

Transport Statement

**The Works / 49 Bury Road,
Radcliffe**



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1. Introduction

- 1.1 This statement is submitted in support of a full planning application for the demolition of a small engineering building and the erection of a replacement building, which is to be used in connection with an existing business.
- 1.2 The building forms the southern part of what was once a single engineering building facing on to Bury Road, now in three units. The adjoining unit (the middle of the three) is on use as a furniture shop. The other (northern) end unit is a garage business.
- 1.3 The application building has been used by 'J.H. & A. Unsworth Ltd, Ventilating Engineers; Tin & Coppersmiths; and General Sheet Metal Workers' since it was built after WWII. Following the retirement of the last employee of that engineering company the building was bought by the owner of Bury Road Garage, an established MOT, car servicing and repair business operating from 53 Bury Road (next door but one).
- 1.4 The building, which still contains much of the old engineering equipment from J.H. & A. Unsworth Ltd, is not fit for purpose, with part of the roof supported by acrow props. It is gradually being cleared, made safe and brought into use by the associates garage business.
- 1.5 The proposal is to replace the building with a like-for like rebuild on the same footprint, with the same floorspace and for the same (in planning use classes terms) use. It will continue be used in connection with the established MOT, car servicing and repair business operating from 53 Bury Road, which also includes the restoration of classic cars. Specifically, it will be used for re-engineering engines and gear boxes, together with specialised engineering repairs associated with classic car restoration.
- 1.6 The BMBC local validation list requires the submission of a Transport Statement

"when the development is expected to generate relatively low numbers of trips or traffic flows with minor transport impacts. Its purpose would be to cover matters such as trip generation resulting from the development, improvements to site accessibility, car parking provision and internal vehicular circulation, traffic impacts of servicing requirements and the net level of change over any current development within the site."

2. Transport implications

- 2.1 Bury Road Garage, at 53 Bury Road, employs three people and operates 5 or 6 days a week (depending on workload), during normal working hours, typically servicing between 6 and 8 cars a day (most being brought in for a combination MOT and service). Alongside the main business there are typically up to 4 classic car restoration projects being undertaken at the same time. This part of the business, which is growing, requires space to store parts and be-spoke engineering facilities for stripping down engines and gear boxes where parts can be laid out for re-assembly.
- 2.2 The application building, which latterly supported 1 employee, will continue to support 1 employee. Similarly, the building's servicing and access arrangements will remain unchanged. Together the three units that make up the former works share a forecourt with access from Bury Road. Each has pedestrian and vehicular access.
- 2.3 The existing J.H. & A. Unsworth Ltd building has a large side door onto a private road off Bury Road. That is not required as all access can be through a smaller door at the front of the building. The new building will, therefore, continue to operate as it does under the current ownership with engine and gear box parts brought on a trolley across the forecourt from the main garage to the engineering works shop.
- 2.4 The application site is accessible by all means of transport, including bus and tram, although because of the nature of its business it is predominantly accessed by car. That will not change. However, the actual trip generation is very low.
- 2.5 Trip generation associated with the precision engineering side of the classic car restoration business is considerably lower than the main MOT and servicing business at 53 Bury Road. This is because cars for restoration are, as now, brought directly into 53 Bury Road for initial work. As required, parts are then transferred to the engineering workshop. The turnover of classic car restoration is small and slow, with up to 4 vehicles being worked on at any one time, each taking 4 to 6 months to restore.