

Our Reference : T4669-TS-01
Your Reference :

28th August 2025

Silletts Funeral Service
Kelsil
Spring Lane
Radcliffe
M26 27Q

Dear Sirs,

Silletts, Spring Ln, Radcliffe – Proposed Car Park and Remodelling of Existing Facilities
Transport Statement

Introduction

PSA Design Ltd has been commissioned to prepare a Transport Statement pertaining to a planning application for the remodelling of the existing Funeral Directors facilities to create an additional 3 family chapel rooms to supplement the 3 chapels currently available together with the creation of 11 additional customer/visitor car parking spaces on land immediately adjacent to the site.

It is noted that the proposals are not intended to increase staffing or customer numbers but rather, to improve the customer experience through the provision of additional on-site parking and family chapels.

The location of the site is shown at **Figure 1** whilst the redline boundary of the site is shown on the site area plan at **Figure 2**.

As shown on **Figures 1 and 2** the application site is located on Spring Lane on the northern edge of Radcliffe centre within a predominantly residential area.

Existing Site

The application site is currently occupied by various low-level buildings occupied by the existing Funeral Directors business (see **Photo 1**). The proposed car parking will be located on an existing area of landscaping adjacent to the buildings (see **Photo 2**).



Photo 1 – Existing Buildings and Accesses



Photo 2 – Location of Proposed Car Parking

As illustrated, the site currently has two vehicular access points which will remain. There is also an existing vehicular access into the landscaped area which will be replaced by a new access to serve the proposed car parking area.

The existing business has parking on site for 6 staff cars plus 1-2 visitor spaces. Other full time/part time staff and visitors who travel by car currently tend to park on the surrounding streets.

Accessibility by Non-Car Modes

Whilst the site is situated in a highly accessible area in terms of walking cycling, bus and tram, it acknowledged that most staff and customers/visitors will arrive at the site by car due to the nature of the services provided. Notwithstanding this a review of the site's accessibility on foot, by cycle and by public transport has been undertaken to demonstrate that the site is readily accessible to sustainable travel modes should staff and visitors choose to take these alternative modes for their journey to the site.

With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile (1.2km) with the average length of a walk journey being just 1km (0.6 miles). The former Planning Policy Guidance Note 13 'Transport' (PPG13) also recognises that walking is the most important mode of travel at the local level and has the greatest potential to replace car trips for distances up to 2 kilometres. The 1km and 2km walking catchments for the site indicate that the site is within walking distance of many residential properties as well as the nearest bus stops and the nearby Metrolink tram station.

Spring Lane and all roads in the immediate vicinity of the site have wide footways to both sides and there are signalised crossing facilities provided for pedestrians wishing to cross Spring Lane on both approaches to the site. This ensures that safe and suitable pedestrian access to the site is available for all in the local area.

In relation to cycling, the former PPG13 recognised that cycling can substitute for car trips; particularly for journeys under 5km. The 5km cycle catchment area for the site includes the whole of Radcliffe and surrounding areas.

The Institution of Highways and Transportation Document "Guidelines for Planning for Public Transport in Developments" states that the acceptable walking distance for access to a bus facility from new development is 400m. The nearest bus stops are located on Water Street to the west of the site and are within 200m from the site access. These bus stops are served by numerous bus routes with buses every few minutes, thereby ensuring that future staff/visitors to the site have an excellent opportunity to travel by bus should they choose.

Radcliffe Metrolink station is located approximately 350m to the east of the site, about a 5min walk, thereby ensuring that any staff/visitors to the site also have the opportunity to use the tram to travel to and from the site.

To summarise, it is considered that the proposed site is a very accessible location being within walking and cycling distance of local residential areas and within walking distance of public transport services for those travelling from further afield.

Road Safety

Reference to the Crashmap database system confirms that there has been only one accident recorded within the last 5 years of records on Spring Lane in the vicinity of the site. This was a 'serious' classification accident in the vicinity of the Parsonage Street junction involving a single motorcycle vehicle which appears to have lost control whilst travelling along Spring Street. No other vehicle was involved. The lack of other accidents recorded indicates that there are no inherent road safety issues in the vicinity of the site.

Application Proposals

As noted above, the proposed development comprises the remodelling of the existing Funeral Directors facilities to create an additional 3 family chapel rooms to supplement the 3 chapels currently available, together with the creation of 11 additional customer/visitor car parking spaces on land immediately adjacent to the site, as shown on the proposed site layout included at **Annex B**.

It is clear that the proposals are not intended to increase staffing or customer numbers but rather, to improve the customer experience through the provision of additional on-site parking and family chapels. Accordingly, it is envisaged that the current vehicular trips to the site will continue as follows:

- Staff – 6 cars each day (other staff will continue to park off-site);
- Chapel Visits – 24 visits per week (3-4 per day on average) which tend to involve a single car (1-2 hours per visit);
- Funeral Arrangements – 13 per week (2-3 per day) usually a single car (1-2 hours per visit);
- Funeral Meet Before Travelling to Ceremony – 3 per week involving 1 to 10 cars (15-20 minutes prior to departure)

As can be seen, the site operations currently generate very low levels of vehicular trips, and this should not change with the proposals. Both the additional chapels and the car parking will simply enhance the experience of grieving families and relatives and remove the need for on

street parking, which may provide some betterment to the existing highway network in the vicinity of the site.

In addition, it should be noted that a secure cycle parking is being provided which could accommodate at least 4 cycles which is currently not available at the site. This cycle storage would clearly encourage sustainable travel to the site.

Traffic Impact

As stated above it is anticipated that the number of vehicular trips generated by the current site operations will not change significantly as a result of the proposals. The only major change would be that the proposed 11 car parking spaces would enable customers/visitors to park on-site rather than on-street as is currently the case. This is considered to present some benefit to the existing local highway network.

Taking this into account it is considered that the proposals would not result in any detrimental highway impacts.

Construction Vehicles

Clearly, the construction phase has the potential to generate some HGV trips however the surrounding highway network is more than capable of accommodating such vehicles without detriment to highway operation or safety. Notwithstanding this, it is confirmed that the applicant would accept a planning condition requiring the submission and approval of a Construction Traffic Management Plan (CTMP) should planning approval be granted.

Conclusion

In light of the above, there is no evidence to suggest that the proposed development would result in a detrimental impact in terms of highway operation or road safety. In fact, the evidence would suggest that 'safe and suitable access to the site is achieved for all users;' and that there would not be 'an unacceptable impact on highway safety' or 'severe residual cumulative impacts on the road network..' These are the relevant policy tests with regards to highways.

Accordingly, the proposals would therefore comply with the relevant policies of both the NPPF and LPA and accordingly there should be no valid highway related reasons why the proposals should not be granted planning consent.

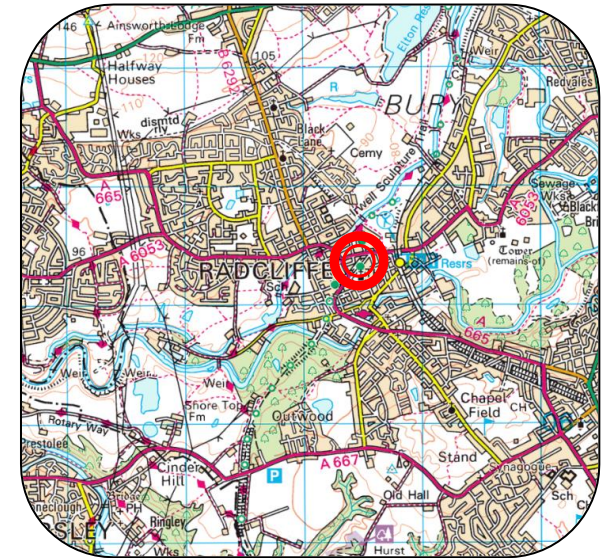
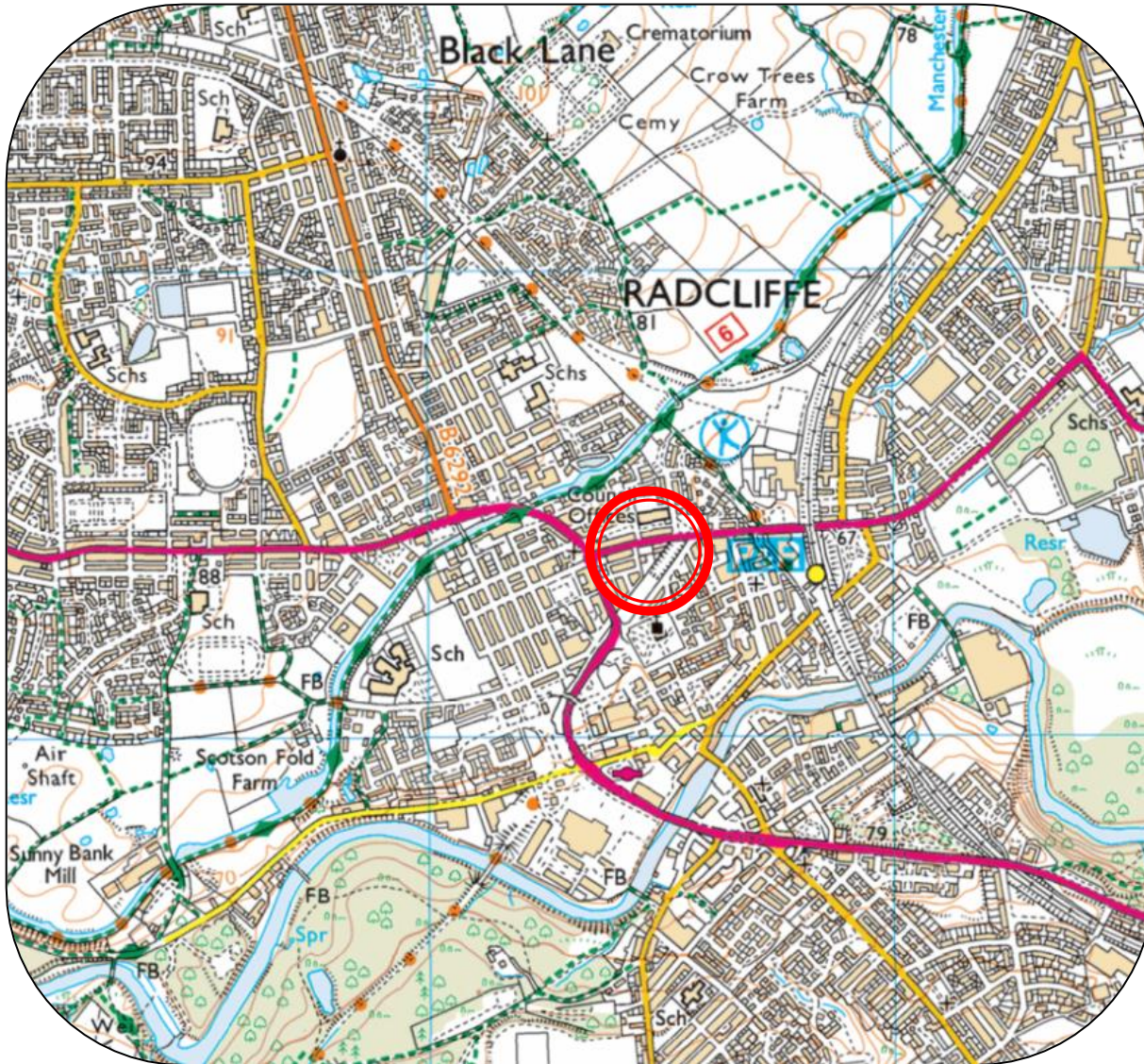
I trust that the above will be sufficient for your current purposes but please let me know should you require any further assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'David Wallbank'. The signature is fluid and cursive, with a large initial 'D' and a stylized 'W'.

David Wallbank
Director, PSA Design Ltd.

Figures



© Crown Copyright. All rights reserved.
Licence number AL100034996.

	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066	Client	Silletts Funeral Service	Drawn	CH	Date	AUG 2025	Drawing No. Figure 1
		Job	Silletts Radcliffe Car Park	Checked	DLW	Scale	NTS	
		Title	Site Location Plan (indicative site boundaries shown)	Approved	DLW			Rev



Site Location



PSA Design
The Old Bank House
6 Berry Lane, Longridge
Preston, PR3 3JA
Tel. 01772 786066

Client

Silletts Funeral Service

Drawn

CH

Date

AUG 2025

Drawing No.

Job

Silletts Radcliffe Car Park

Checked

DLW

Scale

NTS

Figure 2

Title

Site Area Plan

Approved

DLW

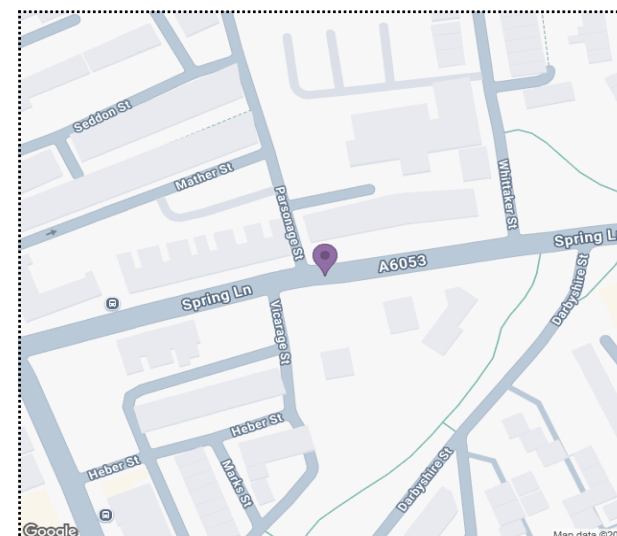
Rev

Annex A – Accident Data



Validated Data

Crash Date:	Saturday, January 28, 2023	Time of Crash:	13:25:00	Crash Reference:	2023061269190
Highest Injury Severity:	Serious	Road Number:	A6053	Casualties:	2
Highway Authority:	Bury			Vehicles:	1
Local Authority:	Bury			OS Grid Reference:	378458 407416
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, January 28, 2023

Time of Crash: 13:25:00

Crash Reference: 2023061269190

Vehicles Involved

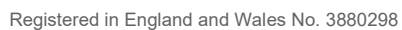
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle of unknown engine capacity (2011 onwards)	-1	Unknown	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

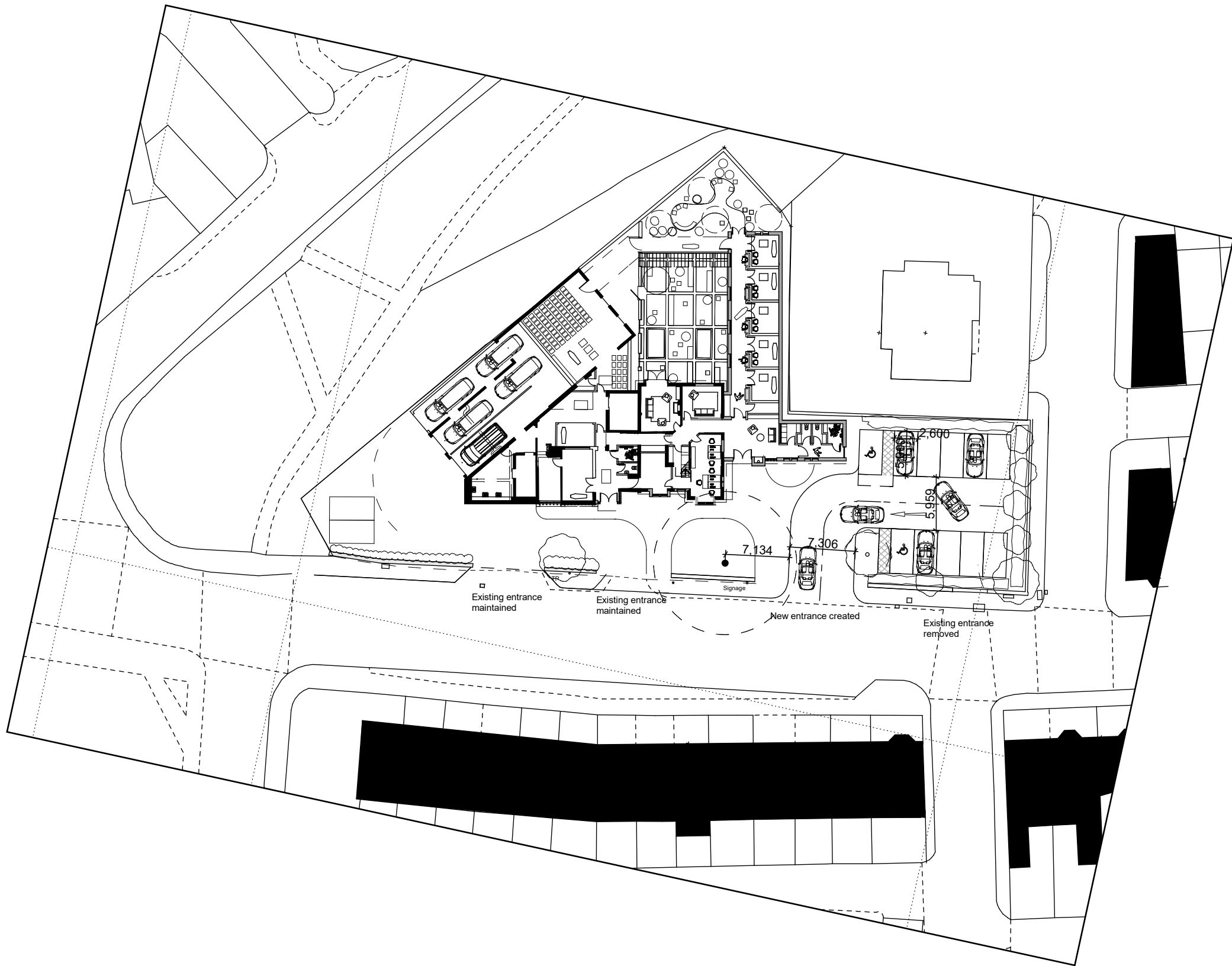
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Unknown	16 - 20	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Annex B – Proposed Site Layout



Legends & Notes:

P01	11.07.25	Issued for planning	PMB
Rev	Date	Descriptor	Athr.

Workshop

DESIGN STUDIO

Workshop design studio ltd
Email info@workshopdesignstudio.uk

Project:
Sillets Funeral Service
Kelsil, Spring Lane, Radcliffe, Bury
Manchester M26 2TQ

Client:
Sillets Funeral Service

Drawing Title:
Proposed Site Plan

(Project number)DWG number_Revision

216 (20) 102

P01