

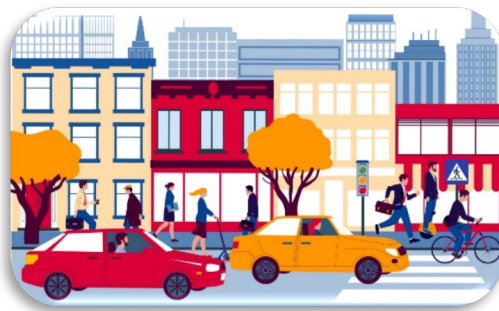
TRANSPORT STATEMENT

Huntley Mount Road, Bury

Job No: 23108

March 2026





Quality Management

Project Number	23108
Filename	23108 Huntly Mount Bury TS
Issue No	3
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Author	E Grayshon
Reviewer	A Yarrow

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1. Introduction

1.1. INTRODUCTION

- 1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for two proposed industrial Class Eg(iii) units off Huntley Mount Road, Bury.
- 1.1.2. The site is within the Metropolitan Borough of Bury which is a unitary authority responsible for both planning and highway matters. The site in its local context is shown in Figure 1.

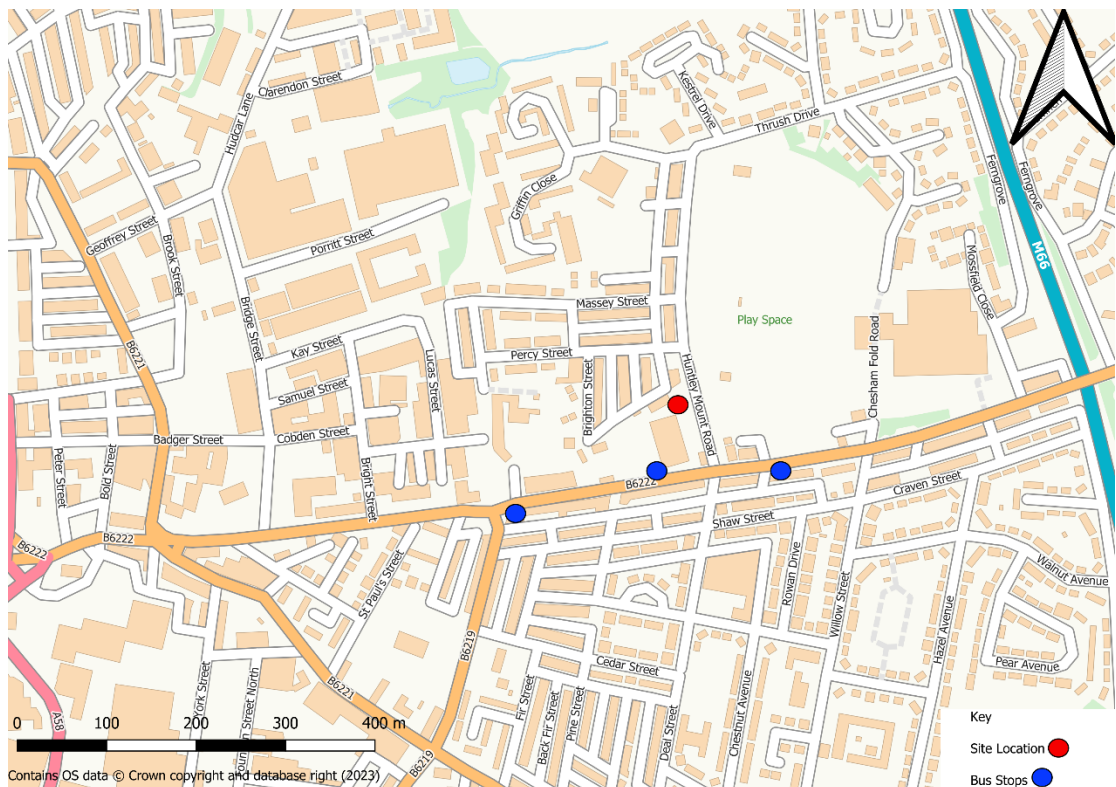


FIGURE 1: SITE LOCATION

1.2. PLANNING BACKGROUND

- 1.2.1. A previous application was made for this site in 2024 (reference: 69825/FUL), which comprised 2 no. B8 Industrial units on the site. This application was refused on several grounds, including highways.
- 1.2.2. Feedback was received on this application from the highway authority (ref: NO: 24/080) in April 2024, and the feedback can be summarised as follows:
- ✦ The access arrangements, parking and servicing arrangements for the B8 use proposed were not considered adequate and would be detrimental to road safety and maintaining the free flow of traffic.
 - ✦ HGV service vehicles highly likely to be associated with a B8 use class, are unlikely to be able to enter and leave the site in a forward gear.
 - ✦ Inadequate parking provision proposed leading to vehicles parking and carrying out manoeuvres on the highway.
- 1.2.3. The feedback has been considered when developing the proposals presented in this transport statement.

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1.3. SCOPE OF REPORT

- 1.3.1. This Transport Statement considers such matters as traffic impact, access, sustainability, parking and servicing and presents the proposals in relation to current guidance and data.
- 1.3.2. Both local and national transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.

2. Transport Policy

2.1. OVERVIEW

- 2.1.1. When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

- 2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry for Housing Communities and Local Government in December 2024.
- ✓ Transport considerations should form an early part of public engagement
 - ✓ Ensuring streets, parking and other transport considerations are integral to the design
 - ✓ Understanding the potential impacts associated with transport
 - ✓ Identifying and pursuing opportunities to walk, cycle and use public transport
 - ✓ Consider the environmental impacts of transport including mitigation of adverse effects."
- 2.2.2. Paragraph 110 states that when considering planning applications, it should be ensured that the above objectives are considered.

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- 2.2.3. Paragraph 111 and 112 refers to the different planning policies to be in place to promote sustainable development, these include but are not limited to support an appropriate mix of uses, identifying and protecting key routes that might be critical in developing infrastructure, well designed spaces for walking and cycling. It also includes guidance on the setting of local parking standards (paragraph 112). Policies should encourage engagement with the highway authority, other infrastructure providers and neighbouring councils as appropriate.
- 2.2.4. Paragraphs 112, 113 and 114 refer to parking standards and lorry parking, which are not considered relevant in the context of this development
- 2.2.5. Paragraph 113 states that "maximum parking standards for residential and non-residential development should only be set where there is only clear and compelling justification that they are necessary for managing local road network or for optimising the density of development in city and town centres and other locations that are well served by public transport".
- 2.2.6. Paragraph 114 states that "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 and other".
- 2.2.7. When considering sites for allocation or applications for development, consideration should be given to:
- ✓ 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 reflect current national guidance, including the National Design Guide and the National Model Design Code 48; 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.

2.2.8. Paragraph 116 states that “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

2.2.9. Overall, the policy (as summarised in paragraph 117) seeks to prioritise pedestrian and cycle movements, address the needs of those with disabilities, create spaces that are safe and secure and designed for low emissions.

EMERGING NPPF

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2.2.10. The draft NPPF was issued in December 2025 and is currently out for consultation till March 2026, it is covered here as it is significant emerging national policy.

2.2.11. Chapter 15 of the draft NPPF covers transport, replacing the Chapter 9 in the current framework. the emerging NPPF embeds the vision led approach to transport decision making. A summary of the key policies relating to transport and relevant to this report is provided below

- / *TR1 Vision Led Approach* - Promotes early engagement in and strong references to the Connectivity Tool as a method of determining the connectivity of a site and site selection.
- / *TR2 Local Parking Standards* - Replacing Para 112 and 113 of the current NPPF. Requiring all development plans to set parking standards. It introduces a

flexible approach to maximum parking standards and indicates that parking standards should allow flexibility to reflect individual business needs.

- ✦ *TR3 Supporting Sustainable Development* – the term “significant development” has been replaced with “significant amount of movement in the context of the area within which they would be situated”. The use of the Connectivity tool is reinforced in this policy.
- ✦ *TR4 Street Design, Access and Parking* – Redrafts Para 109(b) and 117 to promote more cohesive approach to transport in scheme design including prioritising facilities for sustainable transport and all users. National design Guidance including Manual for Streets and forthcoming Placemaking Planning Practice Guidance should be referred to.
- ✦ *TR6 Assessing Traffic Impact* - Provides clarification on when a Transport Statement/Transport Assessments/Travel Plan are required and recognises that the need for either a TS or TA should be proportionate to the scale of development and significance of issues. Assessment should consider the wider impacts on the transport network not just the highway impacts and consider cumulative impacts and multimodal trip generation, at different times of the day.
- ✦ *TR8 Public Rights of Way* – Provides additional guidance to extending rights of way where opportunities exist and acknowledges that diversions may be acceptable where they maintain or enhance the overall route.

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GREATER MANCHESTER TRANSPORT STRATEGY 2040- AND FIVE-YEAR DELIVERY PLAN

2.2.12. The current Greater Manchester Transport Strategy 2040 was published in 2017 and updated in 2021 by the Greater Manchester Integrated Transport Authority and the Greater Manchester Local Enterprise Partnership. The document sets out the long-term ambition for transport to have ‘World-class connections that support long-term sustainable economic growth and access to opportunity for all’.

2.2.13. The transport strategy sets out how the transport system will:

- ✓ support sustainable economic growth.
- ✓ support the efficient and effective movement of people and goods.
- ✓ improve the quality of life for all by being integrated, affordable and reliable.
- ✓ protect the environment and supports the target to be net zero carbon by 2038; as well as improving air quality; and
- ✓ capitalises on new technology and innovation.

2.2.14. The strategy has a 'Right Mix Vision' whereby by 2040, the strategy aims for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport.

2.2.15. The strategy will be supported by further interlinked strategies such as for electric vehicle charging and bus strategy among others.

2.2.16. The five-year delivery plan sets out all the projects to be delivered and developed to help achieve the objectives of the strategy. This includes ten Local Implementation Plans - one for each of the Greater Manchester's local authorities providing more detail on local transport priorities.

THE PLACES FOR EVERYONE JOINT PLAN

2.2.17. The Places for Everyone (PfE) joint development plan document (DPD) is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes and sustainable growth. The PfE now forms part of Bury's development plan.

THE NEW BURY LOCAL PLAN

2.2.18. The Bury Local Plan is currently being developed and aims to set out a long-term framework to manage future growth and development in the Borough up to 2043. Once adopted, the new Local Plan will replace the saved policies in the current Unitary Development Plan and will be part of a set of documents that will collectively form Bury's overall development plan:

- ✓ the Bury Local Plan.
- ✓ the Places for Everyone Joint Development Plan (PfE).
- ✓ the Greater Manchester Joint Waste Plan; and
- ✓ the Greater Manchester Joint Minerals Plan.

2.2.19. Until the local plan is adopted, the PfE and existing Bury Unitary Development Plan will form the basis of decisions on planning applications.

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SUPPLEMENTARY PLANNING DOCUMENT 11

2.2.20. This SPD was adopted in 2025 and outlines the parking Standards for the area.

3. Existing Situation

3.1. INTRODUCTION

- 3.1.1. This section describes the location of the site and considers the existing conditions of the surrounding highway network for a range of transport modes including public transport provision. This section also includes a review of personal injury collision data.

3.2. EXISTING SITE

- 3.2.1. The application site, a former storage area for the adjacent building, is located off Huntley Mount Road, approximately 1.6km to the northeast of Bury town centre. Bury, a large town in the Greater Manchester area lies some 20km north of Manchester. The site has also previously been used as a car sales depot.
- 3.2.2. The site is an open concrete yard area bounded by palisade fencing on the eastern side, facing Huntley Mount Road. To the west, there is a large building occupied by Lidl which extends the majority of the length of the boundary. To the north-western corner, there is an operational plumbing and heating merchant, with the access and turning area for this building forming the northern boundary of the site. To the south there is a car park used for an operational funeral care service.
- 3.2.3. The general area is residential with some green spaces along Huntley Mount Road, with commercial uses to the area to the west.
- 3.2.4. Access to the existing site is gained from Huntley Mount Road at two existing locations on the eastern boundary of the site; both access points are a gated dropped crossing. The northern access point is also used by the plumbing and heating merchant. Both access points are shown below (Source google maps).



FIGURE 2. N ACCESS



FIGURE 3. S ACCESS

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3.3. LOCAL HIGHWAY NETWORK

- 3.3.1. Huntley Mount Road is a 6.8m wide carriageway with footways at both sides of the carriageway. The footway to the east side is c. 1.8m wide and 1.6m wide to the west respectively. Huntley Mount Road is within a 20mph speed limit zone with speed restraining features enforcing the 20mph zone, including 2 speed cushions 10m north of the existing access.
- 3.3.2. Around 50m south of the existing site access Huntley Mount Road forms a crossroads junction with the B6222 (Bell Lane) and Deal Street. The B6222 forms a major east-west route between Bury and Rochdale
- 3.3.3. The wider strategic highway network can be accessed via Rochdale Road which lies 500m south of the site. Rochdale Road has links to the M66 which has major road links across the northwest and into Manchester.

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3.4. PEDESTRIANS AND CYCLISTS

WALKING

- 3.4.1. There are footways on both sides of Huntley Mount Road to the east of the site. The footway on the west of Huntley Mount Road narrows within the vicinity of the site before widening out towards the T-junction with Bell Lane. The footways continue along Huntley Mount Road in a northerly direction to the T-junction with Porrit Street and Thrush Drive. There are many residential areas surrounding the site that can be reached on foot using the existing footways.
- 3.4.2. There are footways along Bell Lane that link the site to the town centre of Bury. There are signalised pedestrian crossings along Bell Lane toward the town centre.

- 3.4.3. The national policy relating to transport and development is set out in Section 9 of the NPPF, however, this does not provide guidance on desirable maximum walking distances from new developments. Nevertheless, it is generally accepted that an acceptable walking distance from home to a place of work is 2km.
- 3.4.4. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "The Guidelines for Providing for Journeys on Foot" (Institution of Highways & Transportation, May 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

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TABLE 1. SUGGESTED ACCEPTABLE WALKING DISTANCE

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (CIHT, 2000)

TABLE 2. SERVICES IN ACCEPTABLE WALKING DISTANCE

Distance	Destinations
500m	Bus stops pm Bell Lane Ald Supermarket, Huntley Brook Post Office, he Old Crow Pub, Wing Lee, Coffee and Cream, Holt Free House, Imran Grocers, Hoyles Park Community Centre, Newsagents, Subs n Wraps, Huntley Mount Medical centre, St Pauls primary school, Hoyles Park, residential areas
1000m	Further services and public transport connections, supermarkets
2000m	Bury Town Centre and associated services

- 3.4.5. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy.
- 3.4.6. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km, but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.
- 3.4.7. There are residential sites within 5km as well as the town centre of Bury which has a link to national cycle network route 6 which links Bury to Manchester and other areas of Lancashire.
- 3.4.8. Huntley Mount Road during lower traffic volume periods could provide a suitable environment for cycling.

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3.5. PUBLIC TRANSPORT

BUS

- 3.5.1. The closest bus stop to the site is 100m from the site on the B6222. There are busses every 20 minutes from this stop to Rochdale and once an hour to Norden. A flag and pole, bus cage road markings and timetable boards are provided at both stops.
- 3.5.2. The locations of bus stops are indicated on Figure 1. Table 3 overleaf provides a summary of bus routes in the area.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Sunday and Evenings
B3	Bury – Norden	60 Mins	60 Mins
467/8 Trax	Bury - Rochdale	20 Mins	30 Mins
967	Rochdale - Fishpool	Once Daily	

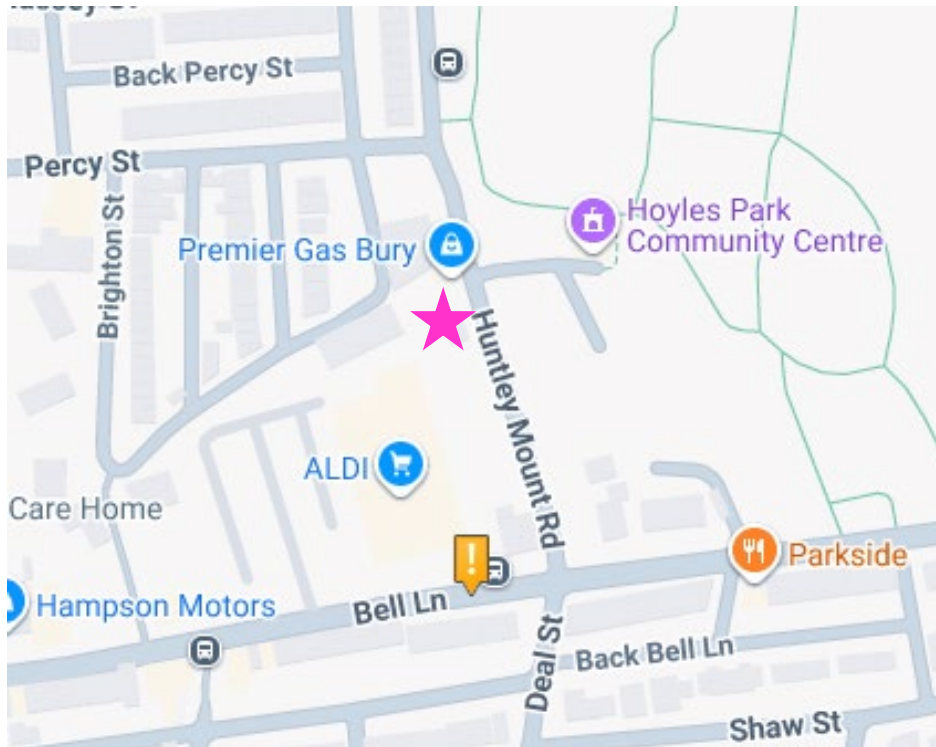
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- 3.5.3. The site, as seen by Table 3, is relatively well served by bus with the opportunity to travel to other areas within Lancashire and Greater Manchester.

3.6. INJURY COLLISION RECORDS

- 3.6.1. A review of personal injury collisions for the five-year period from January 2020 - December 2024 has been carried out using the www.crashmap.co.uk website. It shows that there have been 1 minor collisions in the vicinity of the site in the period, with none associated with the current access positions at the site. This makes the area suitable for further development. Figure 3 below shows the position of the collision within the vicinity of the site; the pink star indicates the site location.

FIGURE 4. PERSONAL INJURY COLLISION DATA



Source: <https://crashmap.co.uk/Search>

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- 3.6.2. In the study period there have been no collisions resulting in injury in the vicinity of the site. It is considered that the accident record does not indicate a safety concern, nor any safety trends on the local highway network in the vicinity of the site.

4. Development Proposals

4.1. DEVELOPMENT OVERVIEW

- 4.1.1. The proposed development is for two small scale commercial units, Class use E(g)(iii) both with floor areas of 200sqm including mezzanine, the layout of the proposed development is shown on drawing C 378 - 001 contained in Appendix A.
- 4.1.2. The nature of Class E(g)(iii) use inherently limits operations to those that can be carried out within a residential area without adverse amenity impacts, and therefore excludes large-scale industrial, storage or distribution activities. The proposed units are of a scale and configuration suited to local SMEs and low-intensity occupiers. In operational terms, the development is expected to generate (predominantly) staff and visitor trips by car, routine servicing by light goods vehicles (vans) with occasional and infrequent access by a 7.5 tonne rigid vehicle only.
- 4.1.3. It is noted that the previous application HGV access to the site was a concern of the HA, but that application was for a Class B8 use with larger units proposed. The site layout has been designed with defined loading bays and limited parking provision, with no large servicing yard or circulation space that would support regular HGV activity. The development is not considered to be of a scale or type that would generate regular HGV movements associated with distribution or logistics uses. It is also noteworthy that Bury Council have given consent to a similar type of development (application no. 72368) which was consented without demonstrating HGV access to the site.
- 4.1.4. To provide certainty, the proposed use is restricted to Class E(g)(iii), and signage at the site entrance will limit vehicle sizes, ensuring that the development operates in accordance with the low-intensity assumptions set out in this report.

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4.2. DEVELOPMENT ACCESS

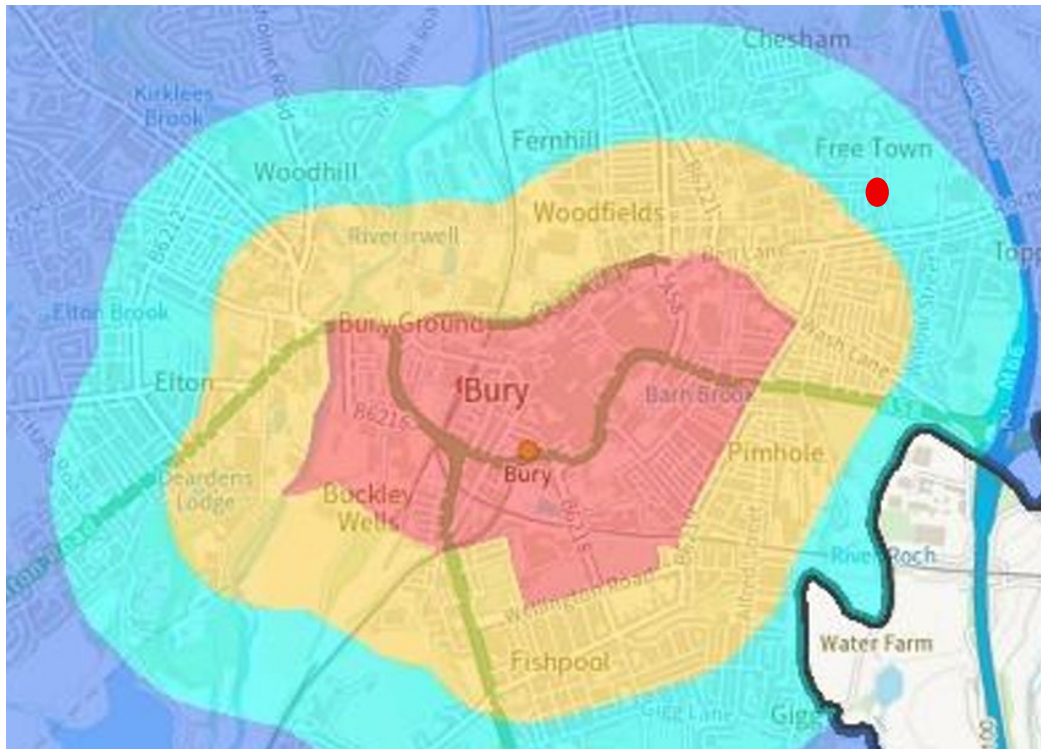
- 4.2.1. The proposed accesses and parking areas are contained in Appendix A. The layout design provides space for the proposed operational vehicles to turn within the site and exit in forward gear. The site access will also allow for a 7.5t vehicle and a car to enter and exit the development in forward gear, as shown on Drawing in Appendix B. As explained in the previous section, given the intended use of the site, a 3.5t van is the typical vehicle that would need to access the site, but the swept path clearly demonstrates that a 7.5t vehicle can be safely accommodated where necessary.
- 4.2.2. Vehicular access to the site will be taken from the two existing access points from Huntley Mount Road with both accesses providing a footway crossing into the site. The northern access (also used by the plumbing merchant) will allow for vehicular access to the northern unit and the other access to be used for the southern unit. The gates/fence shown on Figure 2/3 will be removed.
- 4.2.3. The site access points will have 2.4m x 25m visibility splay in accordance with Manual for Streets Guidance for a 20mph road as shown on the drawing in Appendix B.

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4.3. PARKING PROVISION

- 4.3.1. Parking for the proposed units will need to be provided in accordance with Bury Council Parking Standards, set out in Supplementary Planning Document (SPD) 11, adopted in January 2025. Table 4 of the parking standards provides parking thresholds for Light Industrial class Eg(iii) by zone; Zone 1 being Bury Town Centre and Zone 4 being the 'rest of the borough'.
- 4.3.2. Reference has been made to the Zoning Map provided in Appendix A of the SPD, an extract of which is provided below, with the site marked as a red spot.

FIGURE 4. BURY ZONES FOR PARKING STANDARDS (APPENDIX A APPROVED SPD)



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4.3.3. As can be seen from the Figure above, the site sits within Zone 3. The parking standards are as follows:

- ✓ 1 parking space per 100sqm
- ✓ Developments <1000 sq m – disabled provision to be on case-by-case basis
- ✓ Cycle Long Stay: 1 space per 100 sq m
- ✓ Cycle Short Stay: 1 space per 500 sq m with minimum of 2
- ✓ 10% of parking provision to have access to EVCP.

4.3.4. The standards also note that for developments falling within the E and Sui Generis use classes, provision of parking for goods vehicles will be considered at the design stage and each case will be considered on its merits.

4.3.5. The layout shows 4 car spaces, including 2 disabled spaces (one for each unit) and 2 of the spaces (one for each unit) are EVCP together with a loading bay/van space. The

layout also provides for a total of 2 short stay cycle spaces per unit for visitors and 2 long stay cycle spaces for staff internal to each building.

- 4.3.6. The cycle and car parking proposed is in accordance with the adopted Bury SPD.

4.4. SERVICING

- 4.4.1. All refuse collection will be undertaken from Huntley Mount Road with no refuse vehicles entering the site. A bin presentation point is provided adjacent to the site entrance to facilitate this.

- 4.4.2. Swept path analysis has shown that the site is suitable for 7.5t (8m) rigid vehicles to access the site this drawing is contained within Appendix B. The swept paths show that this vehicle would be able to access the site and turn around to exit in forward gear. As stated in paragraph 4.1.2, in operational terms, the development is expected to generate (predominantly) staff and visitor trips by car, routine servicing by light goods vehicles (vans) with occasional and infrequent access by a 7.5 tonne rigid vehicle only.

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5. Development Assessment

5.1. TRAFFIC GENERATION

- 5.1.1. The TRICS Online Database has been interrogated to obtain trip rates from which the likely weekday AM peak hour (0800-0900hrs), and PM peak hour (1600-1700hrs) traffic generation can be calculated. The land use 02-Employment C-Industrial Unit has been used with a range of 0sqm-1000sqm. The full TRICS data is contained in Appendix C.
- 5.1.2. The planning application seeks full permission for some 400 sq m development.
- 5.1.3. Since the proposed development is for 400 sq m the traffic generation has been based upon this figure to provide a robust assessment of the traffic impact. Figures are rounded up where appropriate.

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TABLE 2 TRIP RATES AND TRIP GENERATION – 400 SQM

	AM Peak Period			PM Peak Period		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.577	0.255	0.832	0.259	0.691	0.950
Generated Traffic	3	1	4	1	3	4

- 5.1.4. The peak hour trip generation is expected to be a total of 4 trips in the AM peak and a total of 4 trips in the PM peak. This will be split between the 2 access positions.
- 5.1.5. The traffic generation of the proposed development is not considered to be significant. The proposed development will not have a significant traffic impact on the highway network.

6. Summary and Conclusions

6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts the development generated traffic.

- ✓ The proposed development is for 2 no. 200 sq m Class use E(g)(iii) units, representing a low-intensity commercial use suitable for the location of the site within a residential area.
- ✓ The nature of Class E(g)(iii) use inherently limits operations to those that can be carried out within a residential area without adverse amenity impacts, and therefore excludes large-scale industrial, storage or distribution activities
- ✓ The site demonstrates that the site can be serviced by a 7.5t van, which can turn internally within the site and exit in forward gear. This is considered appropriate to the class use and scale of development proposed where the typical operational scenario will include small scale occupiers with low staff numbers and servicing provided by vans and not HGVs. This is also consistent with other consented E (g) (iii) uses in Bury (ref: 72368).
- ✓ Cycle and vehicle parking is provided in accordance with the Bury approved parking SPD (adopted 2025)
- ✓ An assessment of the TRICS database concludes that the likely Traffic impact associated with the proposed development is negligible

6.1.2. This report has shown that a safe means of access to and from the site for all road users, pedestrians and cyclists is achievable and the traffic impact are negligible and is in accordance with the adopted national and local policy.

6.1.3. Based on the above (first 3 bullet points) it is considered that the main concerns of the HA as noted in the previous application have been addressed.

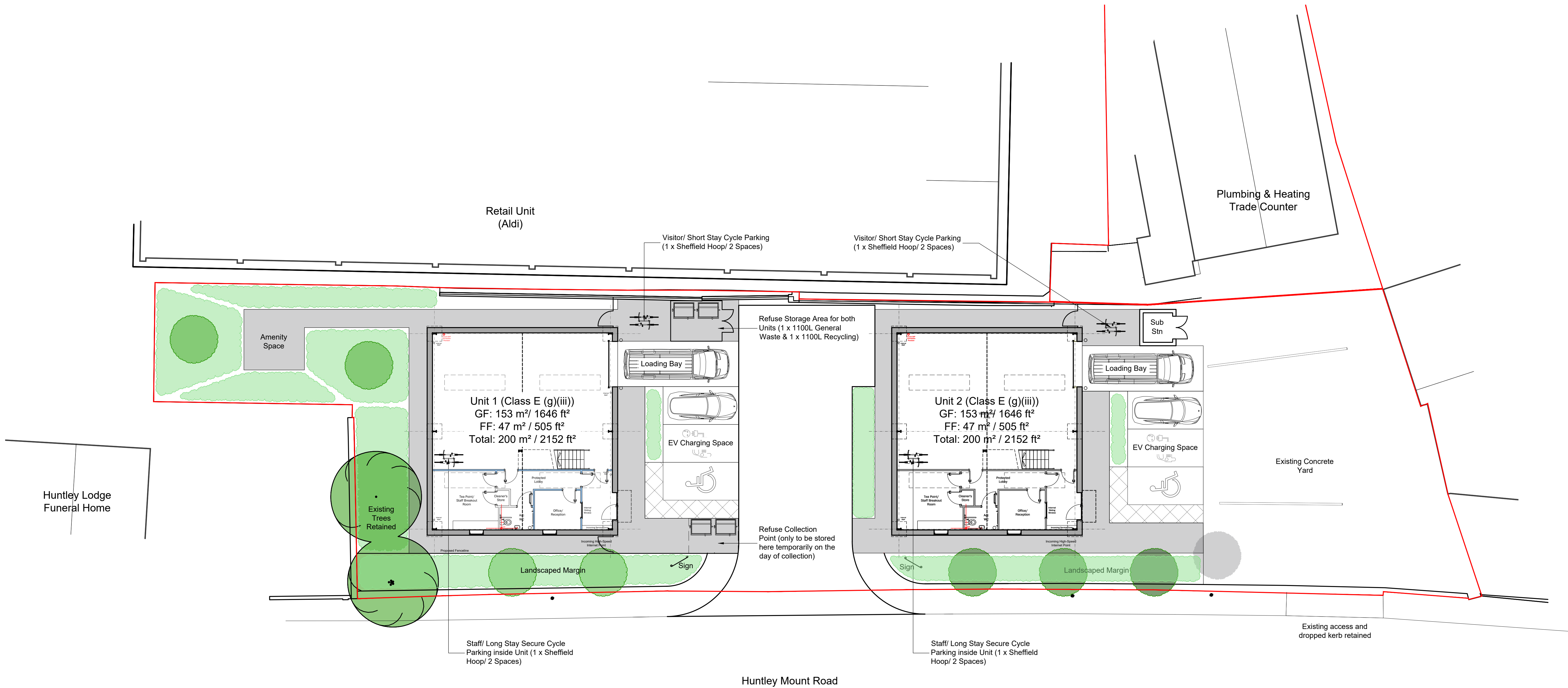
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6.1.4. In conclusion, it has been demonstrated that the proposed development offers should be accommodated without any significant negative impact on the adjacent highway network. There are no safety reasons why this development should not be granted planning approval.

APPENDIX A

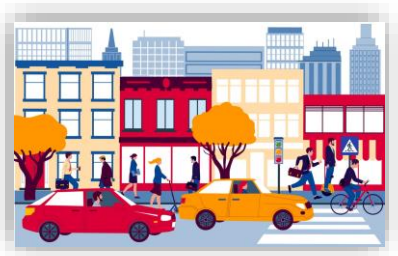
Proposed Development

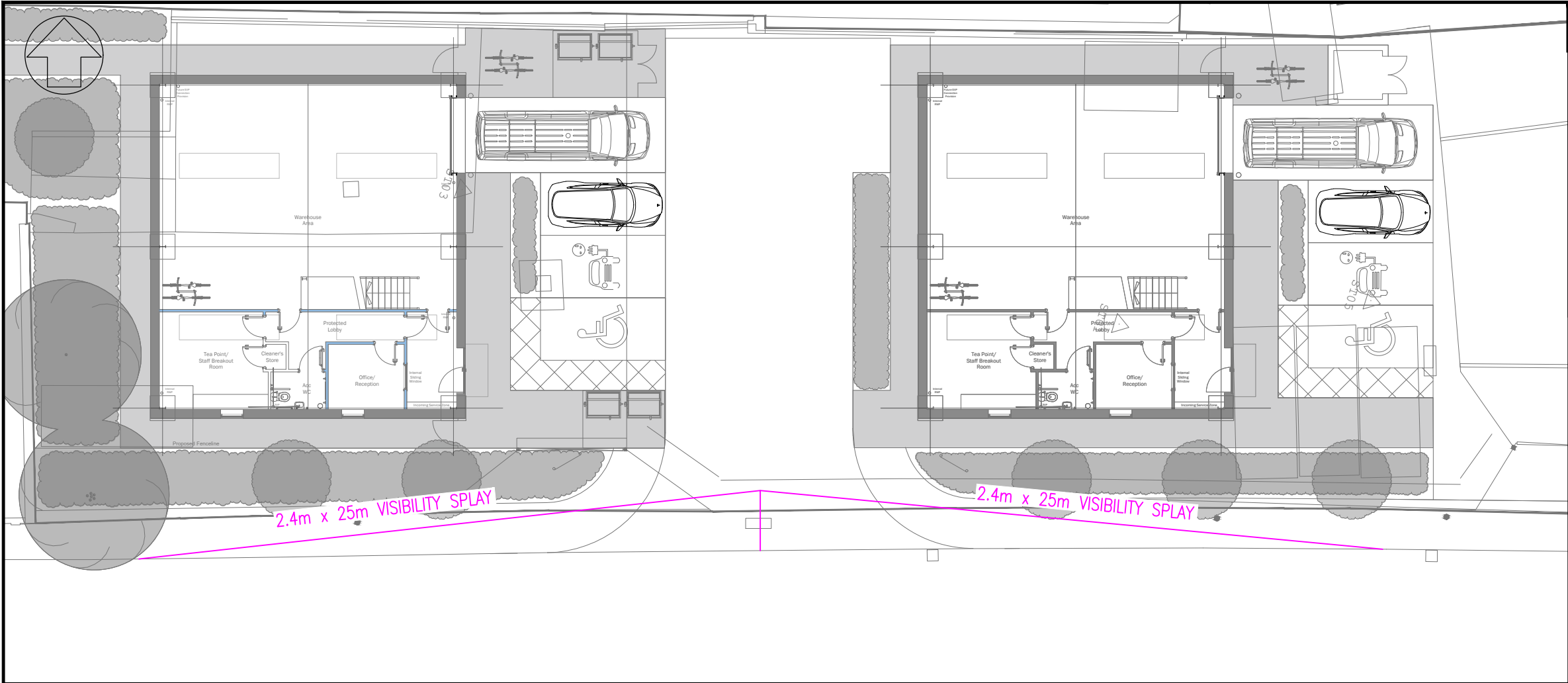




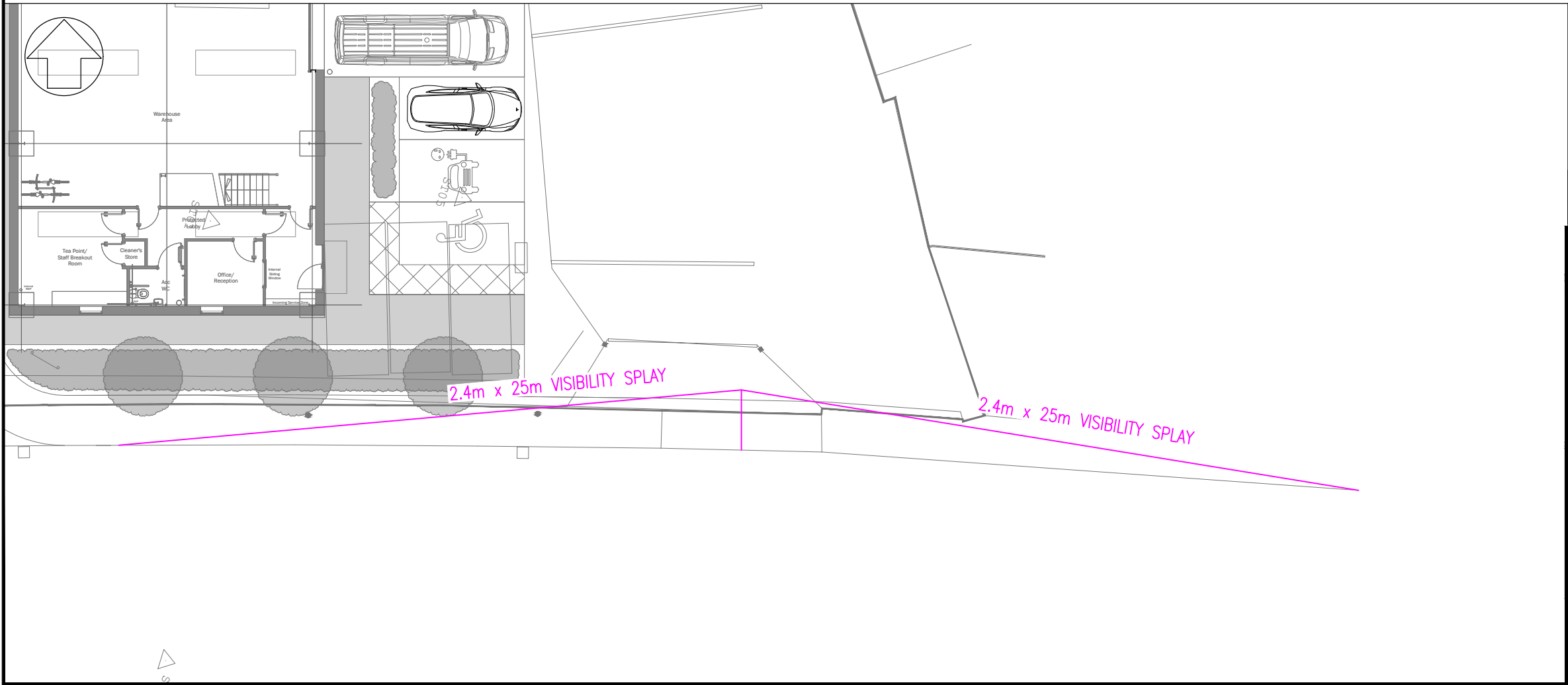
APPENDIX B

Swept Path Analysis and Visibility

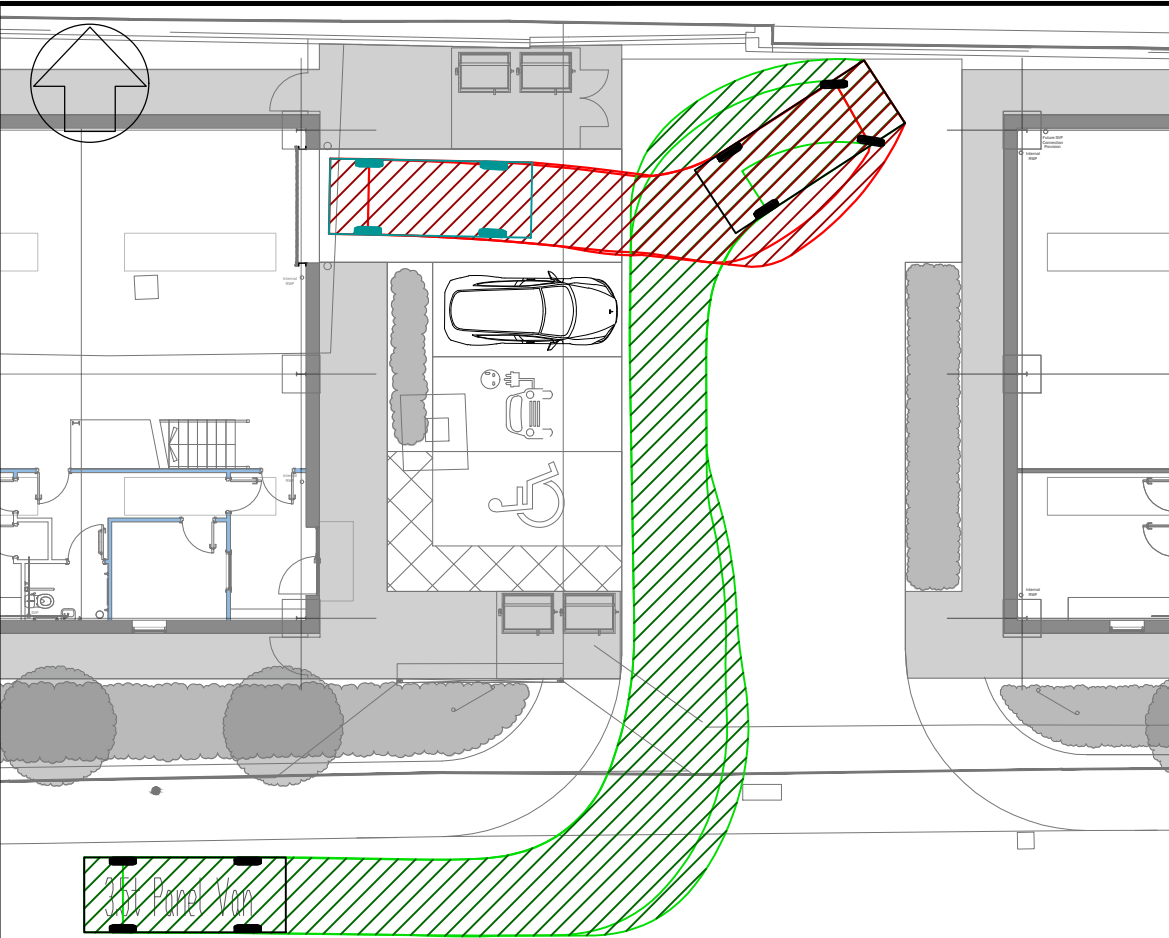




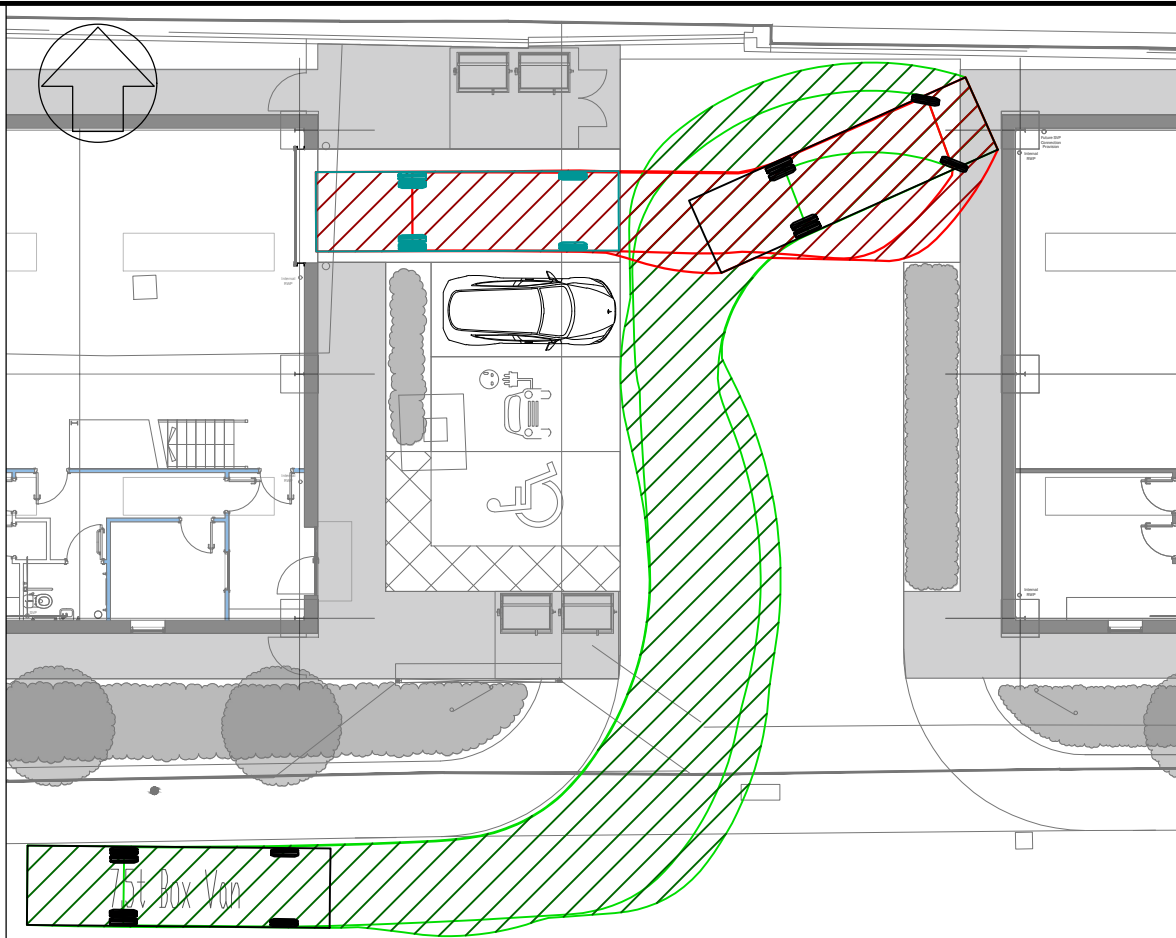
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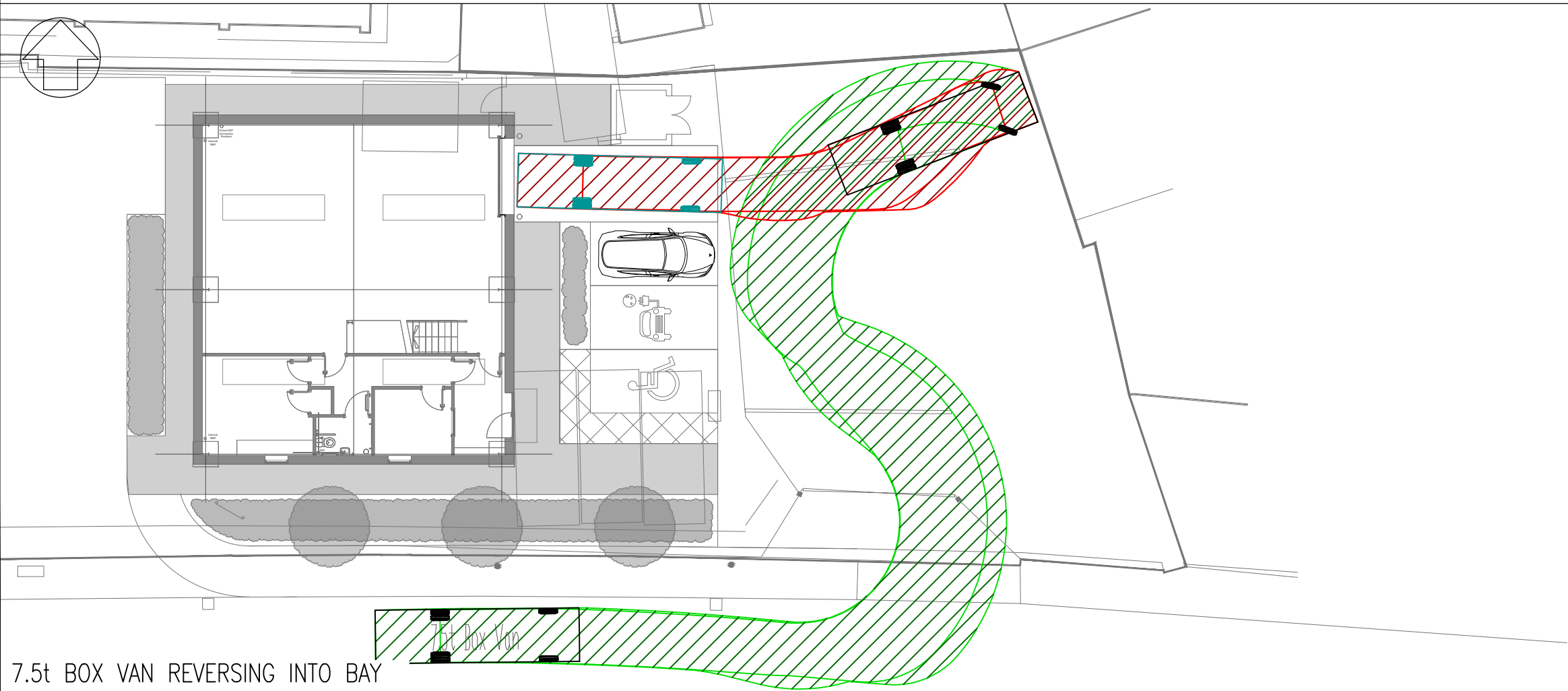
P01	25/03/2026	HT	FIRST ISSUE	AY
REV	DATE	BY	DESCRIPTION	APP
DRAWING STATUS: S0 - WORK IN PROGRESS				
 VIA SOLUTIONS				
PROJECT: HUNTLEY MOUNT ROAD, BURY				
TITLE: VISIBILITY SPLAYS				
DRAWN: HT		APPROVED: AY		DATE: March 26
DRAWING No: 2310803		SCALE @ A3: 1:200		REV: P01



3.5t PANEL VAN REVERSING INTO BAY



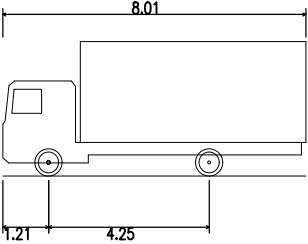
7.5t BOX VAN REVERSING INTO BAY



7.5t BOX VAN REVERSING INTO BAY

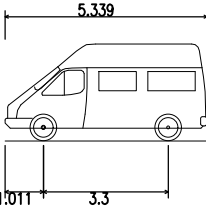
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KEY:



7.5t Box Van

Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



3.5t Panel Van

Overall Length 5.339m
Overall Width 1.986m
Overall Body Height 2.565m
Min Body Ground Clearance 0.338m
Track Width 1.986m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m

— FORWARDS MOVEMENT
— REVERSE MOVEMENT

P02	25/03/2026	HT	REVISED LAYOUT	AY
P01	26/02/2026	HT	FIRST ISSUE	LC
REV	DATE	BY	DESCRIPTION	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



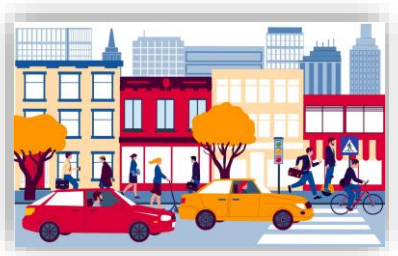
PROJECT: HUNTLEY MOUNT ROAD, BURY

TITLE: VEHICLE TRACKING

DRAWN: HT	APPROVED: EG	DATE: February 26
DRAWING No: 2310802	SCALE @ A3: 1:200	REV: P02

APENDIX C

TRICS Data



Audit Code: 9ab59d02-3a4d-42b5-8b12-af4d4ebfc24f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 day
02	SOUTH EAST		
	RE	READING	1 day
04	EAST ANGLIA		
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
08	NORTH WEST		
	LC	LANCASHIRE	3 days
09	NORTH		
	CU	CUMBERLAND	1 day
	TW	TYNE & WEAR	1 day
13	MUNSTER		
	KE	KERRY	1 day
14	LEINSTER		
	WC	WICKLOW	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	1 day

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



Audit Code: 9ab59d02-3a4d-42b5-8b12-af4d4ebfc24f

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:	GFA
Actual Range:	150 to 950 (units:sqm)
Range Selected by User:	150 to 1000 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/00 to 03/06/25

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:

Friday	1 days
Monday	2 days
Thursday	8 days
Tuesday	2 days
Wednesday	3 days

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

Selected survey types:

Manual count	16
Direction ATC Count	0

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	6 days
Neighbourhood Centre	2 days
Suburban Area	8 days

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:

Built-Up Zone	1 days
Commercial Zone	1 days
Industrial Zone	13 days
Village	1 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	15 days

Audit Code: 9ab59d02-3a4d-42b5-8b12-af4d4ebfc24f

Secondary Filtering Selection:

Use Class:

Not Known

16 surveys

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:

0 - 6000

Population within 1 mile:

1,001 to 5,000	3 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	3 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	5 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys
500,001 or More	3 surveys
75,001 to 100,000	2 surveys

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 surveys
0.6 to 1.0	11 surveys
1.1 to 1.5	4 surveys

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.

Audit Code: 9ab59d02-3a4d-42b5-8b12-af4d4ebfc24f

Petrol filling station:

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	16 surveys
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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	16 surveys
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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.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions



Audit Code: 9ab59d02-3a4d-42b5-8b12-af4d4ebfc24f

1 CLAREMONT ROAD KILBURN QUEEN'S PARK Neighbourhood Centre Built-Up Zone Gross floor area: 620.00 sqm Survey date: Tuesday 18/09/2001	BT-02-C-01	INDUSTRIAL UNIT	BRENT	Survey Type: Manual
2 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Gross floor area: 715.00 sqm Survey date: Friday 15/10/2021	CU-02-C-01	STEEL FABRICATION	CUMBERLAND	Survey Type: Manual
3 ROWAN AVENUE DUBLIN SANDYFORD Suburban Area Industrial Zone Gross floor area: 400.00 sqm Survey date: Thursday 26/09/2019	DL-02-C-01	NAILS/STAPLES COMPANY	DUBLIN	Survey Type: Manual
4 STONEGRAVELS LANE CHESTERFIELD Suburban Area Industrial Zone Gross floor area: 530.00 sqm Survey date: Wednesday 04/10/2023	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE	Survey Type: Manual
5 WOODLANDS ROAD KILLARNEY Edge of Town Industrial Zone Gross floor area: 600.00 sqm Survey date: Thursday 17/10/2019	KE-02-C-01	PRINT & GRAPHIC DESIGN	KERRY	Survey Type: Manual
6 GOLDEN HILL LANE LEYLAND Suburban Area Industrial Zone Gross floor area: 150.00 sqm Survey date: Tuesday 06/11/2018	LC-02-C-03	TIMBER SUPPLIES	LANCASHIRE	Survey Type: Manual
7 FURNESS DRIVE POULTON-LE-FYLDE Edge of Town Industrial Zone Gross floor area: 775.00 sqm Survey date: Wednesday 30/06/2021	LC-02-C-05	NUTRITION MANUFACTURE	LANCASHIRE	Survey Type: Manual
8 TOLLGATE ROAD BURSCOUGH Edge of Town	LC-02-C-06	STEEL FABRICATION	LANCASHIRE	



Audit Code: 9ab59d02-3a4d-42b5-8b12-af4d4ebfc24f

Industrial Zone

Gross floor area: 700.00 sqm

Survey date: Thursday 21/04/2022

Survey Type: Manual

9 ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Gross floor area: 260.00 sqm Survey date: Thursday 07/11/2019	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK	Survey Type: Manual
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10 FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area Industrial Zone Gross floor area: 690.00 sqm Survey date: Thursday 14/11/2019	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK	Survey Type: Manual
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11 TREVITHICK ROAD CORBY Suburban Area Industrial Zone Gross floor area: 702.00 sqm Survey date: Thursday 22/10/2020	NN-02-C-01	RENEWABLE ENGINEERING	NORTH NORTHAMPTONSHIRE	Survey Type: Manual
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12 COMMERCIAL ROAD READING Edge of Town Industrial Zone Gross floor area: 645.00 sqm Survey date: Thursday 22/11/2012	RE-02-C-01	SHEET METAL FABRICATION	READING	Survey Type: Manual
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13 SHAFTESBURY AVENUE JARROW TYNE POINT IND. ESTATE Suburban Area Industrial Zone Gross floor area: 950.00 sqm Survey date: Thursday 15/11/2012	TW-02-C-01	INDUSTRIAL UNIT	TYNE & WEAR	Survey Type: Manual
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14 CHARVEY LANE RÁTHNEW COMMONS Neighbourhood Centre Village Gross floor area: 968.00 sqm Survey date:	WC-02-C-01	FOAM INSULATION	WICKLOW	Survey Type: Manual
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15 SYDNEY ROAD BIRMINGHAM SMALL HEATH Suburban Area Commercial Zone Gross floor area: 300.00 sqm	WM-02-C-02	ARDONPRINT	WEST MIDLANDS	
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Audit Code: 9ab59d02-3a4d-42b5-8b12-af4d4ebfc24f

Survey date: Wednesday 17/06/2009Survey Type: Manual

16	WM-02-C-05	INDIAN CATERING	WEST MIDLANDS
ICKNIELD STREET			
BIRMINGHAM			
HOCKLEY			
Suburban Area			
Industrial Zone			
Gross floor area: 256.00 sqm			
Survey date:			Survey Type: Manual

Audit Code: 9ab59d02-3a4d-42b5-8b12-af4d4ebfc24f

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	3	601	0.000	0.000	0.000
06:00-07:00	3	601	0.166	0.055	0.221
07:00-08:00	15	600	0.400	0.111	0.511
08:00-09:00	15	600	0.577	0.255	0.832
09:00-10:00	16	579	0.367	0.270	0.637
10:00-11:00	16	579	0.443	0.378	0.821
11:00-12:00	16	579	0.400	0.356	0.756
12:00-13:00	16	579	0.410	0.421	0.831
13:00-14:00	16	579	0.486	0.410	0.896
14:00-15:00	16	579	0.508	0.486	0.994
15:00-16:00	16	579	0.508	0.540	1.048
16:00-17:00	16	579	0.259	0.691	0.950
17:00-18:00	16	579	0.119	0.486	0.605
18:00-19:00	15	582	0.023	0.137	0.160
19:00-20:00	4	514	0.000	0.049	0.049
20:00-21:00	3	601	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.666	4.645	9.311

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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Audit Code: 9ab59d02-3a4d-42b5-8b12-af4d4ebfc24f

Parameter Summary:

Trip rate parameter range selected:	150 - 1000 (units: sqm)
Survey date date range:	18/09/2001 - 04/10/2023
Number of weekdays (Monday-Friday):	16
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

