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HUKD Indoor Golf Simulator & Bar

Link House, 35 Walmersley Road,
Bury

Transport Statement

Prepared on behalf of:

Hooked Entertainment
Limited

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning (Focus TP) on behalf of Hooked Entertainment Limited, to support a change of use planning application for the redevelopment of Link House, 35 Walmersley Road, Bury, to deliver a Golf Simulator & Bar.
- 1.2 The site currently comprises a two-storey building of 873sqm total floor area. Whilst currently vacant, the building was most recently occupied by Evolve Military College (Class D1 'Non-residential institution').
- 1.3 This report considers the proposed change of use and has been prepared to inform the Local Planning and Highway Authority, Bury Council (BC) of highways matters associated with the application scheme.
- 1.4 The report reflects guidance set out in National Planning Policy Guidance (NPPG) "Travel Plans, Transport Assessments and Statements in Decision Taking". This guidance notes that paragraph 111 of the National Planning Policy Framework (NPPF) states that developments that have the potential to generate significant amounts of travel movements should be supported by a formal Transport Statement or Transport Assessment. It is ultimately not anticipated that the proposed development would generate a significant level of vehicle movements, especially when compared to its extant use. It is therefore considered that the preparation of a formal Transport Statement (TS) document to support the planning application is appropriate to inform the LHA of transport matters associated with the site. The scope and nature of matters considered in this TS report therefore reflects the extent of issues that are likely to be of material interest to BC.
- 1.5 The core structure of the remainder of this report is as follows:
- A description of the location of the application site and a review of relevant planning history & existing site use.

- A review of existing local highway network conditions - including a review of existing highway routes serving the application site, relevant historical road safety records and an audit of sustainable transport opportunities available in the immediate catchment area of the site, including a review of local walking, cycling and public transport connections.
- A description of the main development elements associated with the proposed redevelopment of the site - including a review of the proposed vehicle and pedestrian / cycle site access arrangements, car parking and large vehicle servicing provision.
- A review of the traffic impact of the proposed development scheme.
- Summary and conclusions.

2.0 SITE LOCATION AND EXISTING SITE USE

2.1 Site Location

2.1.1 The application site represents the existing Link House building at 35 Walmersley Road, Bury. Plans illustrating the location of the site in relation to the strategic and local surrounding areas are included as **Figure TS1 & Figure TS2** to this report. These plans identify that the site is located on the northern outskirts of Bury town centre, and is bound by the A56 Walmersley Road to the east, A56 Peel Way to the south, Moor Street to the west and Fox Street to the west.

2.2 Existing Site Layout and Land Use

2.2.1 The application site represents the Link House building, which comprises a two-storey unit of 873sqm total floor area. A car park accommodating 13 spaces and a hatched servicing/loading area is located to the south of the building, and accessed via Moor Street. A further 5 marked parking spaces are available to the west of Link House, also accessed via Moor Street.

2.2.2 A pay and display surface car park is located to the north of Link House (beyond Fox Street). This car park incorporates a total of 31 car parking spaces, of which 22 space are under control of the applicant.

2.2.3 It is understood that service vehicle access (refuse collection / deliveries) has historically been accommodated within the service/loading area located within the car parking area to the south of Link House.

2.3 Relevant Site Planning History & Associated Traffic Demand

2.3.1 The site has been subject to a number of previous planning applications which are summarised in the formal Planning Statement report prepared by Paul Butler Associates and submitted in support of the Planning Application. The most recent land use history is set out below.

- 2.3.2 Link House is currently vacant and was most recently occupied by Evolve Military College (Class D1 'Non-residential institution').
- 2.3.3 On 1st September 2020 Use Class D1 was removed and replaced with Use Class E, Use Class F1, Use Class F2 and Sui Generis. In our view the lawful use of the building is presently Use Class F1 - 'Learning and non-residential institution' which allows use for:
- a) the provision of education, (schools, colleges etc. - former use class D1)
 - b) for the display of works of art (otherwise than for sale or hire), (galleries - former use class D1)
 - c) as a museum (former use class D1)
 - d) as a public library or public reading room, (former use class D1)
 - e) as a public hall or exhibition hall, (former use class D1)
 - f) for, or in connection with, public worship or religious instruction (churches etc. - former use class D1)
- 2.3.4 Whilst Link House is currently vacant, the permitted use of the site under Use Class F1 represents a key consideration as this use could continue in the future. This planning 'fall-back' position is relevant for the consideration of the traffic impacts of the proposed change of use of Link House.
- 2.3.5 The anticipated traffic demand associated with the extant use of the site are set out below and have been estimated via reference to trip rates derived from the TRICS traffic generation database. TRICS is a widely accepted national database of historical trip demand data and contains observed traffic data for a large number of development-type sites and, as such, can be considered to produce reliable base trip rate data.
- 2.3.6 Trip rates for the current use of the proposal site have been generated through reference to data for similar sized community education developments held in the TRICS database (see **Appendix TS1** to this report). In order to ensure appropriate demand estimates, only sites between 200 to 5,000sqm GFA have been utilised. Due to a lack of similar sized community education sites within TRICS at 'town centre' or 'edge of centre' locations, 'edge of town' and 'suburban area' locations

have also been utilised. Average trip rates (per 100sqm of development) derived from the database are illustrated in the **Table TS2.1** below.

Table TS2.1: Existing College Development Vehicle Trip Generation (Average Trip Rates)

Time Period	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.776	0.215	0.991
PM Peak (17:00-18:00)	0.374	0.561	0.935
12hour (07:00-19:00)	6.574	6.142	12.716

Trip Rate (per 100sqm)

- 2.3.7 Application of these average trip rates to the total extant college floorspace (873sqm), provides an estimate of vehicle trip demand, as illustrated in **Table TS2.2** below.

Table TS2.2: Existing College Development Vehicle Trip Generation - Demand (873sqm GFA)

Time Period	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	7	2	9
PM Peak (17:00-18:00)	3	5	8
12hour (07:00-19:00)	57	54	111

Trips (vehicles)

- 2.3.8 Review of the above tables demonstrates that the extant college use of Link House site could have the potential to generate a maximum of 111 movements (57 in + 54 out) over the core 12hour (07:00-19:00) period.

3.0 REVIEW OF EXISTING LOCAL HIGHWAY NETWORK CONDITIONS

3.1 Description of the Local Highway Network to the Application Site

- 3.1.1 As identified in section 2, the site is bounded to the east by the A56 Walmersley Road, to the north by Fox Street, to the west by Moor Road and south by the A56 Peel Road approach to the large traffic signal-controlled junction (A56 Walmersley Road / A56 Peel Road / B6222 Moorgate / Derby Way (also known as The Rock close to the junction)).
- 3.1.2 Walmersley Road provides a north/south radial route from the surrounding residential areas to Bury. In the vicinity of the site, Walmersley Road is circa 16m in width as it forms the northern approach to the junction with Peel Road providing an ahead & left lane and two right turn lanes at the junction. Walmersley Road is street lit and operates under a 30mph urban speed-limit. Adjacent to the application site, Walmersley Road is subject to double yellow line / clearway restrictions prohibiting waiting at any time. No loading restrictions are also in place Monday to Saturday 0730 - 0930 and Monday to Friday 1600 - 1830. The footway adjacent to the application site is circa 3m wide.
- 3.1.3 At the north east corner of the application site, Walmersley Road forms a three-arm priority-controlled junction with Fox Street. A large triangle shaped island present at the junction discourages right turn movements from Walmersley Road into Fox Street. This island also provides a dedicated left turn lane into Fox Street for northbound vehicles. A bus stop with shelter and on carriageway bus cage markings is present at the commencement of the left turn lane enabling buses to call at the stop without blocking northbound traffic.
- 3.1.4 Fox Street is circa 7.3m in width with a continuous footway adjacent to Link House. On the northern carriageway edge the footway terminates some 20m from the junction with Walmersley Road. At its western end, Fox Street forms a three-arm priority junction with Moor Street. To the north, Moor Street is a narrow (circa 4.5m) cobbled street providing a connection to Buckley Street, also serving the existing pay & display surface car park which forms part of this application.

Buckley Street operates in a one-way direction from its junction with Moor Street towards Walmersley Road.

3.1.5 To the south of its junction with Fox Street, Moor Street is 6m in width with footways along both carriageway edges. No waiting at any time carriageway restrictions are present on Moor Street but not on the stretch immediately adjacent to Link House where unrestricted kerbside parking is available for circa 30m. At the Link House southern car park, Moor Street undergoes a 90-degree bend to travel in an east / west direction providing access to adjacent retail premises. On street pay and display parking bays are located on the south side of this length of Moor Street with no waiting at any time restrictions along the northern carriageway edge.

3.1.6 At the south-eastern corner of the application site, Walmersley Road forms a four-arm traffic signal-controlled crossroad junction with A56 Peel Road / B6222 Moorgate and Derby Way (also known as The Rock close to the junction). Controlled pedestrian crossing facilities are present across each arm of the junction. Advance cycle stop lines are situated on three arms of the junction; Peel Way, Walmersley Road and Moorgate.

3.1.7 Moorgate provides a local highway connection to Rochdale to the east via Bury and Rochdale Old Road. Derby Way provides a connection to The Rock shopping and leisure destination and a link to the M66 at junction 2 via Rochdale Road.

3.2 Road Safety: Review of Personal Injury Accident Records

3.2.1 An appraisal of the operational safety of the immediate local highway network to the application site has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the Crash Map road traffic accident database. The accident search was carried for the most recent five-year period available (1 January 2017 - 31 December 2021), with the search area including for the immediate section of Walmersley Road to the application site including the junctions with Fox Street and Buckley Street which provide access to the application site car parking.

- 3.2.2 The use of a 5-year search period is in line with maximum search period criteria recommended in NPPG good practice guidance. Details of the location of the search area and recorded historical accident events are illustrated in **Figure TS3** to this report.
- 3.2.3 Review of the recorded accident data demonstrates that only one injury accident incident was recorded within the immediate study area over the 5-year study period (April 2017). This incident was of 'slight' injury severity classification and there were no 'fatal' class events during the study period.
- 3.2.4 The recorded incident took place on Walmersley Road between the side road junctions with Fox Street and Buckley Street. It occurred late evening on a Friday (9.40pm) between a car with young driver (16-20) and a motorcycle although no impact details were recorded.
- 3.2.5 No personal injury accident incidents were recorded at either of the junctions with Fox Street or Buckley Street nor on Moor Street to the immediate west of the application site.
- 3.2.6 Given the limited frequency of recorded accident incidents in the immediate vicinity of the application site, it is not considered that there are any clear and substantive prevailing local road safety issues that would call the proposed redevelopment of the application site for leisure land-use into question or require the implementation of specific highway safety related improvement measures.

3.3 **Site Accessibility**

- 3.3.1 The proposed redevelopment of the application site would need to adhere to key planning and transport related sustainability objectives set out in national and local planning policy, viz:
- Reducing the need to travel, especially by private car;
 - Ensuring accessibility to a range of sustainable travel options.

3.3.2 The application site is considered to enjoy a number of locational characteristics which would assist in encouraging trips to / from the proposed development to be made by a range of sustainable alternative travel options to the private car. The site is located within a short walk of a wide range of existing public transport connections and its sustainable location means that it lies within an easy walking and cycling distance of residences.

3.3.3 The nature of local sustainable transport connections available within the immediate catchment of the application site are summarised in the paragraphs below.

Greater Manchester Accessibility Level

3.3.4 The application site provides excellent accessibility to bus and Metrolink (tram) by virtue of its location. This is demonstrated through the Greater Manchester Accessibility Level (GMAL) data held on the data.gov.uk website where the concept of the GMAL is defined as follows:

‘Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester’s Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.’

3.3.5 The March 2022 GMAL score for the application site is 15 which is shared across the various public transport modes as follows:

➤ Bus	12.58
➤ Rail	0
➤ Metrolink	2.42
➤ Local Link	0

3.3.6 This GMAL score equates to a GMAL rating of 6 where 8 is the highest level of accessibility (based on latest March 2022 data for postcode BL9 5AE). The nature

of local sustainable transport connections available within the immediate catchment of the application site are summarised in the paragraphs below.

Access to Public Transport

- 3.3.7 The application site provides excellent accessibility to bus and Metrolink (tram) networks by virtue of its location. Current planning guidance recognises 400m as a maximum walking distance to a bus stop from a new development, with 250m identified as a more desirable walk catchment for regular use.
- 3.3.8 Bus stops are located immediately adjacent to the site on Walmersley Road (see **Figure TS4**). The northbound stop (adjacent to Link House) comprises a bus shelter with seating and passenger information board. The corresponding southbound bus stop is of a simple ‘flagpost’ design with a passenger information board.
- 3.3.9 These stops are served by a range of high frequency services during the core daytime period (07:00 - 09:00) providing access to key local destinations to the north including Walmersley, Rawtenstall, Blackburn and Burnley and to Bury town centre to the south west via Bury Interchange.
- 3.3.10 The application site is also located at circa a 1km walk from Bury Interchange on Haymarket Street providing additional frequency services to a wide range of destinations across Greater Manchester and beyond by both bus and Metrolink.
- 3.3.11 A summary of the frequency of local bus services set out in **Table TS3.1** below.

Table TS3.1: Bus Services Available from Local Bus Stops

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency
472 / 474	Bury - Walmersley - Ramsbottom - Holcombe Brook circular	20 min / 20 min / 30 min
481 Irwell Line	Bury - Rawtenstall - Haslingden - Blackburn Town Centre	60 min / 60 min / 60 min
483 Irwell Line	Bury - Edenfield - Rawtenstall - Whitewell Bottom - Burnley	60 min / 60 min / 60 min
B2	Nangreaves - Walmersley - Limefield - Seedfield - Chesham - Bury	60 min / 60 min / No service

3.3.12 In addition to the services detailed above, school bus services operate on Walmersley Road (882 & 898).

3.3.13 **Table TS3.1** identifies that highly frequent connections are available from local stops, providing access to key destinations including Walmersley, Rawtenstall, Haslingden, Blackburn and Burnley as well as Bury Interchange.

Metrolink (Bury)

3.3.14 The application site is also located within a 1km walk of the Metrolink (tram) station at Bury Interchange on Haymarket Street. The Bury Metrolink station is directly served by the following routes:

- Bury - Manchester Piccadilly
- Bury - Altrincham

3.3.15 Each Metrolink route operates with 12-minute service headways during peak times, with trams beginning to run from approximately 06:00 until midnight Monday to Saturday and 07:00-midnight on Sundays. A network plan of the Metrolink system is included in **Figure TS5** to this report identifying the connections available from the Bury stop.

3.3.16 Connections can be made at Victoria Rail Station for other Metrolink lines as follows:

- East Didsbury - Rochdale Town Centre
- East Didsbury - Shaw and Crompton
- Victoria - Manchester Airport

3.3.17 Additional connections can be made at St Peter's Square/Piccadilly Gardens or Cornbrook for other Metrolink services:

- Ashton-under-Lyne - Media City / Eccles
- Cornbrook - The Trafford Centre

- 3.3.18 A high frequency service is provided by the Metrolink system to locations across the Greater Manchester conurbation.

Accessibility via Walking & Cycling Travel Modes

- 3.3.19 National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km.
- 3.3.20 **Figure TS6** to this report illustrates the extent of a 2km walking catchment from the application site. This analysis demonstrates that the whole of Bury town lies within a 2km walking distance, along with residential areas to the north and east of the application site.
- 3.3.21 To the south of the application site, the main road junction of Peel Way with Walmersley Road is traffic signal-controlled incorporating push button pedestrian crossing controls to promote safe pedestrian use thereby providing a direct link to the existing leisure destination known as ‘The Rock’ and onwards to Bury town centre.
- 3.3.22 A controlled pedestrian crossing is available on Walmersley Road some 70m to the north of the application site.

Accessibility by Cycle

- 3.3.23 National planning guidance also notes that cycling has the potential to substitute for short car trips - particularly those of less than 5km or which could form part of a longer journey by public transport. The location of the application site allows for practical cycle access for the whole of Bury and extending to Heywood to the east as shown on **Figure TS7**.
- 3.3.24 An extract of TfGM’s cycle map is provided in **Figure TS8** to this report. Routes with on road cycle provision are identified with on carriageway cycle lanes present on Walmersley Road. The on-carriageway southbound cycle lane is present on Walmersley Road in the vicinity of the application site. The corresponding

northbound on-carriageway cycle lane starts some 30m to the north of the pedestrian crossing on Walmersley Road to the north of the application site.

- 3.3.25 Advance cycle stop lines are available on key route approaches to the Peel Way / Walmersley Road traffic signal junction. A toucan crossing is available on Derby Way adjacent to The Rock leisure destination.
- 3.3.26 The proximity of the site to this dedicated infrastructure is likely to encourage cycling access to the site and ensures that cycling represents a potential practical travel option for some local staff and customer journeys.

Accessibility Summary

- 3.3.27 Overall, it is concluded that the application site represents an excellent location for redevelopment, being located within a practical walking distance of local residential areas / cycling distance of the surrounding suburbs. Excellent frequency public transport services (bus and Metrolink) are also available within close proximity of the application site, providing opportunities for further connections both within and outside the Greater Manchester conurbation.
- 3.3.28 Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car for travel to / from the application site, thereby managing the overall traffic impact associated with the development.

4.0 REVIEW OF THE DEVELOPMENT PROPOSALS

4.1 Development Proposals

4.1.1 The application scheme represents the proposed change of use of Link House to provide an indoor golf simulator and café/bar with ancillary office accommodation. The golf simulator and café/bar would be located at the ground floor with back of house/office accommodation provided at the first floor.

4.1.2 The proposed site layout plan is included as **Appendix TS2** to this report.

4.2 Development Car Parking

4.2.1 Bury Council's Supplementary Planning Guidance does not provide specific car parking standards for the proposed landuse. The standards do, however, suggest a provision of a maximum of 1 space per 25sqm floorspace for indoor sports/recreation facilities, which would equate to 18 spaces for the proposed 455sqm GFA golf simulator (noting that the golf simulator/café/bar use would accommodate the ground floor only).

4.2.2 This application scheme proposes to retain the existing parking associated with the building (i.e. parking areas to the south and west of Link House), with the addition of 2 formal disabled parking bays within the parking area to the south of Link House. This equates to a total of 17 spaces, including 2 disabled, and is therefore broadly in accordance with the parking standards associated with the most applicable land use. **Figure TS9** provides a plan of the existing and proposed (minor reconfigured) parking areas to the south and west of Link House.

4.2.3 It is also proposed that the surface car park located to the north of Fox Street would be retained to enable operational flexibility (i.e. 22 spaces under control of the applicant). The pay & display operation would be removed, with spaces retained for customer use only. It is understood that the Highway Officer has informally indicated they will only support the change of use proposals if the three parking areas that are associated with the building and former uses are maintained and form part of a future application.

4.2.4 A minimum of 2 disabled parking spaces would be available.

4.2.5 The suitability of the level of car parking to support the operation of the proposed new golf simulator business is discussed further in section 6.

4.3 Development Cycle Parking

4.3.1 A covered, secure cycle store providing parking for at least 6 bicycles will be provided close to the main building entrance.

4.4 Site Servicing

4.4.1 It is proposed that servicing would continue as per historic arrangements, i.e. within the car parking areas to the south & west of Link House.

4.5 Opening Hours

4.5.1 The business would typically open 08:00 to 22:00 Monday-Sunday including bank holidays.

5.0 PREDICTED TRAVEL DEMAND ASSOCIATED WITH THE APPLICATION SCHEME

5.1 Introduction

5.1.1 This section of the TS report seeks to identify the future level of traffic demand anticipated to be generated by the proposed change of use scheme, i.e. operation of the site by the golf simulator business. These estimates have been prepared via reference to a 'first principles' demand exercise, based on information provided by the business with respect to anticipated staffing levels/ shift patterns and anticipated customer footfall data, based on similar operators in the same field. From analysis of this core information, it is possible to predict future operational traffic levels associated with the scheme.

5.1.2 It is anticipated that footfall will be greatest during the golf off-season (mid-September - March), and accordingly the first principles assessment has been based on this anticipated peak period.

5.2 Predicted Trip Demand Levels Associated with the Application Scheme

Staff Vehicle Trip Movements

5.2.1 It is understood that the golf simulator business would be operated by 2 staff on weekdays and 3 staff at weekends. The profile of staff arrivals and departures is set out in **Table TS5.1**.

Table TS5.1: Predicted Golf Simulator Traffic Demand - Staff

Hour Begin	Mon-Fri		Sat		Sun	
	Arr	Dep	Arr	Dep	Arr	Dep
07:00	1		2		2	
08:00						
09:00	1					
10:00						
11:00						
12:00			1		1	
13:00						
14:00						
15:00						
16:00						
17:00						
18:00						
19:00						3
20:00						
21:00		1				
22:00		1		3		
Total	2	2	3	3	3	3
12hr 07-19	1	1	3	0	3	0

- 5.2.2 In order to ensure a robust assessment, it has been assumed that all staff would drive to work in a single occupancy vehicle. However, staff would be encouraged to use sustainable modes (walk/cycle/public transport/car share) where possible.

Customer Vehicle Movements

- 5.2.3 In order to estimate potential customer vehicle movements, the following assumptions have been applied:

- Average bookings per bay of 3.4hours per day, with increased use at weekends.
- Average of 1.2 cars per booking. In reality this is likely to be low, with the users of each bay likely to travel together. There are excellent opportunities to travel on foot / by bike / public transport too which is anticipated to further reduce vehicle trip demand associated with the proposed use.
- Anticipated 1.5hour duration of stay per person.

- Assumed no bookings in the hour prior to closing, albeit this is unlikely to be the reality.

5.2.4 The resultant customer arrivals and departures based on the above estimates is as set out in **Table TS5.2**. Estimates are presented for the anticipated busiest days of operation - i.e. Friday, Saturday & Sunday).

Table TS5.2: Predicted Golf Simulator Traffic Demand - Customers

Hour Begin	Fri		Sat		Sun	
	Arr	Dep	Arr	Dep	Arr	Dep
07:00						
08:00						
09:00						
10:00					5	
11:00					5	2
12:00	5		5		5	5
13:00	5	3	5	2	9	5
14:00	5	5	5	5	9	9
15:00	5	5	3	5	9	9
16:00	5	5	7	5	5	9
17:00	8	5	7	5		5
18:00	8	5	7	7		2
19:00	5	8	7	7		
20:00	5	8		7		
21:00		5		5		
22:00		3				
Total	55	55	48	48	47	47
12hr 07-19	44	30	41	29	47	47

Total Predicted Development Traffic Demand

5.2.5 Total predicted daily traffic demand to / from the application site under the proposed change of use scheme can be calculated via the summation of the trip estimates identified for the staff and customer movements. This exercise is summarised in **Table TS5.3** below. Review of this information demonstrates that, based on the modelled 'high season' demand scenario for the golf simulator business, the change of use scheme could generate of the order of 113 vehicle movements on a Friday (57 in + 57 out).

- 5.2.6 A similar level of demand could be experienced on Saturdays, with hourly movements on Sundays potentially being higher owing to the shorter opening hours (i.e. up to 19 two-way movements per hour on Sundays could be experienced).

Table TS5.3: Predicted Golf Simulator Traffic Demand - TOTAL

Hour Begin	Fri		Sat		Sun	
	Arr	Dep	Arr	Dep	Arr	Dep
07:00	1					
08:00						
09:00	1					
10:00					5	
11:00					5	2
12:00	5		5		5	5
13:00	5	3	5	2	9	5
14:00	5	5	5	5	9	9
15:00	5	5	3	5	9	9
16:00	5	5	7	5	5	9
17:00	8	5	7	5		5
18:00	8	5	7	7		2
19:00	5	8	7	7		
20:00	5	8		7		
21:00		6		5		
22:00		4				
Total	57	57	51	51	50	50
12hr 07-19	46	30	44	29	50	47

5.3 Predicted Net Change in Application Site Traffic Demand Compared to Baseline College Land Use

- 5.3.1 The likely change in traffic demand associated with the application site as a result of the proposed change of use scheme can be calculated via the comparison of the results of the first principles trip generation exercise set out above, to the TRICS based estimates for 'baseline' college land use (see section 2.3 to this report). The differences in the anticipated day-to-day trip demand potential of the site represents the extent of likely local network traffic effects that could be expected to result from the change of use proposals.

5.3.2 The results of this comparison exercise are summarised in **Table TS5.4**.

Table TS5.4: Comparison of Estimated Traffic Demand: Proposed Golf Simulator Change of Use v Baseline College Land Use

Hour Begin	College (weekday)	Proposed Golf Simulator (Friday)	Difference
07:00	1	1	0
08:00	9	0	-9
09:00	14	1	-13
10:00	7	0	-7
11:00	11	0	-11
12:00	12	5	-7
13:00	11	8	-3
14:00	8	10	2
15:00	12	10	-2
16:00	11	10	-1
17:00	8	13	5
18:00	8	13	5
19:00	4	13	9
20:00	1	13	12
21:00	6	6	0
22:00	0	4	4
Total	123	114	-9
12hr 07-19	111	76	-35

Total Vehicles (Two-way)

5.3.3 Review of this exercise identifies that future use of the site under proposed golf simulator operation could be expected to generate 35 fewer vehicle movements over the weekday period 07:00-19:00 when compared to typical average college land-use. Whilst some fluctuations in traffic demand could be expected within individual hours, it is expected that the golf simulator business would operate with fewer vehicle movements than the college throughout the majority of the day, with only a slight increase in movements in the early evening period.

5.4 Impact Statement

- 5.4.1 Paragraph 111 to the National Planning Policy Framework (NPPF) is considered to be of key importance in the context of the review of the application scheme and the assessment of the operation of the development related traffic on the immediate local highway network. Paragraph 111 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 would be severe.”

- 5.4.2 The NPPF therefore clearly identifies that development should only be refused in those cases where highways impact would be ‘severe’ - which is understood to mean situations where development is likely to result in a material detrimental ‘step change’ (our underlining) in circumstances when compared to predicted Baseline / ‘Do-Nothing’ conditions. Should the operational effects as a consequence of development traffic be marginal in nature, then highway authorities are directed not to seek to prohibit development.
- 5.4.3 Based on the above analysis of comparative trip demand levels set out in section 5.3 to this report - which has demonstrated that the proposed change of use of the application site is likely to result in fewer overall vehicle movements when compared to the baseline scenario (i.e. consented college operation), it is considered that it can only be concluded that traffic effects of the application scheme would not be ‘severe’ and therefore there are no highway capacity grounds for the refusal of the proposals.

6.0 RATIONALE FOR THE PROPOSED DEVELOPMENT CAR PARKING STRATEGY

6.1 Parking Accumulation

6.1.1 As identified in section 4.2 to this report, it is proposed that all existing parking associated with Link House (i.e. parking areas to the south and west of Link House - 17 total spaces). Such level of parking is broadly in accordance with the indoor sports/recreation facilities landuse parking standard.

6.1.2 A parking accumulation assessment has also been undertaken based on the first principles arrivals and departures profile of total site user staff & customer) vehicle movements. The results of the accumulation assessment are presented in **Table TS6.1**.

Table TS6.1: Predicted Golf Simulator Parking Accumulation

Hour Begin	Fri	Sat	Sun
07:00	1	2	2
08:00	1	2	2
09:00	2	2	2
10:00	2	2	7
11:00	2	2	9
12:00	7	8	10
13:00	10	10	15
14:00	10	10	15
15:00	10	10	15
16:00	10	13	10
17:00	13	15	5
18:00	16	15	3
19:00	13	15	2
20:00	10	8	2
21:00	4	3	2
22:00	0	2	7

6.1.3 Review of **Table TS6.1** identifies that the golf simulator business could have a maximum parking accumulation of 15 vehicles at any one time. Such level of parking demand can be accommodated within the parking areas located to the

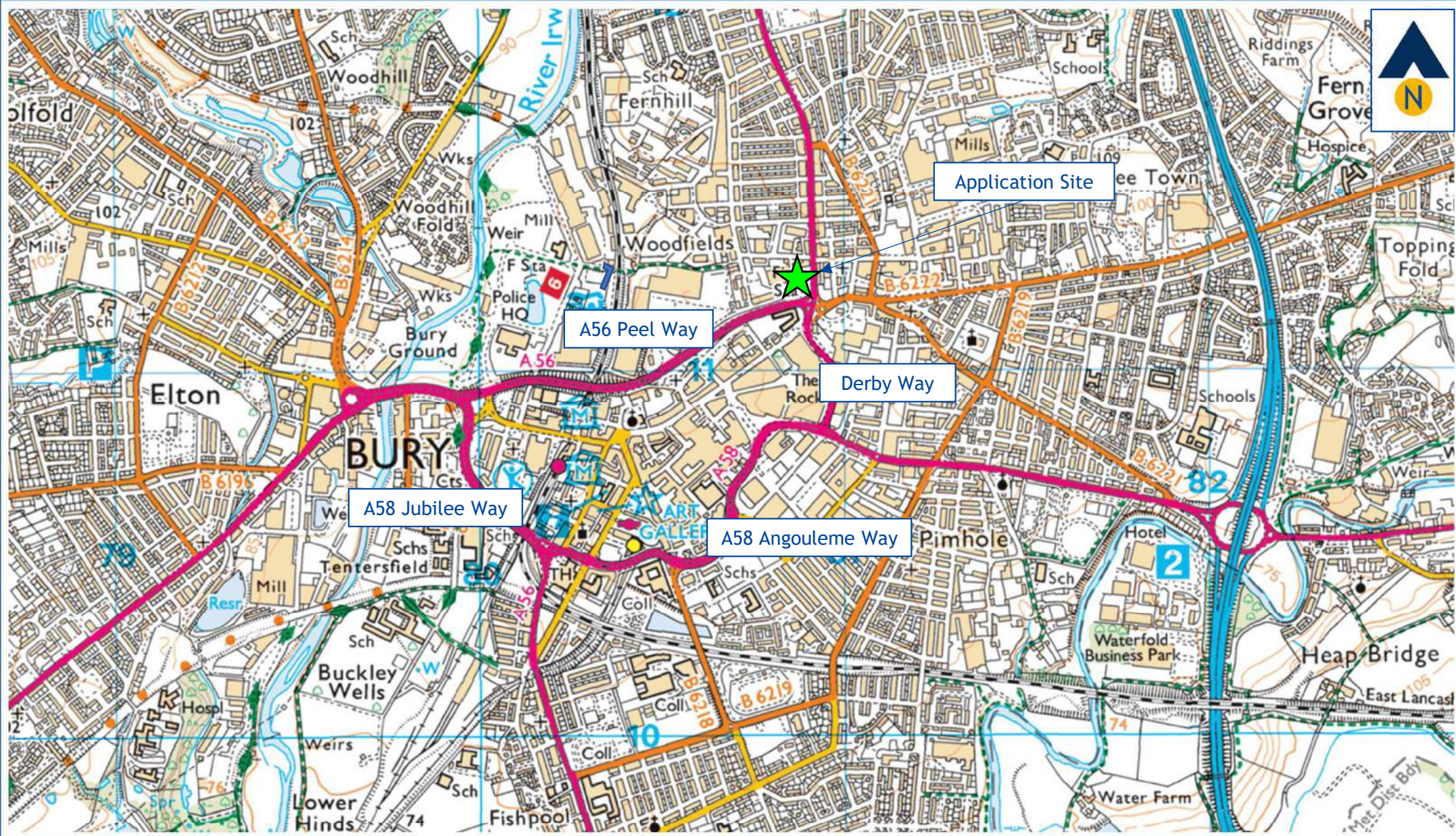
south and west of the building (i.e. 17 spaces total, following proposed reconfiguration to provide 2 disabled parking spaces).

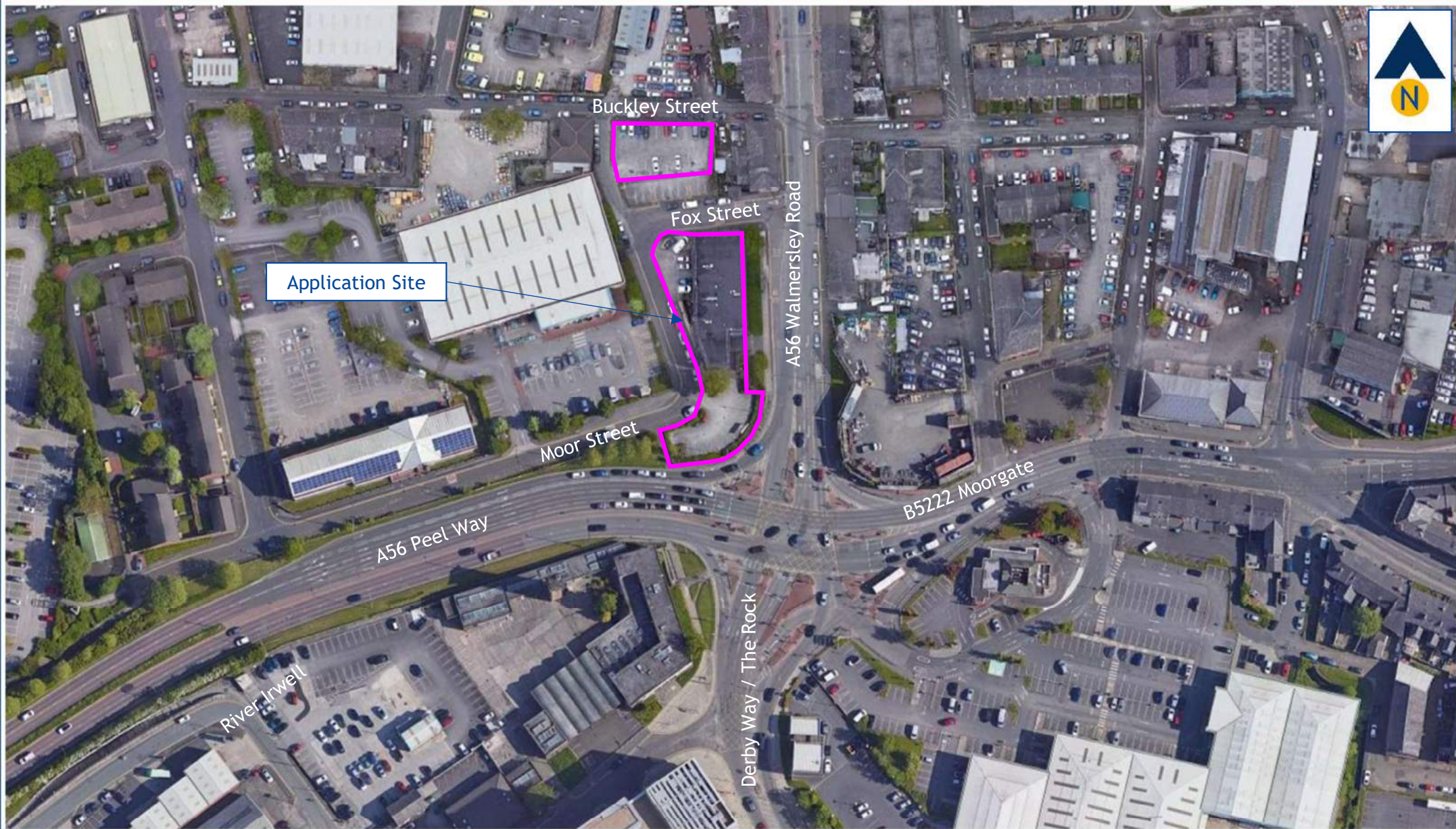
- 6.1.4 Notwithstanding the above, it is also proposed to retain the surface car park located to the north of Fox Street (i.e. a further 22 spaces under control of the applicant), to support the golf simulator business. Whilst it is ultimately considered highly unlikely that the spaces would be required to support the business, it is understood that the Highway Officer has informally indicated they will only support the change of use proposed if the three parking areas that are associated with the building and former uses are maintained and form part of a future application.
- 6.1.5 The retention of all site parking areas would also provide future site flexibility. Should, for example, the golf simulator be rented for a cooperate event and all bays occupied at the same time, ample parking would be available within the three parking areas. All parking areas are therefore proposed to be maintained.

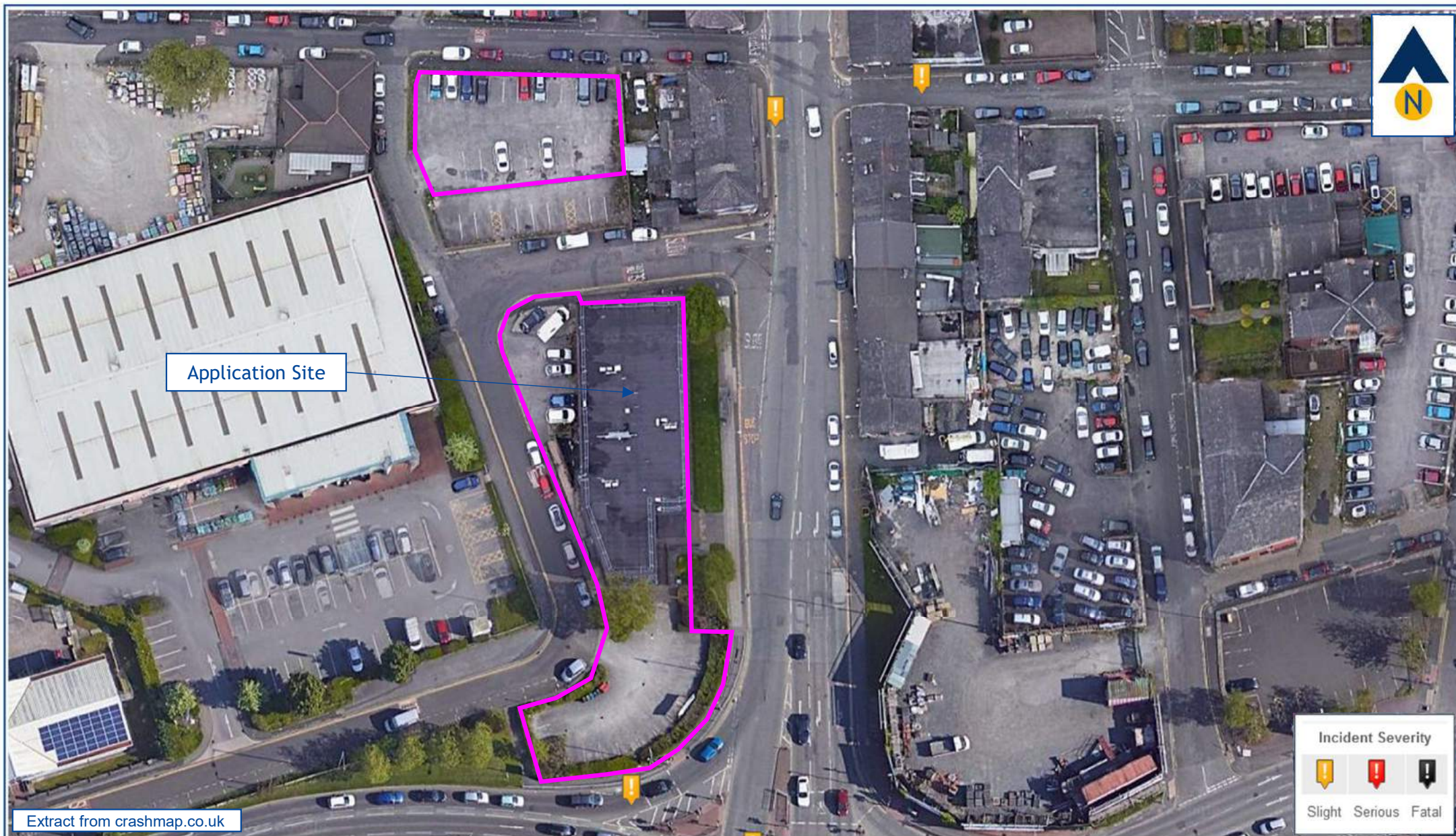
7.0 SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement has been prepared by Focus TP to consider highways and transport matters related to proposals for the change of use of the existing Link House building at 35 Walmersley Road, Bury, to deliver a golf simulator & bar.
- 7.2 This report has demonstrated that the application scheme would represent appropriate and sustainable development when considered in highways and transport terms. The site is located on the outskirts of Bury Town Centre and offers excellent potential to encourage access by alternative sustainable travel modes to the private car for day-to-day journeys.
- 7.3 There is no evidence to suggest that the application scheme would give rise to a severe detrimental impact on local highway network operation, especially when considering the extant use of the site as a college. Indeed, the application scheme is anticipated to result in an overall reduction in vehicle movements when compared to the extant college use of the site.
- 7.4 Focus Transport Planning would therefore commend the proposals to the Council.









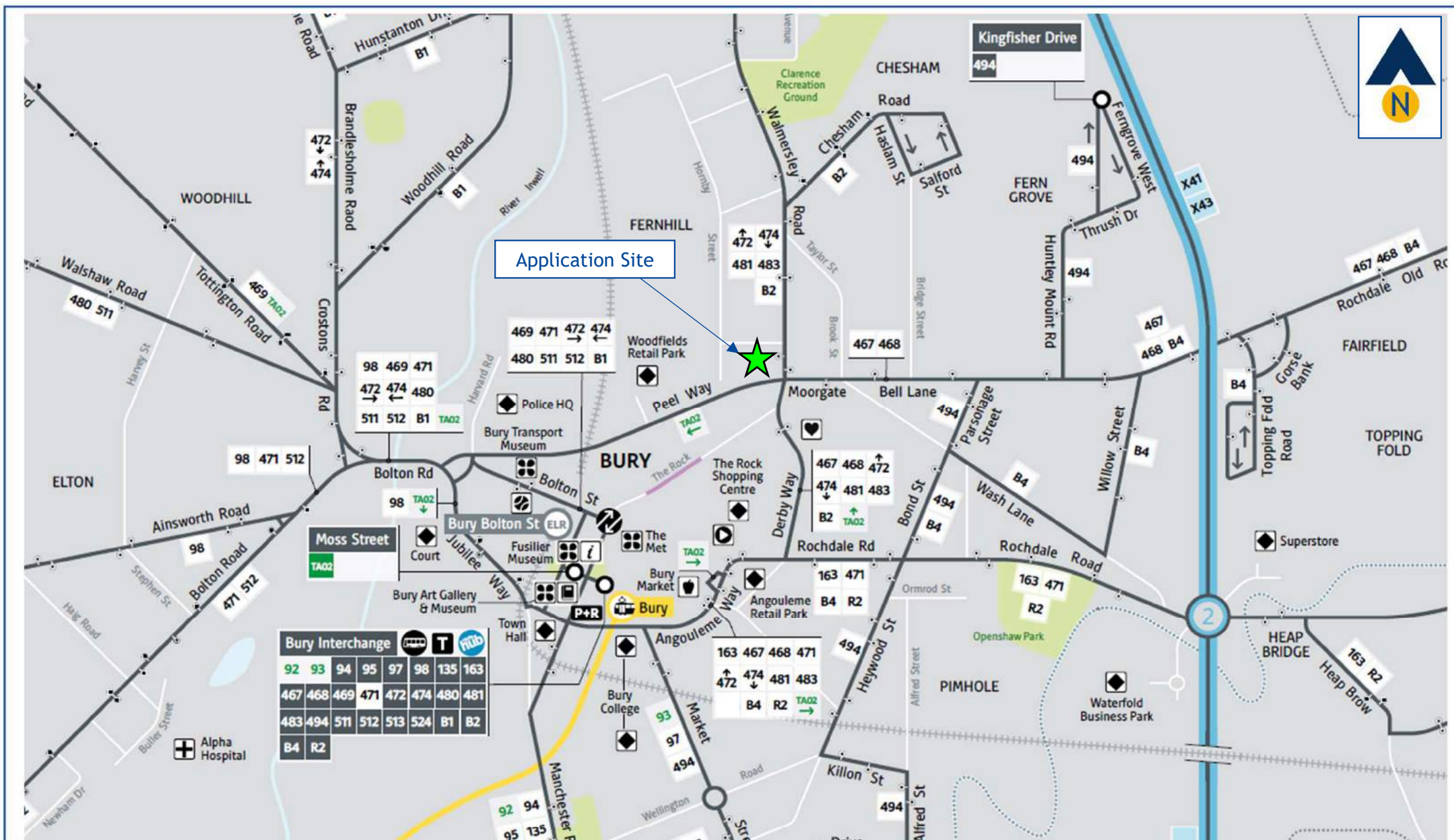


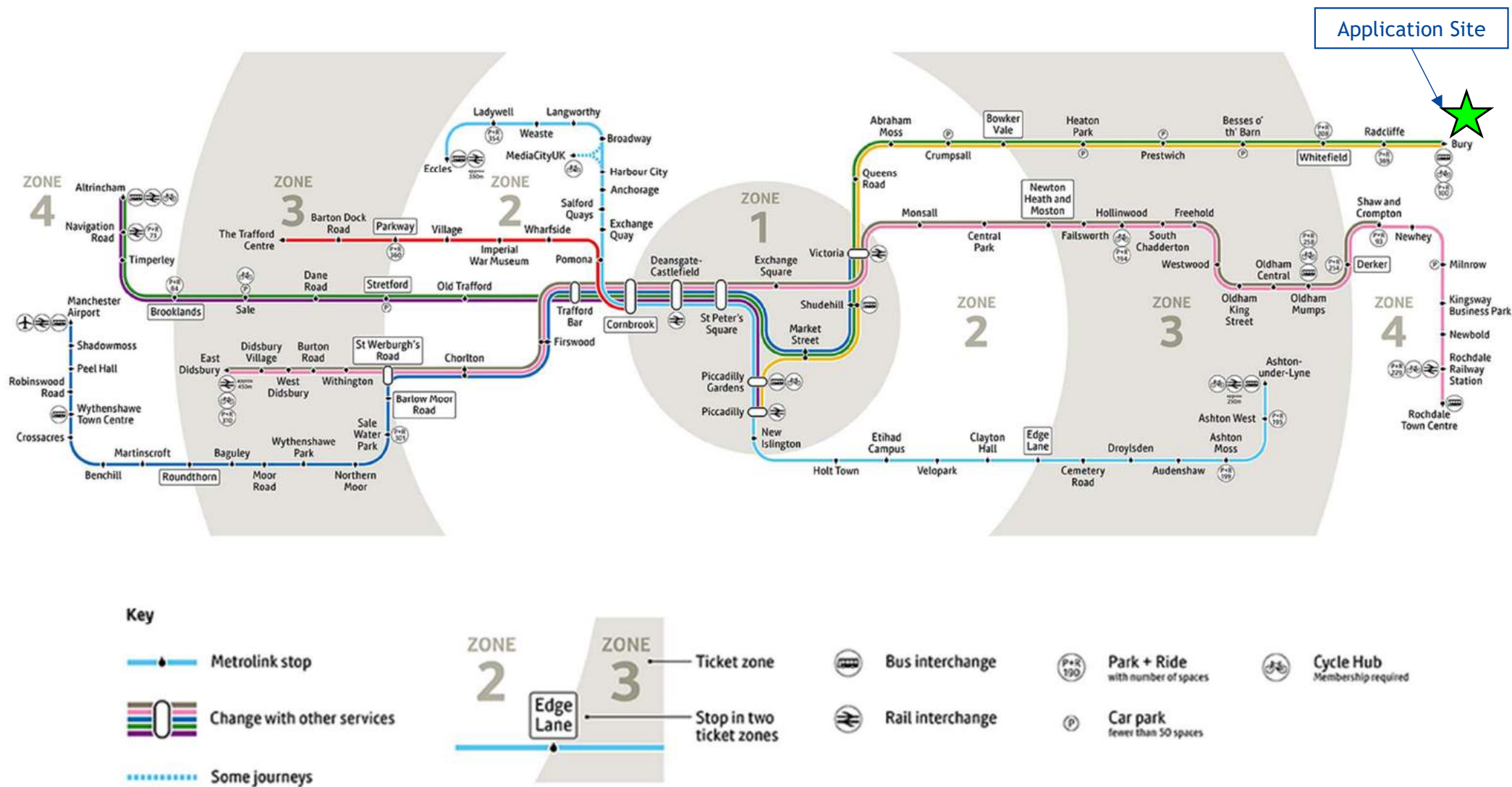
Figure TS4

Location of the Application Site with
Respect to Local Bus Stops

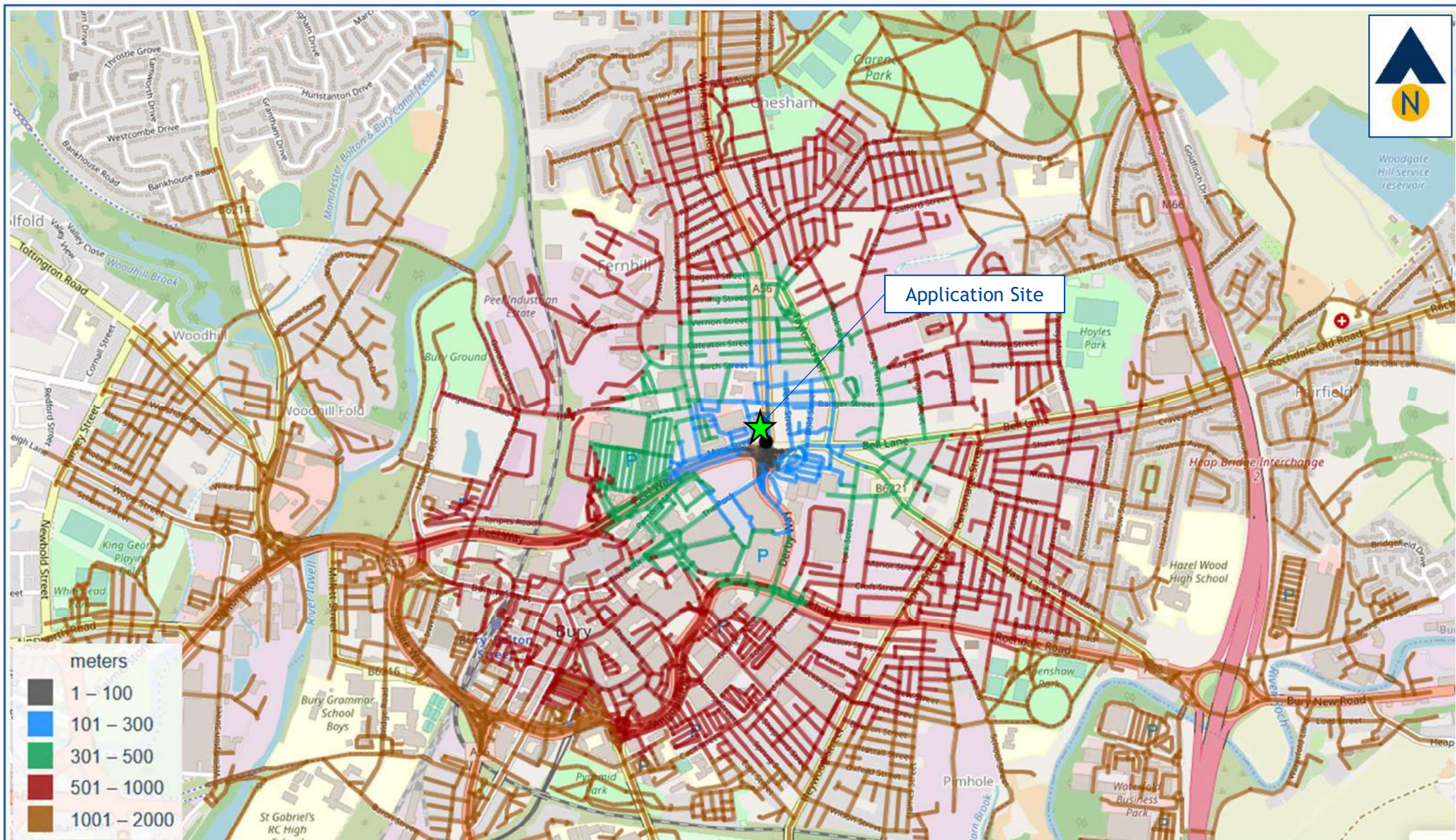
J000339

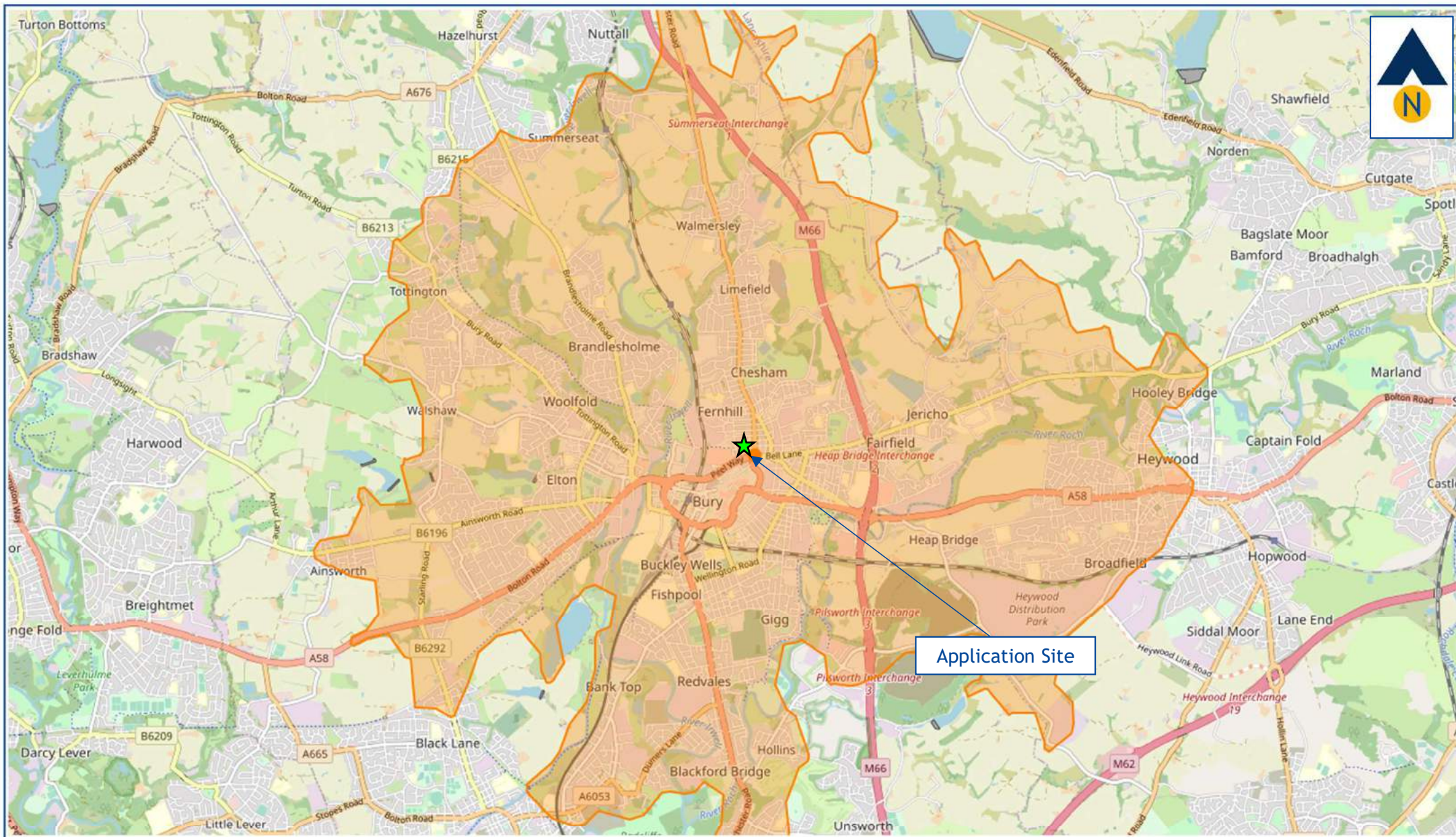
Link House, Bury

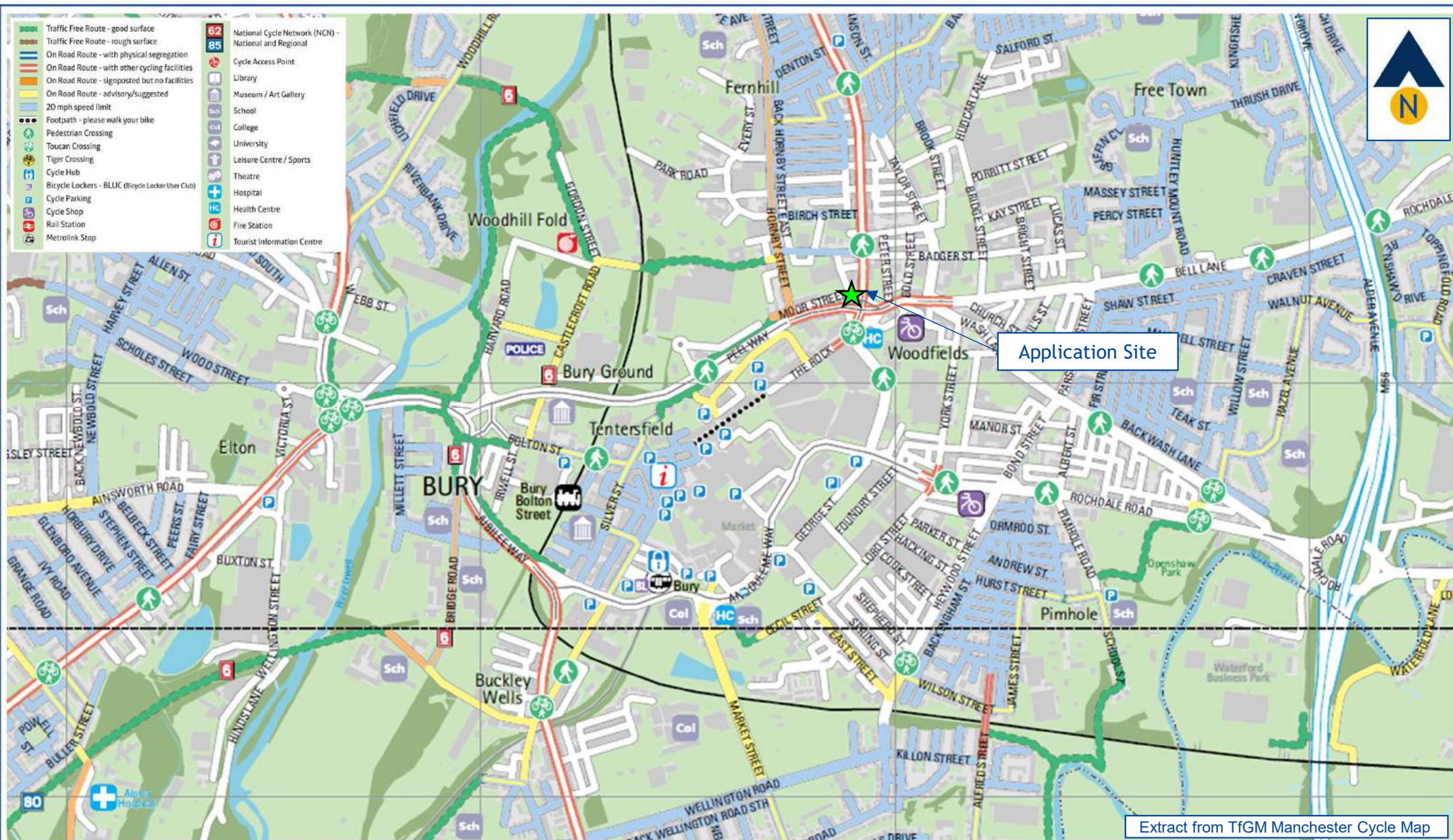
April 2022



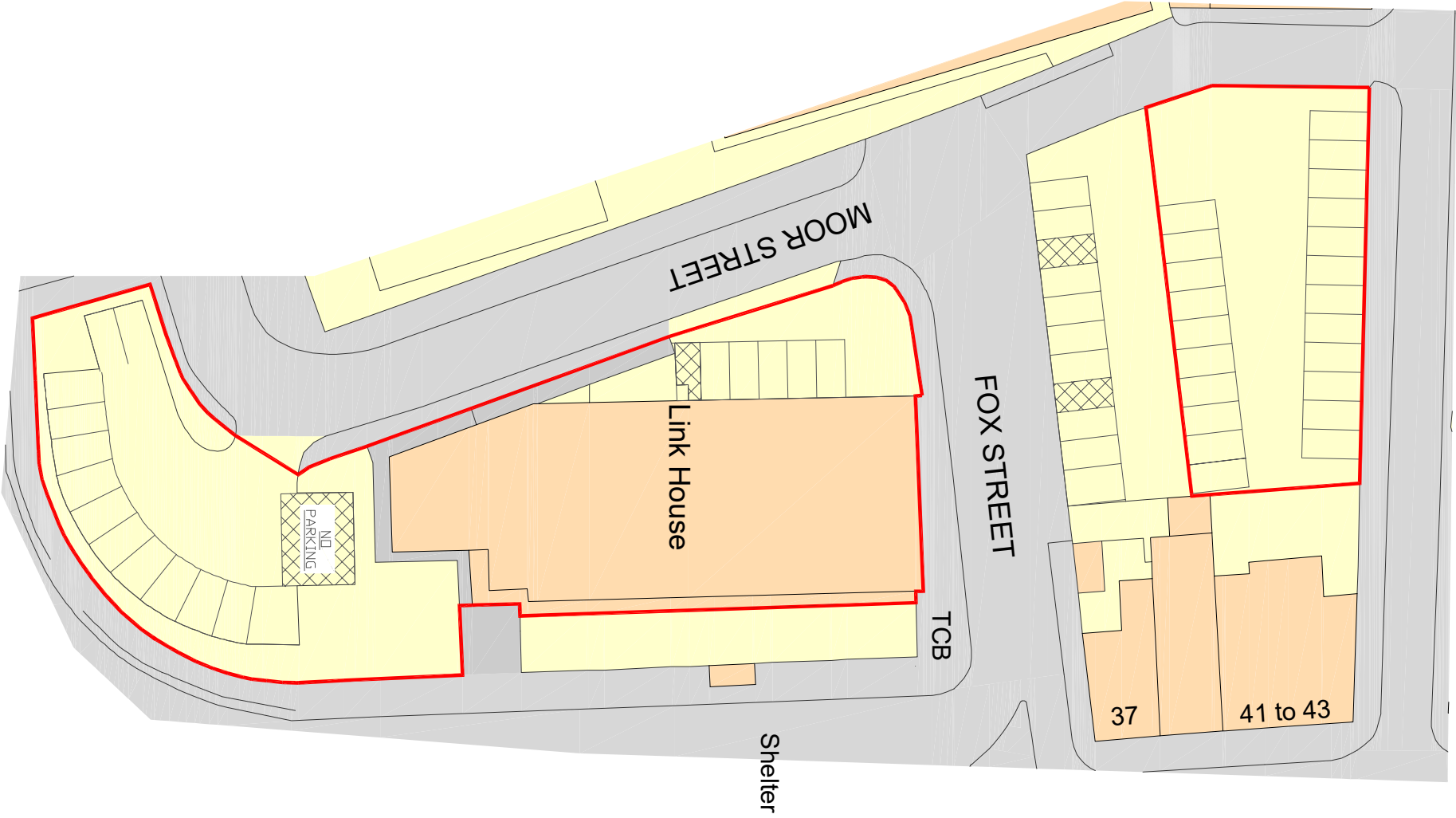
Extract from TfGM Manchester Metrolink Network Map



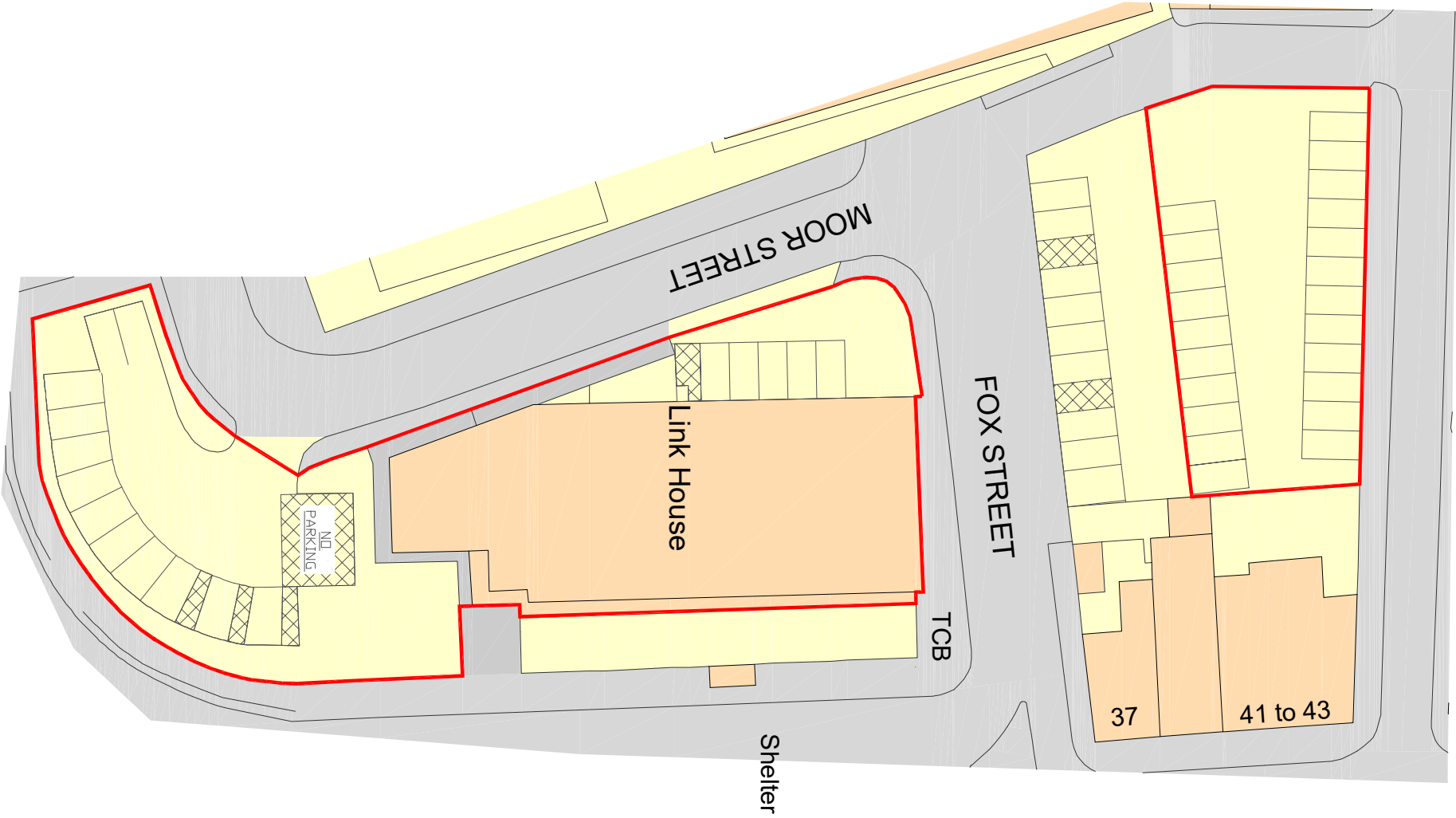




Existing



Proposed



Revision:
A -

Client:
Hooked Entertainment Limited

Project:
Link House, Bury

Drawing Title:
Existing and Proposed Car Park Layouts

FIGURE TS9

Drawing Number:
J000339

Revision:
-

Date:
25.04.2022

Scale:
1:500@A3

Drawn By:
KG

Checked By:
KG

Status:

Information

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DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.





Focus Transport Planning Village Way Wilmslow

Licence No: 506501

Calculation Reference: AUDIT-506501-220404-0412

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : F - COMMUNITY EDUCATION
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days
10	WALES	
	NW NEWPORT	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 294 to 3900 (units: sqm)
 Range Selected by User: 228 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 10/11/11

Selected survey days:

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3
Built-Up Zone	2
No Sub Category	2

Secondary Filtering selection:

Use Class:

F1(a) 8 days

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	3 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	2 days

Travel Plan:

No	8 days
----	--------

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	CA-04-F-01 BROOK STREET PETERBOROUGH	ADULT EDU.	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	3900 sqm	
	Survey date: FRIDAY	11/07/03	Survey Type: MANUAL
2	CB-04-F-01 VICTORIA ROAD CARLISLE BOTCHERBY Edge of Town Residential Zone	COMMUNITY CENTRE	CUMBRIA
	Total Gross floor area:	560 sqm	
	Survey date: TUESDAY	04/11/03	Survey Type: MANUAL
3	CW-04-F-01 TOLCARNE ROAD NEWQUAY	ADULT EDUCATION	CORNWALL
	Town Centre Built-Up Zone Total Gross floor area:	500 sqm	
	Survey date: MONDAY	03/10/11	Survey Type: MANUAL
4	DH-04-F-01 MERRINGTON LANE SPENNYMOOR	TRAINING CENTRE	DURHAM
	Edge of Town Industrial Zone Total Gross floor area:	700 sqm	
	Survey date: TUESDAY	10/06/03	Survey Type: MANUAL
5	NW-04-F-01 GROVE ROAD NEWPORT RISCA Edge of Town Residential Zone	COMM. ED. CENTRE	NEWPORT
	Total Gross floor area:	853 sqm	
	Survey date: FRIDAY	22/10/10	Survey Type: MANUAL
6	OX-04-F-01 BROADWAY DIDCOT	COM. EDUCATION CEN.	OXFORDSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:	1054 sqm	
	Survey date: THURSDAY	10/11/11	Survey Type: MANUAL
7	SC-04-F-01 SYDENHAM ROAD GUILDFORD	ADULT EDUCATION CENTRE	SURREY
	Town Centre Built-Up Zone Total Gross floor area:	2836 sqm	
	Survey date: WEDNESDAY	20/10/10	Survey Type: MANUAL
8	WM-04-F-01 336 BELLS LANE BIRMINGHAM DRUIDS HEATH Edge of Town Residential Zone	COM. LEARNING CENTRE	WEST MIDLANDS
	Total Gross floor area:	294 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL

Focus Transport Planning Village Way Wilmslow

Licence No: 506501

TRIP RATE for Land Use 04 - EDUCATION/F - COMMUNITY EDUCATION

TOTAL VEHICLES

Calculation factor: 100 sqm

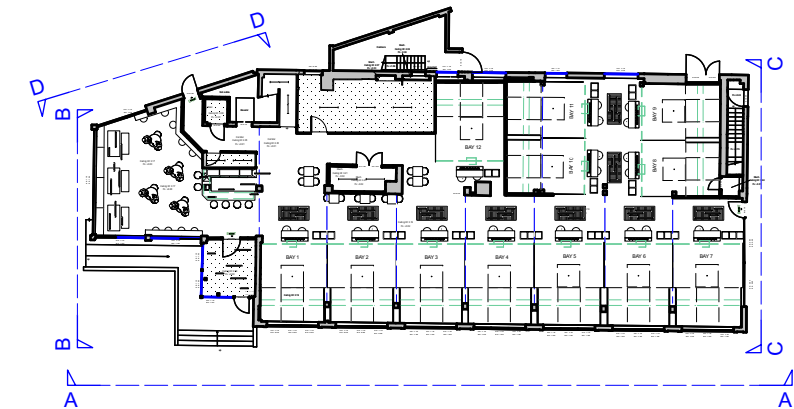
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	1326	0.113	4	1326	0.000	4	1326	0.113
08:00 - 09:00	8	1337	0.776	8	1337	0.215	8	1337	0.991
09:00 - 10:00	8	1337	1.206	8	1337	0.346	8	1337	1.552
10:00 - 11:00	8	1337	0.486	8	1337	0.355	8	1337	0.841
11:00 - 12:00	8	1337	0.439	8	1337	0.785	8	1337	1.224
12:00 - 13:00	8	1337	0.598	8	1337	0.757	8	1337	1.355
13:00 - 14:00	8	1337	0.654	8	1337	0.608	8	1337	1.262
14:00 - 15:00	8	1337	0.486	8	1337	0.458	8	1337	0.944
15:00 - 16:00	8	1337	0.514	8	1337	0.841	8	1337	1.355
16:00 - 17:00	8	1337	0.374	8	1337	0.832	8	1337	1.206
17:00 - 18:00	8	1337	0.374	8	1337	0.561	8	1337	0.935
18:00 - 19:00	6	1084	0.554	6	1084	0.384	6	1084	0.938
19:00 - 20:00	6	1084	0.231	6	1084	0.231	6	1084	0.462
20:00 - 21:00	6	1084	0.000	6	1084	0.169	6	1084	0.169
21:00 - 22:00	3	1483	0.045	3	1483	0.697	3	1483	0.742
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.850			7.239			14.089

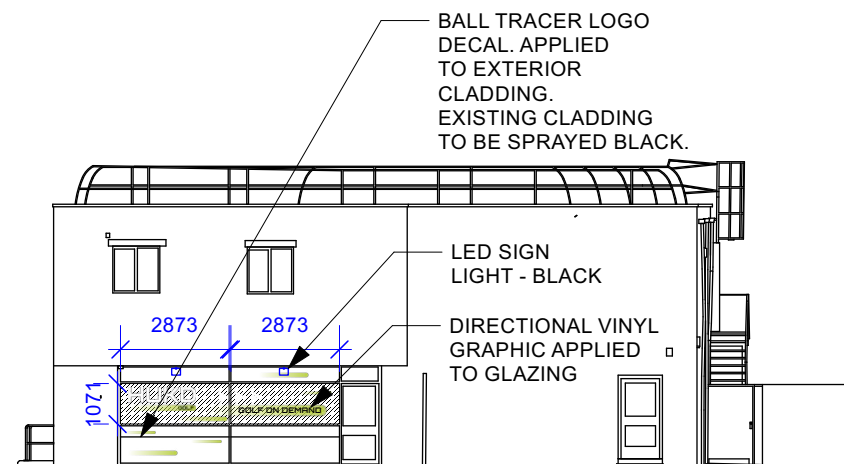
Parameter summary

Trip rate parameter range selected: 294 - 3900 (units: sqm)
 Survey date range: 01/01/00 - 10/11/11
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

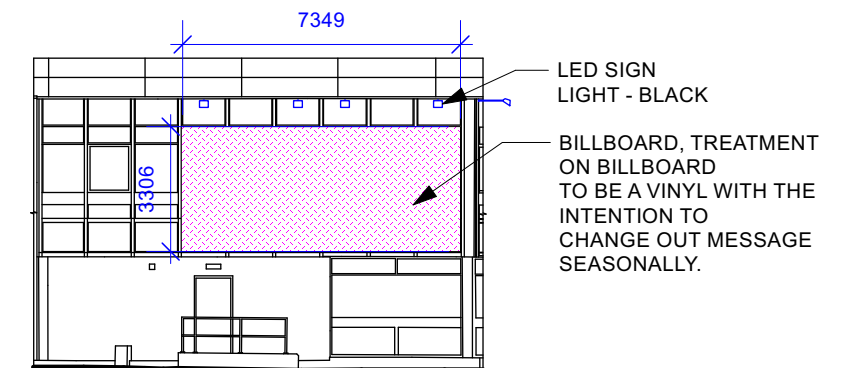




5 Proposed Plan View
Scale: 1:500



3 Proposed RHS Exterior Elevation CC
Scale: 1:200



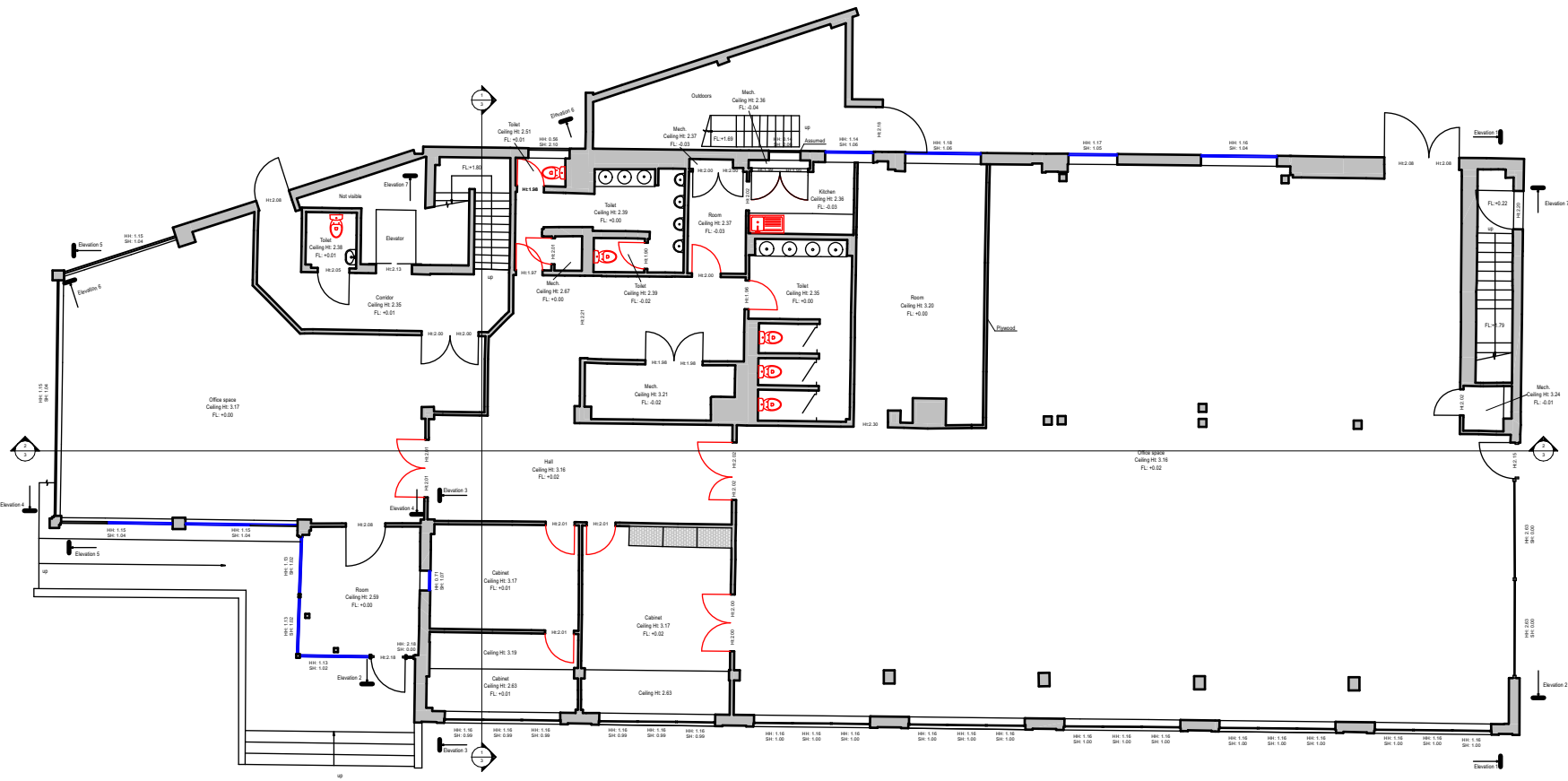
4 Proposed Rear Exterior Elevation DD
Scale: 1:200

NOTES		KEY	
1. This drawing indicates elements of the proposed sites interior and fascia* design, (where applicable*), for approval and/or tender purposes only. The Contractor shall be responsible for all quantities, locations, positions and final details of all related construction information, furniture, fittings and equipment. The Contractor shall obtain final approval from the project manager/ design team on all such constructional and working information before the work commences. 2. All indicative mechanical and electrical services are as shown on the consultant engineers' drawings and are described in the M&E Performance Specification. All construction information/drawings are to be read in conjunction with and coordinated with the principal M & E sub-contractors drawings and the consultant engineer's drawings and performance specification. Any anomalies are to be brought to the attention of the project manager/ design team before work commences. No dimensions to be scaled from this drawing, all dimensions are to be checked by the contractor on site prior to manufacture and any discrepancies reported to the designer who will advise any necessary action.		Macro golf ball texture in matte black Vinyl application One way vision film application Billboard Zone	

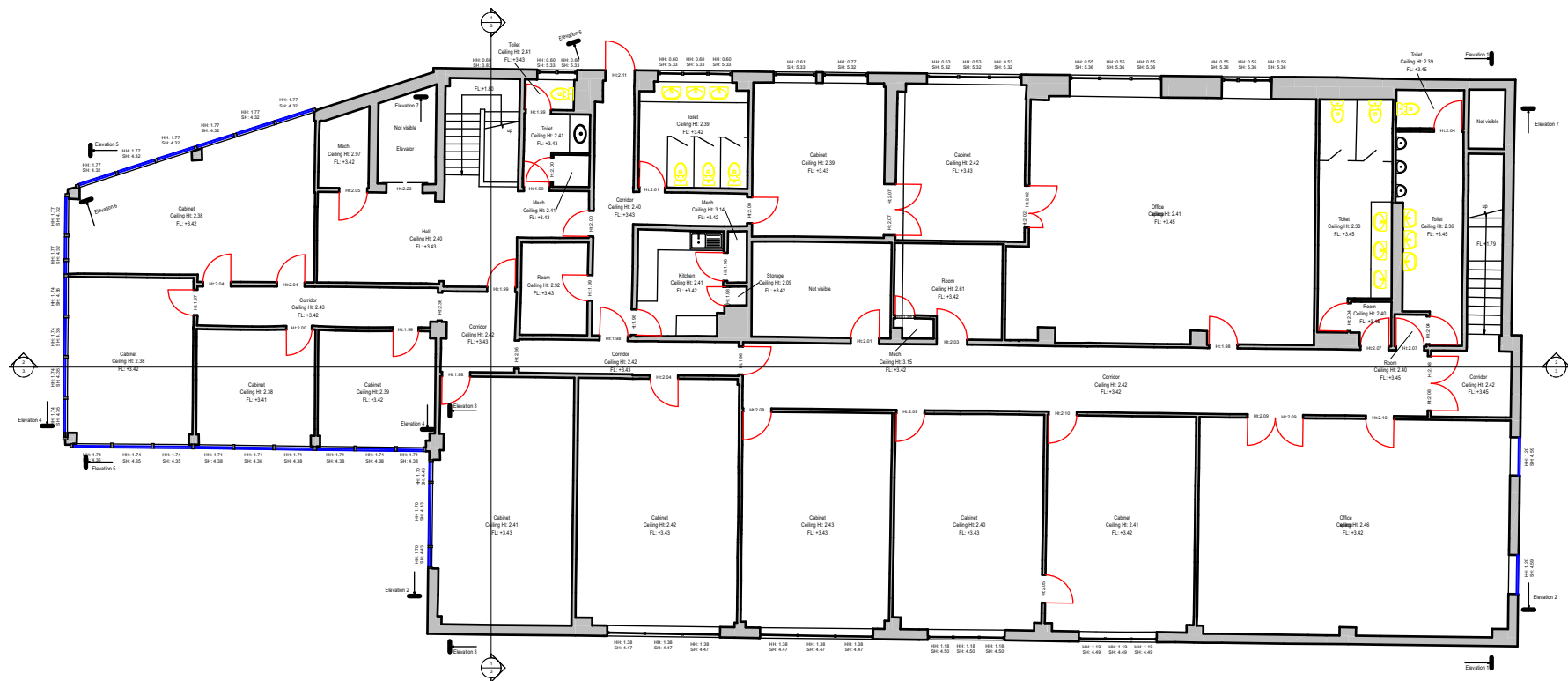
PURPOSE OF DRAWING			PROJECT	HUKD_BURY		
☐ PRELIMINARY	☐ CONSTRUCTION	REVISIONS	LOCATION	HUKD, LINK HOUSE, 35 WALMERSELEY ROAD, BURY		
☒ INFO - ONLY	☐ PLANNING		TITLE	EXTERIOR ELEVATIONS		
☐ APPROVAL	☐ BUILDING REGULATIONS		DWG NO	VT289_01	REV	
☐ TENDER	☐ RECORD DRAWING		SCALE	1:200 @ A3	DATE	16/03/22
			DWG BY	VRT	CHECK BY	_







1 EXISTING GROUND FLOOR
Scale: 1:200



2 EXISTING FIRST FLOOR
Scale: 1:200

NOTES

1. This drawing indicates elements of the proposed sites interior and fascia" design, (where applicable"), for approval and/or tender purposes only. The Contractor shall be responsible for all quantities, locations, positions and final details of all related construction information, furniture, fittings and equipment. The Contractor shall obtain final approval from the project manager/ design team on all such constructional and working information before the work commences.

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No dimensions to be scaled from this drawing, all dimensions are to be checked by the contractor on site prior to manufacture and any discrepancies reported to the designer who will advise any necessary action.

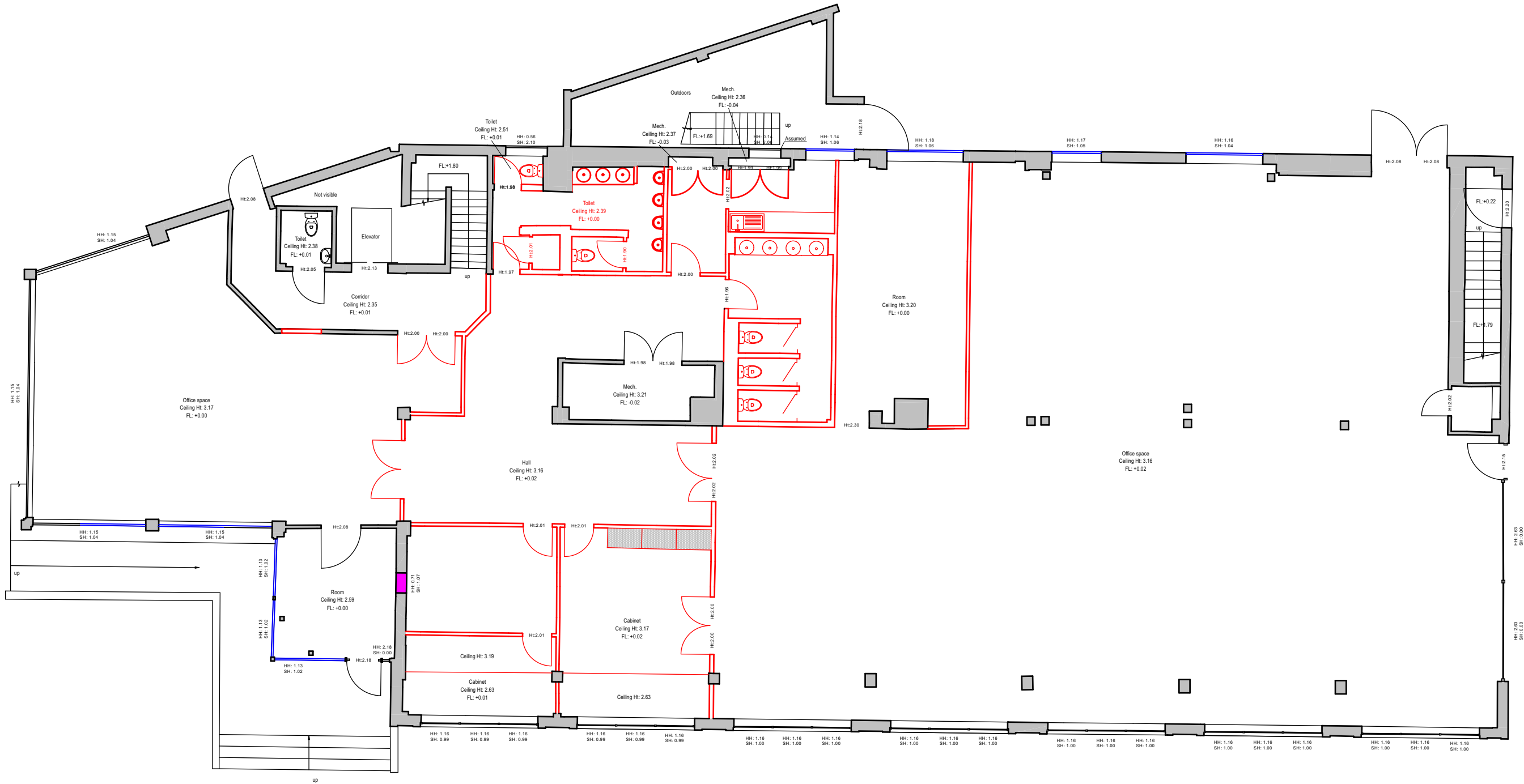
KEY

PURPOSE OF DRAWING

☐ PRELIMINARY	☐ CONSTRUCTION
☒ INFO - ONLY	☐ PLANNING
☐ APPROVAL	☐ BUILDING REGULATIONS
☐ TENDER	☐ RECORD DRAWING

REVISIONS

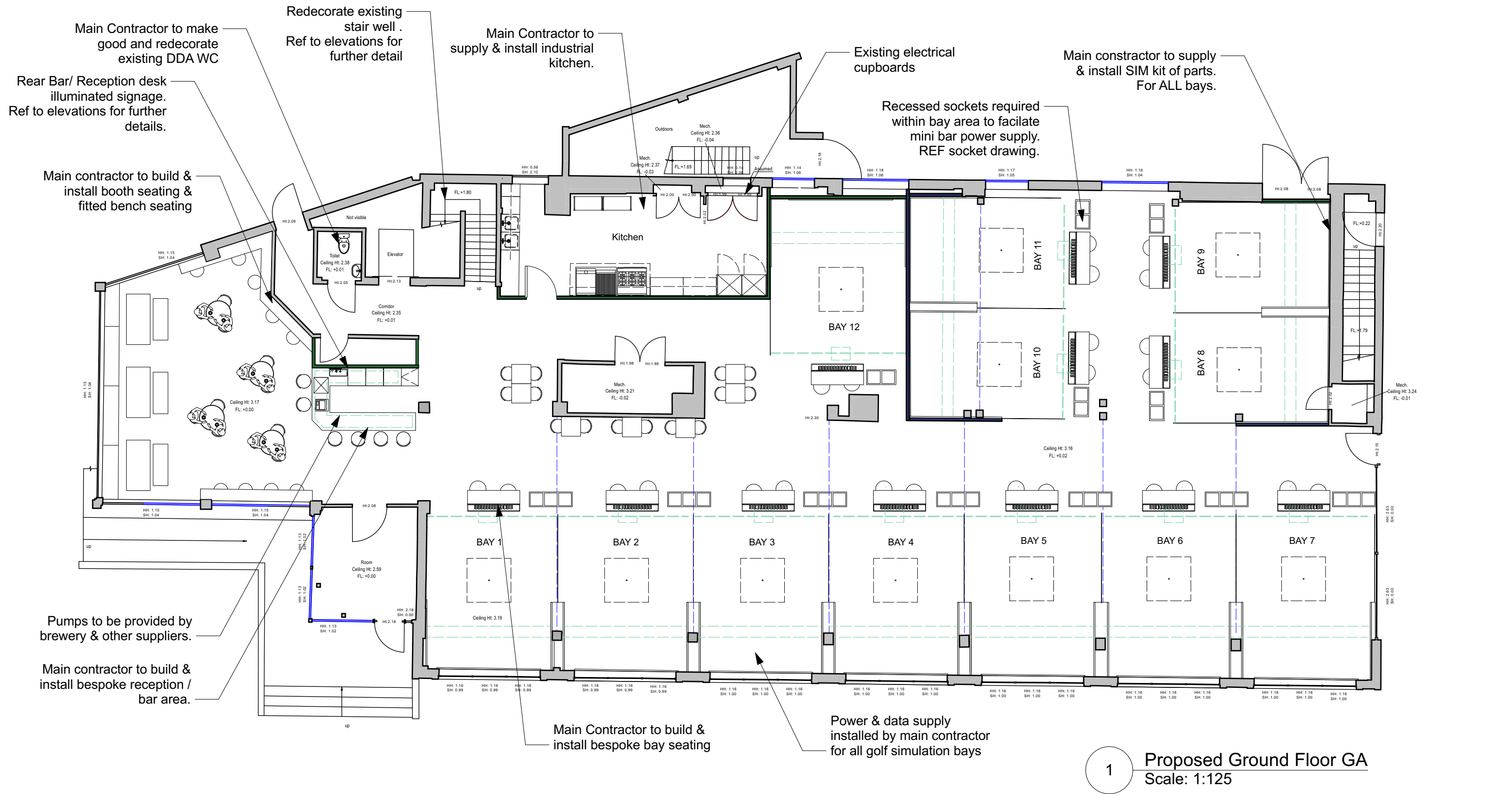
PROJECT	HUKD_BURY		
LOCATION	HUKD, LINK HOUSE, 35 WALMERSLEY ROAD, BURY		
TITLE	EXISTING LAYOUTS		
DWG NO	VT289_02	REV	
SCALE	1:200 @ A3	DATE	16/03/22
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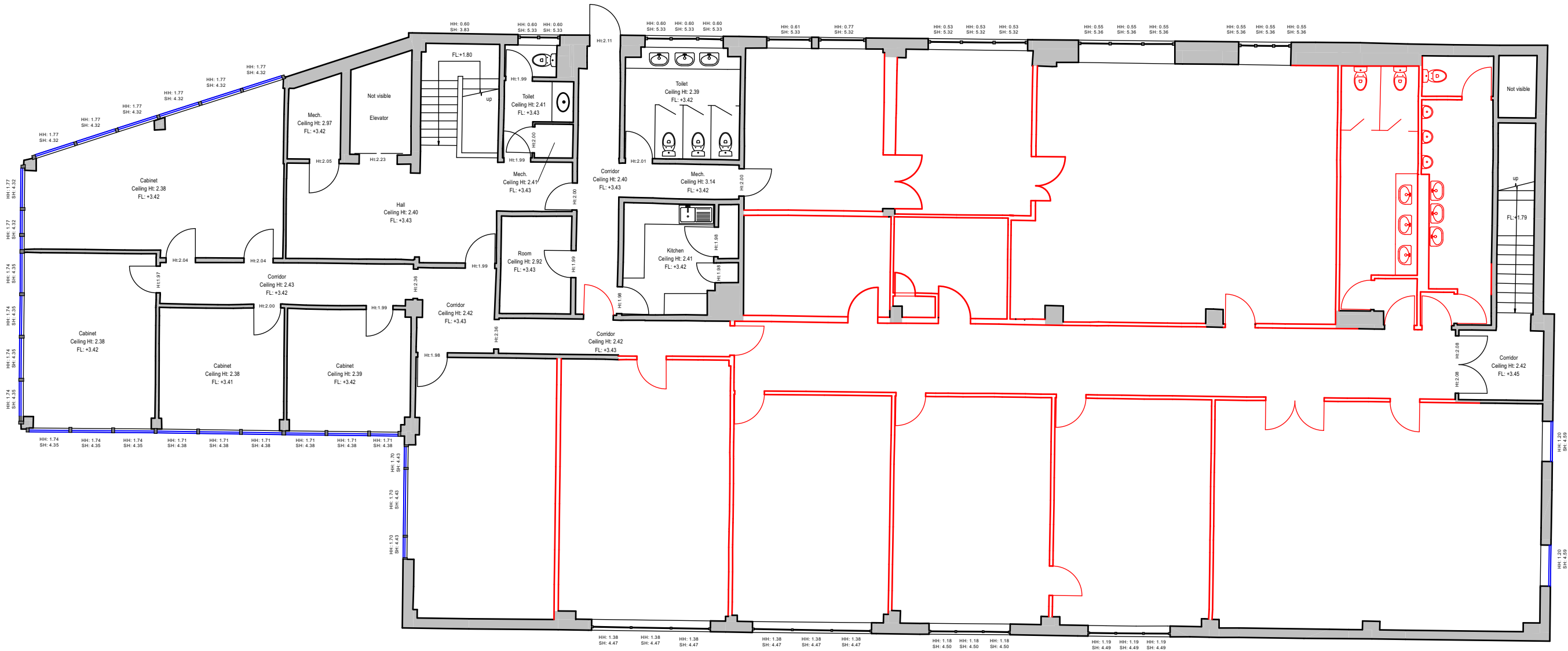
1

Proposed Ground Floor Demolition layout
Scale: 1:125

NOTES		KEY		PURPOSE OF DRAWING			PROJECT															
1. This drawing indicates elements of the proposed sites interior and fascia" design, (where applicable"), for approval and/or tender purposes only. The Contractor shall be responsible for all quantities, locations, positions and final details of all related construction information, furniture, fittings and equipment. The Contractor shall obtain final approval from theproject manager/ design team on all such constructional and working information before the work commences. 2. All indicative mechanical and electrical services are as shown on the consultant engineers' drawings and are described in the M&E Performance Specification. All construction information/drawingsare to be read in conjunction with and coordinated with the principal M & E sub-contractors drawings and the consultant engineer's drawings and performance specification. Any anomalies are to be brought to the attention of the project manager/ design team before work commences.		DEMOLITION / RIP OUT MAKE GOOD		☐ PRELIMINARY ☒ INFO - ONLY ☐ APPROVAL ☐ TENDER ☐ CONSTRUCTION ☐ PLANNING ☐ BUILDING REGULATIONS ☐ RECORD DRAWING			HUKD_BURY															
				LOCATION			HUKD, LINK HOUSE, 35 WALMERSLEY ROAD, BURY															
No dimensions to be scaled from this drawing, all dimensions are to be checked by the contractor on site prior to manufacture and any discrepancies reported to the designer who will advise any necessary action.				REVISIONS <table><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>															TITLE		PROPOSED GROUND FLOOR DEMOLITION PLAN	
DWG NO			VT289_03		REV																	
SCALE			1:125 @ A3		DATE		16/03/22															
DWG BY			VRT		CHECK BY		—															
					is!n HUKD GOLF																	



NOTES	Spread Of Flame: All walls and ceilings to comply with minimum class 1 spread of flame and class 0 on escape routes. All partitions and lining, wallboard to be 12.5mm unless otherwise stated. Partitions & Doors: 1/2 hr f.r partitions to comprise 70mm timber or metal studs with single layer of 12.5mm plasterboard each side. Partition to continue to underside of structural soffit where required for fire separation and to be fire stopped. 1 hr f.r partitions to comprise 70mm timber to metal studs with single layer of 15mm fireline platerboard each side with plaster skin facing. Partition to continue to underside of structural soffit where required for fire separation and be fire stopped. 30min fire resisting doorsets to be FD30S with automatic closer (except where door to be locked shut). Integral smoke seal, luminescent strips and signage both sides to read "fire door kept shut" or in case of an electrical cupboard "fire door keep locked". All to comply with BS9999. Vision panel to comply with part M of the building regulations. Doors leading to off-sales area to be protected by magnetic locks with keypad operation, linked to intruder alarm with manual override function and fall safe to swing free on activation of fire alarm. All internal doors to have a minimum of 800mm clear opening.	KEY	--- BEAM LINES --- SOFFIT LINES  1 Hour Fire Rated Partition  1/2 Hour Fire Rated Partition  Existing	PURPOSE OF DRAWING			PROJECT HUKD_BURY		
	☐ PRELIMINARY ☒ INFO - ONLY ☐ APPROVAL ☐ TENDER		☐ CONSTRUCTION ☐ PLANNING ☐ BUILDING REGULATIONS ☐ RECORD DRAWING			LOCATION HUKD, LINK HOUSE, 35 WALMERSLEY ROAD, BURY			
				TITLE PROPOSED GROUND FLOOR GENERAL ARRANGEMENT					
				DWG NO VT289_04	REV				
				SCALE 1:125 @ A3	DATE 16/03/22				
			DWG BY VRT	CHECK BY	—				
			REVISIONS						
No dimensions to be scaled from this drawing, all dimensions are to be checked by the contractor on site prior to manufacture and any discrepancies reported to the designer who will advise any necessary action.									

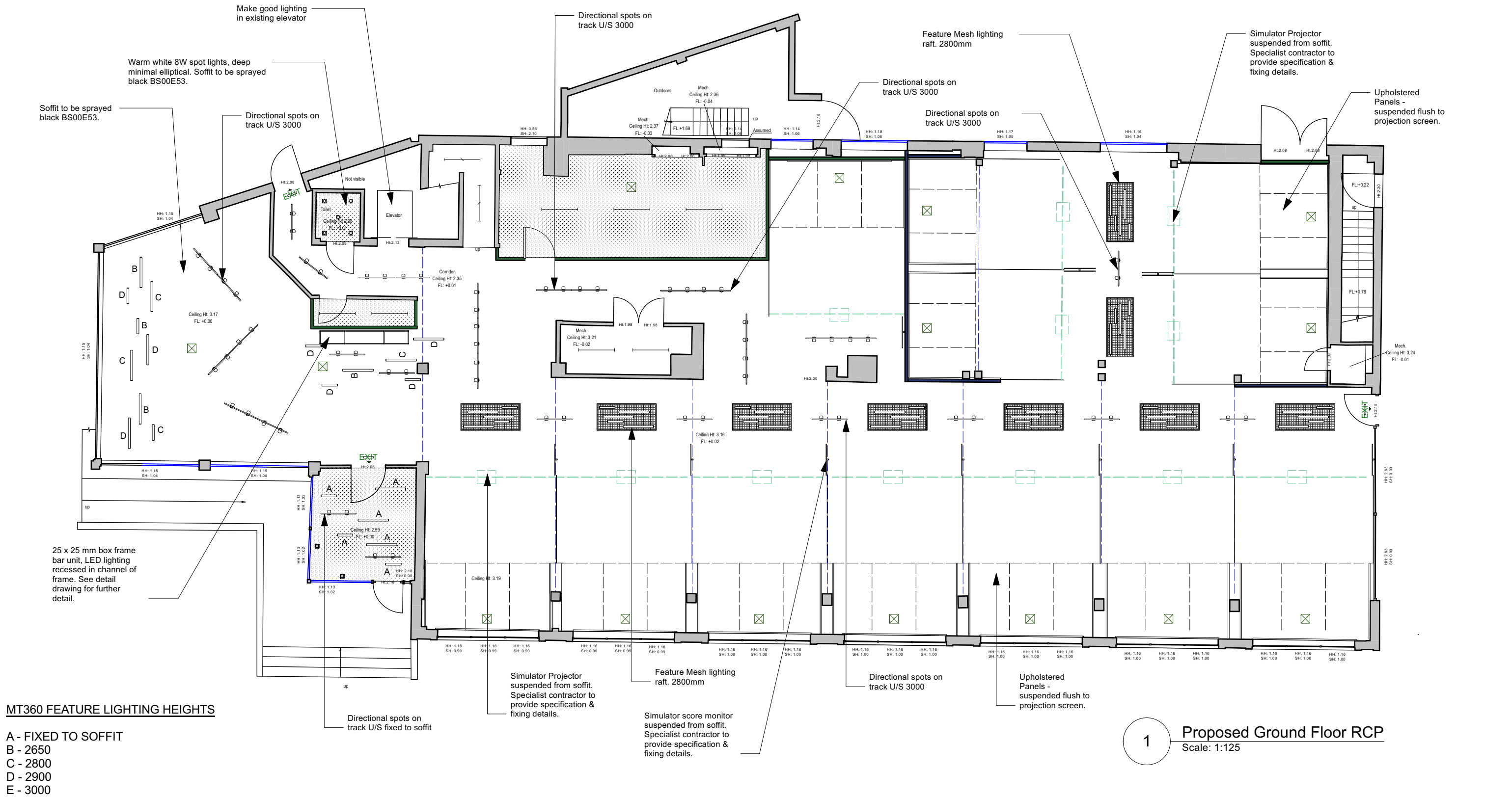


1 Proposed First Floor Demolition Plan
Scale: 1:125

NOTES 1. This drawing indicates elements of the proposed sites interior and fascia" design, (where applicable"), for approval and/or tender purposes only. The Contractor shall be responsible for all quantities, locations, positions and final details of all related construction information, furniture, fittings and equipment. The Contractor shall obtain final approval from theproject manager/ design team on all such constructional and working information before the work commences. 2. All indicative mechanical and electrical services are as shown on the consultant engineers' drawings and are described in the M&E Performance Specification. All construction information/drawingsare to be read in conjunction with and coordinated with the principal M & E sub-contractors drawings and the consultant engineer's drawings and performance specification. Any anomalies are to be brought to the attention of the project manager/ design team before work commences. No dimensions to be scaled from this drawing, all dimensions are to be checked by the contractor on site prior to manufacture and any discrepancies reported to the designer who will advise any necessary action.	KEY DEMOLITION / RIP OUT	PURPOSE OF DRAWING			PROJECT		HUKD_BURY			
		☐ PRELIMINARY ☒ INFO - ONLY ☐ APPROVAL ☐ TENDER ☐ CONSTRUCTION PLANNING ☐ BUILDING REGULATIONS ☐ RECORD DRAWING			LOCATION		HUKD, LINK HOUSE, 35 WALMERSLEY ROAD, BURY			
					TITLE		PROPOSED FIRST FLOOR DEMOLTION PLAN			
					DWG NO		VT289_05		REV	
					SCALE		1:125 @ A3		DATE 22/03/22	
					DWG BY		VRT		CHECK BY _	
					is!n HUKD GOLF					



is!n **HUKD**
GOLF



MT360 FEATURE LIGHTING HEIGHTS

- A - FIXED TO SOFFIT
B - 2650
C - 2800
D - 2900
E - 3000

NOTES	KEY			PURPOSE OF DRAWING			PROJECT		HUKD_BURY					
1. This drawing indicates elements of the proposed sites interior and fascia" design, (where applicable"), for approval and/or tender purposes only. The Contractor shall be responsible for all quantities, locations, positions and final details of all related construction information, furniture, fittings and equipment. The Contractor shall obtain final approval from the project manager/ design team on all such constructional and working information before the work commences.		Ansorg, directional, black, track lighting. Track to be suspended from underside landlords ceiling at heights indicated on drawing. In windows track lighting is both suspended and floor fixed.			Internally illuminated emergency exit sign (wall fixed)			☐ PRELIMINARY	☐ CONSTRUCTION	LOCATION	HUKD, LINK HOUSE, 35 WALMERSLEY ROAD, BURY			
		Standard back of house 1500mm suspended or ceiling fixed fluorescent. Contractor to allow for cages within storage and diffusers within the staff room, office and toilets.			Internally illuminated emergency exit sign (suspended)			☒ INFO - ONLY	☐ PLANNING	TITLE	PROPOSED GROUND FLOOR RCP			
2. All indicative mechanical and electrical services are as shown on the consultant engineers' drawings and are described in the M&E Performance Specification. All construction information/drawings are to be read in conjunction with and coordinated with the principal M & E sub-contractors drawings and the consultant engineer's drawings and performance specification. Any anomalies are to be brought to the attention of the project manager/ design team before work commences.		MT360 RGB colour changing LED neon tube light. Fittings suspended from underside landlords ceiling at heights indicated on drawing. Temperature to be advised by specialist subcontractor. Fitting to be sprayed out in matte black.			Network Point.			☐ APPROVAL	☐ BUILDING REGULATIONS	DWG NO	VT289_07	REV		
					Sim Projector suspended from LL soffit. Specialist contractor to provide specification & fixing details.			☐ TENDER	☐ RECORD DRAWING	SCALE	1:125 @ A3	DATE	23/03/22	
No dimensions to be scaled from this drawing, all dimensions are to be checked by the contractor on site prior to manufacture and any discrepancies reported to the designer who will advise any necessary action.	 	Plasterboard Ceiling			Double floor plug sockets with cover, black.			REVISIONS			DWG BY	VRT	CHECK BY	-

NOTES	KEY				PURPOSE OF DRAWING	PROJECT
1. This drawing indicates elements of the proposed sites interior and fascia* design, (where applicable*), for approval and/or tender purposes only. The Contractor shall be responsible for all quantities, locations, positions and final details of all related construction information, furniture, fittings and equipment. The Contractor shall obtain final approval from the project manager/ design team on all such constructional and working information before the work commences. 2. All indicative mechanical and electrical services are as shown on the consultant engineers' drawings and are described in the M&E Performance Specification. All construction information/drawings are to be read in conjunction with and coordinated with the principal M & E sub-contractors drawings and the consultant engineer's drawings and performance specification. Any anomalies are to be brought to the attention of the project manager/ design team before work commences. No dimensions to be scaled from this drawing, all dimensions are to be checked by the contractor on site prior to manufacture and any discrepancies reported to the designer who will advise any necessary action.	 Ansorg, directional, black, track lighting. Track to be suspended from underside landlords ceiling at heights indicated on drawing. In windows track lighting is both suspended and floor fixed.  Suspended  Ceiling Fixed  525mm length  1025mm length	 Underscore 15 3000k warm white minimal recessed linear profile MXQ4.  M335 04 Warm White 8W Spotlights. Deep Minimal Elliptical.  Plasterboard Ceiling  Suspended ceiling grid, black finish.	 Internally illuminated emergency exit sign (wall fixed)  Internally illuminated emergency exit sign (suspended)  Network Point.  Low level double plug sockets, black.  High level double display plug sockets, black.  Double floor plug sockets with cover, black.	NOTE - CERTAIN AREAS OF RCP MAY NEED TO BE CONFIRMED BY SPECIALISTS - EXISTING A/C UNITS & M&E WORKS POSITIONS TBC BY SPECIALISTS - SPRINKLER TANK LOCATION IS TBC	☐ PRELIMINARY ☐ CONSTRUCTION ☒ INFO - ONLY ☐ PLANNING ☐ APPROVAL ☐ BUILDING REGULATIONS ☐ TENDER ☐ RECORD DRAWING	PROJECT: HUKD_BURY LOCATION: HUKD, LINK HOUSE, 35 WALMERSEY ROAD, BURY TITLE: PROPOSED FIRST FLOOR RCP DWG NO: VT289_08 REV: 23/03/22 SCALE: 1:125 @ A3 DATE: 23/03/22 DWG BY: VRT CHECK BY: _ is!n HUKD GOLF