

Proposed JD Campus
Pilsworth Road, Pilsworth

August 2024

TRANSPORT STATEMENT

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PLANS

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by JD Sports Fashion PLC to advise on the transport and highways implications of Reserved Matters planning application for the provision of the JD Sports Campus Hub on land off Pilsworth Road in the Pilsworth area of Bury (Planning Ref: 68530)

1.1.2 The development site is located to the south-east of Bury town centre and south-west of Heywood. It is bound to the north by Pilsworth Road and to the east by Hollins Brook Way and the existing JD Sports office development. To the south the site is bound by open space which forms part of the Hollins Vale Nature Reserve, whilst residential development bounds the site to the west.

1.1.3 The site location is shown in **Plan 1**.

1.2 Planning History

1.2.1 The site benefits from planning consent for the following, which was granted on the 18th April 2023 (Planning Ref: 68530)

“Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, use of an existing car park exit to Aviation Road for emergency purposes only. Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Including reserved matters of means of access and scale included for determination).”

1.2.2 This Transport Statement has been produced in support of a Reserved Matters application for the provision the Hub

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Introduction

2.1.1 The following section of this Note will provide further details on the development proposals.

2.2 Development Proposals

2.2.1 The development proposals concern a reserved matters planning application relating to the development of the Hub building, outdoor multi-purpose all weather sports pitch, Padel tennis court, outdoor running track and associated car and cycle parking.

2.2.2 The Hub building will have a gross floor area of 5,222sqm and will be split over 3 storeys. It will include a range of uses/amenities including office floorspace, meeting rooms, a lecture theatre, restaurant and gym. The amenities provided within the Hub building, will be ancillary to the existing JD Campus operation and in some instances will replace existing provision located within the JD Campus.

2.2.3 The proposed Class E (g) land-use element of the Hub Building will have a gross floor area of 2,100sqm and will also be shared with the existing JD Campus.

2.2.4 The proposed site layout plan is displayed in **Plan 2**.

2.3 Vehicular Access

2.3.1 Vehicular access into the site will be provided via three locations off the internal JD Campus road layout.

2.3.2 The main access for the Hub car parking will be provided via a priority controlled junction on the western side of the site. This links with the access road consented as part Nursery planning application. To the north, the access road forms the minor arm of the consented Pilsworth Road/JD Campus priority controlled junction which has been approved through the S278 process for the Nursery application.

- 2.3.3** The layout for the approved S278 Pilsworth Road/Access Road priority controlled junction and Hub car park access is displayed on **Plan 3**.
- 2.3.4** Vehicular access for visitors is proposed off Hollins Brook Way to the east in the form of a new priority controlled junction. As part of the wider planning application for the site, improvements are proposed on Hollins Brook Way to improve vehicular movements to and from the wider JD Campus. The layout for the approved S278 Pilsworth Road/Hollins Brook Way priority controlled junction and visitor car park access is displayed on **Plan 3**.
- 2.3.5** As part of the proposals a vehicular link will be provided between the proposed access off Pilsworth Road and Hollins Brook Way, this will have a carriageway width of 6 metres and enable vehicles to use both junctions onto Pilsworth Road when accessing and egressing the site.
- 2.3.6** Vehicular access into the site will be barrier controlled with barriers provided on Hollins Brook Way, the proposed access off Pilsworth Road and on the Hub Visitor car park access junction. These barriers have been provided in locations to ensure vehicles can enter and exit the JD Campus without impacting on the free flow of traffic on Pilsworth Road.

2.4 Pedestrian and Cycle Access

- 2.4.1** Pedestrian and cycle access into the site will be provided for via the footway provision located on Hollins Brook Way and the proposed access off Pilsworth Road. This provision will link with the existing footway infrastructure located on Pilsworth Road as well as that provided within the wider JD Campus site.
- 2.4.2** As part of the proposed development pedestrian infrastructure will be provided within the site in the form of footway provision and zebra crossing to ensure safe pedestrian movement through the site.

2.5 Parking Provision

2.5.1 In relation to car parking, the Bury Council Development Control Policy Guidance Note 11 adopted in 2007, the following maximum car parking standards for 'Business (B1) – Standalone Office' is 1 space per 35 sqm.

2.5.2 A total of 64 car parking spaces will be provided on the site, this will be split into the following;

Hub Car Parking (44 parking spaces)

- 28 standard car parking spaces;
- 3 accessible car parking spaces;
- 13 EV charging spaces.

Visitor Car Parking (20 parking spaces)

- 12 standards car parking spaces;
- 4 accessible car parking spaces;
- 4 EV charging spaces.

2.5.3 It is acknowledged that the proposed car parking for the Hub is higher than the maximum parking standards. However, as detailed above, the Hub building will include a range of staff facilities which will result in a proportion of staff using these spaces and then walk to main campus to commence work or staying longer on site to use the facilities i.e. the gym.

2.5.4 To encourage cycle travel to and from the site, it is proposed that secure and covered cycle parking provision will be located within the car site in a safe, central and convenient location within the site layout. The level of provision will be in accordance with Bury Council's minimum standards for office development i.e. 1 space per 400sqm of gross floor space.

3 TRANSPORT PLANNING POLICY

3.1 Introduction

3.1.1 The Places for Everyone (PfE) Joint Development Plan Document for Greater Manchester was Adopted in March 2024 and cover the period up to 2039.

3.1.2 Although the outline planning consent was for the site was granted prior to the Adoption of PfE the local planning authority, Bury Council, have requested that consideration be given to the following policies in PfE;

- Policy JP-C8: Transport Requirements of New Development;
- Policy JP-S5: Clean Air;

3.1.3 This section will briefly consider the above pertinent area of the above policies in relation to the proposed development.

3.2 Local Policy

Places for Everyone (PfE) Policy JP-C8 Transport Requirements of New Development

3.2.1 Policy JP-C8 is the overarching PfE policy relating to Transport and new developments and aims to ensure that new development is located in sustainable and accessible locations to reduce the negative effects. The policy details the policy requirements under the following headings;

- Connectivity and Permeability;
- Design;
- Public Transport;
- Parking Infrastructure;
- Access and Servicing;
- Construction Management;

- Transports Assessments.

3.2.2 Within the Policy JP-C8 the following is included within the Transport Assessment section;

“Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.”

3.2.3 The proposed development is located around 25 kilometres from the Holcroft Moss development and therefore increases in traffic movements along the M62 will be minimal and well below the criteria detailed above. In addition, as will be demonstrated in Section 4 of this document, the proposals will result in a reduction in vehicle movements when compared to the consented proposals.

3.2.4 As will be demonstrated in this Transport Statement the proposed development is in accordance with Policy JP-C8 the PfE for the following reasons;

- The site access arrangements and internal layout of the site have been designed to enable pedestrian/cycle connectivity between the proposed site and the existing facilities including bus stops on Pilsworth Road and the wider JD Campus.
- The parking provision on the site is sufficient to accommodate demand and provides mobility impaired parking and EV charging provision which is in accordance with the required standards. Secure and conveniently located cycle parking provision is provided within the site.
- The site can be serviced in a safe and efficient manner and the is integrated into the servicing strategy for the wider JD Campus site.

- A Transport Assessment was submitted as part of the outline planning application and this considered the impact of the development of the wider highway network. The impacts of the development were deemed acceptable by the local highway authority subject to planning conditions.

Places for Everyone (PfE) Policy JP-S5: Clean Air Policy

3.2.5 Policy JP-S5 relates to providing measures that will support improvements to air quality in the Plan area. It should be noted that the principle of the development was accepted during the determination of the outline planning application.

3.2.6 However, as detailed above, the proposed development is in accordance with Policy JP-S5 for the following reasons;

- EV Charging parking provision will be provided on the site to encourage staff and visitor to travel to and from the site by sustainable modes of travel.
- The site has been designed to link with surrounding pedestrian and public transport provision to provide the opportunity for staff and visitors to travel to and from the site by non-car modes.

3.3 Local Policy Summary

3.3.1 The above review of the PfE document has shown that the proposals conform to the aims and aspirations and will assist in delivering the policies contained therein.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Consented Development

4.2.1 Although a hybrid application, the Transport Assessment (TA) included consideration of the forecast traffic flows associated with the proposed Class E (g) land-use element of the Hub Building. The TA included an assessment of the local highway network based on 3,300 sqm of Class E (g) floor space.

4.2.2 **Table 4.1** below summarises the total person trips for the Hub Building, whilst **Table 4.2** summarises the consented modal split for the consented Hub Building, both of which are taken from the submitted TA.

Mode	Period	Trip Rate		Traffic Flow	
		Arr	Dep	Arr	Dep
Person	AM Peak Hour	2.537	0.209	84	7
	PM Peak Hour	0.246	2.184	72	8

**Table 4.1 – Consented Hub Building Person Trip Rates and Trip Generation
 (3,300sqm)**

Mode	Modal Share	AM Peak		PM Peak	
		Arr	Dep	Arr	Dep
Metro/Tram	1%	1	0	0	1
Train	1%	1	0	0	1
Bus	8%	7	1	1	6
Taxi	1%	1	0	0	1
Motorcycle/Scooter	1%	1	0	0	0
Driving car or van	73%	61	5	6	52
Passenger in car or van	8%	6	1	1	5
Bicycle	1%	1	0	0	1
On foot	6%	5	0	1	4
Other	1%	0	0	0	0
Total	100%	84	7	8	72

Table 4.2 – Consented Hub Building Modal Split and Trip Generation (3,300sqm)

4.2.3 As can be seen in Table 4.2 above, the consented Hub building development is forecast to generate a total of 67 two-way trips during the Weekday AM peak and 58 two-way trips in the Weekday PM peak.

4.3 Proposed Development

4.3.1 As part of the Reserved Matters Application there will be a reduction in the E Class (g) floor space from 3,300sqm to 2,100sqm.

4.3.2 Therefore, the following section of this traffic impact assessment will derive the levels associated with the reduced floor space based on the agreed trip rates and modal split proportions used within the submitted TA.

4.3.3 **Table 4.3** below summarises the total person trips for the Hub Building, whilst **Table 4.4** summarises the consented modal split for the proposed Hub Building with a gross floor area of 2,100sqm.

Mode	Period	Trip Rate		Traffic Flow	
		Arr	Dep	Arr	Dep
Person	AM Peak Hour	2.537	0.209	53	4
	PM Peak Hour	0.246	2.184	5	46

Table 4.3 – Proposed Hub Building Person Trip Rates and Trip Generation (2,100sqm)

Mode	Modal Share	AM Peak		PM Peak	
		Arr	Dep	Arr	Dep
Metro/Tram	1%	1	0	0	0
Train	1%	1	0	0	0
Bus	8%	4	0	0	4
Taxi	1%	1	0	0	0
Motorcycle/Scooter	1%	1	0	0	0
Driving car or van	73%	39	3	4	33
Passenger in car or van	8%	4	0	0	4
Bicycle	1%	1	0	0	0
On foot	6%	3	0	0	3
Other	1%	1	0	0	0
Total	100%	54	4	5	46

Table 4.4 – Proposed Hub Building Modal Split and Trip Generation (2,100sqm)

4.3.4 As can be seen in Table 4.4 above, the proposed Hub building development is forecast to generate a total of 43 two-way vehicular trips during the Weekday AM peak and 37 two-way trips in the Weekday PM peak period.

4.4 Traffic Generation Comparison

4.4.1 **Table 4.4** below provides a comparison of the consented and proposed vehicle traffic flows for the Hub using the previously agreed trip generation methodology.

Land-use	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Consented Floor Area	62	5	6	52
Proposed Floor Area	40	3	4	33
Difference +/-	-22	-2	-2	-19

Table 4.4 – Comparison of Consented and Proposed Traffic Generation

4.4.2 As can be seen in Table 4.4 above, the proposed development is forecast to result in a reduction of 24 two-way trips in the weekday AM peak when compared to the consented floor area. Whilst in the weekday PM peak the proposed floorspace is forecast to result in a reduction of 22 two-way vehicle movements.

4.5 Traffic Impact Summary

4.5.1 Based on the above, it is concluded that the proposed development will result in a reduction in vehicle movements on the local highway network than that considered by the local highway authority when determining the hybrid planning application.

4.5.2 Therefore, no detailed traffic impact analysis is required as part of this traffic impact analysis and the proposals will have a minimal impact on the operation of the local highway network.

5 CONCLUSIONS

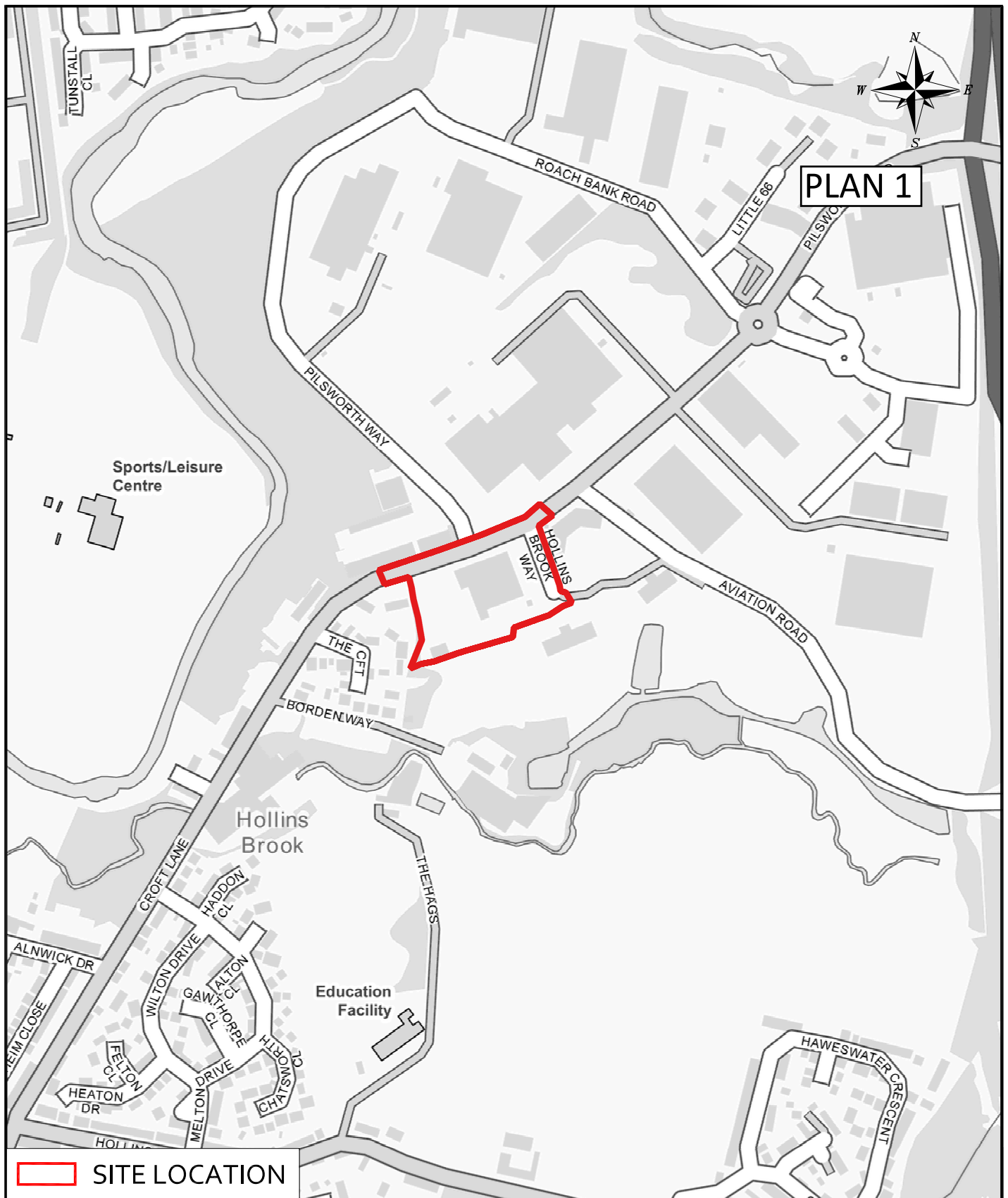
5.1.1 Eddisons have been instructed by JD Sports Fashion PLC to advise on the transport and highways implications of Reserved Matters planning application for the provision of the JD Sports Campus Hub on land off Pilsworth Road in the Pilsworth area of Bury (Planning Ref: 68530)

5.1.2 A number of conclusions can be drawn from the report, namely:

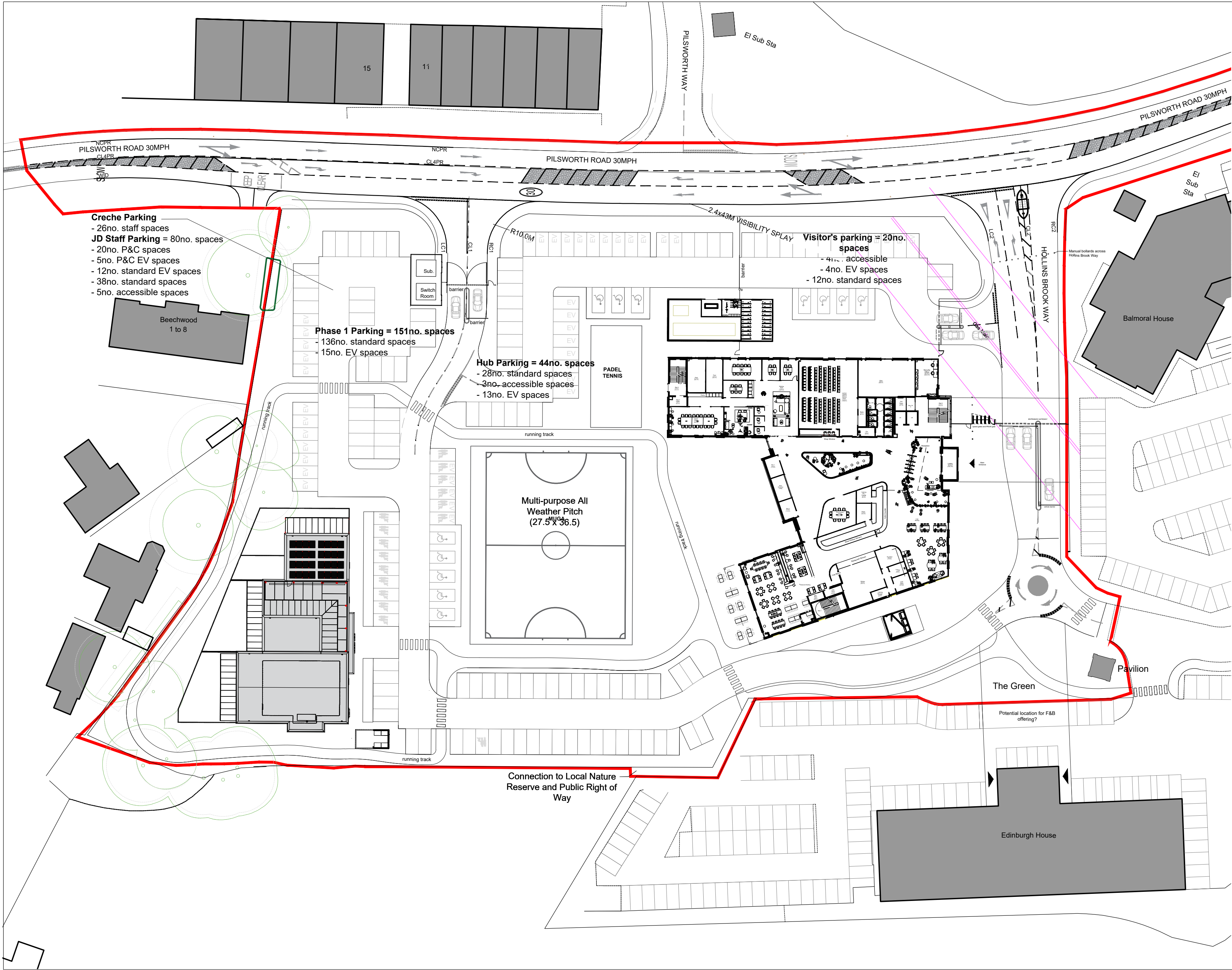
- The proposed development will be accessed by safe and efficient vehicular access arrangements;
- The traffic impact of the proposals would not be material;
- Car parking provision is appropriate.

5.1.3 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



CLIENT: JD SPORTS					Croft Transport Planning & Design 340 Deansgate Manchester M3 4LY	
DRAWING TITLE: JD CAMPUS, JD SPORTS, PILSWORTH SITE LOCATION PLAN					Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning	
DRAWING NUMBER: 2561-01					REVISION: -	
DRAWN: HZ	DATE: 16.05.22	CHECKED: TB	DATE: 16.05.22	SCALES: NTS @ A4	 	



NOTES AEWTP027C

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties: 19/01/2022

Principal Designer: Avid

Unless noted below, all known hazards have been highlighted on the drawing:



0 5 10 15 20 25m

Scale 1:500 @ A2

Key:

Site Boundary

Existing Buildings

Proposed Buildings

Public Right of Way

Gas Main

Existing Trees to be retained

PLAN 2

P02 01/08/24 RP RP

DRAFT ISSUE FOR CO-ORDINATION

P01 29/06/23 RP PBH

Issued for planning

REV Date Drawn by: - Checked by: -

Status Purpose of Issue

S2 For Co-ordination

drawing stage Stage 4

client

JD Group

project

JD Sports Campus

- Hub Building

drawing title

Proposed Siteplan

date 10/01/2023 drawn RP

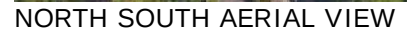
scale@A2 1:500 checked PBH

Rev P02

Job No 13247-AEW-XX-SI-DR-A-0502

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	REVISED IN LINE WITH BURY COMMENTS	JO	MC	MAY 23
	REVISED FOLLOWING RSA 1.2.17	JO	MC	APR 23
	DESIGN AMENDS LARGEST IN LINE WITH PLANNING CONSULT LAYOUT			MAY 23
REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT AVID PROJECT: JD CAMPUS, PILSWORTH ROAD, BURY DRAWING TITLE: S278 GENERAL ARRANGEMENT SCALES: 1:250 @ A0 DRAWN: JO CHECKED: MC DATE: JUL 22 Croft Transport Planning & Design 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddison.com/services/transport-planning DRAWING NUMBER: 3878-D001 REVISION: E Eddisons Incorporating Croft				

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