehicle. However, Site observation indicates that the markings do encourage a right turn vehicle to be positioned so as to allow cars travelling eastbound to continue without stopping. The traffic survey of existing Site generated traffic movements confirms that little traffic arrives from the west being only 20% in the AM peak hour and 15 % in the PM peak hour. There is a 7.5 tonnes weight restriction

applicable to Pilsworth Road to the west of Pilsworth Way and so Site generated HGV movements do not turn right into Site.

- 2.4.4 The Site access road measures 7.3m wide and there is a footway on the south side. The Site access road benefits from lighting. The applicant promotes a 10mph speed limit along the access road. This is reinforced with signs and speed rondel markings on the carriageway.
- 2.4.5 The TA includes a comprehensive assessment of development generated traffic. This is based the recorded movements of the existing Gateway House. It is concluded that the proposed development will not materially alter traffic flows at the Site access/Pilsworth Road junction and it is reasonable to conclude that an acceptable level of junction functioning will continue if the development proceeds.

2.5 Traffic Regulation Orders

- 2.5.1 The TfGM response states:

"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."

- 2.5.2 There are currently 140 parking spaces at the Site. A comprehensive parking survey confirms that the maximum parking demand (at 1600 hours) was **70%** of the available capacity. The proposed development is to provide an additional 11 parking spaces within the application Site. It is estimated that the maximum parking demand, upon completion of the proposed extension, will be **140** cars. The expanded car park will be marked with **151** spaces. Therefore, the predicted maximum demand represents **92.7%** of the expanded car park. This demonstrates that the proposed parking demands can be met by provision within the Site and that there is very low likelihood that development generated parking will occur on the surrounding road network.
- 2.5.3 It is proposed that **20%** of **existing and new** parking spaces include fast EV charging points. It is proposed that **30** spaces offer EV charging points. The scheme also includes 7 spaces designated for disabled users, which are located near to building entrances. Two of the disabled spaces include EV charging.
- 2.5.4 The proposed development is to provide a total of **4** motorcycle spaces This provision complies with the BC minimum standard for motorcycle parking.
- 2.5.5 There are currently 5 Sheffield cycle spaces on Site that are covered. These allow 10 cycles to be securely stored. The proposed development includes the provision of a new cycle shelter offering parking for an additional 10 cycles. This means that there will be capacity on Site to securely store **20** cycles. This is in excess of BC cycle parking standards
- 2.5.5 It is considered that development generated parking demands can be met within the development. Consequently, there is no identified need to review or amend Traffic Regulation Orders on Pilsworth Road

2.6 Other (Traffic Management)

- 2.6.1 The TfGM response states:

"A robust Construction Traffic Management Plan should be employed as part of the development to minimise disruption during the construction period."

- 2.6.2 The applicant has advised that there is anticipated to be about 10-15 HGV movements per day during the construction phase. During the early earthworks phase there may be a peak of about 25 HGV movements.
- 2.6.3 There is a 7.5 tonne weight restriction applicable to Pilsworth Road immediately to the west of Pilsworth Way. Therefore, **all** HGVs will have to arrive/depart via the motorway junction.

- 2.6.4 There will be continual dialogue between the construction contractor and Holchem so that HGV movements into and out of Site are carefully coordinated. The current weight restriction to Pilsworth Road means that HGV routing will be self-enforcing and there is no obvious need for a Construction Traffic Management Plan to be required.

3.0 Site Accessibility

3.1 Public Transport

- 3.1.1 The TfGM response states:

"The TS indicates that nearest bus stops to the site are on Pilsworth Road. Bus frequencies through these bus stops are low."

- 3.1.2 Service No 94 operates every 60 minutes in both directions along Pilsworth Road. Service 94 provides a connection between Pilsworth and Bury Interchange, Prestwich and Cheetham Hill. Metrolink tram services call at Bury Interchange. The No 94 service operates during typical workplace start and finish times.

- 3.1.3 The applicant confirms that they will provide bus 'taster tickets' to employees that request them.

3.2 Active Travel

- 3.2.1 The TfGM response states:

"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."

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

The TS presents isochrones to various destinations, however, there is indication of the quality / condition of the pedestrian or cyclist environment.

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(s).*
- Provision of continuous 2-metre-wide footways throughout and surrounding the development.*
- Each dwelling should have provision for cycle storage within the curtilage of the property.*

The proposed development includes the provision of a new cycle shelter offering parking for an additional 10 cycles. This means that there will be capacity on site to securely store 20 cycle."

- 3.2.2 A travel survey questionnaire of existing employees based at the Site has been undertaken. This confirms that **4.0%** of existing employees walk to work. The corresponding figure for cycling is **1.0%**. The proposed development is expected to create about 20 new jobs. Therefore, it is unrealistic to expect the new development to create a high number of new walking and cycling trips irrespective of the level of walk or cycle infrastructure in the area.
- 3.2.3 The applicant is fully committed to encouraging sustainable travel to/from the application Site, with, for example, the provision of additional cycle storage and shower and changing facilities within the building. However, it should be recognised that, even with a modal switch, there is unlikely to be high levels of walking and cycling.

3.2.4 First Bullet Point

- 3.2.4.1 A travel survey questionnaire of existing employees based at the Site has been undertaken. This confirms that **4.0%** of existing employees walk to work. The proposed development is expected to create about 20 new jobs. This may mean that only 1 new employee may walk to work. There are existing footways along both sides of Pilsworth Road in the vicinity of the application Site. The footways are 2.0m wide and offer a sealed surface. Pilsworth Road benefits from street lighting. It is considered that existing footway provision around the Site is of good condition and there is no identifiable need for improvement, particularly in the context of what is likely to be a negligible change in walk movements when the development is implemented.

3.2.5 Second Bullet Point

- 3.2.5.1 The proposed development does not create redundant access points on Pilsworth Road.

3.2.6 Third Bullet Point

- 3.2.6.1 As set out in para 3.2.4.1, the proposed development is likely to have a negligible effect on walk movements along Pilsworth Road. Consequently, there is not an identifiable need to introduce dropped kerbs/tactile paving at the Site access. It is also worth pointing out that there is an inspection chamber on the west side of the access which may mean that it is not cost-effective to install tactile paving at this location.

3.2.7 Fourth Bullet Point

- 3.2.7.1 The access road includes a continuous footway along the south side. This is considered to be perfectly acceptable for the level of pedestrian movement generated by the Site. There is no identifiable need to alter footway provision within Site.

3.2.8 Fifth Bullet Point

- 3.2.8.1 The proposed development is not a residential development.
- 3.2.8.2 There are currently 5 Sheffield cycle spaces on Site that are covered. These allow 10 cycles to be securely stored. The proposed development includes the provision of a new cycle shelter offering parking for an additional 10 cycles. This means that there will be capacity on Site to securely store **20** cycles. This is in excess of BC cycle parking standards. The applicant confirms that the proposed extension is to include shower and changing facilities.

3.3 **Travel Plan**

- 3.3.1 The TfGM response states:

"To encourage sustainable travel choices, it is important that the development is accompanied by a full Staff Travel Plan with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.

A Staff Travel Plan should 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;*
- Targets and monitoring arrangements.*

"Ideally a Full Travel Plan should include tailored measures to overcome specific barriers or take advantage of opportunities presented by the site in order to encourage future residents to use sustainable modes of travel for appropriate journeys.

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

- 3.3.2 The points relating to the Travel plan can all be addressed in a final Travel Plan. The applicant would accept a suitably worded condition, such as:

"Within three months of the occupation of the extension, a full Travel Plan shall be submitted for the written approval of the Local Planning Authority. The approved Travel Plan shall be implemented within six months of the occupation of the development."

Your ref: 70218
Our ref: BUR/23/467

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

19th December 2023

Location: **Gateway House, Pilsworth Road, Bury, BL9 8RD**

Development: Single storey extension of existing industrial unit (Class B2/B8) including recladding of the existing building roof to incorporate new rooflights and photovoltaic panels; Externally will include storage tanks, extension to existing site access points, new service yard, additional cycle and car parking with electrical vehicle charging spaces with associated infrastructure and new external seating area

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.

Background

The application seeks approval for an extension to the existing Gateway House that will provide an additional 42,949sf (3,990sm) of floorspace.

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 Statement (TS) issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Road Safety

Accident data should be updated to 2022.

II. Quantitative Assessment – M66 Junction 3

In terms of the quantitative analysis of the M66 junction 3 whilst it may be true that this individual development's traffic impact is limited however this should be considered by the local authority in the context of committed developments, which together with this development, could cause capacity issues should the junction already be congested.

III Proposed Access Arrangements

Access to the proposed development is to be taken from Pilsworth Road via access road. Access strategy is discussed within Section 4 of the TS. TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access, car parking and servicing arrangements are acceptable.

IV. 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.

V. Other

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

Site Accessibility

I. Public Transport

The TS indicates that nearest bus stops to the site are on Pilsworth Road. Bus frequencies through these bus stops are low.

II. Active Travel



Every journey. Every day.

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III. Travel Plan

To encourage sustainable travel choices, it is important that the development is accompanied by a full Staff Travel Plan with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.

A Staff Travel Plan should include:

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Ideally a Full Travel Plan should include tailored measures to overcome specific barriers or take advantage of opportunities presented by the site in order to encourage future residents to use sustainable modes of travel for appropriate journeys.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to residents 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
Email: landuse@tfgm.com



Every journey. Every day.