

DPM Transport Consulting Ltd

Transport Statement in Support of the Proposed
Development of a Warehouse on RTK Grab Hire
Site, Wellington Street, Bury

28/02/2025

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1 Introduction

1.1 The Study

- 1.1.1 In February 2025, DPM Transport Consulting Ltd was commissioned by Oakbay Design to produce a Transport Statement (TS) to support a planning application for the development of a warehouse on a site operated by RTK Grab Hire, located off Wellington Street, Bury. Wellington Street and the adjacent area is effectively a long established industrial area, which has some 19 companies, providing a variety of manufacturing and training services.
- 1.1.2 The site owner, RTK Grab Hire, is primarily involved in the waste recycling industry and has operated from the site since the mid 2000's. However, in 2016, on-site activities diversified and subsequently part of the site was redeveloped to facilitate the provision of a warehouse and associated offices. The gross floor area (GFA) of the warehouse and associated office development are some 1540 sq. m and 410 sq. m. This facility is utilised by a neighbouring business, Maker, a UK based technically focused manufacturer, specialising in liquid and powder contract manufacturing. The company is basically involved with producing high quality products which are utilised by a range of industries including DIY, coatings and construction.
- 1.1.3 The proposed warehouse is required to increase the amount of on-site storage which will support current proposals to increase productivity at the existing facility. The size of the proposed warehouse will be some 50m by 20m. The location of the site is shown in Fig 1.1.
- 1.1.4 Full details regarding the associated planning history (including associated drawings etc.) are detailed in the supporting information as submitted by Oakbay Design. The site boundary and the existing site layout are shown in Oakbay Design's Drawings Z344 000 and Z344 005, as presented at the end of the chapter.

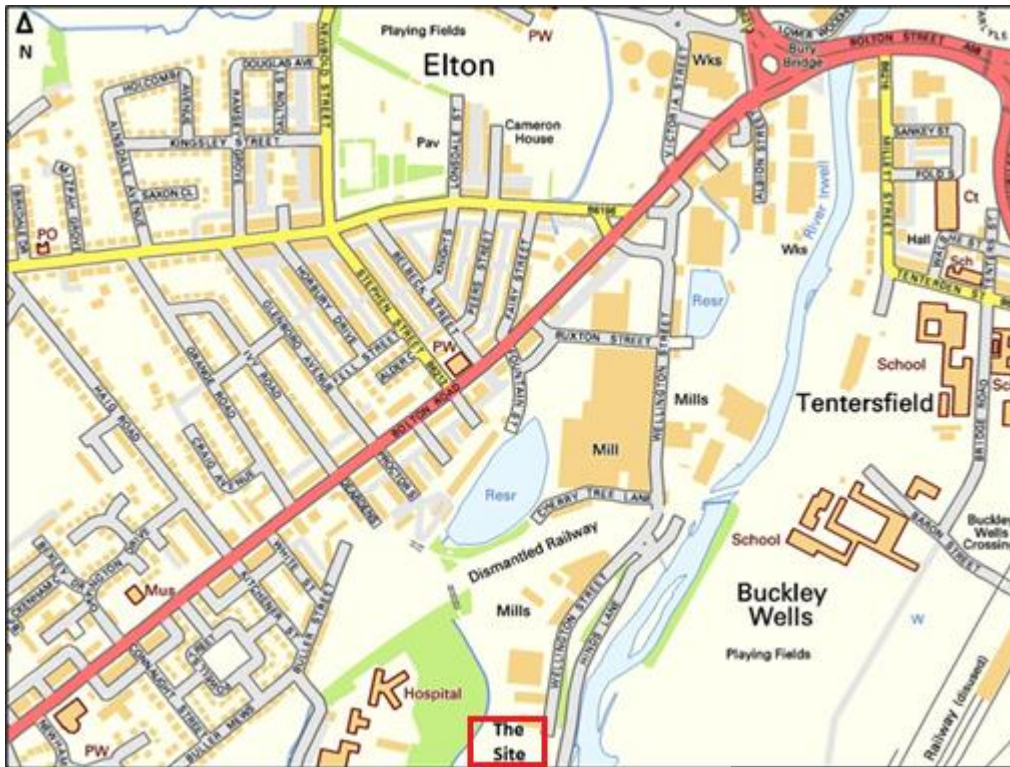
1.2 Scope of the Study

- 1.2.1 In January 2025, Oakbay Design received a response from Bury MBC in relation to the recently submitted planning application. In relation to highways and traffic, the response as detailed in correspondence from Bury MBC (dated 31st January 2025) identified the need for the provision of a supporting Transport Statement, hence this report.

1.3 Structure of the Report

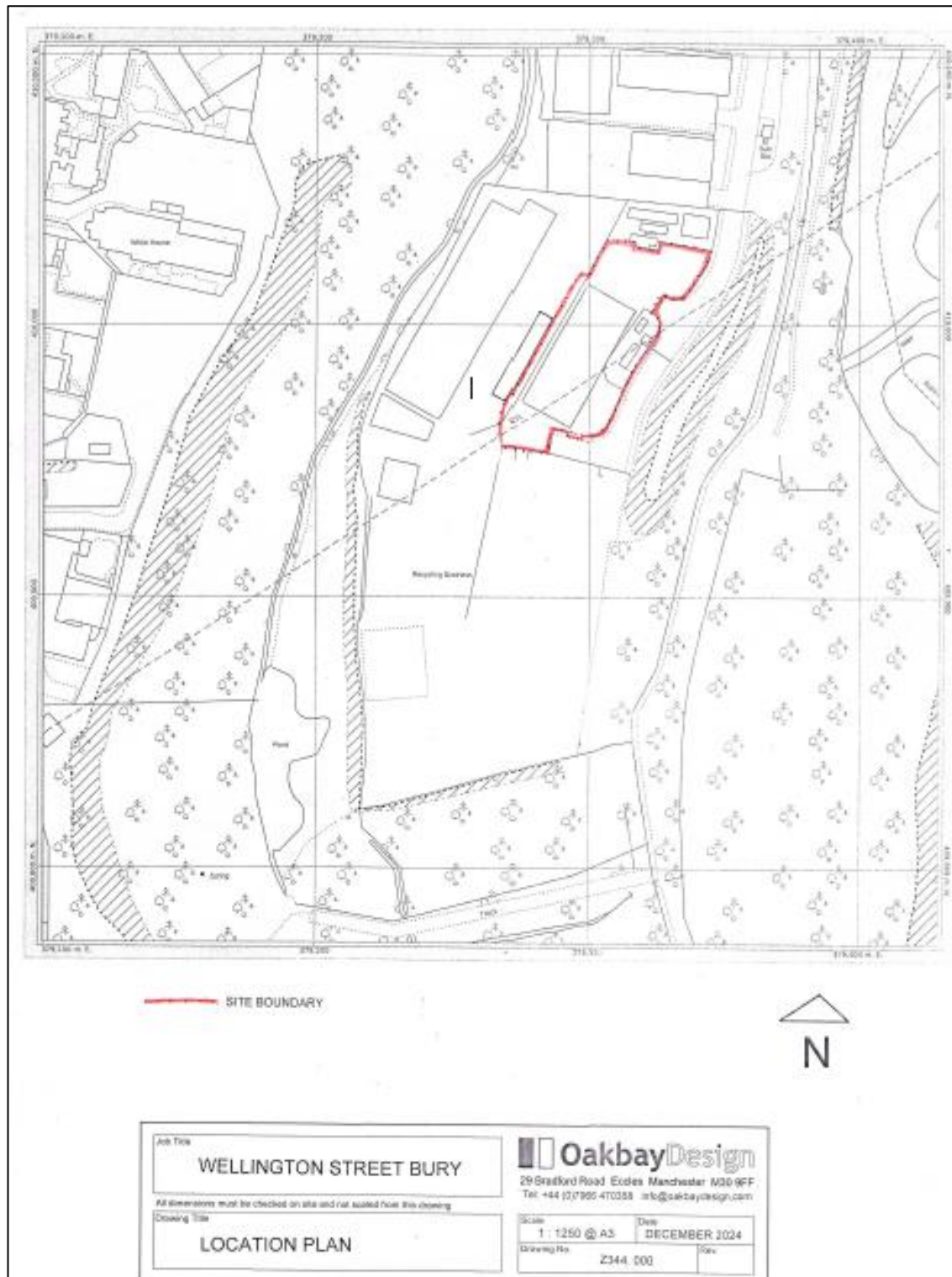
- 1.3.1 Following this introductory chapter, the structure of the report is as follows:
- Chapter 2 - The Local Highway Network
 - Chapter 3 - Proposed Development and Associated Highway Impact;
 - Chapter 4 - The Proposed Development and Current NPPF Guidance
 - Chapter 5 – Construction Environmental Management Plan; and

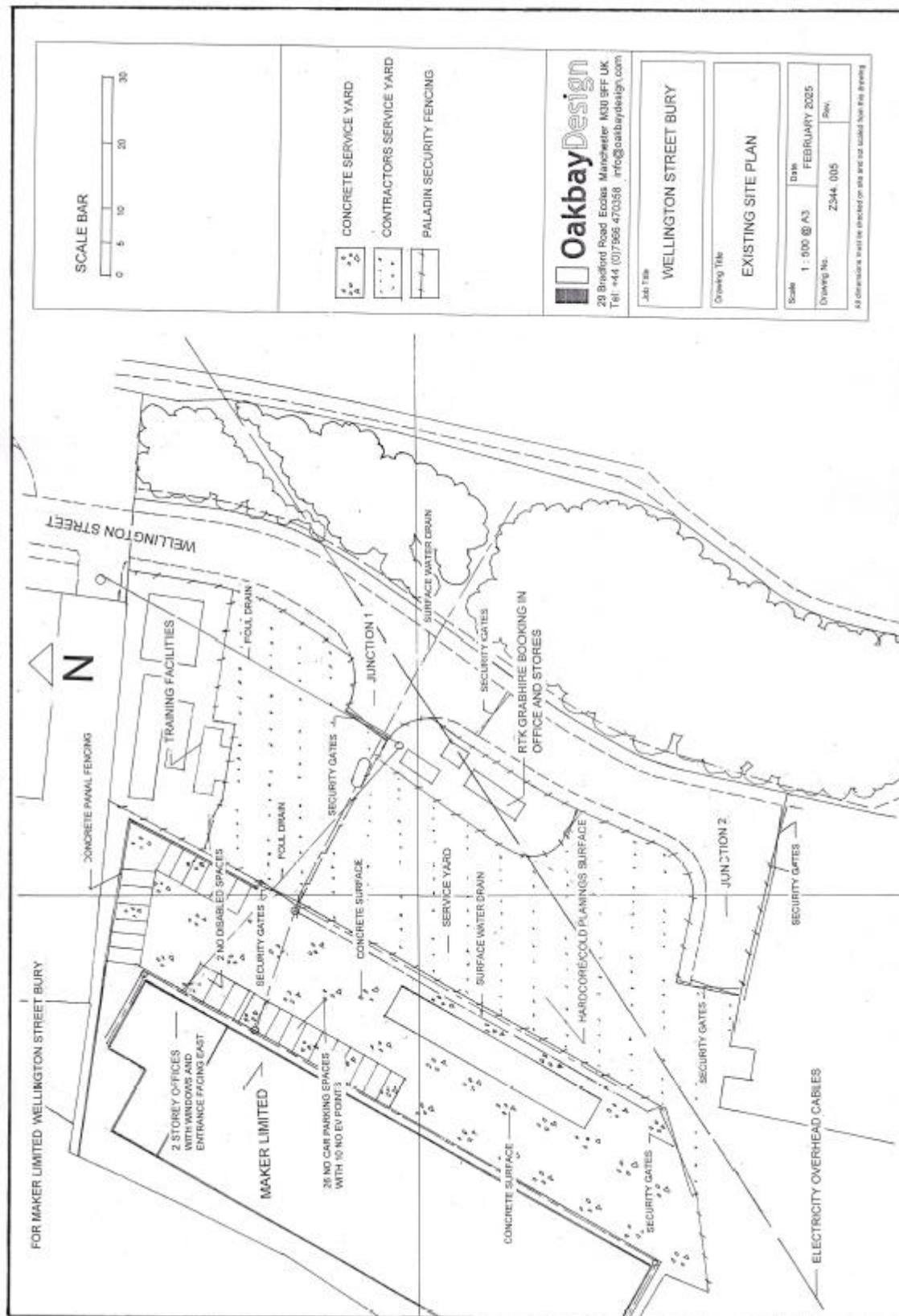
- Chapter 6 – Summary and Conclusions.



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Fig 1.1 Site Location





2 The Local Highway Network

2.1 Current Highway Conditions

2.1.1 The site is accessed directly from the southern extent of Wellington Street. The site area is securely bounded by paladin security fencing and the entrance is gated (the gates being closed during non-operational periods e.g. 1800 – 0700hrs). The site also has security cameras surveying the majority of the internal area.



Gates at Entrance to Site

2.1.2 Once beyond the entrance gate, the service road provides a highway link to two junctions from which the respective operational areas of the site can be accessed. The northern junction currently serves an adjacent area used by RTK for training and office functions, and the road then continues to access the recent warehouse development and adjacent area. This road has security gates near the junction, and continued access to the warehouse is barrier controlled.



First Junction (leading to warehouse) and barrier control on second junction

2.1.3 Access to the remainder of the site is via the southern junction which serves the waste recycling facility located in the southern section, and RTK's contractor's yard located in the centre. Access to the southern junction is also controlled by a security barrier system, located on the service road. This service road also facilitates traffic movements when leaving the warehouse development.

2.1.4 Wellington Street is a two-way single carriageway, which connects to Arthur Street in the north which then provides access to the A58, Bolton Road. Bolton Road is a major radial route running between Bolton and Bury. Bus services operate on the A58, the main services being the 471 and 486. The junction with Bolton Road operates under traffic signal control which also incorporates partial pedestrian crossing facilities.

2.1.5 Wellington Street is some 7 – 8m wide, has footways (though not on both sides of the carriageway at the southern extent), street lighting and on-street parking is permitted over some sections. The speed limit is 30 mph. No public transport services operate on Wellington Street.

- 2.1.6 Frontage activity on Wellington Street is predominantly industrial/business with the majority of premises having dedicated off-street parking provision.

2.2 Public Transport Services

- 2.2.1 The closest bus stops to the site are located on Bolton Road. A summary of the associated primary bus services operating on Bolton Road are identified below:

- 471: Bolton to Bury to Rochdale. Nearby bus stops served by a 30 minute service between 0454 – 0624 hours, by a 10 minute service between 0624 – 1900 hours and then a 30 minutes service to 2340 hours. A similar level of service is also provided on Saturdays;
- 512: Bury to Farnworth. Operates an hourly service between 0600 – 18000 hours, and then a two hourly service up to 2100 hours. On Saturdays, it operates an hourly service between 0830 – 1730 hours, and then a 2 hourly service up to 2100 hours.

- 2.2.2 Bolton Road also has several sections of a peak hours bus lane, commencing at Fairy Street and running towards Bury

- 2.2.3 The review of the areas' existing public transport provision has identified that the local bus network can be adequately accessed thus providing connections to Bury and Bolton town centres and the surrounding residential areas. The bus stops are located some 900m from the proposed development and subsequently are outside of the recommended walking distance of 400m. However, despite the excessive walking distance, the existing public transport services do offer a potential alternative to the private car as a mode of transport for employees at the industrial site.

2.3 Cycling

- 2.3.1 Cycling is an alternative mode of transport to the private car and increasing usage can help to reduce both congestion and air pollution. Additional benefits of cycling can lead to improved levels of health and fitness and also may have financial benefits when compared to the use of private cars for commuting purposes.

- 2.3.2 The local highway serving the industrial area does not have any dedicated cycle lanes on Wellington Street but a peak hours cycle lane is present on Bolton Road, running towards Bolton from the Arthur Street junction. In addition, National Cycle Route 6 traverses the Wellington Street viaduct which is part of a former railway line which has since been incorporated into the Daisyfield Greenway. This is a traffic-free route aiding access between local residential areas, schools, retail outlets and businesses. A direct link from Wellington Street to Daisyfield Greenway exists adjacent to the viaduct.

- 2.3.3 From Wellington Street, a direct link to the east also provides a connection to the Manchester, Bolton and Bury canal towpath which is an off-highway pedestrian route/bridleway.

- 2.3.4 The site is within 5km of many of the local residential areas and thus is readily accessible by bicycle for any employees who live local and choose to cycle.

2.4 Road Accident Records

- 2.4.1 Whilst we are not aware of any road accident problems that exist in the vicinity of the site, we have undertaken a review of existing road accident data records. Personal Injury Accident (PIA) data for the local highway network have been obtained from CrashMap for the most recently available 5 year recording period (2018 – 2022 inclusive). Accidents are classified by the severity of injuries incurred to those involved i.e. fatal, serious, slight. The accident data identifies all vehicle related accidents which occurred in the area and resulted in a personal injury during the five year period.
- 2.4.2 Accidents are classified by the severity of injuries incurred by those involved. Our review identified that no accidents have occurred on Wellington Street or at the junction with Arthur Street/Bolton Road. Accidents have occurred on Bolton Road though this is to be expected given the nature of the road and the associated high volumes of traffic which use the route. The type of accident and the associated location are shown in Figure 2.1 as presented at the end of this chapter.
- 2.4.3 Based on the accident records, and considering the character of the road network (including the local junctions) and the associated substantial daily volumes of traffic, we subsequently consider that the local highway network has operated in a safe and satisfactory manner. In addition, we have not identified any specific concerns or accident ‘hot spots’ which we feel would require the introduction of any appropriate mitigating measures.
- 2.4.4 In summary, we have not identified any potential road safety concerns which we feel require further consideration in relation to future traffic flows expected to be generated by the proposed development.

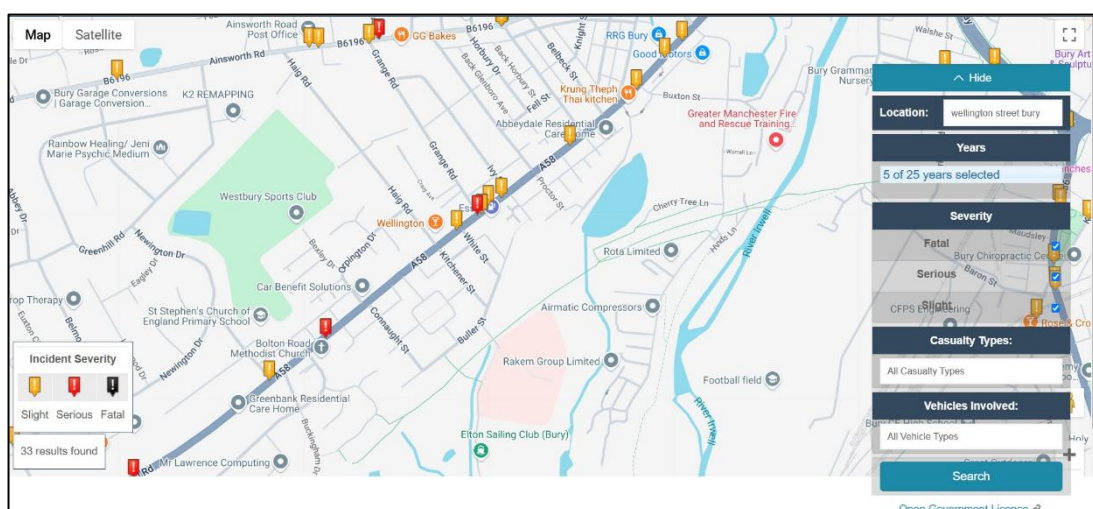


Fig 2.1: Road Traffic Accidents

3 The Development and Associated Highway Impact

3.1 Introduction

- 3.1.1 As identified in Chapter 1, this TS has been produced to support the associated planning application for the development of new warehouse. The location of the proposed development is on a site located within the established Wellington Street industrial area.
- 3.1.2 The proposed warehouse will be on a site which is shared by two neighbouring businesses, RTK Grab Hire and Maker. The proposed development will complement an existing warehouse which is used by Maker, a UK based technically focused manufacturer, specialising in liquid and powder contract manufacturing. The proposed warehouse is needed to increase the amount of on-site storage which is required to support current proposals to increase productivity at the existing facility. The size of the proposed warehouse will be some 50m by 20m.
- 3.1.3 The layout of the proposed development is shown on Drawing No Z344 003 (presented at the end of this chapter) produced by Oakbay Design.

3.2 Operational Conditions

- 3.2.1 The site entrance is gated and appropriate security and vehicle control measures are also present on the site's internal road network. The internal layout of the site will accommodate all associated HGV traffic and will be designed to incorporate a one-way system to ensure the efficient movement of traffic when entering and leaving the site. HGV traffic when loading/unloading will do so outside of the warehouse.
- 3.2.2 The proposed development's operational periods, will be consistent with existing on-site activities which operate between the following periods:
- Monday – Friday 0700 – 1800 hours;
 - Saturday 0700 – 1200 hours.
- 3.2.3 The construction of the new warehouse will require the provision of additional car parking spaces. In total 41 spaces will be provided to serve both buildings with 15 parking bays being provided near the new warehouse. These car parking spaces are identified on Drawing No Z344 003. The new parking supply will also include 2 parking spaces for mobility impaired drivers located near the entrance to the offices and 2 spaces will be provided with charging points for electric vehicles.

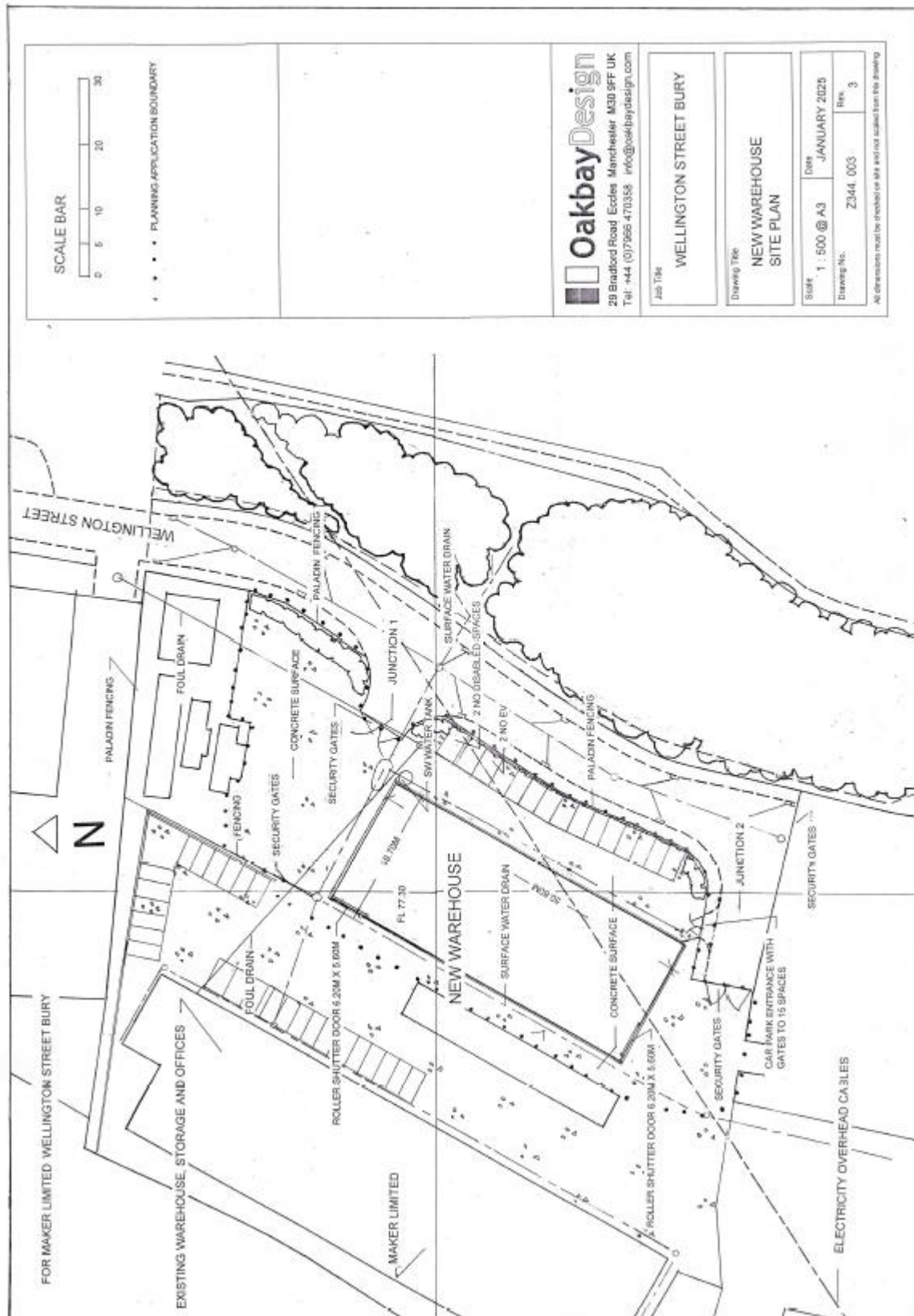
3.3 Future Traffic Volumes

- 3.3.1 Future traffic volumes generated by the proposed warehouse will be minimal and subsequently, the associated number of vehicles are unlikely to have any significant impact on the operational capacity of the local highway network.

- 3.3.2 The proposed development is on an existing site located within the Wellington Street industrial area. Wellington Street currently serves some 19 businesses, some of which will generate HGV traffic and subsequently, the presence of such vehicles on the local road network is already established.
- 3.3.3 The proposed development is to complement existing on-site activities and information provided from the operator identifies that the average number of daily HGVs will only be some 3 vehicles. Three HGVs will equate to six trips (3 in 3 out) per day and thus the associated impact on the local highway network will be minimal.
- 4.1 The site will also generate trips by car from employees and visitors. However, it is anticipated that the new warehouse will not employ significant numbers of staff and visitor numbers are also expected to be minimal. Therefore, the associated generated traffic volumes will not prove significant.
- 4.2 Estimating future volumes of traffic anticipated to be generated from new development is often undertaken based on information obtained from the TRICS database. TRICS is the industry recognised tool for calculating the future trip demand of new developments based on land use, size and location. However, values derived from the TRICS database can be significantly influenced by the choice of parameters applied (e.g. range of GFA's considered, exclusion of specific regions, locations of sites etc.) when interrogating the database and subsequently, the derived rates may not prove to be representative of local trip patterns in relation to the proposed future developments.
- 3.3.4 To ensure greater confidence in establishing suitable trip generation rates, ideally discussions should be undertaken at the start of the application process with the local highway authority, which often have their preferred trip rates more suitable for the local region. At this stage, such discussions have not been undertaken as the associated traffic flows are likely to be minimal and thus require no further consideration. However, to provide further assurance regarding future generated traffic flows, reference was made to the TRICS database in relation to warehouse land-uses.
- 3.3.5 The respective trip rates and the corresponding flows for the proposed 1000 sq m GFA warehouse are shown in Table 3.1. With reference to the information as presented in the following Table 3.1, it can be seen that the predicted traffic flows, based on factors derived from TRICS, are minimal and subsequently are unlikely to have any adverse impact on the operational capability of the local highway network or on road safety issues.

Table 3.1 Trip Rates for Warehouse and Respective Traffic Flows

Time Period	Entering		Leaving	
	Trip Rate/100 sq m	Vehicles	Trip Rate/100 sq m	Vehicles
0700-0730	0.100	1	0.050	1
0730-0800	0.183	2	0.042	0
0800-0830	0.242	2	0.083	1
0830 -0900	0.358	4	0.100	1
0900 – 0930	0.150	2	0.042	0
0930 – 1000	0.125	1	0.067	1
1000 – 1030	0.142	1	0.133	1
1030 – 1100	0.142	1	0.150	2
1100 – 1130	0.158	2	0.133	1
1130 – 1200	0.133	1	0.142	1
1200 – 1230	0.177	2	0.100	1
1230 – 1300	0.133	1	0.167	2
1300- 1330	0.192	2	0.175	2
1330 – 1400	0.150	2	0.108	1
1400 – 1430	0.117	1	0.108	1
1430 – 1500	0.125	1	0.125	1
1500 – 1530	0.083	1	0.142	1
1530 – 1600	0.075	1	0.133	1
1600 – 1630	0.083	1	0.133	1
1630 – 1700	0.042	0	0.158	2
1700 – 1730	0.050	1	0.325	3
1730 – 1800	0.033	0	0.208	2
1800 – 1830	0.057	1	0.191	2
1830 - 1900	0.048	0	0.076	1



4 2024 National Planning Policy Framework

4.1 The Proposed Development and Current NPPF Guidance

4.1.1 In relation to the National Planning Policy Framework, dated December 2024, issues relating to traffic and transport are detailed in paragraphs 114 to 118. These paragraphs have been replicated below with our response with consideration of the proposed development, being provided in the following respective paragraphs.

114 Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

4.1.2 The proposed development will be on an existing site which currently generates HGV traffic. HGVs will only be on-site when loading and unloading and appropriate parking bays to accommodate such actions will be provided.

115 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- 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 Code⁴⁸; and
- 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.

4.1.3 The proposed development is located in an existing industrial area which provides:

- An established road connection to the local highway network;
- It provides a safe and suitable environment for all modes of transport (vehicular, pedestrian and cyclists);
- The internal road network is suitable to accommodate the types and volumes of traffic generated by the proposed land-use; and
- The future volumes of traffic the proposed development will generate will be minimal and subsequently will have no significant impact on the local highway network.

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.

4.1.4 The increase in daily traffic volumes from the proposed development are anticipated to be minimal. Therefore, the additional traffic generated from the development will have a minimal impact on highway capacity or road safety.

117 Within this context, applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.1.5 The proposed development is located in an existing industrial area which has established highway and pedestrian links. Existing footways provide suitable links from the site to the local public transport network. The road layout within the site will be designed to specifically accommodate associated vehicular traffic movements.

4.1.6 Appropriate parking provision for drivers with mobility issues will be provided at the proposed development. In addition, provision will also be made for the plug-in charging of electric/low emission vehicles.

118 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

4.1.7 The proposed development will not employ significant numbers of employees and thus associated generated traffic flows will be minimal, and thus in accordance with paragraph 118, a Travel Plan would not be required.

5 Construction Environmental Management Plan

5.1 Introduction

- 5.1.1 As the proposed development is on a relatively remote site which is located within an existing industrial area, the associated construction of the proposed buildings etc. is unlikely to have an impact on the existing local highway network in relation to traffic and pedestrian movements during the respective building stages. However, it is likely that a Construction Environmental Management Plan (CEMP) will have to be agreed with Bury MBC's Highways Department prior to any work commencing on-site.
- 5.1.2 At this stage, we have only provided an initial outline CEMP as we expect a more detailed and appropriate CEMP will be developed once planning and any associated works have been identified and agreed. In addition, the future CEMP will have to be agreed between the Council and the developer's contractor who will be responsible for undertaking the future work and subsequently, such an agreement cannot be undertaken at this stage.
- 5.1.3 Potential measures and procedures which could be included in a future CEMP are identified in the following paragraphs.

5.2 Site Management and Responsibility

- 5.2.1 Details of the main contractor who will be responsible for organising and managing the construction, including day to day operations, will be identified.
- 5.2.2 The on-site manager during the construction period will be responsible for the application and ensuring full compliance of the CEMP. In addition, they will be the first point of contact for liaison or addressing any complaints generated from members of the public, nearby residents and regulatory bodies. The associated contact details will be identified and included in the CEMP.
- 5.2.3 Supporting the Site Manager will be the Site Supervisor, whose day-to-day responsibilities will also include for the organisation of the site, scheduling and logging deliveries, supervising the unloading of deliveries and providing the necessary guidance/support to HGV drivers to aid the safe manoeuvring of vehicles. In addition, they will be responsible for ensuring the necessary temporary signs/cones are in place to ensure no conflicts arise between background traffic/pedestrians/cyclists during the construction works. Associated contact details to be identified.
- 5.2.4 Prior to commencing on-site activities, nearby existing businesses will be informed of the forthcoming work and be provided with contact details (email and telephone details) for any preliminary enquiries they may have. The contact details will be maintained throughout the construction period to facilitate any future complaints or comments that might be generated. Similar information will also be displayed on a notice board which will be attached to the site's perimeter fencing.

5.2.5 A complaints register will also be maintained and shall record all instances of complaints raised and include:

- Details of the complainant;
- Date and time of the complaint;
- Reason and nature of the complaint;
- Action taken to resolve the complaint;
- Date and time of any mitigating action; and
- Record of any unresolved complaints.

5.2.6 The complaints register will be available for inspection by Highways at any time or if specified, could be forwarded on a monthly basis.

5.3 Staff Welfare Facilities and Site Layout

5.3.1 The site will accommodate staff welfare facilities, storage of materials and equipment, and the future construction.

5.3.2 The principal contractor will be responsible for ensuring all facilities comply with conditions specified in the Construction (Design and Management) Regulations 2007. Facilities to be provided include:

- Office space;
- Kitchen and rest area for all staff (including contractors);
- Toilet facilities; and
- Car parking.

5.3.3 The storage of materials and equipment will be located within the site. The arrangement for material storage, amount and time of requirement (in relation to planned site activities) to be discussed between the Site Manager and respective contractors. The necessary safety requirements associated with the storage of specific materials to follow. Storage areas will be kept tidy and will be arranged so as not to impede routes.

5.3.4 All HGV and construction traffic generated during the construction period will arrive and depart via Bolton Road/Arthur Street/Wellington Street. The site will be secured and a trained banksman will control vehicle manoeuvres and pedestrian movements when deliveries are taking place.

5.3.5 A schedule of works for the development of the site will be produced in advance of work commencing.

5.4 Site Personnel

5.4.1 All staff/contractor car parking will be accommodated on-site.

5.4.2 All management, supervisory staff, contractors and operatives will have the appropriate credentials and associated Health and Safety training. Site management will ensure that:

- All workers are inducted and sign the Risk Assessment and Method Statement (RAMS) before commencing work;
- All workers will hold the appropriate recognised and approved training qualification relevant to their trade;
- All plant operatives to hold appropriate training qualifications;
- All workers will wear the appropriate Personal Protective Equipment;
- All visitors will sign the visitor's log book when arriving and leaving the site; and
- All contractors, staff and visitors will wear ID badges and Company logo high-viz-jackets whilst on site.

5.4.3 The main contractor will be responsible for ensuring that all on-site work is undertaken appropriately and in accordance with the necessary safety regulations. Permits to work will be issued by the Site Supervisor for any task which is deemed high risk after completion of a suitable and appropriate risk assessment. Permits will be required for:

- Working in confined spaces;
- Hot work; and
- Working on live circuits.

5.4.4 The Site Manager will be responsible for producing and approving the appropriate RAMS for the project prior to any work commencing. In relation to the proposed construction work the following are likely to be relevant to the associated RAMS:

- Construction site security;
- Pedestrian management within and around the site;
- Fire action and emergency plan;
- Site waste management plan – likely to include for the separation of recyclable products e.g. timber, metal and cardboard;
- Waste materials will be deposited in skips and any processing and recycling will be done off site. No skips will be permitted to be stored or placed on the adjacent roads. All skips to be sheeted when being transported from the site;

- All waste removals will be accompanied by a full description of the associated material, including a waste transfer note, and be disposed of lawfully;
- Regular hosing down to be undertaken to restrict the generation and spread of dust, especially during dry periods;
- The adjacent roads will also be inspected on a regular basis to ensure that they are free of dust/dirt which might be generated by the site. If significant amounts of dust/dirt are deposited on the roads then a road sweeper will be deployed to clean the area;
- Wheel washing of HGVs will be undertaken as necessary;
- There shall be no burning of waste at any time on the site;
- Working times to be in accordance with the site's agreed time periods;
- Noise control (75dB rating);
- Lifting arrangements to be identified and applied for materials weighing in excess of 25kgs;
- Work at height. Control measures to be fully planned to provide safe working platforms and associated access, and to minimise risks relating to the areas below;
- Materials storage area to be managed and controlled; and
- Materials that generate dust to be stored away from perimeter of the site and covered accordingly.

5.4.5 A first aider for the site will be identified as will the location of the first aid equipment.

5.4.6 Communication on site is important to ensure that effective and efficient work processes are undertaken and that the necessary co-operation and co-ordination between contractors is achieved. Measures and actions to be applied include:

- Induction for all contractors to be undertaken on day-one;
- Health and Safety requirements to be relayed to all contractors throughout the duration of the work;
- The Site Manager will be responsible for day-to-day on-site operations. This will also involve holding regular staff briefings, monitoring tasks, timeframes and Health and Safety;
- The Principal Contractor will be responsible for undertaking regular liaison with the Client and other interested third parties;
- No changes to be made to the original design, plan or materials without first receiving written approval from the Principal Designer. The Site Manager will

undertake the necessary liaison between contractors, suppliers and clients and subsequently be responsible for identifying and reporting any problems or delays to the Principal Designer; and

- Site meetings between the Principal Contractor, the Client and other third parties will be held as and when required.

5.5 Control of Noise and Vibration

5.5.1 Construction work does generate noise from activities such as cutting, drilling, mechanical plant etc. However, it is proposed that any particular noisy work will be restricted to the period 0800 – 1630 hours. Modern machinery and equipment will also be used to minimise noise and vibration.

5.5.2 The level of noise and vibration will be monitored by the Site Manager and Best Practicable Means (BPM) measures will be implemented on site to mitigate noise. Potential measures that could be implemented include:

- Where reasonably practicable, quiet working methods will be adopted using plant with lower noise emissions;
- Where reasonably practicable, working methods that minimise vibration will be adopted. This could include use of silenced and well maintained plant which conforms with the relevant directives relating to noise and vibration;
- Plant and machinery to be started sequentially rather than simultaneously;
- Engines should not be over revved and to be switched off when not in use;
- Regular monitoring of on-site work to ensure noise and vibration is being limited;
- Site staff and contractors to be regularly informed of the need to minimise noise and vibration;
- Plant and equipment to operate as remote from nearby sensitive receptors as reasonably practicable;
- All equipment and plant to be well maintained and in good working order;
- Plant and machinery in intermittent use should be shut off when not operating;
- Static plant and machinery should be located remote from the site's perimeter when practicable;
- All compressors to be noise reduced models that are fitted with lined and sealed acoustic covers which are to be closed whenever the machines are operating;
- Pneumatic drills to be fitted with appropriate mufflers and silencers;

- If possible, mains electricity or battery powered equipment to be used instead of diesel powered generators;
- The handling of materials should adopt appropriate procedures to minimise noise e.g. minimising drop heights into hops; and
- No radios or similar amplified music devices to be audible at site perimeter.

5.6 Construction Related Operating Hours and HGV Routeing

- 5.6.1 Construction Work at the site will operate during the periods of 0700 – 1800 hours Monday to Friday, and 0700 – 1200 hours on Saturdays. No working will be undertaken on Bank Holidays or Sundays.
- 5.6.2 The Site Manager will ensure that a trained banksman will be available to meet delivery vehicles upon arrival and will assist with the safe unloading of materials. The banksman will also be instructed to assist with the subsequent manoeuvring of delivery vehicles to ensure such actions are done safely.
- 5.6.3 When ordering materials, the contractor will inform suppliers of the need to comply with the respective delivery instructions. In addition, suppliers/HGV drivers also to be instructed to inform the site of any delays to scheduled arrival times (as a consequence of traffic congestion etc.) prior to arriving in the vicinity in order to establish if the delayed delivery can still be accommodated at the site.
- 5.6.4 The agreed HGV routes to/from the site must be complied with and suppliers will be informed of such when orders are being placed. HGV drivers will be instructed not to use satellite guidance systems to approach/leave the site as such devices may identify alternative routes to that specified.
- 5.6.5 The site manager will keep a log of all daily deliveries , which will include confirmation that HGVs have complied with conditions contained within the CEMP.
- 5.6.6 The CEMP could also include measures to mitigate against the impact of construction workers vehicles, namely:
- Car sharing and the use of minibuses by site workers to reduce vehicle numbers will be encouraged;
 - A car parking area for contractors' vehicles will be identified within the site;
 - The operator will ensure that all drivers will be informed of the requirement to drive slowly and safely on approach to the site; and
 - Appropriate 'warning' signs indicating the presence of the construction site and directing construction traffic to be erected. These signs will be a temporary design (i.e. yellow background with black lettering) and will be located on the road in advance of the site entrance.

- 5.6.7 The CEMP is intended to be a 'flexible' document as it is anticipated that continued liaison with Bury MBC's Highways Department will be undertaken throughout the construction and commissioning period. This will provide the Highway Authority with a means to voice any concerns or observations they might subsequently have regarding on-going operational issues and to provide the opportunity to identify and quickly resolve any problems that might occur during the development of the site. Such an arrangement would also provide the site operator with the opportunity for providing feedback on the progress of the project and to provide advance warning of any significant forthcoming events e.g. delivery of any abnormal loads.
- 5.6.8 It should be noted that the above proposals/mitigating measures are initial suggestions and we would expect discussions to be undertaken with Bury MBC's Highways Department to confirm the precise requirement of the CEMP prior to any work commencing.

6 Summary and Conclusion

6.1 Summary

- 6.1.1 The proposed development will be on an existing site and will complement existing land-uses. The site is located in the Wellington Road industrial area, which currently accommodates approximately 19 businesses that also generate associated car and HGV traffic. Consequently, traffic generated from the industrial area and its associated impact on the local highway network is already established.
- 6.1.2 The proposed development is necessary to accommodate the future development and expansion of an existing business. It is not anticipated to generate significant volumes of traffic and subsequently, the impact on the local highway network will be minimal.
- 6.1.3 Daily HGV traffic volumes are anticipated to be minimal. In addition, generated HGV movements are expected to be distributed relatively evenly throughout the site's daily operational period, thus minimising any potential highway impact.
- 6.1.4 The site is located in a long established, industrial area. Neighbouring land-uses in the area also generate HGV traffic and thus the suitability of the highway network to accommodate such vehicle types is already established.

6.2 Conclusion

- 6.2.1 HGV and car traffic have been generated by the site's existing land-uses and thus vehicle movements to/from the site have already been established. The site is located in an existing industrial area and the supporting highway network already accommodates HGV traffic flows on a daily basis.
- 6.2.2 The developer already generates HGV and employer traffic from the site and the additional future increase in traffic volumes the proposed development is anticipated to generate are minimal. Subsequently, the impact from the additional traffic in relation to the adjacent highway network and associated junctions is likely to be minimal.
- 6.2.3 Paragraph 116 of the National Planning Policy Framework, dated December 2024, states:

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.
- 6.2.4 Based on the information provided it is evident that the proposed development will generate minimal volumes of additional traffic movements and subsequently, there are no highway grounds on which to oppose the associated planning application.