



Appendix A: Site Location Plan and Landscape Architect's Plan



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REVISION			
P01	FIRST ISSUE	05.10.21	RCO
P02	Updated to include topo survey information	21.02.22	RCO
P03	Flexihall outline added	10.05.22	RCO
P04	Site boundary amended to remove area of Millgate Shopping centre	04.10.22	RCO

BURY COUNCIL

client

BURY MARKET
MASTERPLAN

project

EXISTING
SITE PLAN

title

BC01

job No.

BURMAR-JHA-00-XX-DR-A-0001 Rev P04

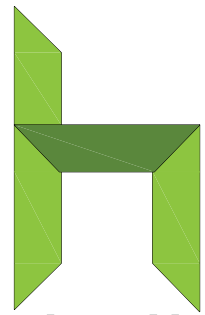
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1:500 @ A1

scale

RCO

drawn



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KEY

BOUNDARIES

CONTRACT BOUNDARY

MATERIAL STRATEGY

REFER TO DRAWING BURMAR-GLL-V6-00-DR-L-0112
SURFACE MATERIALS PLAN FOR DETAILS

- P01 COLOURED ASPHALT
- P02 COLOURED ASPHALT
- P03 COLOURED ASPHALT
- P04 COLOURED ASPHALT
- P05 CONCRETE SETTS
- P06 CONCRETE FLAGS
- P07 TACTILE BLISTER PAVING
- P08 HIGH STRENGTH VEHICULAR ASPHALT
- P09 RECLAIMED GRANITE SETTS
- P10 COLOURED TARMAC (TO MATCH EXISTING)

STREET FURNITURE

REFER TO DRAWING BURMAR-GLL-V6-00-DR-L-0115
FURNITURE PLAN FOR DETAILS

- BESPOKE MODULAR SEATING
- STANDARD SEATING
- LITTER BINS
- CYCLE STANDS
- FINGERPOSTS
- DOOR BARRIER
- RECYCLED PLAY FEATURE
- STONE BOLLARDS

LIGHTING & CCTV

REFER TO DRAWING BURMAR-GLL-V6-00-DR-L-0116
LIGHTING AND CCTV PLAN FOR DETAILS

- FESTOON LIGHTING
- MOUNTED LIGHTING & LIGHTING COLUMNS
- CCTV
- PROPOSED TELECOM BOX RELOCATION

SOFTWORKS

REFER TO DRAWING BURMAR-GLL-V6-00-DR-L-0117
SOFTWORKS PLAN FOR DETAILS

- PLANTING MIX 01 RAINGARDEN
- PLANTING MIX 02 PERENNIAL
- PROPOSED TREES
- EXISTING TREES RETAINED

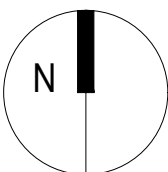
SEE JUST-H
ARCHITECTS PLANS FOR
CANOPY PROPOSAL

rev	details	by	date
00	PRELIMINARY	ED	30.01.2023
01	RED LINE BOUNDARY UPDATED	ED	31.01.2023
02	DRAFT 3+ ISSUE	CB	06.02.2023
03	DESIGN RESOLUTION	ED	10.02.2023
04	DESIGN RESOLUTION	ED	17.02.2023
05	TRAFFIC ISLAND REMOVAL	ED	14.04.2023
06	PLANNING	ED	18.04.2023

rev	details	by	date

Notes

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- All dimensions to be checked onsite
- This drawing to be read in conjunction with all other Gillespies drawings and specifications



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Project title
**BURY MARKET AND FLEXI HALL
STAGE 3**

Drawing title
**LANDSCAPE GENERAL
ARRANGEMENT PLAN**

Drawing number
BURMAR-GLL-V6-00-DR-L-0100

Drawing Status Revision
PLANNING 06

Date	Scale	Drawn	Checked
30.01.2023	1:200 @ A1	ED	AG

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Appendix B: BREEAM



BREEAM Tra01 Assessment

INTRODUCTION

This Technical Note represents the BREEAM Tra01 Assessment for the proposed Bury Market Redevelopment and Flexi Hall in Bury, Greater Manchester. This Technical Note should be read in conjunction with the Transport Statement and Interim Travel Plan prepared to accompany the planning application.

BREEAM – Transport Statement and Travel Plan

A Building Research Establishment Environmental Assessment (BREEAM) has been requested by the District Council to address both site-specific Transport Statement and Travel Plan.

The TRA01 BREEAM 2018 gives two credits to the Transport Statement and Travel Plan, which is divided in 5 sections.

1 Transport Statement and Travel Plan

Section 1 requires undertaking a site-specific Transport Statement and Draft Travel Plan, which can demonstrably be used to influence the site layout and built form.

A Transport Statement and Travel Plan have been produced and submitted as part of the planning application.

2 Site-specific Travel Statement

The TRA01 BREEAM 2018 identifies 7 minimum key points that the Transport Statement shall cover as a minimum as follows:

- 2.a If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.
- 2.b Predicted travel patterns and transport impact of future building or site users.
- 2.c Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.
- 2.d Reporting of the number and type of existing accessible amenities within 500m of the site.
- 2.e Disabled access accounting for varying levels and types of disability, including visual impairment.
- 2.f Calculation of the existing public transport Accessibility Index (AI).
- 2.g Current facilities for cyclists.

2.a Existing travel patterns and attitudes

Given the Interim status of the associated Travel Plan for the planning submission, information regarding existing travel patterns and attitudes will be captured as part of the delivery of a Full Travel Plan (FTP) and is addressed in Chapter 7 of the Travel Plan, whereby baseline travel surveys will be undertaken approximately three months post-opening and occupation.

2.b Predicted travel patterns and attitudes

Parking demand and traffic generation of the site has been identified in Chapter 5 of the Transport Statement. Following a TRICS analysis, peak traffic flows in the AM period are expected to be 20 vehicles, and peak traffic flows in the PM period expected to be 24 vehicles. Due to its town centre location, no new parking spaces will be provided alongside the Bury Market redevelopment and new Flexi Hall development except for six disabled bays, with anticipated parking demand accommodated within existing town centre car parks.

2.c Current local environment for pedestrians and cyclists



The existing environment for pedestrians and cyclists is identified in Chapter 4 of the Travel Plan and Chapter 6 of the Transport Statement.

2.d Existing accessible amenities

Figure 1 below shows the current number and type of key existing accessible amenities within 500 metres of the site as per BREEAM [Table 7.1](#).

2.e Disabled accessibility

Disabled accessibility and provision have been addressed in Chapter 4 of the Transport Statement and Chapter 4 of the Travel Plan.

2.f Accessibility Index

The existing public transport Accessibility Index (AI) has been calculated as **16.88** as per the BREEAM methodology. A copy of the calculation tool is included below.

2.g Current facilities for cyclists

Existing facilities for cyclists are addressed in Chapter 4 of the Travel and Chapter 6 of the Transport Statement.

3 Site-specific Travel Plan

Section 3 requires the production of a Travel Plan that provides a long-term management strategy which encourages more sustainable travel.

Given the 'Interim' status of the Travel Plan, it is stated in Chapter 8 of the Travel Plan that a site-specific communication, marketing and monitoring strategy will be developed as part of a Full Travel Plan.

4 Travel Plan Occupier

Section 4 requires involvement of the occupier (if known) in the development of the Travel Plan. Bury Council have been involved in the production of the Travel Plan and will be extensively involved over the long-term day-to-day operations of the market and Flexi Hall and will therefore be the designated Travel Plan Occupier.

5 Travel Plan Implementation

The implementation of the Travel Plan will occur under a 'Full Travel Plan'. More detail can be found in Chapter 1 of the Travel Plan.

Figure 1 (2.d): Local Amenities Map

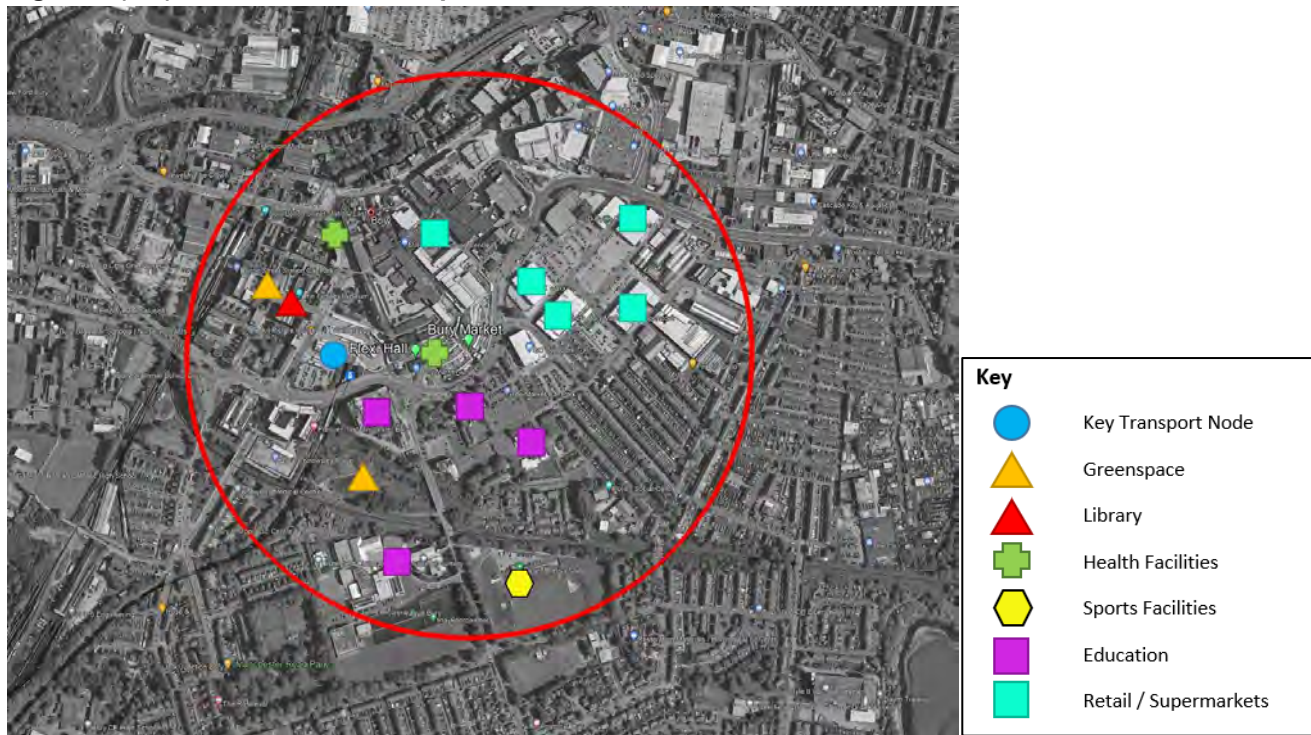


Figure 2 (2.f): Public Transport Accessibility Index Calculator

BREEAM 2018 Tra01/02 Accessibility Index calculator **BREEAM® UK**
delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Select

No. nodes required:

NODE 1

Public transport type	Rail									
Distance to node (m)	175									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	5	5								

NODE 2

Public transport type	Bus									
Distance to node (m)	175									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	6	5	1	2	2	2	2	2	4	5

NODE 3

Public transport type										
Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

Accessibility Index 16.88

BREEAM Tra02 Assessment: Sustainable Transport Measures

INTRODUCTION

This Technical Note represents the BREEAM Tra02 Assessment for the proposed Bury Market Redevelopment and Flexi Hall in Bury, Greater Manchester. This Technical Note should be read in conjunction with the Transport Statement and Interim Travel Plan prepared to accompany the planning application.

The aim of Tra02: Sustainable Transport Measures is to maximise the potential for local public, private and active transport through provision of sustainable transport measures appropriate to the site. The additional value that this creates includes:

- Encourages improvement of public transport provision;
- Reduces building users' carbon footprint and associated negative environmental impacts, improving local air quality and reducing local congestion;
- Encourages reliance on active travel and engagement with local authorities;
- Promotes provision of electric car recharging stations and reduced reliance on cars; and
- Increases provision of local amenities.

METHODOLOGY

For Tra02, a total of five credits have been targeted from an available 10. This is based on **Table 7.4: Sustainable Transport Measures**. A full copy of this table is located at the bottom of this document. The following table indicates where five credits have been located as part of the Tra02 assessment.

Table 1: Tra02 Credit Accumulation

Assessment Option	Description	Reason for Acquiring Points	Points (Credits)
1	The existing AI calculated in Tra01 achieves the following: ■ Greater than four for prison or MOD sites, rural location sensitive buildings, and other building group 3; ■ Greater than 8 for all other building types.	The Bury Market Redevelopment and Flexi Hall has been designated as 'other building group 2' category (<i>A building occupied by a number of core staff or employees with a larger number of consistently frequent visitors or users (either resident or non-resident)</i>). A score of 16.88 was recorded on the Public Transport AI.	1
5	■ Set up a car sharing group or facility to facilitate and encourage building users to car share. ■ Raise awareness of the sharing scheme with marketing and communication materials. ■ Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. ■ Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	These measures have been addressed in Chapter 7 of the Travel Plan under 'Travel Plan Measures'.	1

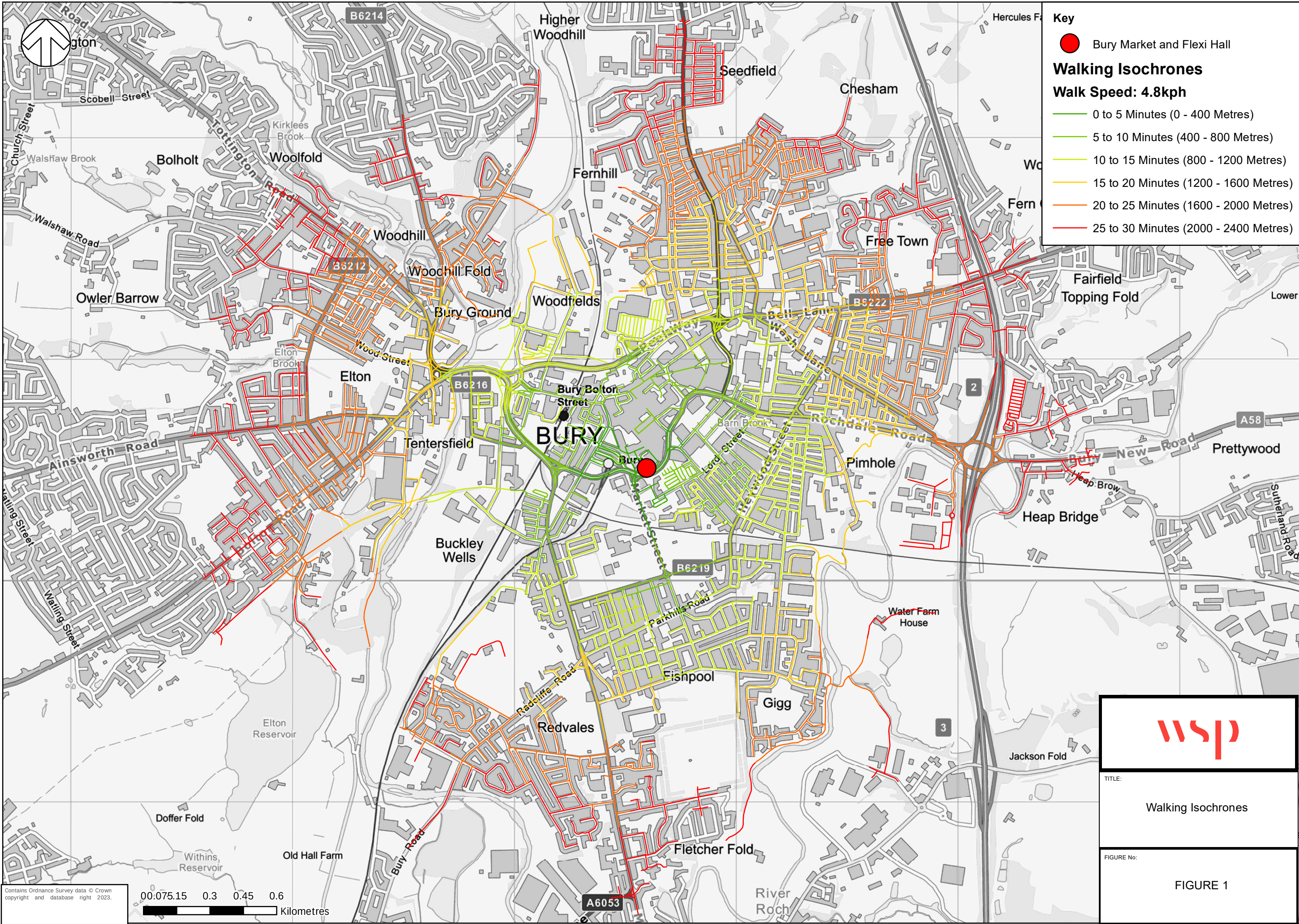
7	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 .	Information regarding cycle storage spaces has been addressed in Chapter 4 of the Transport Statement, whereby nine new cycle stands will be built to the east of the Flexi Hall and integrated into the new public realm area. This is a significant upgrade on existing provision and is proportionate to the guidelines in Table 7.5	1
9	At least three existing accessible amenities are present, see Table 7.6 , where relevant for a Building Group.	As identified in Figure 1 in Tra01 and Chapter 4 of the Transport Statement, there are various amenities within 500m of the site that are accessible. These include: ■ Library Gardens; ■ Mill Gate Shopping Centre; and ■ Pyramid Park	1
10	Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 , for the relevant Building Group, is provided.	This has been addressed in Chapter 4 of the Transport Statement including community and leisure facilities as part of the Flexi Hall.	2
Total			6

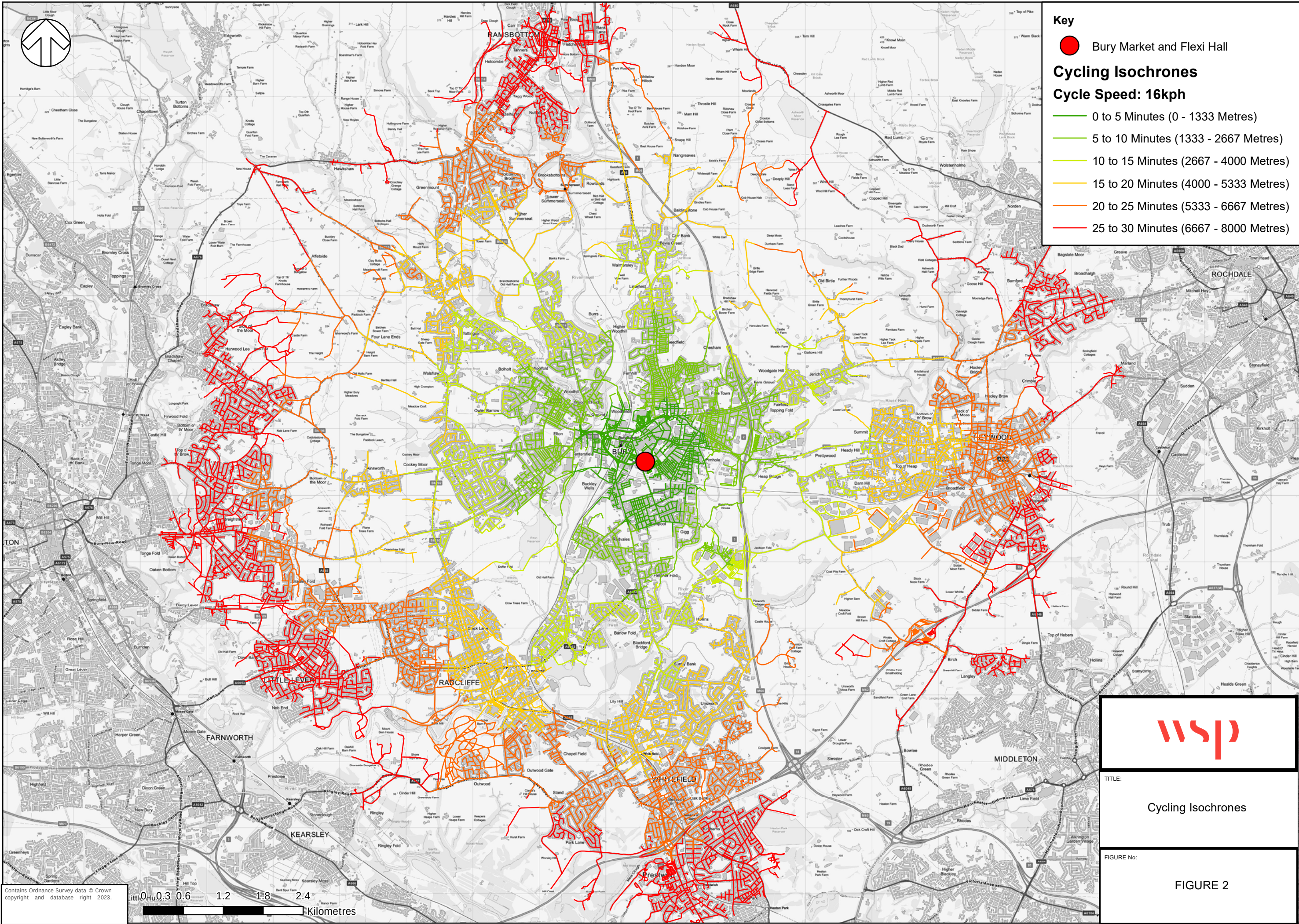
Table 7.4 Sustainable public, private and active transport measures

Sustainable transport measures			
Assessment option	Public transport measures	Applicable building types	Points
1	1. The existing AI calculated in Tra 01 achieves the following: ≥ 4 for prison or MOD sites, rural location sensitive buildings, and other building group 3 ≥ 8 for all other building types	All	1
2	2. Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development;	All	2
	OR 3. Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions.		3
	OR 4. Provide a dedicated service, such as a bus route or service (See Definitions).		3
3	5. Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	All	1
Assessment option	Private transport measures	Applicable building types	Points
4	6. Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development.	All	1
5	7. Set up a car sharing group or facility to facilitate and encourage building users to car share. 8. Raise awareness of the sharing scheme with marketing and communication materials. 9. Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. 10. Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	All	1
Assessment option	Active travel measures	Applicable building types	Points
6	11. During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it. 12. Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	All	2
7	13. Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 .	All	1
8	14. Option 7 has been achieved. 15. Provide at least two compliant cyclists' facilities for the building users, (including pupils where appropriate to the building type) – see Definitions for the scope of each compliant facility: • Showers • Changing facilities • Lockers • Drying spaces.	All	1
9	Existing amenities: 16. At least three existing accessible amenities are present, see Table 7.6 , where relevant for a Building Group.	All	1
10	Enhanced amenities: 17. Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 , for the relevant Building Group, is provided. OR 18. Ensure more than one new accessible amenity, in accordance with Table 7.6 for the relevant Building Group, is provided.		2
			3
Assessment option	Alternative transport measures	Applicable building types	Points
11	19. Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	All	1-3



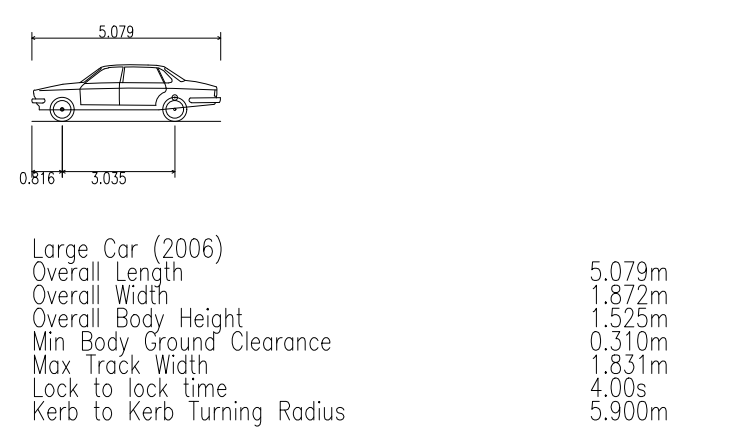
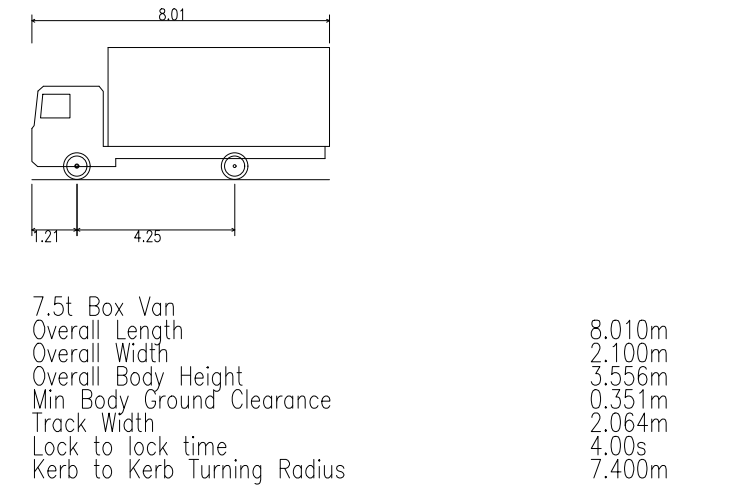
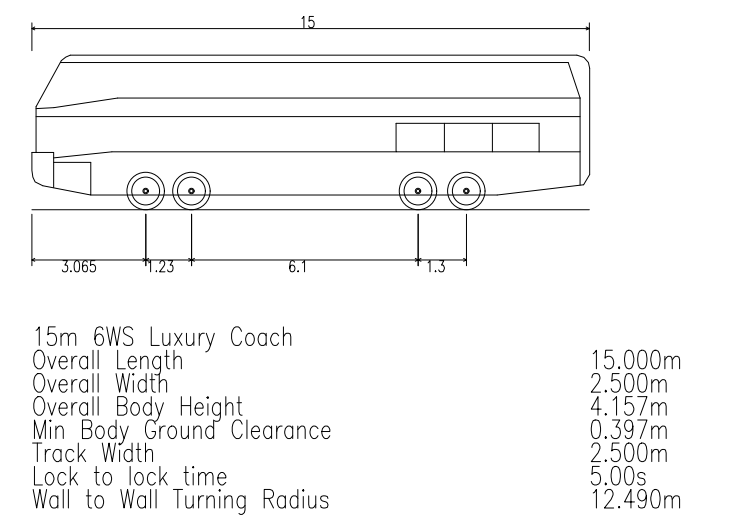
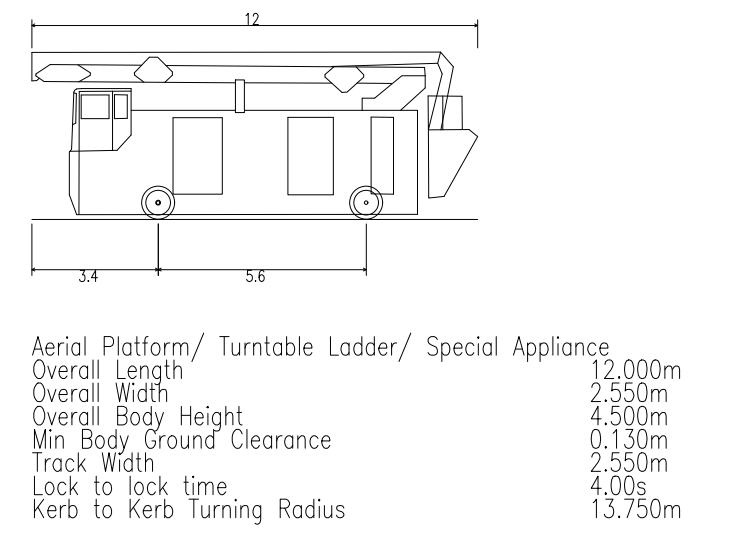
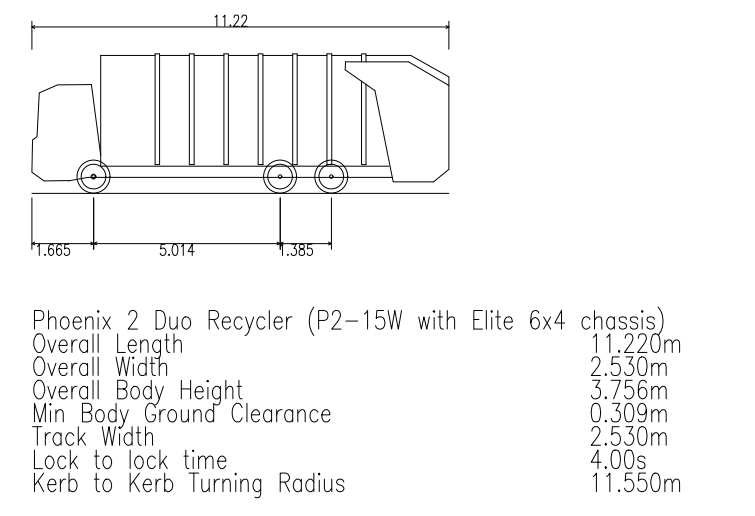
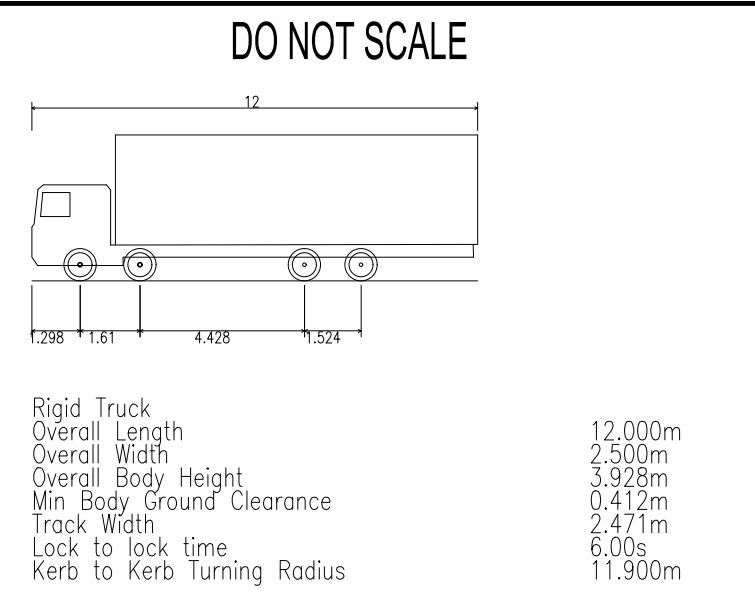
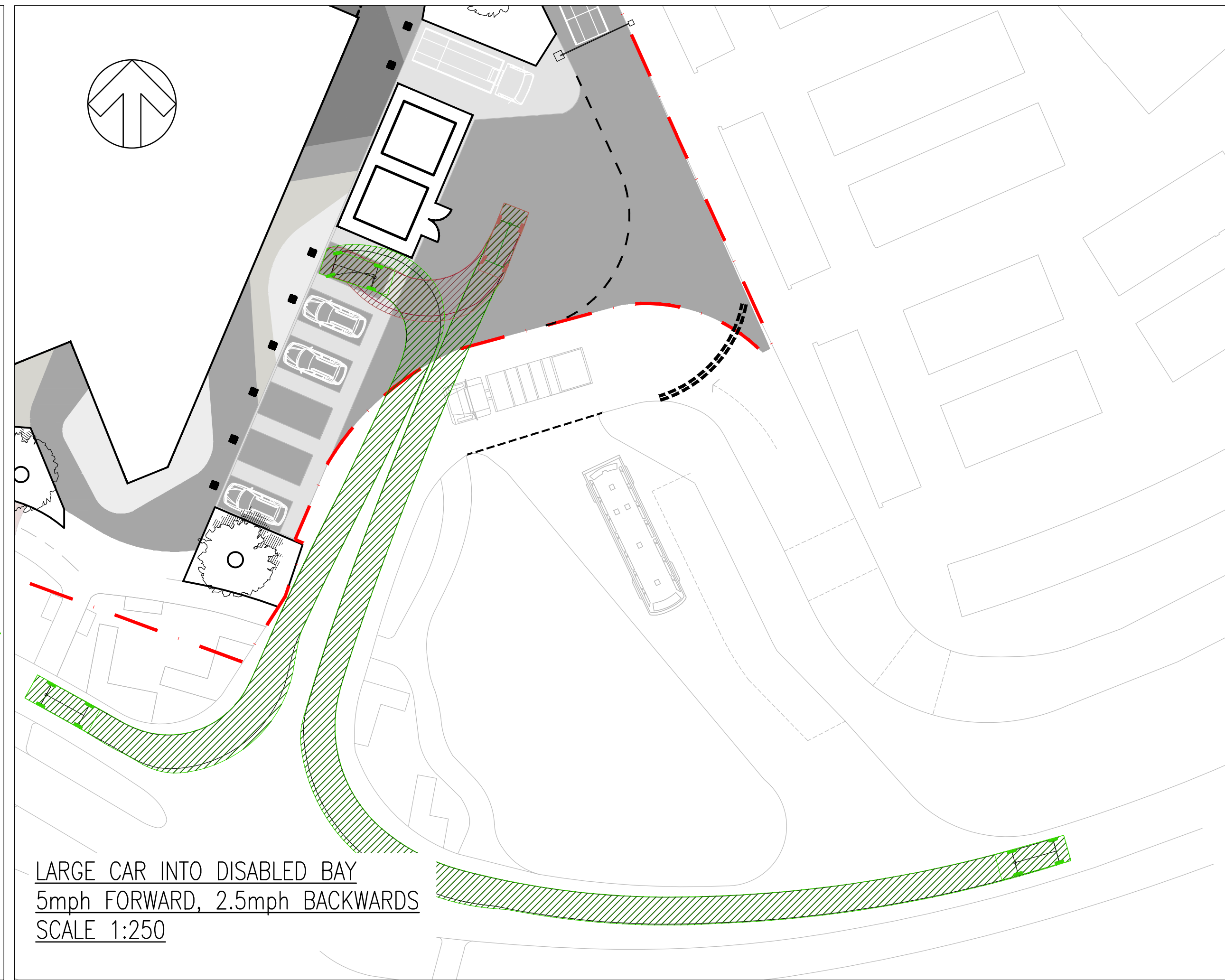
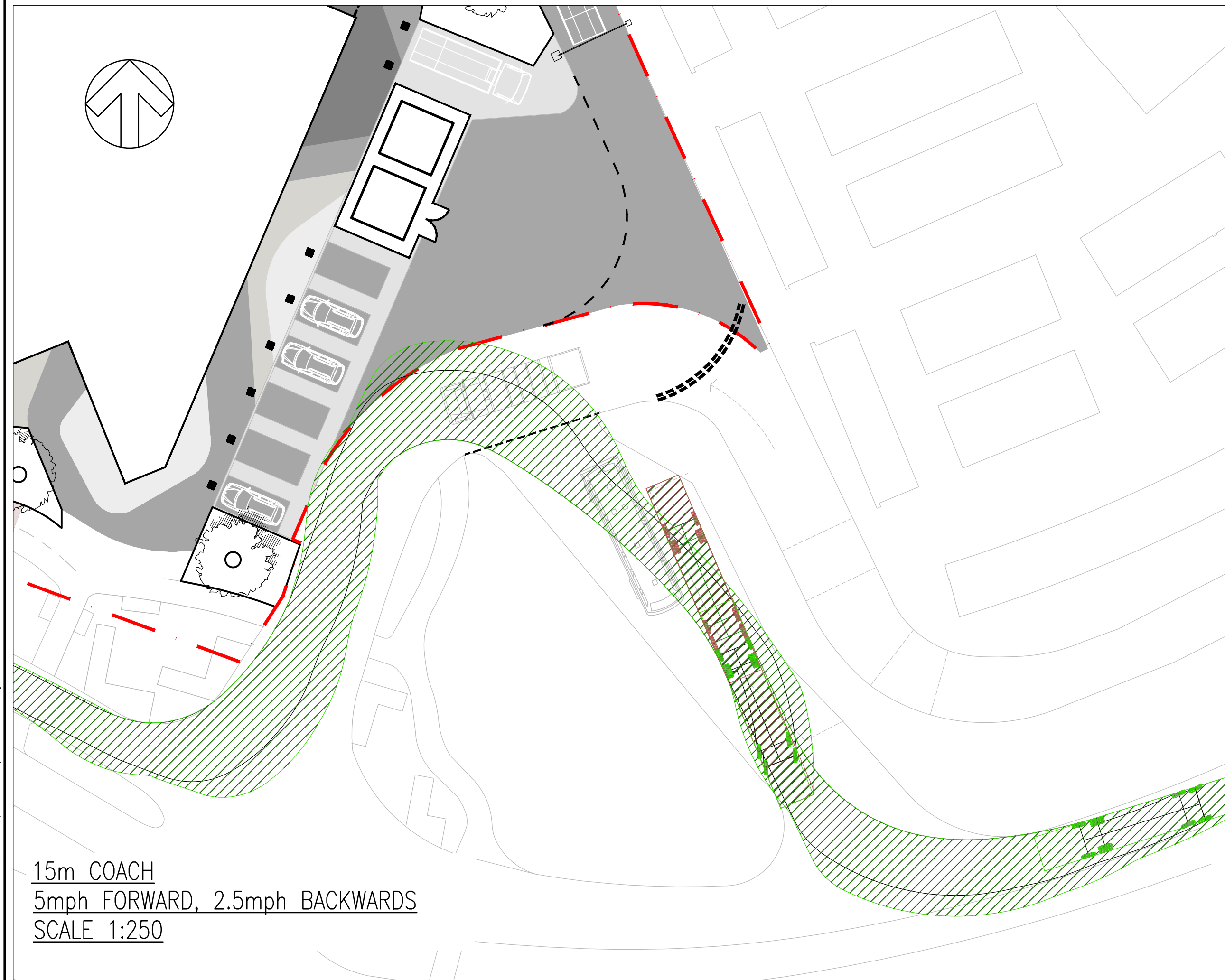
Appendix C: Isochrones







Appendix D: Autotracking assessment



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PROJECT						
BURY MARKET AND FLEXI HALL						
TITLE						
SWEPT PATH ANALYSIS WITH REVISED ARCHITECTS PLAN 18/04/2023						
SCALE 1:500		DRAWING		APPROVED		
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