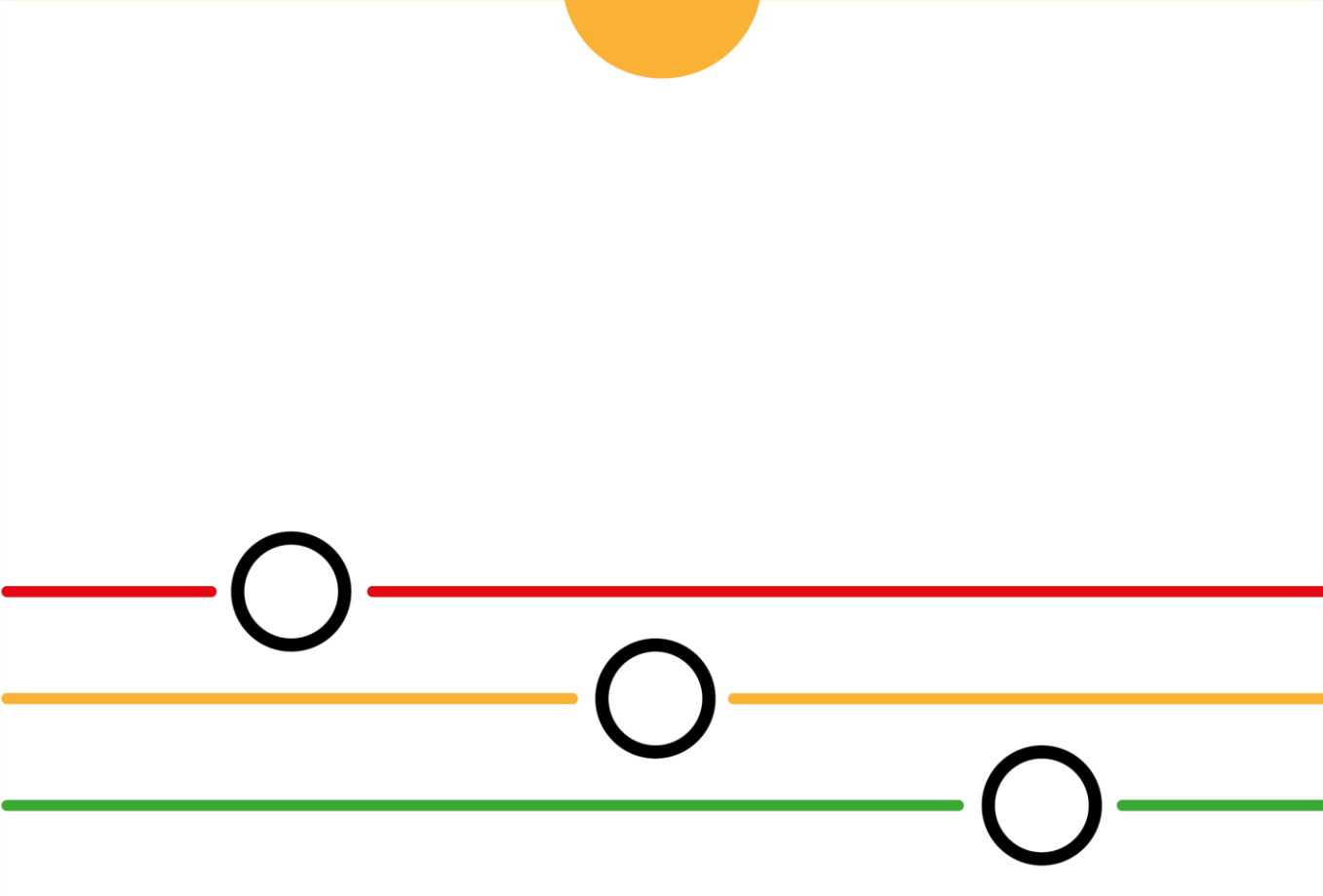




Lion Share Properties Ltd

Proposed Drive-Thru Coffee Shop Redevelopment,
Victoria Retail Park, Victoria Street, Bury

Technical Note

3704424



MARCH 2025

Note Details

Report Number:	3704424-TN
Report Title:	Proposed Drive-Thru Coffee Shop Redevelopment, Victoria Retail Park, Victoria Street, Bury
Client:	Lion Share Properties Ltd
Date:	10 March 2025
Status:	-

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1 Introduction

- 1.1 Dynamic Transport Planning Ltd is instructed by Lion Share Properties Ltd to advise on the anticipated highways and transportation considerations associated with the proposed redevelopment of an existing non-food retail building into a drive-thru coffee shop, at Victoria Retail Park, Victoria Street, Bury.
- 1.2 The application site is currently occupied by an existing retail (Class E) building situated to the south of the Victoria Retail Park, accessed via Victoria Street, approximately 900m west of Bury Town Centre.
- 1.3 The application site was subject to a planning application for a drive-thru coffee shop submitted to Burry Council (BC) in January 2023 (Application Reference: 69299), which was supported by a Transport Statement prepared by DTP. The application was refused on 11th April 2024 with four highways reasons for refusal.
- 1.4 The highways reasons for refusal are summarised below:
 - Concerns regarding the proposed servicing arrangements for the site and adjacent retail unit;
 - Loss of car parking capacity from the existing retail park;
 - Concerns regarding the drive-thru lane access and barrier location; and
 - The proposed development would result in the intensification of the existing Victoria Street access junction.
- 1.5 The applicant revised the proposals for the site and submitted a resubmission of the planning application (Reference 71243) which is currently live with BC. In support of the live application, further works were undertaken, and a Transport Assessment was provided by DTP (Reference DTP-3704424-TA).
- 1.6 In response the submission of the TA, the LHA provided consultation comments to suggest that the previous reasons for refusal had not been adequately addressed. A meeting between the LHA and the applicant team was arranged for Friday 10th January 2025. In the meeting, a number of matters were agreed and addressed, further detailed in the following chapter.
- 1.7 Therefore, this TN has been produced in order to detail the updated site proposals and to set out how the previous highways reasons for refusal have been addressed.

2 Response to Previous Reasons for Refusal

General

- 2.1 Each of the reasons for refusal attached to the previous decision is shown below along with the associated response.
- 2.2 Whilst the LHA provided their four reasons for refusal to the original application, further reasoning regarding these matters were divulged by the LHA to the applicant team during the meeting of 10th January 2025, as also detailed below.

Reason 1: Site Servicing Arrangements

- 2.3 Discussions held with the LHA during the meeting on 10th January highlighted that the LHA's key concern was the loss of the existing servicing arrangement for both Unit 1 and 2 at the site.
- 2.4 During the meeting, DTP presented a potential design option of incorporating a delivery bay to the rear of the units to serve both units. The design incorporated hatching through the drive-thru lane to ensure there was a clear route for delivery vehicles to the servicing bay. The LHA acknowledged that the delivery bay was acceptable should it be shown that a 10m rigid vehicle was able to access and egress the bay.
- 2.5 As part of the revised Transport Assessment, the updated layout design was included, with swept path analysis for a 10m rigid vehicle shown. For the avoidance of doubt, the updated site layout plan is shown at **Appendix 1**, with the swept path analysis for the 10m rigid vehicle shown at **Appendix 2**.
- 2.6 DTP consider this matter now addressed.

Reason 2: Loss of Car Parking Capacity

- 2.7 During the meeting held with the LHA, it was confirmed that the second reason for refusal related to the introduction of electric vehicle charging bays to the north-east of the units. The LHA highlighted that their concern was that users of ICE vehicles would determine the bays were for EVs only.
- 2.8 It was agreed during the meeting that the applicant was agreeable to the inclusion of signage to denote that the proposed EV bays were for all motor users, not just EVs. An example of signage was shared with the applicant team by BC and is shown in the image below. The applicant would accept a condition relating to the provision of the signage at the site.



- 2.9 Notwithstanding the above, it is considered that as part of the planning application, DTP submitted a car parking survey which demonstrated that significant spare capacity remained within the car park even during peak times and that the resultant provision would comfortably cater for the proposed development and the wider site.
- 2.10 As also discussed at the meeting, a coffee shop operator could lawfully occupy the full existing footprint of the building as an eat-in/takeaway (excluding the drive thru lane), which would have a greater demand for parking than the proposed scheme which has proposals to remove a significant portion of existing floorspace.
- 2.11 DTP consider this matter now addressed.

Reason 3: Drive-Thru Access and Barrier Location

- 2.12 It was considered by the LHA that the proposed drive-thru and barrier location would cause conflict, particularly with service vehicles. The LHA acknowledged that should a solution be sought for the servicing arrangements (servicing to continue to take place from the rear as existing), that this would also address this matter.
- 2.13 Therefore, given the revised site layout plan which ensures that no servicing is required to take place from the frontage of the units, it is considered this matter is now addressed.

Reason 4: Intensification of Victoria Street Access Junction

- 2.14 At the meeting it was confirmed that the primary reason for refusal was Reason 1, and that other matters were secondary to this. The LHA have maintained that the proposed development would see an intensification in use of an existing access junction.
- 2.15 The proposals would see an existing retail unit at an existing retail park reduced in quantum, with a drive-thru facility added. It is considered that the existing access point already caters for the wider retail park site, with no notable accident history and would continue to do so with the development proposals in place.
- 2.16 Notwithstanding the above, the LHA requested that an assessment of the existing access point was undertaken in order to establish that the as-built layout was reflective of the approved planning drawing, showing that the previously approved visibility splays were achievable. During the meeting of 10th January, the LHA requested that the visibility splays be shown to a 2.4m kerb offset in the non-leading direction, and failing this, to the centreline of the carriageway.
- 2.17 DTP would note that the as-built layout should in fact be reflective of the S278 detailed design stage drawings, rather than the approved planning drawings. With all schemes, it is likely that there are some design revisions as part of the S278 process, and as such it is commonplace that the implemented works are not identical to the planning drawings. The S278 process is there to ensure that an appropriate solution for access is implemented and if the LHA had issues with this, this could have been rectified prior to their adoption of the works. We would reiterate that the access already serves a retail park and the accident data has shown no recorded pattern of incidents.
- 2.18 Nonetheless, in order to expediate the application process, the applicant team had a topographical survey of the existing site layout carried out and undertook a site visit in order to demonstrate that the as-built layout could achieve the required visibility splays.
- 2.19 The topographical survey demonstrates the geometries of the junction as built. The photographic evidence from the site visit highlights the actual visibility afforded at the junction. For the avoidance of doubt, these photographs are included at **Appendix 3**.
- 2.20 The visibility splays, as requested by the LHA, are shown to be achievable both on the topographical survey (**Appendix 4**) and on-the-ground at the site in the photographs included at **Appendix 3**.
- 2.21 It is paramount to note that although the visibility splays have also been shown on the topographical survey (shown at **Appendix 4**), these drawings only depict the splays in 2D. The images captured at the site show that in fact the wall adjacent to the splay slopes away from the carriageway, allowing for further operational visibility from a distance of 0.6m in height and above.

- 2.22 Therefore, the LHA have been provided with the as-built layout of the existing junction, and it has been demonstrated that the visibility splays approved as part of the original planning application for the retail park can be achieved both on a drawing and physically at the site. DTP therefore consider this matter addressed.

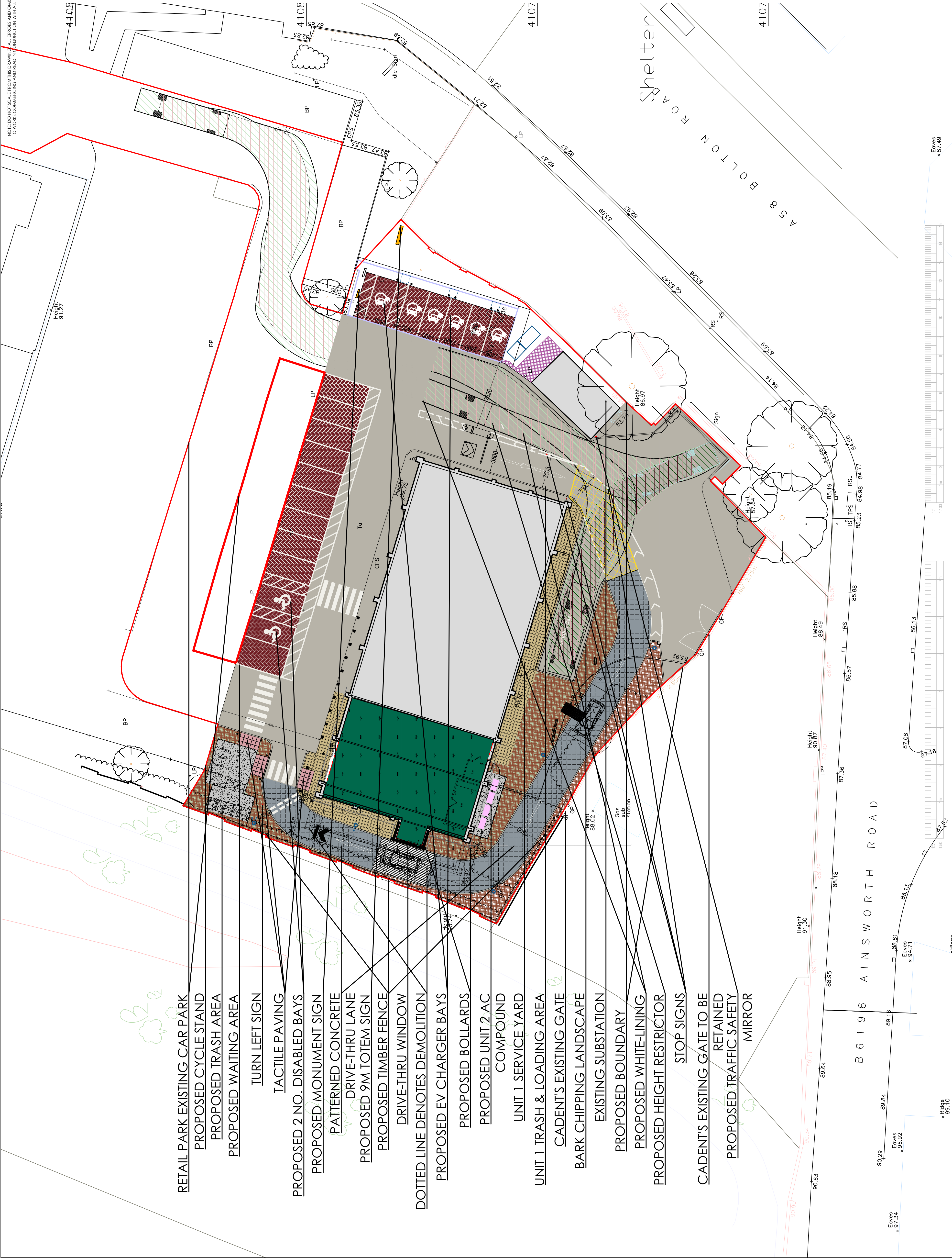
3 Summary and Conclusions

- 3.1 DTP are instructed by Lion Share Properties in relation to a live planning application regarding the proposed development of a drive thru coffee shop at the existing Victoria Retail Park, Bury.
- 3.2 The site was subject to a previous application which was refused on highways ground for four reasons.
- 3.3 A meeting between the applicant team and Bury Council was held in order to discuss the previous reasons for refusal and the works required in order to address these.
- 3.4 This TN summarises all of the additional works and responses to the previous reasons for refusal, detailing how these have been addressed.
- 3.5 For the avoidance of doubt, all additional documentation, drawings and plans have been appended to this TN.
- 3.6 It is considered that all of the previous reasons for refusal have now been addressed.

Appendix 1

Proposed Site Layout

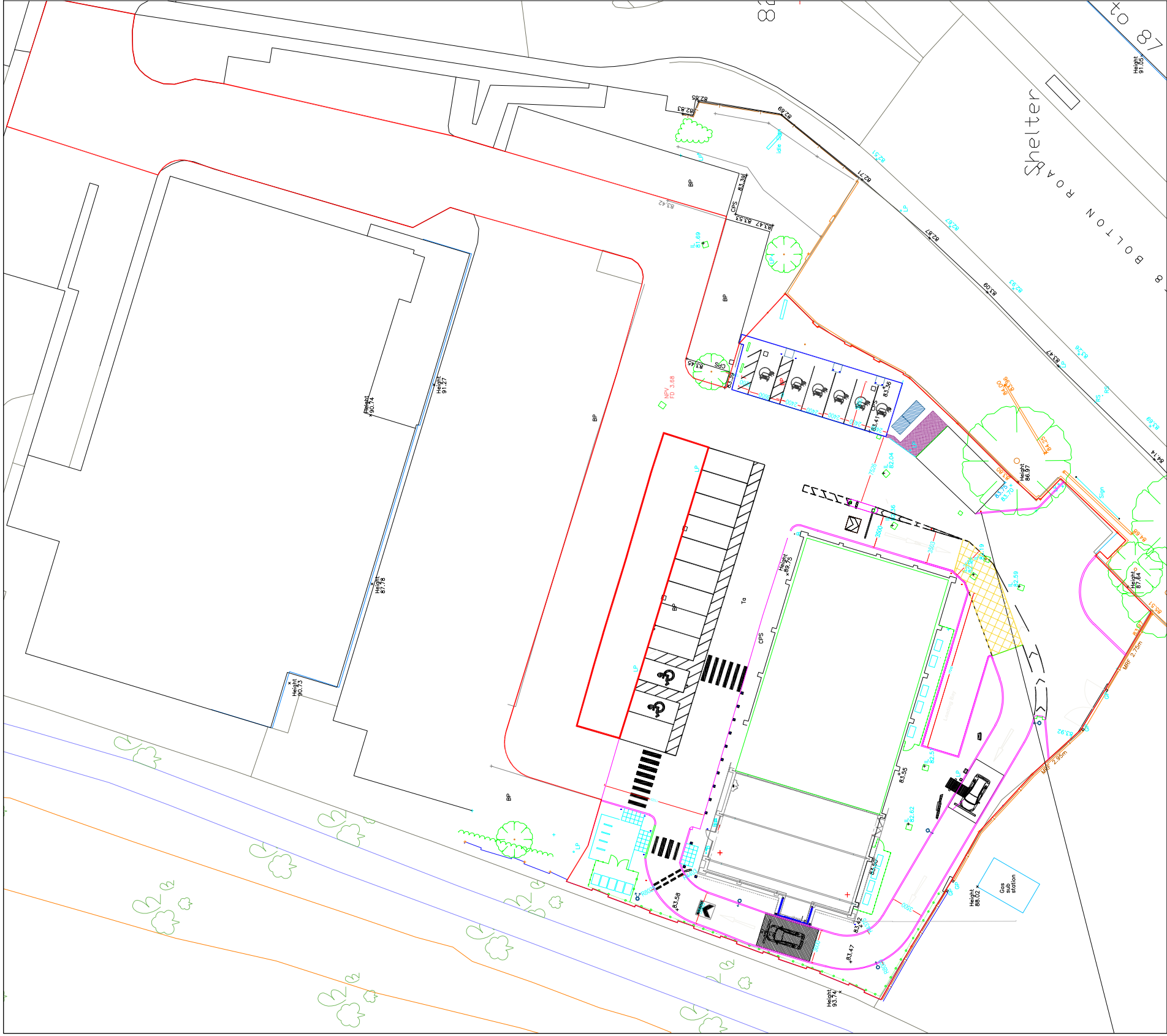
NOTE: DO NOT SCALE FROM THIS DRAWING. ALL ERRORS AND OMISSIONS TO BE REPORTED TO WALKER DESIGN. ALL INFORMATION TO BE CHECKED ON SITE PRIOR TO WORKS COMMENCING AND READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS AND HEALTH AND SAFETY DRAWINGS AND INFORMATION.



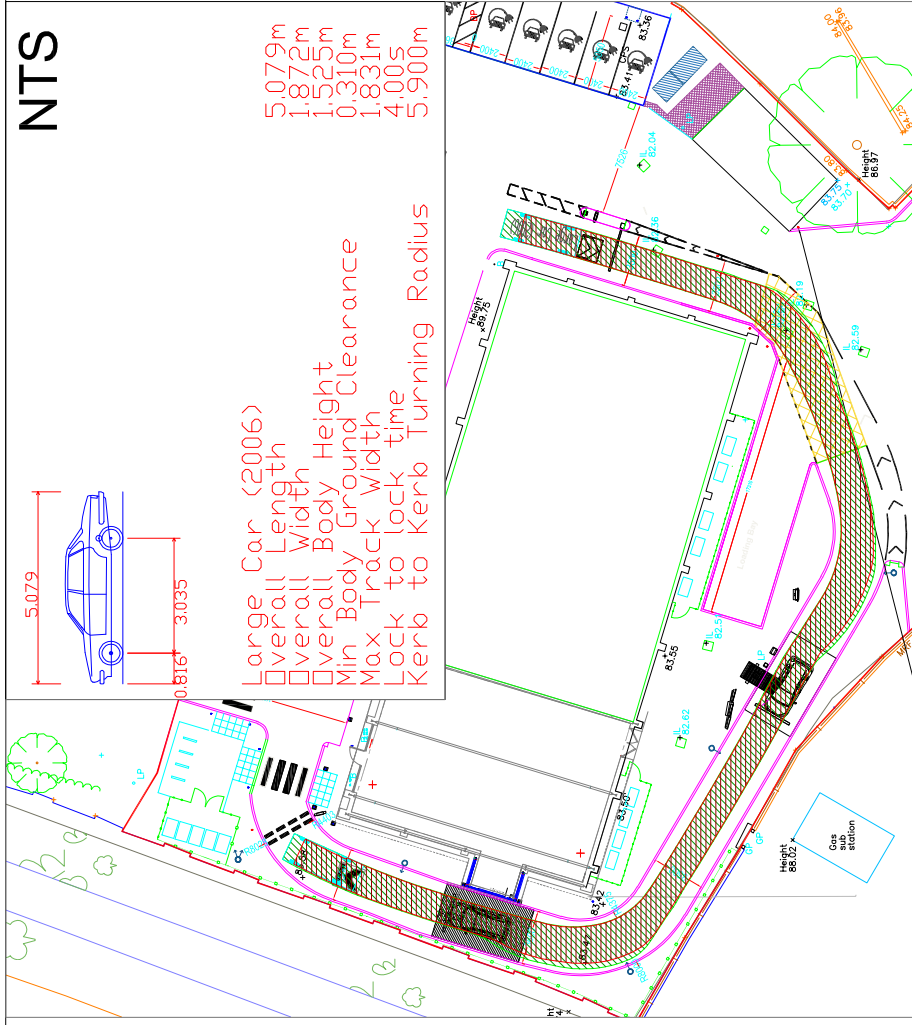
Area Schedule		
Description	Gross Internal Area (GIA)	
	Sq.m	Sq.ft
Site Area	2670	sq.m
Existing Unit 1 - To be retained with amendments	420	4520
Existing Unit 2 - COFFEE DT as amended	175	1883
Proposed patterned Concrete on Drive-Thru Lane		
Buff paving to match existing		
Bark Chipping Landscape		
Concrete Trash & Cycle Area		
Existing Brick Pavilors		
Tactile Paving		
Proposed Lighting Column		
Proposed Bollards		
Proposed Timber Fence		
Total		
595		
6403		
Parking Schedule		
Car parking Spaces	10	
Accessible Spaces	2	
EV Charging Spaces	6	
Total Spaces	18	

Appendix 2

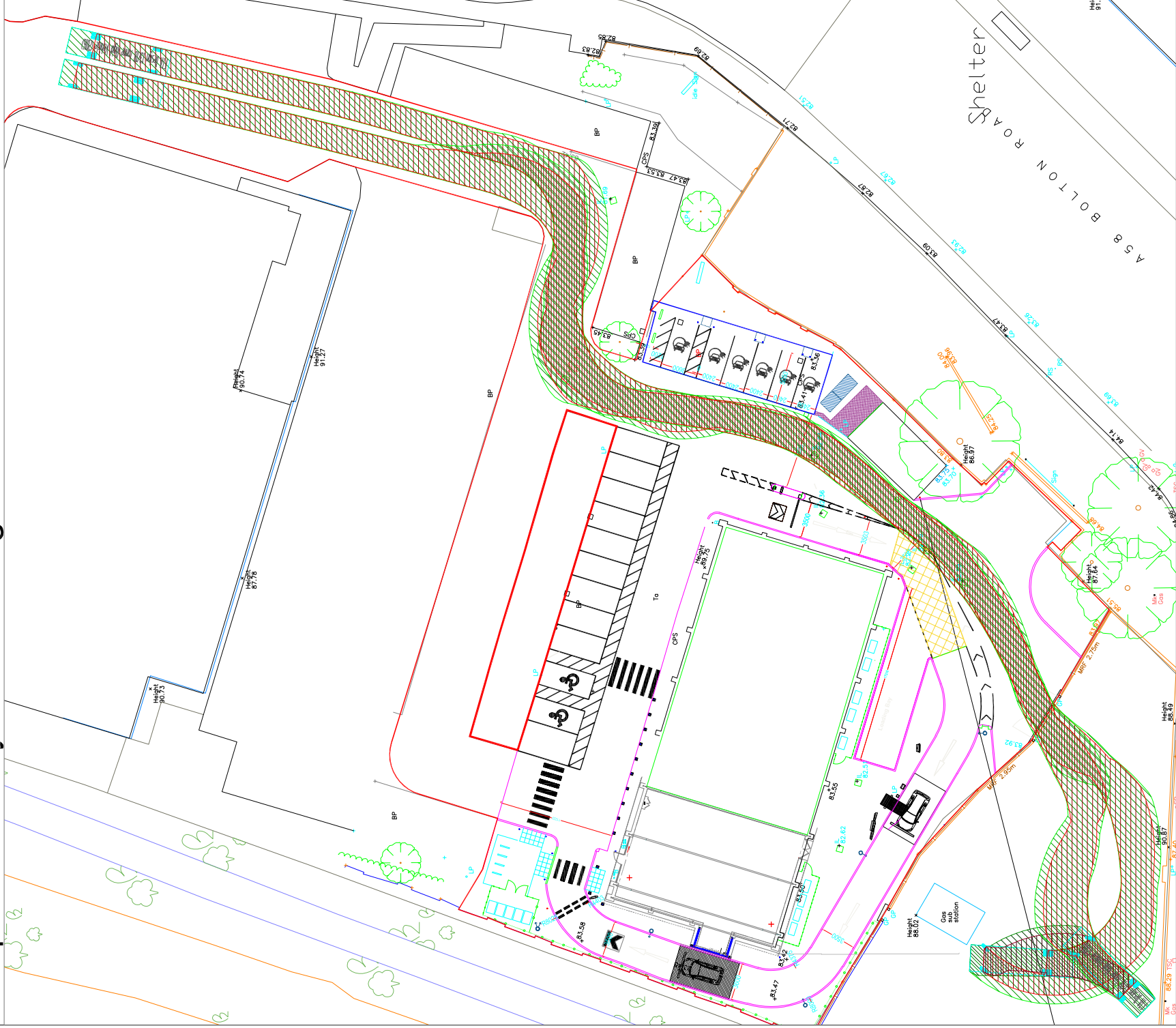
Swept Path Analysis



Proposed Site Layout - Scale 1/500

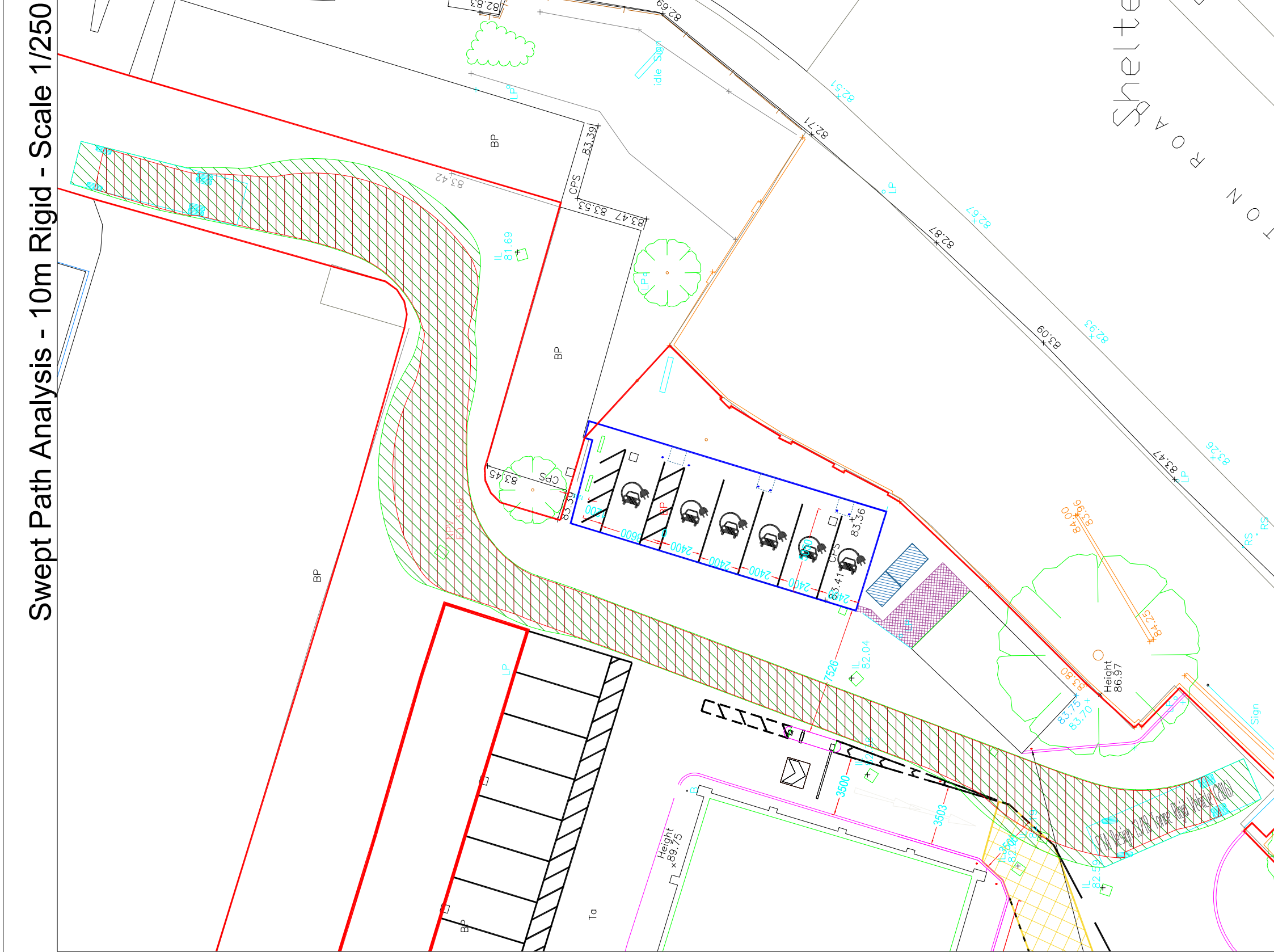


Swept Path Analysis - Large Car - Scale 1/500

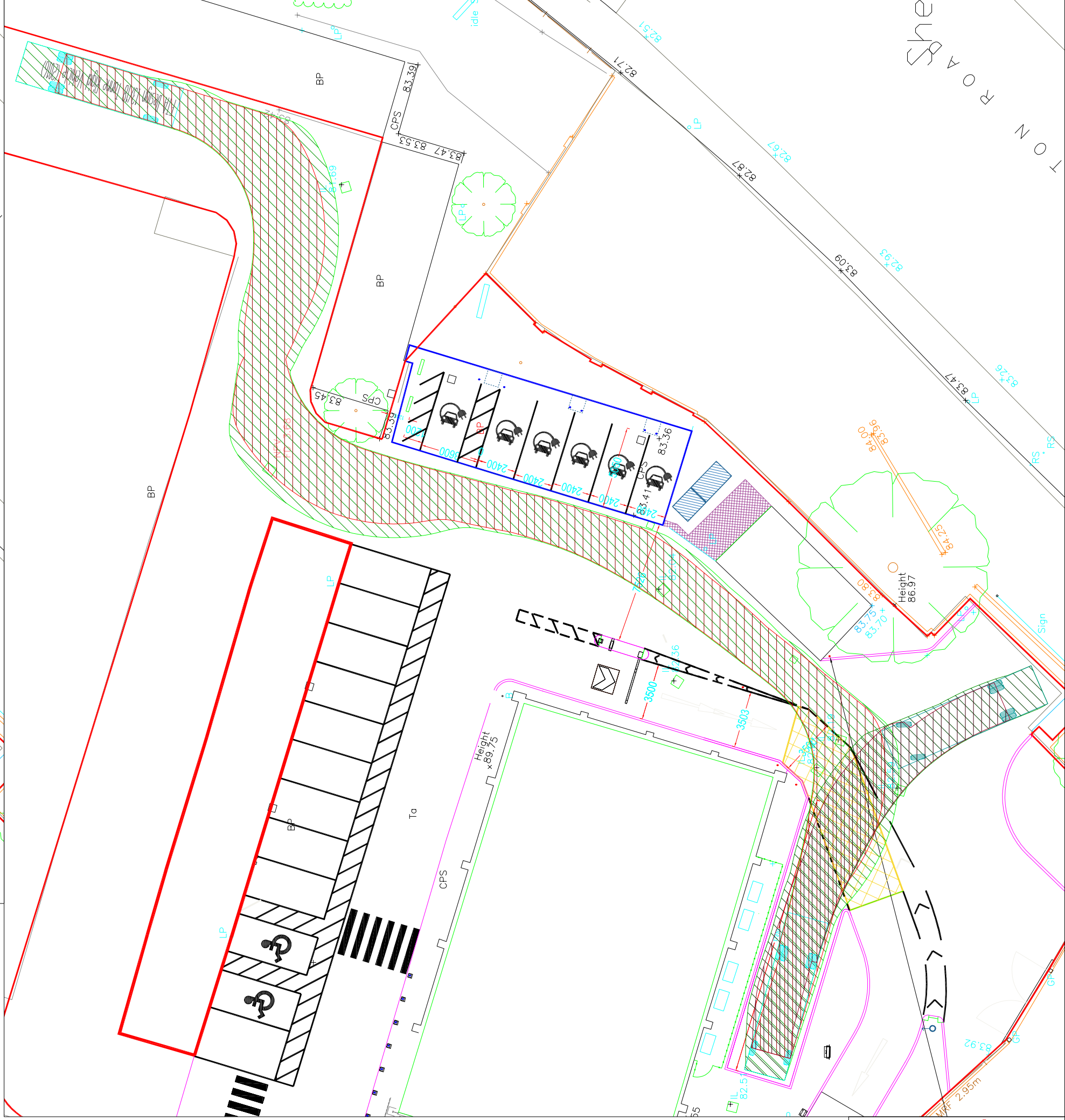


Swept Path Analysis - 10m Rigid - Scale 1/500

Tracking as agreed with Cadent in previous application



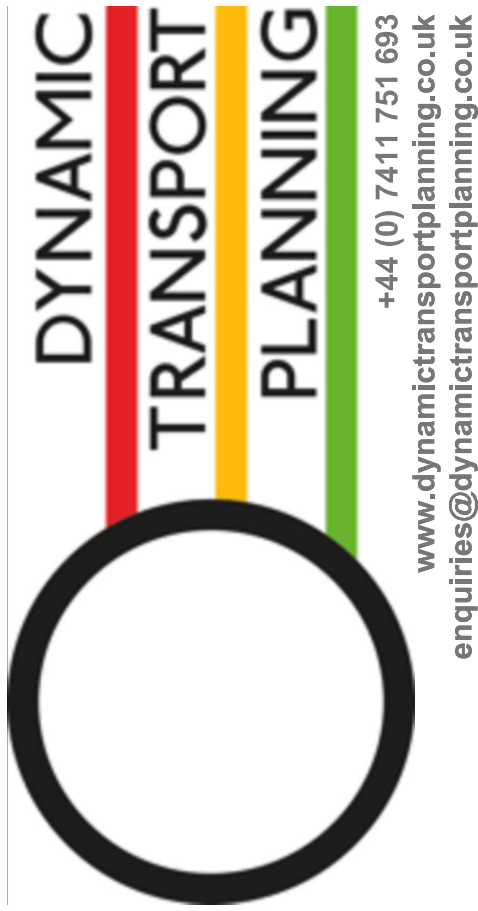
Swept Path Analysis - 10m Rigid - Scale 1/250



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 13.718m
Overall Width 3.250m
Min Body Ground Clearance 0.300m
Max Track Width 3.250m
Lock to Kerb time 5.000m
Kerb to Kerb turning Radius 11.000m

Notes
All levels are stated in metres.
This drawing is to be read in colour.
All dimensions are stated in millimetres unless noted otherwise.
Drawing provided for planning purposes and NOT for construction purposes.
DTP are not responsible for the accuracy of data provided by clients or third parties.

Rev.	Date	Revisions	Drawn
H	27.01.25	Minor Update	BF
G	20.01.25	Architect Update	BF
F	08.01.25	Architect Update	BF
E	28.11.24	Minor Site Layout Change	BF
D	02.07.24	Minor Site Layout Change	BF
C	27.06.24	Minor Site Layout Change	BF
B	30.11.23	Tracking Updated	BF
A	30.01.23	Minor Site Layout Change	JB
-	10.01.23	First Issue	JB



Client	Lion Share Properties Ltd		
Project	Proposed Drive-Thru Coffee Shop Redevelopment, Victoria Retail Park, Bury		
Drawing Title	Proposed Site Layout Swept Path Analysis 10m Rigid & Large Car		
Date	January 2023	Scale	As Specified @ A1
Drawn	JB	Approved	GS
Drawing Number	DTP/3704424/ATR001		
Rev.	H		

Appendix 3

Site Photographs





DANGER
Razor
Wire

AT

For more information
visit our website



Appendix 4

Visibility Splay Assessment



Notes
All levels are stated in metres.
All dimensions are stated in millimetres.
All dimensions are stated in millimetres unless noted otherwise.
Drawing provided for planning purposes and NOT for construction purposes.
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-	12/02/25	First Issue
Rev.	Date	Revisions
		Drawn
		BF



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Client

Lion Share Properties Ltd

Project

Proposed Drive-Thru Coffee Shop
Redevelopment, Victoria Retail Park,
Bury

Drawing Title

Site Access Arrangements
Visibility Splay

Date	February 2025	Scale	1/200 @ A1
Drawn	BF	Approved	GS
Drawing Number	DTP/3704424/SK101		
Rev.	-		