



Transport Statement Rev F

**Proposed Planning
Application to create two new
retail units**

Halls Mill Retail Park, Foundry
Road, Bury, BL9 7AZ

London Metric Plc

January 25

REPORT CONTROL

Document Transport Statement Rev F

Project Application to create two new retail units

Client London Metric Property PLC

Job Number T772

File Origin P:\London Metric\T772 - Bury\Reports

DOCUMENT CHECKING

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Issue	Date	Status	Checked for Issue
1	23/4/24	Draft	JA
2	10/12/24	Draft	CS
3	16/01/25	Final	CS
4	17/01/25	Final	CS

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1. INTRODUCTION

- 1.1** This Transport Statement (TS) has been prepared to assess the highway and transportation implications related to a planning application for the part demolition, reconfiguration and extension of Unit A to create two new Class E(a) units, including food sales in Unit A1, and associated works with a 50% mezzanine, completing the retail parade at Halls Mill Retail Park, Foundry Street, Bury, BL9 7AZ.
- 1.2** Bury Metropolitan Borough Council (BC) are the Local Planning Authority (LPA) and Local Highway Authority (LHA) covering the subject site.
- 1.3** This TS has been produced in line with the DfT Guidance on Transport Assessment. Although this document has now been archived, it is still relevant in the context of assessing the transportation aspects of development proposals.
- 1.4** The TS provides a background to the existing highways situation in the area and that connected to the existing site use. The proposed development is then discussed and the impact on the network is demonstrated.
- 1.5** A personal injury accident assessment was undertaken on the local highway network for the latest available DfT validated 5-year period, this is discussed at Section 5 of this TS.
- 1.6** Section 6 of the TS summarises the proposed development and Section 7 assesses the development against the adopted local and national highway and transportation policies.
- 1.7** Section 8 sets out the predicted trip generation related to development proposals and assesses the net effect on the local highway network.
- 1.8** This document has been written in accordance with Local and National guidance on Transport Assessments.

2. EXISTING SITUATION

- 2.1** Halls Mill Retail Park consists of 3 no. units (A-C), supported by 16 no. covered cycle spaces, 8 no. short stay cycle spaces and 137 no. car parking spaces. The retail park originally obtained consent for 5 no. units on 4th June 2008, this was updated to amalgamate units C,D and E to be occupied by Smyths Toys Superstores.
- 2.2** The units are currently occupied by:
- Unit A – Bensons for Beds;
 - Unit B – Pets at Home;
 - Unit C - Smyths Toys;
- 2.3** Halls Mill Retail Park is located at the junction of Foundry Street and South Cross Street in an established retail area to the south side of A58 Rochdale Road, this includes:
- Asda – Spring Street / South Cross Street;
 - TK Maxx – Fairground;
 - JD Gyms – Fairground;
 - Brand Interiors – Fairground;
 - JYSK – Fairground;
 - Matalan – Fairground;
 - Go Outdoors – Spring Street.
- 2.4** The retailers to the south of Rochdale Road, have separate service arrangements and are supported by dedicated parking areas.
- 2.5** The on-site car park and neighbouring car parks are all protected by parking management in the form of ANPR. The car park serving Halls Mill Retail Park is subject to a maximum duration of stay of 2 hours for customers, with pay-on-display for an additional hour. This is commonplace at the nearby retail destinations, due to the proximity to the Town Centre and potential for improper use.
- 2.6** Bury Town Centre is on the other side of Rochdale Road, with 2 no. named shopping centres and a wide range of typical high street retailers in a mix of smaller units. In a typical manner these share service areas, including the pedestrianised area, parking is also shared and provided largely by the public parking spaces both on-street and off street, as well as using the parking associated with the retailers to the south, including the subject site.
- 2.7** Multiple signal-controlled crossing facilities are provided to cross from this larger scale food and comparison retail offer area to Bury Town Centre.
- 2.8** To the south of the site there are a range of employment uses, with smaller specialist trade functions.

Land Use and Planning History

- 2.9** Planning application reference 49672 obtained consent for the original layout on the 6th June 2008.
- 2.10** The original consent included conditions 13 and 14 which states;

- Condition "13 Goods in the following categories may not be sold from the retail units hereby approved unless otherwise agreed in writing with the Local Planning Authority:
 - Food and drink
 - Clothing (unless protective or other specialist wear directly related to the range of goods sold within the retail unit)
 - Footwear (unless protective or other specialist wear directly related to the range of goods sold within the retail unit)
 - Leather and travel goods
 - Jewellery
 - Toys
 - Sports goods and equipment
 - Books (unless reference or instruction manuals directly related to the range of goods sold within the retail unit)
 - Cosmetics
 - Health care
 - Beauty products
 - Music/records/cd's/dvd's or any other entertainment media (unless they are for reference or instruction directly related to the range of goods sold within the retail unit)

Reason - In the interests of the vitality and viability of the town centre uses and pursuant to the provisions of PPS6 - Planning for Town Centres.

14 The combined floorspace of the units forming the development hereby approved shall be for a retail floorspace provision of 6,179sqm maximum and shall be used only for non-food retail purposes.

Reason - In the interests of the vitality and viability of the town centre uses and pursuant to the provisions of PPS6 - Planning for Town Centres.

- 2.11** On the 5th July 2010 application reference 52590 allowed a variation to condition 15 to change the scheme from 5 no. to 3 no. units, with elevation alterations and removed 'Toys' as a restriction.
- 2.12** The application has limited information online, however no objections are present.
- 2.13** On the 26th April 2011 application reference 53774 allowed a variation to the layout providing an additional pedestrian link and changes to the landscaping.
- 2.14** There are numerous other applications relating to signage, advertising, alterations to bin stores, minor elevation alterations.

3. NON-MOTORISED ACCESSIBILITY AUDIT

Modal Split

- 3.1** Halls Mill Retail Park is located on Foundry Street, Bury, BL9 7AZ, to the south of the town centre boundary, sitting in an established retail destination. This section reviews travel trends in the local area, this provides modal choices made by people travelling in this area.
- 3.2** The site is in Bury 008E - Lower Super Output Area (LSOA). The Middle Super Output Area (MSOA) – Bury 008 and the rest of Bury (Local Authority) has also been shown for comparison.
- 3.3** The method of travel, 'work mainly at or from home', has been excluded as you cannot physically visit the site, whilst working at home.

Method of travel to workplace	Isoa2021:E01005024 : Bury 008E	msoa2021:E02001026 : Bury 008	Iacu2023:Bury
Pedestrian	21%	19%	10%
Cyclist	1%	1%	1%
Public Transport	18%	13%	9%
Other (Car Share, etc)	13%	13%	9%
Driver	46%	53%	71%
Total	100%	100%	100%

Table 3.1 – Census Data - Travel to Work 2021 Census

- 3.4** The travel to work statistics shown above denotes that modal choice in the immediate area has a greater propensity for sustainable travel with 54% compared to 47% in the MSOA and 29% in the Local Authority as a whole.

Pedestrians

- 3.5** Pedestrian access is available from Foundry Street, South Cross Street and Lord Street, using the comprehensive footway network.
- 3.6** All local roads are flanked by footways of at least 1.8m in width with dropped kerbs at all interactions with junctions.
- 3.7** To the south of the site, the network of streets provides a network of footways providing multiple routes to the large residential area.
- 3.8** To the north the most direct route from the site to the town centre is through the Matalan car park and the unit occupied by JYSK.
- 3.9** A signal-controlled crossing is located at the edge of that building, this provides a staggered arrangement linking to the rear of the Mill Gate Shopping Centre.
- 3.10** An alternative car free crossing route under the A58 (Angouleme Way) is provided, this connects to Bury Market Hall, Metrolink and the Bus Station beyond.
- 3.11** Bus stops are located approximately 250m to the north and north west of the site and are accessed using the existing footway network.
- 3.12** The Institute of Highways and Transportation (IHT – now CIHT) suggests a preferred maximum walking distance of 2km in their 2001 publication 'Providing for Journeys on Foot'. A walking catchment of 2km (c20-minute walk) would include a significant proportion of Bury including the town centre, Bus Station and Rail Station.

3.13 The nearest amenities to the site and the respective walking distance have been summarised in Table 3.2.

Destination	Walking	
	Distance (metres)	Time (mins)
<i>Metro Station</i>	550	6
<i>Town Centre</i>	220	3
<i>School</i>	290	3
<i>Bus Stops</i>	250	3
<i>Council Offices</i>	780	9
<i>Convenience Store (for essentials)</i>	0	0
<i>Nearest Supermarket (for weekly grocery shop)</i>	0	0
<i>Pharmacy</i>	50	1
<i>GP Surgery</i>	450	5
<i>Post Office</i>	400	5
<i>Post Box</i>	50	1
<i>Green Space</i>	500	6

Table 3.2 – Walking travel time and distance to key destinations (with condition removed)

3.14 As shown above, Halls Mill Retail Park is within a comfortable walk of all amenities without the need to use a private car. Nevertheless, for visitors with reduced mobility, access to amenities using public transport has been analysed later this section.

3.15 Overall, the site is highly accessible on foot, and the footway network and existing pedestrian crossings are suitable to serve the area and Halls Mill Retail Park.

Cycling

3.16 As defined by the Department for Communities and Local Government in the archived Planning Policy Guidance 13: Transport (PPG13), cycling "*has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport*" (para. 77; p.25).

3.17 A 5km cycle catchment would encapsulate all of Bury. An excerpt of the Greater Manchester Cycle Network Map for Bury (Zone 3) has been provided in Figure 3.1 and shows all existing cycle infrastructure near to the site.



Figure 3.1 – Cycle Infrastructure in Bury (Source; GMPTE)

3.18 Cycle Lanes are provided on Manchester Road, Jubilee Way and Peel Way, all accessed from the town centre.

3.19 National Cycle Network route 6 is the closest to the site, it runs from Denham, Buckinghamshire through Derby, Salford, Bury to Carlisle.

Public Transport

3.20 Bury benefits from being located in one of the 6 no. Passenger Transport Executive (PTE) areas established to ensure collaborative and comprehensive access to public transport.

3.21 This site is within 430m of the bus station and 550m of the MetroLink.

3.22 Bury Interchange, the bus station, provides access to 23 no. services, these call at local destinations as well as Manchester City Centre, Bolton, Rochdale, Burnley, Salford etc.

3.23 Bury is on the Green and Yellow tram line, that links Bury to Altrincham and Manchester Piccadilly respectively, both serve Manchester City Centre. Bury sits in Zone 4.

Accessibility Summary

3.24 In summary, Halls Mill Retail Park is accessible by all modes of travel and the propensity for secondary trips to the site is high, due to the high number of retailers available in the local area.

3.25 The existing footways and crossing facilities are of sufficient standard to support pedestrian access to the surrounding areas.

3.26 The propensity for walking and cycling trips is therefore seen as being high and the site is accessible by public transport. On this basis the site is accessible by all non-car modes of travel.

Disabled Access

3.27 The proposed new units are fully accessible by all people.

Impaired Mobility

3.28 Level and safe access is provided from the car park to the building entrance. All footways provided within the site comfortably achieve the minimum requirement of 1.5 metres for a "a wheelchair user and ambulant person side by side". All footways measure at least 1.8 metres in width.

3.29 8 no. spaces are currently provided within the car park for customers/staff/visitors who are registered as disabled and in possession of a Blue Badge. Each parking space is laid in accordance with requirements set out in Disability Discrimination Act / Inclusive Mobility and in adopted parking policy, with a minimum 1.2-metre-wide strip around the parking bay to allow ease of access to all parts of the vehicle.

3.30 The existing parking for blue badge holders is located outside the Pets at Home unit and along the southern boundary. The parking is located close to the building entrances, to avoid long journeys to the entrance.

3.31 The proposed gradients along routes within the site do not exceed a 1:20 gradient, to ensure they are passable by all people. In accordance with Inclusive Mobility Guidance published by the Department for Transport, a maximum gradient of 1 in 12 should not be exceeded.

Impaired Visibility

3.32 For customers/visitors/staff with impaired visibility, tactile paving is provided at pedestrian crossing over the vehicular access from Foundry Street. Crossing points within the car park are also provided with tactile paving to ensure safe passage from the adopted highway to the building entrance.

3.33 All footways provided within the site comfortably achieve the minimum requirement of 1.2 metres for a "visually impaired person who is being guided". All footways measure a minimum 1.8 metres in width.

- 3.34** Suitable lighting is also provided within the car park and covering footpaths to and around the building to ensure full visibility in low light conditions.
- 3.35** Based on the above it has been demonstrated that no barriers to mobility are included within the design of the existing store and site layout.

4. BASE HIGHWAY CONDITIONS

Highway Network

- 4.1** Halls Mill Retail Park takes vehicular access from Foundry Street via a priority junction arrangement.
- 4.2** Foundry Street connects South Cross Street to Rochdale Road. The A58 Rochdale Road is a key traffic route travelling through Bury, connecting the edge of Liverpool to Leeds.

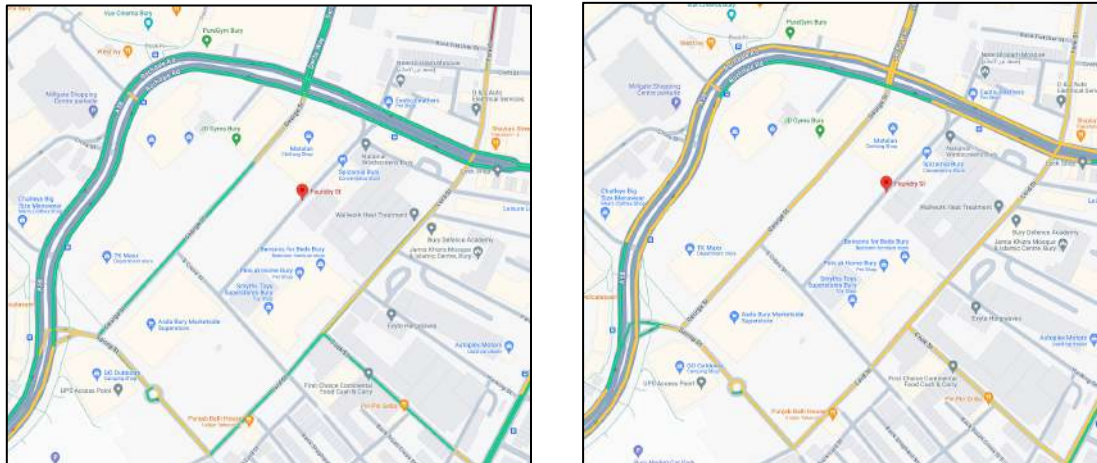


Figure 4.1 – Typical weekday 08:30 and 17:00 vehicle speeds (Source; Google)

- 4.3** There is a Department for Transport (DfT) traffic counter on Rochdale Road to the northeast of the site, this recorded 17030 motor vehicles AADT in 2021, however in 2022 the estimate is recorded as 18206.
- 4.4** Generally, the network is well trafficked but without significant delay, as highlighted by the available 'typical traffic' data provided in Figure 4.1. The development site is well placed in relation to the local highway network.

Existing Trip Generation

- 4.5** The existing unit is occupied by a bed retailer at present, however this could be occupied by a wide range of traders, the only restrictions are set out in condition 13 set out in paragraphs 2.9 – 2.10.
- 4.6** The TRICS database has been used to determine what the existing consent could generate. The size of the unit would lend itself to a variety of discounters such as Home Bargains, B&M, The Range, however a number of goods may match that in the excluded list. As a result it is considered that DIY, car part sales or non-food retailer (Curry's, Pets at Home, etc) could occupy the unit without breaching the existing planning condition.
- 4.7** The trip generation related to the existing unit has been estimated using analogous survey sites contained within the Trip Rate Information Computer System (TRICS).
- 4.8** Based on the TRICS Good Practice Guide, the following parameters were selected therefore making the sample representative:
- Land Use: Retail – Non-Food;

- Date Range: 2015 – 2023, Weekday Surveys Only;
- Location: Edge of Town Centre, Greater London surveys omitted.

4.9 The predicted trip generation if the unit were occupied by a non-food retail store is shown in the table below.

933 sq.m GFA	Non-Food		
	Arr.	Dep.	Two way
Weekday AM Peak (Rate per 100 sq.m)	2 (0.188)	0 (0.000)	2
Weekday PM Peak (Rate per 100 sq.m)	13 (1.438)	16 (1.750)	29

Table 4.1 – Non-food retail occupation in line with existing planning condition - Trip Generation Summary

4.10 The condition also allows the unit to be occupied by a DIY occupier, there is no space allocated for an external Garden Centre, so this has been excluded, based on the TRICS Good Practice Guide, the following parameters were selected therefore making the sample representative:

- Land Use: DIY – Excluding Garden Centre;
- Date Range: 2015 – 2023, Weekday Surveys Only;
- Location: Edge of Town Centre, Greater London surveys omitted.

4.11 The predicted trip generation if the unit were occupied by a DIY Store without Garden Centre is shown in the table below.

933 sq.m GFA	DIY no Garden Centre		
	Arr.	Dep.	Two way
Weekday AM Peak (Rate per 100 sq.m)	7 (0.765)	3 (0.306)	10
Weekday PM Peak (Rate per 100 sq.m)	20 (2.111)	23 (2.448)	43

Table 4.2 – DIY exc. Garden Centre occupation in line with existing planning condition - Trip Generation Summary

4.12 The above tables set out an upper and lower level for the base traffic situation. The upper level would be the comparison between the lowest existing trip generator and the proposed development.

5. ACCIDENT ANALYSIS

- 5.1** In accordance with the Transport Assessment guidelines, an assessment of Personal Injury Accidents (PIAs) was carried out on the local public highway within a representative study area for the latest 5-year period.
- 5.2** The latest available 5-year period is defined as between 2019 and 2023, in line with ALLSTATS19 dataset published and validated by the Department for Transport (DfT).
- 5.3** The study area covers the area of influence, which in this case is the site access and its junction with Foundry Street. There were no PIA's recorded at this junction. The search area was expanded to cover South Cross Street and the junction with Rochdale Road, no PIA's were recorded.
- 5.4** PIAs are investigated to highlight a common theme and to ensure that the development would not result in a greater number of accidents or a change in severity. To determine if an area has any abnormal accident characteristics, locally recorded data is compared against national averages.
- 5.5** Given that there are no recorded PIA's no further assessment can be carried out.
- 5.6** Based on the above; consenting this development would not have a negative effect on the existing accident rate, which is not considered any worse than the UK average.

6. PROPOSED DEVELOPMENT

- 6.1** This TS assesses the effect of providing a new retail unit (Unit A1 – 929 sq.m. GFA) on the end of the retail parade reconfiguring unit A with a 50% mezzanine floor (492 sq.m. at ground and 250 sq.m. on a mezzanine) and a change in parking provision, to 120 spaces.
- 6.2** The existing floor area at the retail park is 3272 sq.m. GFA and the proposed floor area increases to 4010 sq.m. GFA.
- 6.3** The floor area relating to units B and C, remains as existing and the access arrangement for all modes remains the same.
- 6.4** There are 16 no. covered cycle spaces and 8 no. short stay cycle spaces, with covered spaces being located on the frontage at both cycle entrances to the site.
- 6.5** Halls Mill Retail Park is currently supported by 137 no. vehicle parking spaces, 8 no. are laid out for blue badge holders. The introduction of 2 no. units would remove the parking from the side elevation reducing the supply to 120 parking spaces, with 9 no. laid out for blue badge holders and 4 no. for parent and child parking.
- 6.6** There is a dedicated service yard to the rear of the site, which provides space for an articulated vehicle to enter and exit in a forward gear.
- 6.7** The new unit has an 'L' shape warehouse to provide a service point in the service yard. This enables vehicles to enter and exit the adopted highway in a forward gear and all service operations to be carried out from the service yard.

Internal layout

- 6.8** The existing car park arrangement includes a cul-de-sac of parking, this would be removed by this proposal, no other alterations would be required nor proposed.
- 6.9** The introduction of a mezzanine floor with 50% cover in Unit A1 would only be apparent for people already visiting the site, this will ensure that additional stock or services can be provided from this unit.

Access

- 6.10** The site will continue to be accessed by foot, cycle and vehicle in the same manner.
- 6.11** Proposals are unlikely to materially affect the type of people accessing the retail park, as the existing site could be occupied by any non-food retailer at present, as long as no more than 10% of the floor area is used to sell food.
- 6.12** The same type of vehicles (i.e. general customer vehicles) will use the access and as a direct result the access arrangement is not proposed nor required to alter as part of this application.

Servicing

- 6.13** Unit A1 is proposed to be serviced by an articulated lorry for deliveries and collections using the service yard at the rear of the building, in the same manner as existing. The proposed introduction of food sales would use the

same type of vehicle and would use the loading doors into the warehouse at the rear. There may be 1 or 2 more HGV deliveries per day as a result of a food retailer occupying the entire floor area, this can be accommodated on the network.

- 6.14** Units A – C are serviced by articulated Heavy Goods Vehicles (HGV's) at present.
- 6.15** Overall, there will be a minor increase in servicing movements at the site, however, these additional trips can be fully accommodated by the existing servicing areas and within the car park without issue.

Parking

- 6.16** The existing car park dedicated to Halls Mill Retail Park provides 137 no. car parking spaces, this is proposed to reduce to 120 no. spaces.
- 6.17** Bury Council set out their parking requirements in SPD 11–Parking Standards in Bury, these are the same applied to the original consent for this site issued in 2008.
- 6.18** It is useful to include the policy requirement which assists in demonstrating the effect of this development, however given the wide range of on and off-street parking provided in the area, linked trips are evident.

Land Use	Maximum Vehicle Standard	Maximum Disabled Parking
<i>Food Shopping (929 sq.m)</i>	58 Spaces 1 per 16 sq.m. GFA	3 6%
<i>Non-Food Shopping (3081 sq.m)</i>	140 Spaces 1 per 22 sq.m. GFA	8 6%

Table 6.1 – Bury Council Parking Guidance

- 6.19** Table 6.1 above is based on the figures where an upper limit of provision is dictated by BC for new development, this is not entirely new development and the details in the Appendix recognise a location in or close to the town centre or rail and bus travel, parking should be reduced.
- 6.20** Furthermore, the guidance states parking should be provided to prevent highway safety issues. Reviewing the streets around the site, these are all protected by Traffic Regulation Orders, either with restricted stopping, waiting and loading or pay and display bays. The current parking management with restrictions on duration of stay will be retained as part of proposals, protecting the site from improper use.
- 6.21** Based on the above, the parking supply could not exceed 198 no, car parking spaces if this were a **new development**, this application simply requests consent for a food retailer to have the ability to occupy the new unit and the reconfiguration of a unit for an existing occupier.
- 6.22** The car park provides 120 no. spaces of which 9 no. are dedicated to blue badge holders and 4 no. for parents with children. This is below the

maximum parking standard level of 190 spaces plus 11 for blue badge holders.

- 6.23** A parking assessment has nevertheless been provided in Section 8 of this TS, to demonstrate the suitability of the amended car park.

7. TRANSPORT PLANNING POLICY

7.1 Table 7.1 sets out a summary of local and national policy requirements, the table then states whether the development is compliant with and achieves the policy requirement and finally why this conclusion was reached.

Policy	Policy Wording	Compliance	Supporting Information
<i>National Planning Policy Framework (NPPF) December 2024</i>			
Para. 115a	"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location"	Yes	Proposals encourage and facilitate walking and cycling as a means of accessing the site by adequate pedestrian access and providing suitable and convenient cycle parking.
Para. 115b	"safe and suitable access to the site can be achieved for all users"	Yes	The internal layout has been designed to be fully permeable. Section 3 of this document provides a summary of the access by all modes. Section 3 also includes a summary of access for people with impaired vision and mobility.
Para. 115c	"the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code"	Yes	The internal layout has been designed to be fully permeable. The design of the parking areas reflects the operational requirements of the site and also provide parking for blue badge holders in line with requirements set out in Inclusive Mobility.
Para. 115d	"any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."	Yes	An assessment of the highway impacts has been provide in Section 8 of this document and demonstrates that there are no predicted significant impacts on the transport network or highway safety.
Para 116	"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."	Yes	The site retains the existing vehicle access arrangement which has no recent history of personal injury accidents, nor any related to the existing highway layout. Section 8 provides an assessment of the traffic impact and demonstrates that the cumulative residual impact on the road network cannot be considered severe.

<i>Places for Everyone Joint Development Plan Document (adopted 21st March 2024)</i>			
Policy JP-S5	Clean Air	Yes	This proposal would reduce the journey length and would make it more likely to be carried out by a sustainable mode.
Policy JP-C1	An integrated network, delivering development that reduces the need to travel and minimises the distance travelled.	Yes	The site is in a sustainable location with access to a similar level of accessibility as the town centre. The development is located in an area where trips can be carried out by sustainable modes, more importantly linked trips, maximising efficiency.
Policy JP-C5	Streets for All – Ensuring that streets and development is welcoming for all and responds to the needs for those with reduced mobility	Yes	The design of the parking areas reflects the operational requirements of the site and also provide parking for blue badge holders in line with requirements set out in Inclusive Mobility.
Policy JP-C6	Ensuring walking and cycling routes are direct, easily navigable. Creating an incentive to walk or cycle, Ensuring the dedicated space is provided for pedestrians and cyclists	Yes	The site has dedicated and direct pedestrian links. Cycle parking is provided at both cycle entrances to the site, this is obvious clear and benefits from natural surveillance.
Policy JP-C8	Transport requirements of New Development. Connectivity and Permeability, prioritizing walking, cycling and public transport routes. Design to reduce the need to travel by ensuring facilities and amenities are provided within walking distance of the new development. Ensure that the nearest public transport stops are attractive and have easy access. Parking provision should be adequate for all users	Yes	The site is connected to the local area via established pedestrian routes. The provision of a wider range of goods on the sites will increase the offer in this area reducing the need to travel to other destinations by car. Public transport is easily accessed step free. The parking supply is adequate and would encourage linked trips both within the subject site and the town centre. An assessment of the parking supply is provided in Section 8.
<i>Unitary Development Plan (adopted 29th August 1997)</i>			
Policy HT2	Improve Road Safety	Yes	The existing network is safe and this proposal does not alter the network in any way.

	Improve the operation and attractiveness of the public transport network Protect the economic viability of the Borough Improve the flow of traffic. Improve or protect the environment		The delivery of additional development in this accessible location will help to increase public transport patronage, supporting existing services. The provision of additional retailer options on the site will help to retain trips in the area. The provision of a greater number of uses, increases the amount of demand that can be satisfied in one location.
Policy HT2/3	Contribute to Road Safety Improve the flow of traffic Encourage cycling and walking as alternatives to car travel		The existing site operates without any reported PIA's, no significant alterations are proposed so the situation is unlikely to alter. The provision of a wider range of goods sold at this established retail park will increase the propensity to address further demand without needing to travel to there sites, improving the flow of traffic. The provision of food retail at this site would result in more linked trips that would be carried out by foot and cycle rather than by car.
Policy HT2/4	Applications to be provided with adequate provision for parking and servicing.	Yes	Parking provision is below the maximum standard therefore in line with policy. The network away from the site is legally protected. The likely parking demand can be accommodated based on the trip generation and is demonstrated in Section 8.
Policy HT4	The council will support the principles of sustainable development Assist the implementation of a balanced transport system Minimise the environmental impact of traffic	Yes	The proposal increases the range of goods sold in this location, this will make existing trips more efficient. The location is sustainable and within walking distance to the town centre and established retail uses. The effect of co-locating uses at established retail

			destinations, minimises the need to travel further afield.
Policy HT6/1	Eliminate conflict between pedestrians and cyclists with Motorists Provide direct and convenient routes Ensure routes are well lit and clear Ensure development recognises the needs of pedestrians and cyclists Provide cycle parking	Yes	Pedestrians and cycles can enter and exit separately to vehicles. Pedestrian and cycle permeability is already provided, the routes are lit, direct and convenient. Cycle parking is provided in excess of the standards, these are largely covered.

Table 7.1 – Planning Policy Compliance

7.2 Based on Table 7.1, all highway related policy requirements are met and the evidence is set out in this TS.

8. TRIP GENERATION AND EFFECT

8.1 This section investigates the effect of development proposals on trip generation, travel mode and trip type connected to the existing retail park. This is discussed throughout this section in detail.

8.2 The existing trip generation has been assessed in Section 4 of this TS. Network peak times occur on weekdays in the AM and PM peak period, the effect of any change in trips could be experienced at this time, when drivers have limited choice over when and where they travel, the potential change in trips has focused on these times;

- Weekday AM peak hour: 0800 – 0900;
- Weekday PM peak hour: 1700 – 1800.

8.3 It is also important to consider the occupation by any other permitted use, the TRICS database has been used to determine what the existing consent could generate, as outlined in Section 4.

Trip Generation

8.4 The trip generation related to the proposed development has been estimated using analogous survey sites contained within the TRICS.

8.5 The TRICS output files are provided at Appendix A at the rear of this report. The food element provided an interesting range, the average food superstore on the edge of a town centre was 10 times larger than that proposed, and convenience stores would be half the size. Discount food retail was used as the average size was larger, there is a wide sample size, which assists statistical accuracy and is higher than a superstore.

8.6 Based on the TRICS Good Practice Guide, the following parameters were selected therefore making the sample representative:

- Land Use: Retail – Discount Food Retailer;
- Date Range: 2015 – 2023, Weekday Surveys Only;
- Location: Edge of Town Centre, Greater London surveys omitted;

8.7 The introduction of a mezzanine floor in one unit, may result in additional trips, however as this is typically used for additional circulation due to stairs, etc and trips to the mezzanine are linked with the ground floor, it may not generate trips at the same rate as the ground floor.

8.8 The trip generation related to a food store occupying Unit A1 is shown in Table 8.1. Tables 8.2 and 8.3 below show the non-food unit including the mezzanine floor generating trips at the same rate as the ground floor.

929 sq.m GFA	Food Retail		
	Arr.	Dep.	Two way
Weekday AM Peak (Rate per 100 sq.m)	23 (2.518)	15 (1.578)	38
Weekday PM Peak (Rate per 100 sq.m)	44 (4.746)	50 (5.337)	94

Table 8.1 – Food Development Trip Rates and Traffic Flows

742 sq.m GFA	Non-Food Retail		
	Arr.	Dep.	Two way
Weekday AM Peak (Rate per 100 sq.m)	1 (0.188)	0 (0.000)	1
Weekday PM Peak (Rate per 100 sq.m)	11 (1.438)	13 (1.750)	24

Table 8.2 – Non-Food Development Trip Rates and Traffic Flows

742 sq.m GFA	Non-Food Retail		
	Arr.	Dep.	Two way
Weekday AM Peak (Rate per 100 sq.m)	6 (0.765)	2 (0.306)	8
Weekday PM Peak (Rate per 100 sq.m)	16 (2.111)	18 (2.448)	34

Table 8.3 – DIY Development Trip Rates and Traffic Flows

- 8.9** The comparison between existing and proposed trip generation sets out the gross change in trips, based on the tables above there is an upper and lower amount, the lower limit is presented in the table below;

	Existing Non-Food vs Proposed		
	Existing (Table 4.1)	Proposed (Table 8.1+8.2)	Net Change
AM Peak	2	39	+37
PM Peak	29	118	+89

Table 8.4 – Existing Non-Food vs Proposed Development Trip Rates and Traffic Flows, Gross Trip Generation

- 8.10** The upper limit is provided in the table overleaf;

	Existing DIY vs Proposed		
	Existing (Table 4.2)	Proposed (Table 8.1+8.3)	Net Change
AM Peak	10	46	+36
PM Peak	43	128	+85

Table 8.5 – Existing DIY Occupier vs Proposed Development Trip Rates and Traffic Flows, Gross Trip Generation

- 8.11** Trip types in relation to retail are key determinates in the success of a scheme, more importantly the level of primary trips are minimised when developments are located where linked trips can occur either on foot, or with a minimal journey by car.

Trip Type

- 8.12** Trips related to food purchases are carried out by each person / household at present. A new food store does not necessarily involve entirely new trips on the highway network, it does however alter trip patterns and habits.
- 8.13** In accordance with TRICS report 14/1 trip types will be determined on a site-by-site basis.

Linked Trips

- 8.14** The higher the number of destinations in a location increases the propensity for linked trips by foot, the most efficient type of linked trip.
- 8.15** Comparison goods retailers generally provide the primary reason to visit a site, i.e. if the customer is looking for a bed, then they would visit and a food retailer, but if they do not own a pet are unlikely to visit Pets at Home.
- 8.16** On that basis the propensity for a linked trip to collect food, is high, this is even higher when there are more uses on-site that have a wide range of products.

Primary: Primary and Primary Transfer

- 8.17** Primary trips can be categorised into two types: Primary 'New' and Primary Transfer.
- 8.18** Primary 'New' refers to traffic that is assumed to be entirely new to the study network and is likely to be a 'home-to-store' trip. The nature of food retail would estimate that the number of 'new' trips generated by the proposed development would be very low.
- 8.19** Primary 'Transfer' refers to trips that are transferred from existing food destinations to the proposed store and may be present on the existing network. The presence of food store retailers (Asda, Markets) in the immediate vicinity would suggest that the proportion of transfer trips would be high.

Secondary: Diverted and Pass-by Trips

- 8.20** Trips that are secondary in nature are typically categorised as Pass-by or diverted.
- 8.21** 'Pass-by' refers to trips that are already passing the site but visit the proposed destination and continue their original journey. These trips are only 'new' at the site access junction.
- 8.22** 'Diverted' refers to trips that are passing near the site and divert their original journey to the proposed destination, then continue their original journey albeit by an alternative route. These trips are only new where the original journey has changed (i.e. the diversion to / from the site).
- 8.23** It is found within TRICS report 14/1 that a stores location type can influence the daily trip rate percentage of secondary trips. A correlation between location type and proximity to the nearest commercial area can be seen and has been shown to be statistically significant.

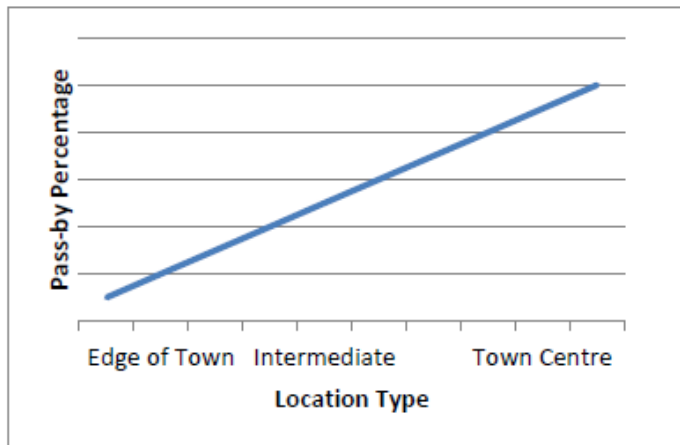


Figure 8.1 – Secondary Trip Percentage in TRICS Report 14/1

- 8.24** Halls Mill Retail Park is on the edge of Bury Town Centre and in accordance with Figure 8.1 has a high propensity for diverted trips and a lower amount of pass-by trips.

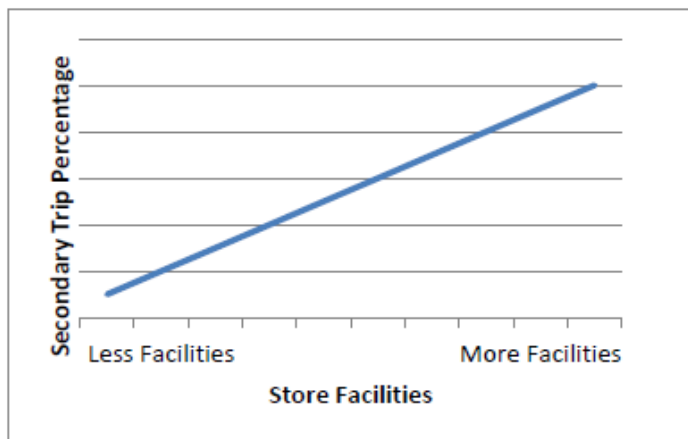


Figure 8.2 – Secondary Trip Percentage / Facilities TRICS Report 14/1

- 8.25** The site is an existing retail destination with a range of complimentary offerings. The proposed food store is therefore surrounded by significantly more facilities than a standalone unit and thus would be expected to generate more secondary trips in accordance with Figure 8.2.
- 8.26** For the purposes of this assessment, it has been assumed that 50% of development traffic will be primary in nature. This is very robust given the nature of the offering, location and on-site facilities, as demonstrated above.
- 8.27** The net trip generation of the proposed development has been estimated in Table 8.5 and focuses on the Weekday AM and Weekday PM peak hours, as these periods are when drivers on the network are not likely to be able to easily alter their route or time that they travel.
- 8.28** To remove any inaccuracy around potential trip types related to the existing/extant trips the new trip types have been limited to the difference in trips when comparing food and non-food retail occupiers.
- 8.29** The table overleaf provides an assessment of the trip generation related to proposals in isolation.

	Weekday AM Peak		Weekday PM Peak	
	Upper	Lower	Upper	Lower
Total (Table 8.3&8.4)	37	36	89	85
Linked with Existing Trips (40%)	15	14	36	34
Net Trips (60%)	22	22	53	51
New (10% Net)	2	2	5	5
Transferred (40% Net)	9	9	21	20
Diverted (30% Net)	7	7	16	15
Pass-by (20% Net)	4	4	11	10

Table 8.5 – Proposed Net Trip Generation Proposed Development

- 8.30** As outlined in the table above, development proposals would not generate a significant number of new trips on the highway network.
- 8.31** Considering the net change in new trip generation between the existing and proposed occupiers would outline an immaterial change (+5 in the AM and +5 in the PM peak – worst case (upper)) in traffic on the highway network.
- 8.32** In accordance with typical assessment criteria, there would be no requirement for any further quantitative assessment in the form of junction impact assessments.

Car Parking

- 8.33** Taking the same approach to parking as trip generation for consistency, the TRICS surveys have been utilised to produce car park demand, assuming no trip linkage, making this extremely robust.
- 8.34** In the with development scenario, Unit A1 929 sq.m. GIA would be occupied by a food retailer, Units A, B and C 3081 sq.m. GIA would be occupied by non-food or a DIY user.

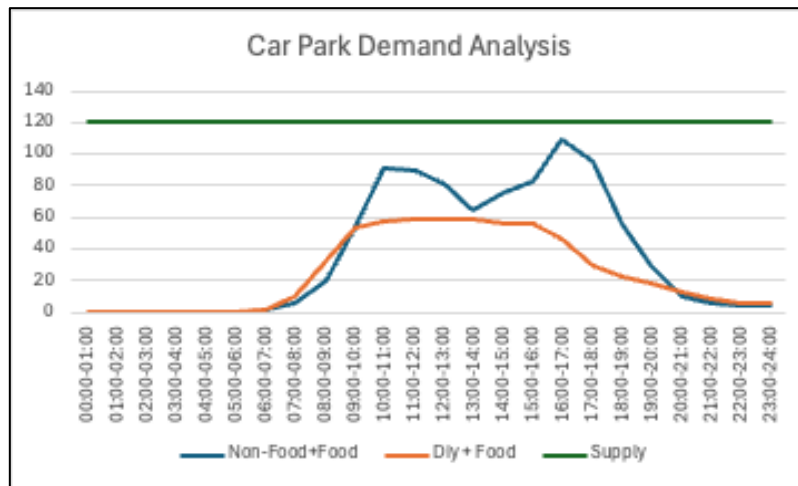


Figure 8.3 – Proposed and Existing Car Park Demand.

- 8.35** The car park supply of 120 no. spaces is never exceeded, there is spare capacity for peak periods in trade, such as Christmas and other Bank Holidays.
- 8.36** The above graph confirms that even discounting linked trips, assuming all trips visit each unit individually includes sufficient confidence that 120 no. spaces would be sufficient for the proposed development scenario.

9. CONCLUSION

9.1 Halls Mill Retail Park is in an accessible location and is surrounded by a mix of food and non-food retailers, this site is in a prime location to stimulate linked trips reducing additional journeys on the network or at worst reducing the distance travelled.

9.2 The alterations to the retail parade and increase in floor area with food retail being introduced has a minor effect.

9.3 The original consent included conditions 13 and 14 which states;

- Condition "13 Goods in the following categories may not be sold from the retail units hereby approved unless otherwise agreed in writing with the Local Planning Authority:

- Food and drink

- Clothing (unless protective or other specialist wear directly related to the range of goods sold within the retail unit)

- Footwear (unless protective or other specialist wear directly related to the range of goods sold within the retail unit)

- Leather and travel goods

- Jewellery

- Toys

- Sports goods and equipment

- Books (unless reference or instruction manuals directly related to the range of goods sold within the retail unit)

- Cosmetics

- Health care

- Beauty products

- Music/records/cd's/dvd's or any other entertainment media (unless they are for reference or instruction directly related to the range of goods sold within the retail unit)

Reason - In the interests of the vitality and viability of the town centre uses and pursuant to the provisions of PPS6 - Planning for Town Centres.

14 The combined floorspace of the units forming the development hereby approved shall be for a retail floorspace provision of 6,179sqm maximum and shall be used only for non-food retail purposes.

Reason - In the interests of the vitality and viability of the town centre uses and pursuant to the provisions of PPS6 - Planning for Town Centres.

9.4 The site is currently constrained in terms of letting potential due to this restriction.

9.5 The proposed reconfiguration and extension of Unit A to create two new Class E(a) units, including foods sales in Unit A1 would alter the trip generation at the site access, but as discussed in Section 4, the junction

has sufficient design capacity to accommodate significantly more trips, which food retail at this scale would not generate.

- 9.6** The effect on the wider network is minimal at 2 and 5 new trips in the weekday peak hours respectively on the network. These trips would go unnoticed on the network.
- 9.7** The access and servicing arrangement would not need to alter, the requirements for food, non-food or a mix of the two requires the same type of vehicle to attend at a similar frequency.
- 9.8** Car park demand would rise slightly, the duration of stay would likely increase due to the change in purpose for the trip, the level of parking does not alter, there is no requirement for new spaces, so there is no increase in parking supply in Bury.
- 9.9** The National Planning Policy Framework (the Framework) 2023 promotes sustainable transport at Section 9. Specifically, paragraph 114 states that in assessing specific applications for development, it should be ensured that (d). any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Moreover, paragraph 115 is clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The bar for the refusal of planning permission on highways grounds is set high.
- 9.10** Considering the above, it is concluded that the development proposals are acceptable and should be supported from a transport perspective.

Appendix A – TRICS Data

Calculation Reference: AUDIT-250601-240411-0414

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS
LN LINCOLNSHIRE 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1600 to 1600 (units: sqm)
 Range Selected by User: 290 to 27843 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Retail Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:Use Class:

E(a) 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	1600	0.188	1	1600	0.000	1	1600	0.188
09:00 - 10:00	1	1600	1.875	1	1600	1.000	1	1600	2.875
10:00 - 11:00	1	1600	2.000	1	1600	1.000	1	1600	3.000
11:00 - 12:00	1	1600	1.250	1	1600	1.313	1	1600	2.562
12:00 - 13:00	1	1600	0.688	1	1600	0.938	1	1600	1.626
13:00 - 14:00	1	1600	0.938	1	1600	1.438	1	1600	2.376
14:00 - 15:00	1	1600	1.188	1	1600	0.875	1	1600	2.063
15:00 - 16:00	1	1600	1.000	1	1600	0.750	1	1600	1.750
16:00 - 17:00	1	1600	1.875	1	1600	0.938	1	1600	2.813
17:00 - 18:00	1	1600	1.438	1	1600	1.750	1	1600	3.188
18:00 - 19:00	1	1600	1.750	1	1600	2.875	1	1600	4.625
19:00 - 20:00	1	1600	1.500	1	1600	2.250	1	1600	3.750
20:00 - 21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.690			15.564			31.254

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1600 - 1600 (units: sqm)
Survey date range:	01/01/16 - 18/09/21
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-250601-240411-0420

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : E - DIY SUPERSTORE - WITHOUT GARDEN CENT
TOTAL VEHICLES

Selected regions and areas:

08 NORTH WEST
LC LANCASHIRE 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 3268 to 3268 (units: sqm)
 Range Selected by User: 100 to 11800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/11/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Retail Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:Use Class:

E(a) 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LC-01-E-04	WICKES	LANCASHIRE
	SAINT GEORGE STREET		
	CHORLEY		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	3268 sqm	
	Survey date: SATURDAY	18/11/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	3268	0.184	1	3268	0.031	1	3268	0.215
08:00 - 09:00	1	3268	0.765	1	3268	0.306	1	3268	1.071
09:00 - 10:00	1	3268	1.408	1	3268	0.979	1	3268	2.387
10:00 - 11:00	1	3268	1.377	1	3268	1.408	1	3268	2.785
11:00 - 12:00	1	3268	1.744	1	3268	1.744	1	3268	3.488
12:00 - 13:00	1	3268	2.356	1	3268	2.326	1	3268	4.682
13:00 - 14:00	1	3268	2.234	1	3268	2.203	1	3268	4.437
14:00 - 15:00	1	3268	2.509	1	3268	2.632	1	3268	5.141
15:00 - 16:00	1	3268	2.387	1	3268	2.387	1	3268	4.774
16:00 - 17:00	1	3268	1.499	1	3268	1.775	1	3268	3.274
17:00 - 18:00	1	3268	2.111	1	3268	2.448	1	3268	4.559
18:00 - 19:00	1	3268	2.081	1	3268	2.203	1	3268	4.284
19:00 - 20:00	1	3268	1.958	1	3268	1.989	1	3268	3.947
20:00 - 21:00	1	3268	1.224	1	3268	1.193	1	3268	2.417
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.837			23.624			47.461

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	3268 - 3268 (units: sqm)
Survey date range:	01/01/16 - 18/11/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-250601-240411-0442

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	2 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GT WARRINGTON	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
11	SCOTLAND	
	SR STIRLING	1 days
14	LEINSTER	
	WX WEXFORD	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days
	TY TYRONE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1297 to 2624 (units: sqm)
 Range Selected by User: 570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	3 days
Wednesday	2 days
Thursday	4 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	12

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3
Retail Zone	2
Built-Up Zone	4
No Sub Category	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:**Use Class:**

E(a)	14 days
------	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	9 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	14 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	13 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	14 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AN-01-C-03	LIDL		ANTRIM
	CASTLE DEMESNE LINK BALLYMENA			
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:			1300 sqm
	Survey date: MONDAY			21/06/21
				Survey Type: MANUAL
2	DN-01-C-01	ALDI		DONEGAL
	MCCARTERS ROAD BUNCRANA			
	Edge of Town Centre No Sub Category			
	Total Gross floor area:			1480 sqm
	Survey date: WEDNESDAY			29/05/19
				Survey Type: MANUAL
3	GT-01-C-01	LIDL		WARRINGTON
	FENNEL STREET WARRINGTON			
	Edge of Town Centre Retail Zone			
	Total Gross floor area:			1450 sqm
	Survey date: THURSDAY			15/04/21
				Survey Type: MANUAL
4	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE SKEGNESS			
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:			2398 sqm
	Survey date: TUESDAY			19/07/16
				Survey Type: MANUAL
5	MG-01-C-01	LIDL		MONAGHAN
	NORTH ROAD MONAGHAN			
	Edge of Town Centre Industrial Zone			
	Total Gross floor area:			1680 sqm
	Survey date: WEDNESDAY			16/11/16
				Survey Type: MANUAL
6	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD BEDLINGTON			
	Edge of Town Centre No Sub Category			
	Total Gross floor area:			2450 sqm
	Survey date: MONDAY			12/06/17
				Survey Type: MANUAL
7	NN-01-C-02	LIDL		NORTH NORTHAMPTONSHIRE
	MARINERS WAY KETTERING			
	Edge of Town Centre Retail Zone			
	Total Gross floor area:			1850 sqm
	Survey date: MONDAY			27/06/22
				Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	2624 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
9	NY-01-C-03	ALDI		NORTH YORKSHIRE
	STONEBRIDGE GATE			
	RIPON			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	1551 sqm		
	Survey date: FRIDAY	20/05/22		Survey Type: MANUAL
10	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2442 sqm		
	Survey date: THURSDAY	01/06/17		Survey Type: MANUAL
11	TY-01-C-02	LIDL		TYRONE
	MOLESWORTH STREET			
	COOKSTOWN			
	STATION SQUARE RET. PK			
	Town Centre			
	No Sub Category			
	Total Gross floor area:	1400 sqm		
	Survey date: THURSDAY	21/03/19		Survey Type: MANUAL
12	WO-01-C-02	LIDL		WORCESTERSHIRE
	WORCESTER ROAD			
	MALVERN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	1471 sqm		
	Survey date: TUESDAY	26/06/18		Survey Type: MANUAL
13	WO-01-C-03	ALDI		WORCESTERSHIRE
	GREEN STREET			
	KIDDERMINSTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1510 sqm		
	Survey date: MONDAY	12/10/20		Survey Type: MANUAL
14	WX-01-C-01	ALDI		WEXFORD
	TRINITY STREET			
	WEXFORD			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1297 sqm		
	Survey date: THURSDAY	20/04/23		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.159	2	2511	0.040	2	2511	0.199
07:00 - 08:00	12	1844	0.606	12	1844	0.185	12	1844	0.791
08:00 - 09:00	14	1779	2.518	14	1779	1.578	14	1779	4.096
09:00 - 10:00	14	1779	4.096	14	1779	3.317	14	1779	7.413
10:00 - 11:00	14	1779	4.261	14	1779	3.610	14	1779	7.871
11:00 - 12:00	14	1779	4.730	14	1779	4.578	14	1779	9.308
12:00 - 13:00	14	1779	4.674	14	1779	4.779	14	1779	9.453
13:00 - 14:00	14	1779	4.526	14	1779	4.690	14	1779	9.216
14:00 - 15:00	14	1779	4.983	14	1779	4.831	14	1779	9.814
15:00 - 16:00	14	1779	4.931	14	1779	4.911	14	1779	9.842
16:00 - 17:00	14	1779	5.100	14	1779	5.349	14	1779	10.449
17:00 - 18:00	14	1779	4.746	14	1779	5.337	14	1779	10.083
18:00 - 19:00	14	1779	3.646	14	1779	4.080	14	1779	7.726
19:00 - 20:00	14	1779	2.943	14	1779	3.321	14	1779	6.264
20:00 - 21:00	14	1779	2.020	14	1779	2.715	14	1779	4.735
21:00 - 22:00	14	1779	0.843	14	1779	1.213	14	1779	2.056
22:00 - 23:00	9	1949	0.046	9	1949	0.319	9	1949	0.365
23:00 - 24:00									
Total Rates:			54.828				54.853	109.681	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1297 - 2624 (units: sqm)
Survey date range:	01/01/16 - 21/09/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Drawings

Rev	Date	Description	Drawn	Chk'd
P01	28.11.24	Planning issue	CMB	SSR
P02	13.01.25	Application boundary updated	DHA	SSR

PLANNING DRAWING

This drawing has been prepared for submission to the relevant Local Authority as part of a Planning Application. It is not intended to assist with the pricing of any elements.
For Structural details refer to the Structural & Civil Engineers detailed design drawings & specifications.
For M&E information, refer to the M&E Engineers and sub contractor's design drawings & specifications.
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Client

LONDON METRIC



Project Title

PROPOSED DEVELOPMENT

HALLS MILL RETAIL PARK
FOUNDRY STREET
BURY

Drawing Title

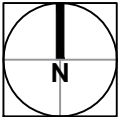
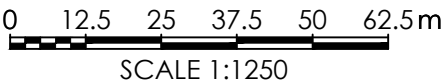
LOCATION PLAN

Drawn	Checked	Scale @A4	BIM Status	Date
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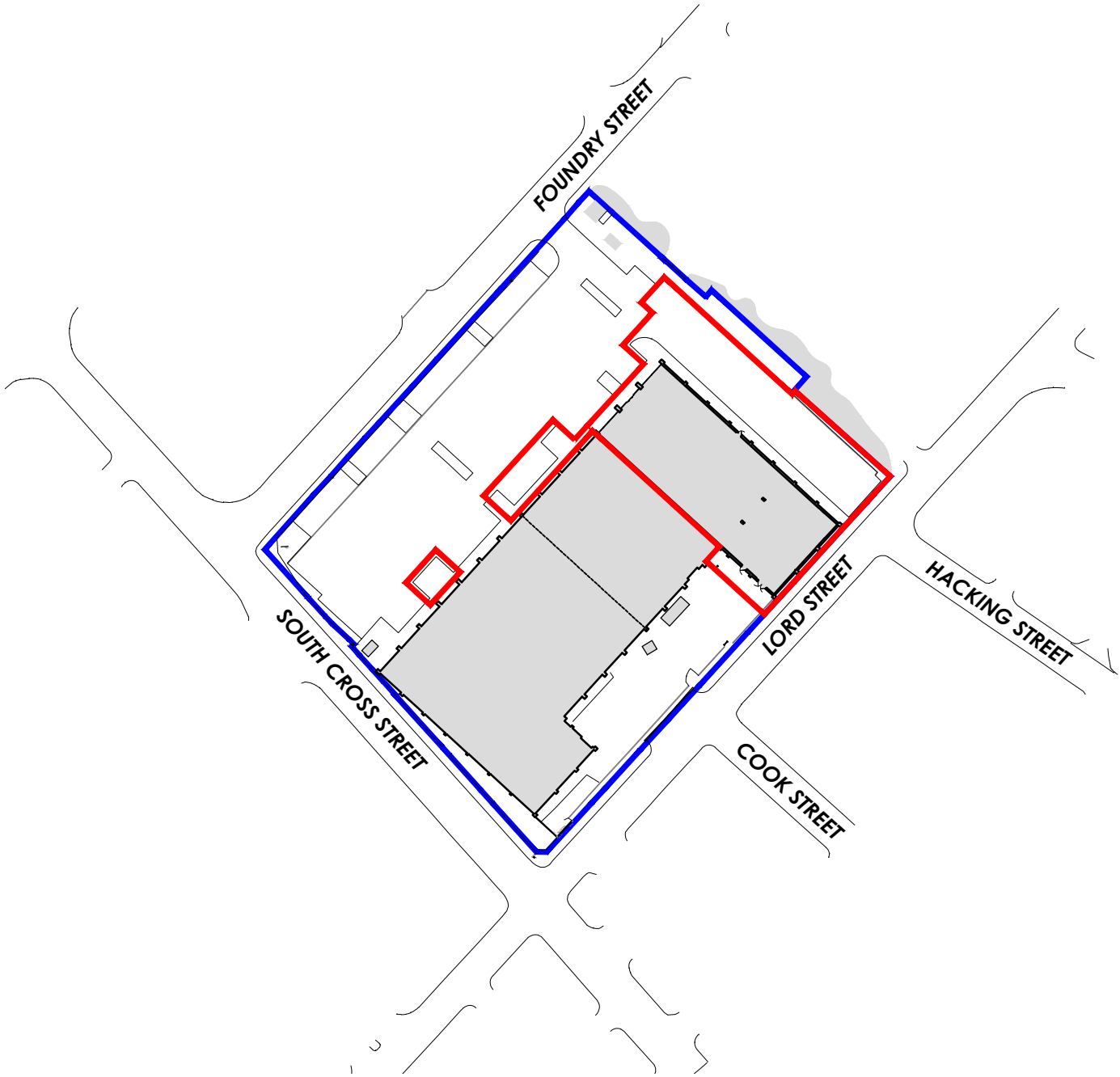
Drawing Status	Rev.	THP Project No
PLANNING	P02	19908

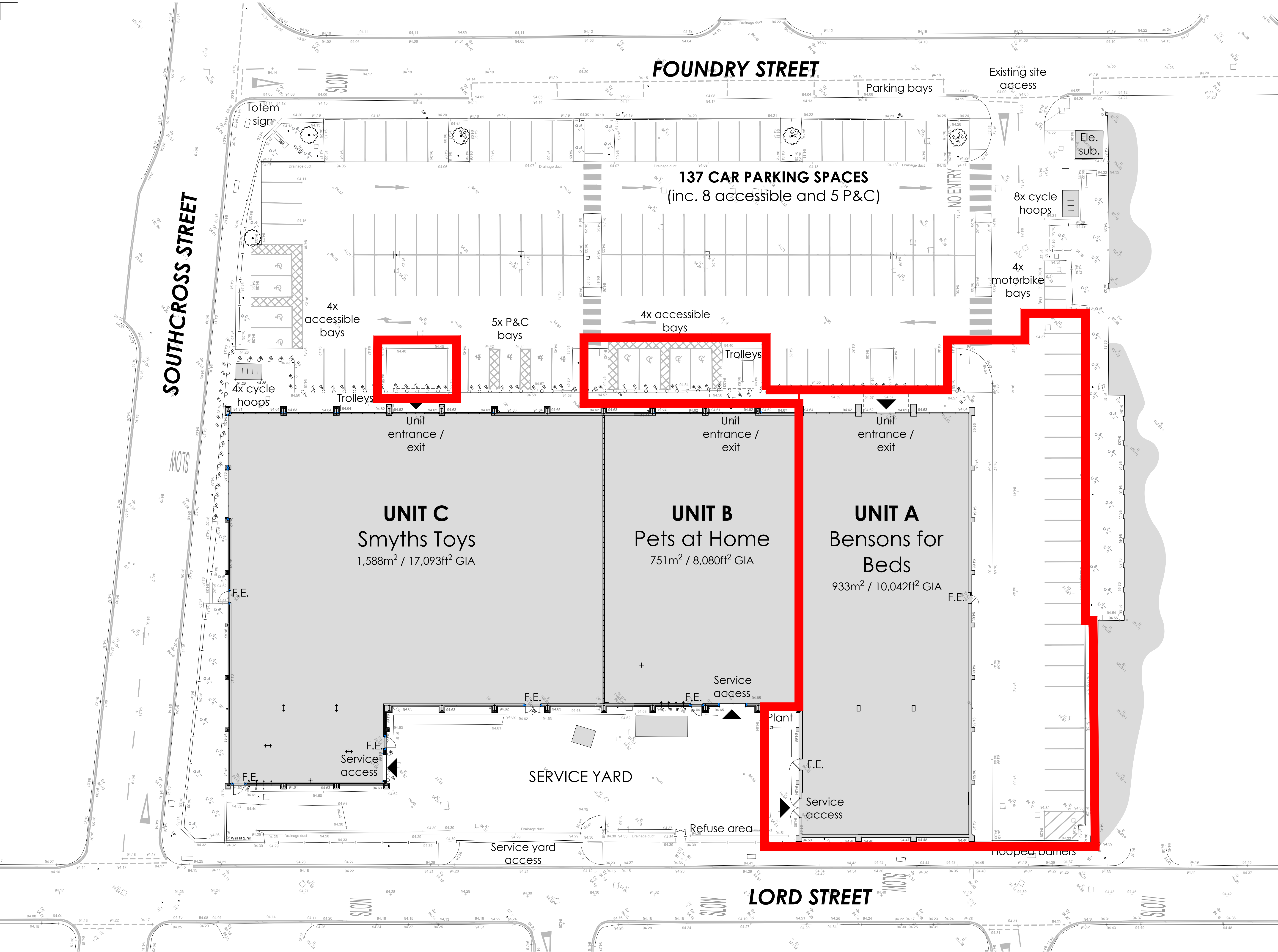
Project No.	Originator	Volume	Level	Type	Role	Number
19908	THPM	XX	00	DR	A	1000

LOCATION PLAN
Scale 1:1250 @ A4



Ownership Boundary
Subject to legal confirmation
Application Boundary
0.54 acres / 0.22 hectare





EXISTING SITE PLAN
Scale 1:200 @ A1

0246810m

SCALE 1:200

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Rev	Date	Description	Drawn	Chkd
001	08.11.24	Planning Issue	CH	SR
002	13.01.25	Application boundary updated	CH	SR

KEY

— Application Boundary
0.34 acres / 0.22 hectare

Area Schedule	
	Existing GIA
Unit A	933m ² / 10,042ft ²
Unit B	751m ² / 8,080ft ²
Unit C	1,588m ² / 17,093ft ²
Existing Car Parking Spaces	137

Unit B & C information based on RGP Architects as-built drawings '7600-104Pab' and '7600-105Pab'.

PLANNING DRAWING
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Assumed site boundary and site constraints subject to confirmation.
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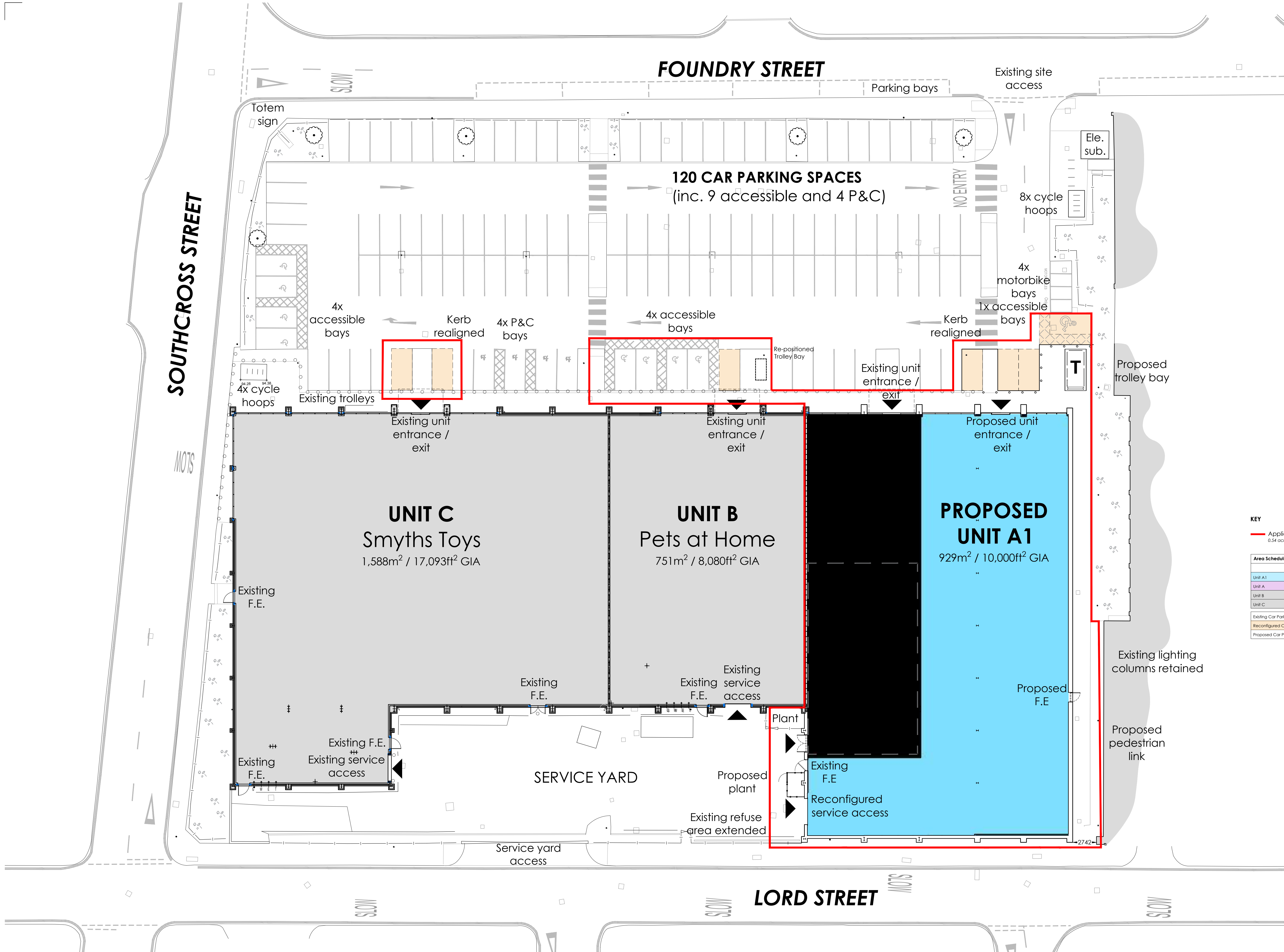
LONDONMETRIC

PROPERTY PLC

Project Title
PROPOSED DEVELOPMENT

HALLS MILL RETAIL PARK
FOUNDRY STREET
BURY

Drawing Title						
EXISTING SITE PLAN						
Drawn	Checked	Scale	@A1	BIM Status	Date	
DHA	SSR	1:200		NA	01/25	
Drawing Status				Rev.	THP Project No	19908
PLANNING				P02		
Project No.	Originator	Volume	Level	Type	Rate	Number
19908	THPM	XX	00	DR	A	1001



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Rev	Date	Description	Drawn	Chkd
P01	28.11.24	Issued in response to Planning Consultant comments	CMB	SSR
P02	09.12.24	Revised in response to Unit A1 Annotation updates	CMB	SSR
P03	14.01.25	Car park adjusted to accommodate additional car park space and disabled spaces re-positioned. Mezzanine added to Unit A	DHA	SSR

KEY

Application Boundary
0.54 acres / 0.22 hectare

Area Schedule			
	Existing GIA	Proposed GIA	Proposed GIA 1st floor
Unit A1	-	929m ² / 10,000ft ²	-
Unit A	933m ² / 10,042ft ²	492m ² / 5,300ft ²	250m ² / 2,691ft ²
Unit B	751m ² / 8,080ft ²	751m ² / 8,080ft ²	-
Unit C	1,588m ² / 17,093ft ²	1,588m ² / 17,093ft ²	-
Existing Car Parking Spaces	137		
Reconfigured Car Parking Spaces	7		
Proposed Car Parking Spaces	120 (-17 spaces)		

Unit B & C information based on RGP Architects as-built drawings '7600-104Pab' and '7600-105Pab'.

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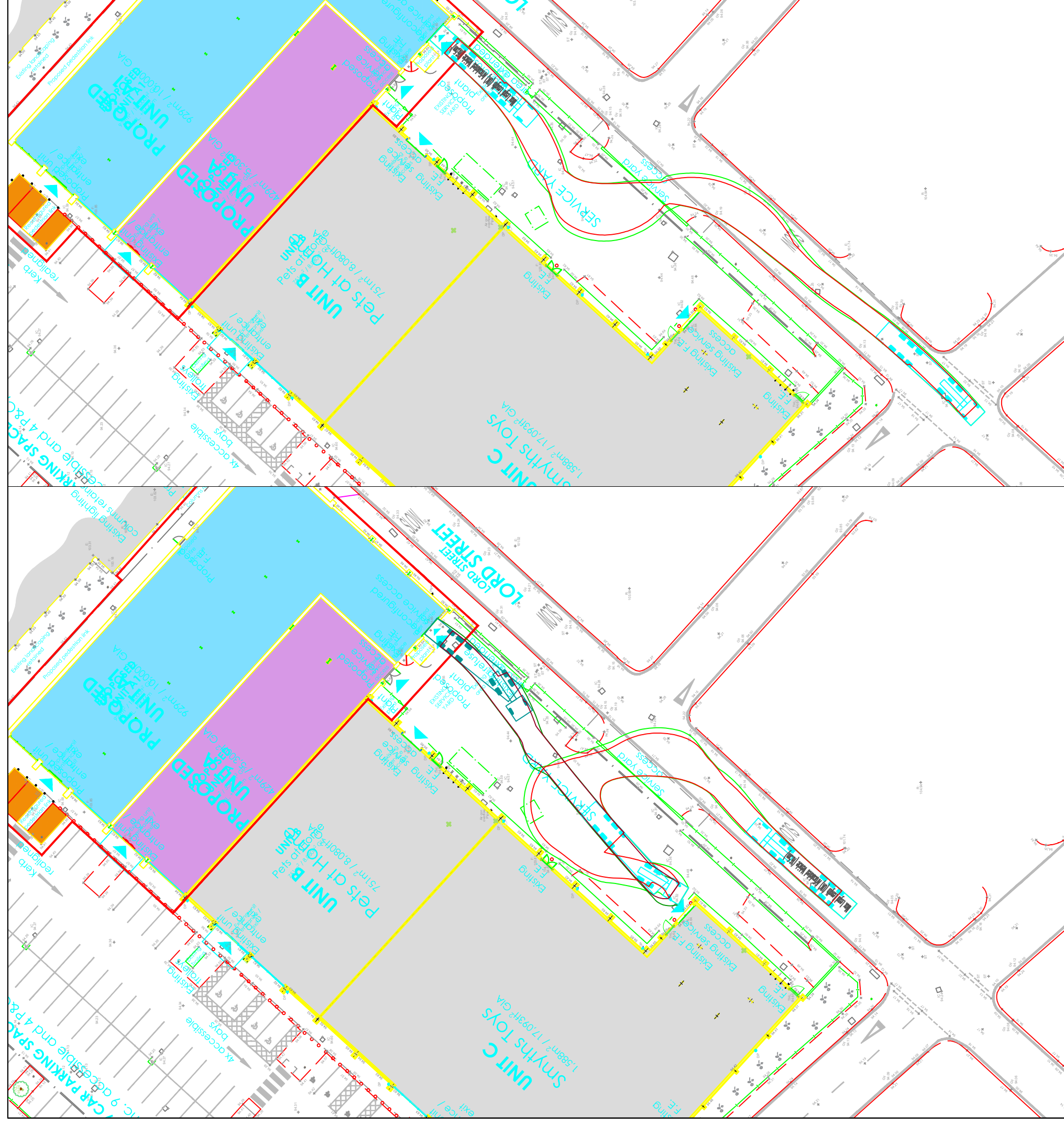
Client
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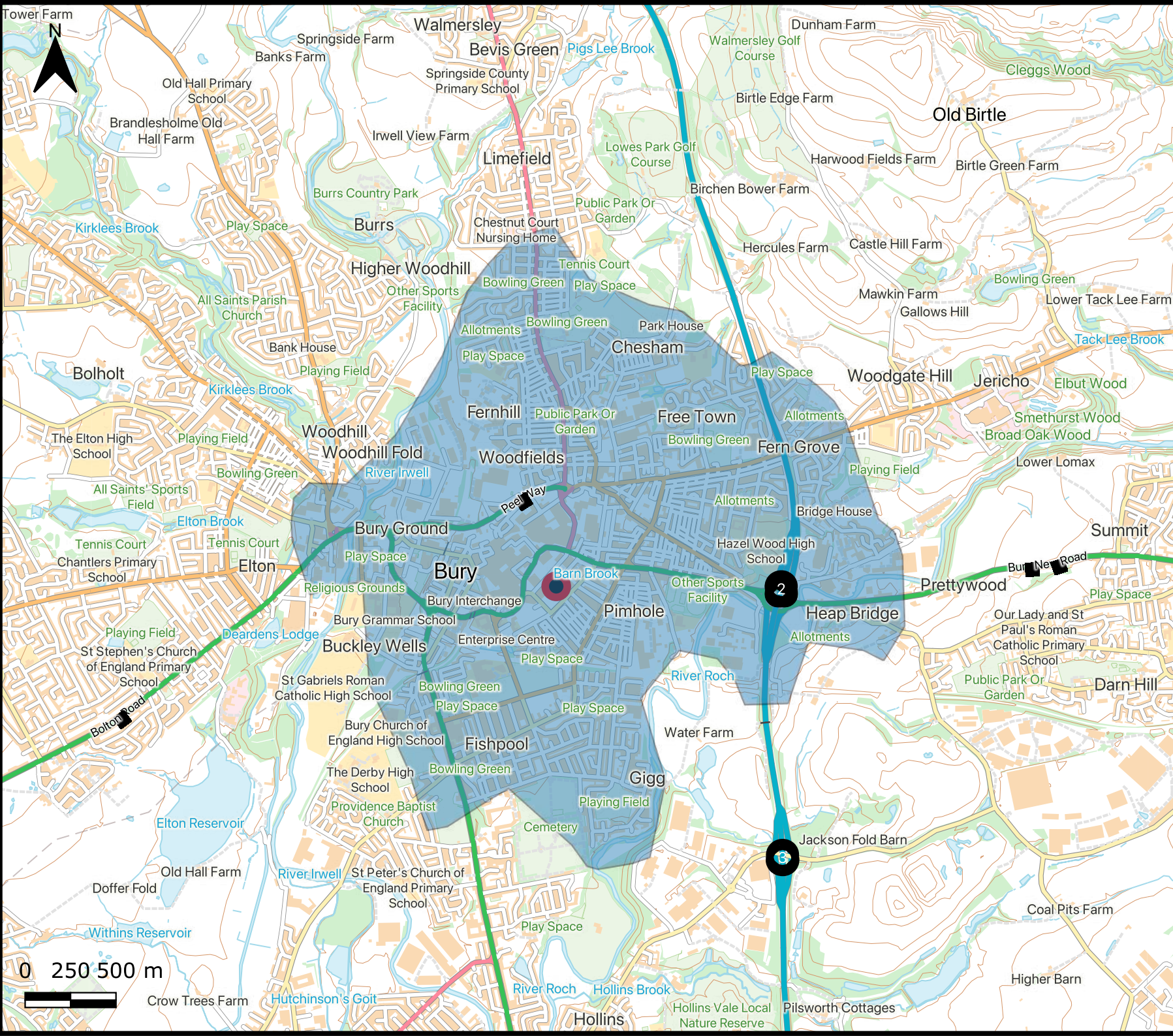
Project Title
PROPOSED DEVELOPMENT

HALLS MILL RETAIL PARK
FOUNDRY STREET
BURY

Drawing Title
PROPOSED SITE PLAN

Drawn	Checked	Scale	BM Status	Date
DHA	SSR	1:200	NA	01/25
Drawing Status		Rev.	THP Project No	
PLANNING		P03	19908	
Project No.	Originator	Volume	Level	Type
19908	THPM	XX	00	DR A





Legend

2km Walk In Catchment

2000 m

Halls Mill Retail Park

SCHEME	
HALLS MILL RETAIL PARK, BURY	
ON BEHALF OF	
LONDONMETRIC PLC	
DRAWING TITLE	
Walking Assessment	
DRAWING REFERENCE	REV
T772/GIS/02	-
SCALE @A4	DRAWN BY
NTS	CS
DATE CREATED	CHECKED BY
2024-12-12	CS

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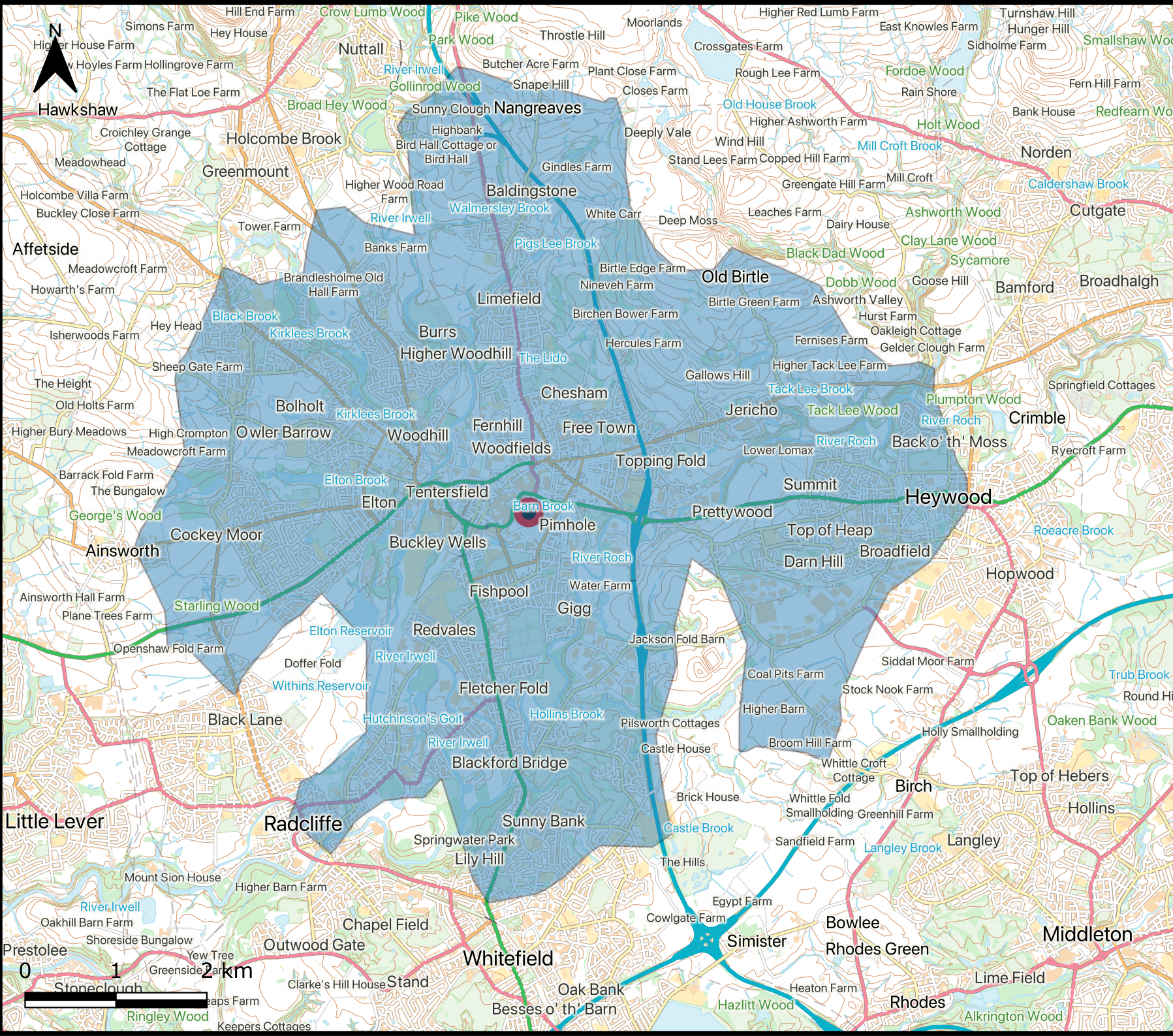


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Legend

5km Cycle Catchment

5000 m

Halls Mill Retail Park

SCHEME	
HALLS MILL RETAIL PARK, BURY	
ON BEHALF OF	
LONDONMETRIC PLC	
DRAWING TITLE	
Cycling Assessment	
DRAWING REFERENCE	REV
T772/GIS/03	-
SCALE @A4	DRAWN BY
NTS	CS
DATE CREATED	CHECKED BY
2024-12-12	CS

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