

Proposed JD Pavilion
Pilsworth Road, Pilsworth

November 2025

TRANSPORT STATEMENT

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Eddisons

REPORT

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CLIENT:	JD Sports
JOB NUMBER:	3956
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3			
4			

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by JD Sports Fashion PLC to advise on the traffic and transport issues relating to a planning application at the JD Sports Campus Hub on land off Pilsworth Road in the Pilsworth area of Bury for the following:

'Erection of leisure pavilion including canteen and gym facilities, together with external works including multi-use games area and 2no. padel courts along with associated parking provision, landscaping and ancillary works'

1.1.2 The development site is located to the south-east of Bury town centre and south-west of Heywood. It is bound to the north by Pilsworth Road and to the east by Hollins Brook Way and the existing JD Sports office development. To the south the site is bound by open space which forms part of the Hollins Vale Nature Reserve, whilst residential development bounds the site to the west.

1.1.3 The site location is shown in **Plan 1**.

1.2 Planning History

1.2.1 The site benefits from planning consent for the following, which was granted on the 18th April 2023 (Planning Ref: 68530)

"Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, use of an existing car park exit to Aviation Road for emergency purposes only. Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Including reserved matters of means of access and scale included for determination)."

1.3 Changes In Working Patterns

- 1.3.1** At the time of the previous planning application, JD Sports operated flexible hybrid working patterns. However, since planning consent was granted, the Company policy has changed, with managers required to work from the Campus 5 days a week and other staff members 4 days a week.
- 1.3.2** These changes in working patterns have resulted in increased numbers of JD employees being on site during the week, with the largest numbers being between a Monday to Wednesday.
- 1.3.3** Clearly the increases in staff on the site increases the demand for parking on the site and results in displaced car parking demand i.e. in the nearby Park 66/Asda car parks and on the temporary gravel car park located on the application site.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Introduction

2.1.1 The following section of this Note will provide further details on the development proposals.

2.2 Development Proposals

2.2.1 The development proposals concern a matters planning application relating to the provision of a Pavilion building, outdoor multi-purpose all weather sports pitch, 2 covered Padel tennis courts and associated car and cycle parking.

2.2.2 The Pavilion building will have a total gross floor area of 1,397sqm and will be over single storey. It will include a restaurant, gym, shower and changing facilities. These amenities will be ancillary to the existing JD Campus operation and in some instances will replace existing provision located within the JD Campus.

2.2.3 The proposed site layout plan is displayed in **Plan 2**.

2.3 Vehicular Access

2.3.1 Vehicular access into the site will be provided via three locations off the internal JD Campus road layout as shown on the site layout plan (**Plan 2**).

2.3.2 The main access into the site will be via main campus access off Hollins Brook Way, whilst access/egress for staff will be via the recently constructed western access off Pilsworth Road. Vehicular access for visitor parking will be provided for via priority controlled junction off Hollins Brook Way, prior to main entry barriers.

2.3.3 Vehicular access into the site will be barrier controlled with ANPR automated barriers provided on Hollins Brook Way and the western access Pilsworth Road. These barriers have been provided in locations to ensure vehicles can enter and exit the JD Campus without impacting on the free flow of traffic on Pilsworth Road.

- 2.3.4** As part of the proposals a vehicular link will be provided between the proposed access off Pilsworth Road and Hollins Brook Way, this will have a carriageway width of 6 metres and enable vehicles to use both junctions onto Pilsworth Road when accessing and egressing the site.

2.4 Pedestrian and Cycle Access

- 2.4.1** Pedestrian and cycle access into the site will be provided for via the footway provision located on Hollins Brook Way and the western Pilsworth Road access. This provision will link with the existing footway infrastructure located on Pilsworth Road as well as that provided within the wider JD Campus site.

- 2.4.2** As part of the proposed development pedestrian infrastructure will be provided within the site in the form of footway provision and zebra crossing to ensure safe pedestrian movement through the site.

2.5 Parking Provision

- 2.5.1** As part of the proposals for the site and the wider JD Campus, it is proposed to provide the following parking provision.

- 202 spaces including 11 mobility impaired spaces, 22 EV charging spaces and a further 38 spaces future proofed for EV charging provision.
- 10 visitor spaces including 1 mobility impaired spaces.
- 3 motorcycling parking spaces.

- 2.5.2** The EV charging parking provision is in excess of what is required by planning policy which states a requirement for a 10% active provision and 10% passive provision.

- 2.5.3** It should be noted that 151 of these spaces have been provided on the site already and are used by JD Staff members.

- 2.5.4** It is acknowledged that the proposed Pavilion will provide facilities that are ancillary to the wider JD campus and therefore may not attract standalone parking demand. However, the proposed parking provision is part of the wider parking strategy for the Campus to ensure all parking demand is accommodated on site.
- 2.5.5** In addition, the proposed parking provision is part of the wider parking strategy for the JD Campus. Following the changes to the working patterns in 2024, the existing parking provision on site is not sufficient to accommodate the demand, with off-site parking occurring within temporary car park on the site and the nearby Park 66 and Asda car parks. Information provided by the applicant indicates that the level of displaced parking is between 50-90 vehicles on busier days.
- 2.5.6** To demonstrate the increase in employees on the site, traffic count surveys were commissioned on Tuesday 7th October 2025 at the two site access points off Pilsworth Road. The full traffic count data is contained within **Appendix 1**.
- 2.5.7** **Table 2.1** below, summarises the total inbound movements at the two junctions between 0730 and 0930 hours, which covers the start of the working day for the October 2025 surveys and the Tuesday 7th February 2023 surveys which were collected as part of the outline planning application. It should be noted that only the Pilsworth Road/Hollins Brook Way priority controlled junction was constructed at the time of the February 2022 surveys.

Survey Day	Weekday (0730-0930)	
	Arr	Dep
Tuesday 7 th October 2025	701	75
Wednesday 2 nd February 2022	552	38
Difference	+107	+23

Table 2.1 – Comparison of JD Campus Arrival and Departures

2.5.8 As can be seen in Table 2.1 above, the most recent surveys indicate that there has been increase of 149 am arrivals on site when compared to the 2023 surveys flows. This demonstrates that the number of vehicles/staff entering the site has increased since the change of working patterns occurred and therefore there is increased demand for parking provision on the site, which JD are looking to address as part of this application.

2.5.9 To encourage cycle travel to and from the site, it is proposed that secure and covered cycle parking provision will be located to the west of the proposed Pavilion building in the form of 20 covered parking spaces (1 space every 70sqm) and an additional 2 long stay Sheffield stands (parking for 4 bicycles). The cycle parking provision is above that required in the Bury Council Cycle Parking Standards.

2.6 Servicing

2.6.1 The existing servicing for the site is undertaken by private operators, however, for robustness, a swept path analysis has been undertaken of a 11.85 metre refuse vehicle which is the standard vehicle used by Bury Council and a 10 metres rigid. Both of which are likely to be larger than the vehicles that will service the site.

2.6.2 The analysis is displayed on **Plan 3**, demonstrates that a refuse vehicle can safely manoeuvre within the proposed site layout.

3 TRANSPORT PLANNING POLICY

3.1 Introduction

3.1.1 The Places for Everyone (PfE) Joint Development Plan Document for Greater Manchester was Adopted in March 2024 and cover the period up to 2039.

3.1.2 Although the outline planning consent was for the site was granted prior to the Adoption of PfE the local planning authority, Bury Council, have requested that consideration be given to the following policies in PfE;

- Policy JP-C8: Transport Requirements of New Development;
- Policy JP-S5: Clean Air;

3.1.3 This section will briefly consider the above pertinent area of the above policies in relation to the proposed development.

3.2 Local Policy

Places for Everyone (PfE) Policy JP-C8 Transport Requirements of New Development

3.2.1 Policy JP-C8 is the overarching PfE policy relating to Transport and new developments and aims to ensure that new development is located in sustainable and accessible locations to reduce the negative effects. The policy details the policy requirements under the following headings;

- Connectivity and Permeability;
- Design;
- Public Transport;
- Parking Infrastructure;
- Access and Servicing;
- Construction Management;

- Transports Assessments.

3.2.2 Within the Policy JP-C8 the following is included within the Transport Assessment section;

“Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.”

3.2.3 The proposed development is located around 25 kilometres from the Holcroft Moss development and therefore increases in traffic movements along the M62 will be minimal and well below the criteria detailed above. In addition, as will be demonstrated in Section 4 of this document, the proposals will result in a reduction in vehicle movements when compared to the consented proposals.

3.2.4 As will be demonstrated in this Transport Statement the proposed development is in accordance with Policy JP-C8 the PfE for the following reasons;

- The internal layout of the site have been designed to enable pedestrian/cycle connectivity between the proposed site and the existing facilities including bus stops on Pilsworth Road and the wider JD Campus.
- The parking provision on the site is sufficient to accommodate demand and provides mobility impaired parking and EV charging provision which is in accordance with the required standards. Secure and conveniently located cycle parking provision is provided within the site.
- The site can be serviced in a safe and efficient manner and the is integrated into the servicing strategy for the wider JD Campus site.

- A Transport Assessment was submitted as part of the outline planning application and this considered the impact of the development of the wider highway network. The impacts of the development were deemed acceptable by the local highway authority subject to planning conditions.

Places for Everyone (PfE) Policy JP-S5: Clean Air Policy

3.2.5 Policy JP-S5 relates to providing measures that will support improvements to air quality in the Plan area. It should be noted that the principle of the development was accepted during the determination of the outline planning application.

3.2.6 However, as detailed above, the proposed development is in accordance with Policy JP-S5 for the following reasons;

- EV Charging parking provision in excess of the planning policy requirements will be provided on the site to encourage staff and visitor to travel to and from the site by sustainable modes of travel.
- The site has been designed to link with surrounding pedestrian and public transport provision to provide the opportunity for staff and visitors to travel to and from the site by non-car modes.

3.3 Local Policy Summary

3.3.1 The above review of the PfE document has shown that the proposals conform to the aims and aspirations and will assist in delivering the policies contained therein.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Consented Development

4.2.1 Although a hybrid application, the Transport Assessment (TA) included consideration of the forecast traffic flows associated with the proposed Class E (g) land-use element of the Hub Building. The TA included an assessment of the local highway network based on 3,300 sqm of Class E (g) floor space.

4.2.2 **Table 4.1** below summarises the total person trips for the Hub Building, whilst **Table 4.2** summarises the consented modal split for the consented Hub Building, both of which are taken from the submitted TA.

Mode	Period	Trip Rate		Traffic Flow	
		Arr	Dep	Arr	Dep
Person	AM Peak Hour	2.537	0.209	84	7
	PM Peak Hour	0.246	2.184	72	8

**Table 4.1 – Consented Hub Building Person Trip Rates and Trip Generation
(3,300sqm)**

Mode	Modal Share	AM Peak		PM Peak	
		Arr	Dep	Arr	Dep
Metro/Tram	1%	1	0	0	1
Train	1%	1	0	0	1
Bus	8%	7	1	1	6
Taxi	1%	1	0	0	1
Motorcycle/Scooter	1%	1	0	0	0
Driving car or van	73%	61	5	6	52
Passenger in car or van	8%	6	1	1	5
Bicycle	1%	1	0	0	1
On foot	6%	5	0	1	4
Other	1%	0	0	0	0
Total	100%	84	7	8	72

Table 4.2 – Consented Hub Building Modal Split and Trip Generation (3,300sqm)

4.2.3 As can be seen in Table 4.2 above, the consented Hub building development is forecast to generate a total of 67 two-way trips during the Weekday AM peak and 58 two-way trips in the Weekday PM peak.

4.3 Proposed Development

4.3.1 As previously stated, the proposed Pavillion building will provide a restaurant and gym. These amenities will be ancillary to the existing JD Campus operation and in some instances will replace existing provision located within the JD Campus.

4.3.2 Based on this, there will be no material increase traffic generation on the local highway network because of the proposals as users will be staff already travelling to and from the JD Campus. In fact, the provision of the facilities such as the Gym before or after work is likely to reduce the traffic impact during the typical peak periods.

4.3.3 It is noted that the proposals will result in an increase in parking provision on the site, however, this parking already occurs off-site i.e. at Asda/Park 66 and the temporary car on the site and is therefore already present on local highway network. Notwithstanding this, the levels of traffic associated with the proposed on-site will be substantially lower than those associated with the consented Hub Building.

4.4 Traffic Impact Summary

4.4.1 Based on the above, it is concluded that the proposed development will result in a reduction in vehicle movements on the local highway network than that considered by the local highway authority when determining the hybrid planning application.

4.4.2 Therefore, no detailed traffic impact analysis is required as part of this traffic impact analysis and the proposals will have a minimal impact on the operation of the local highway network.

5 CONCLUSIONS

5.1.1 Eddisons have been instructed by JD Sports Fashion PLC to advise on the transport and highways implications of proposed planning application for the provision of the JD Sports Pavilion on land off Pilsworth Road in the Pilsworth area of Bury.

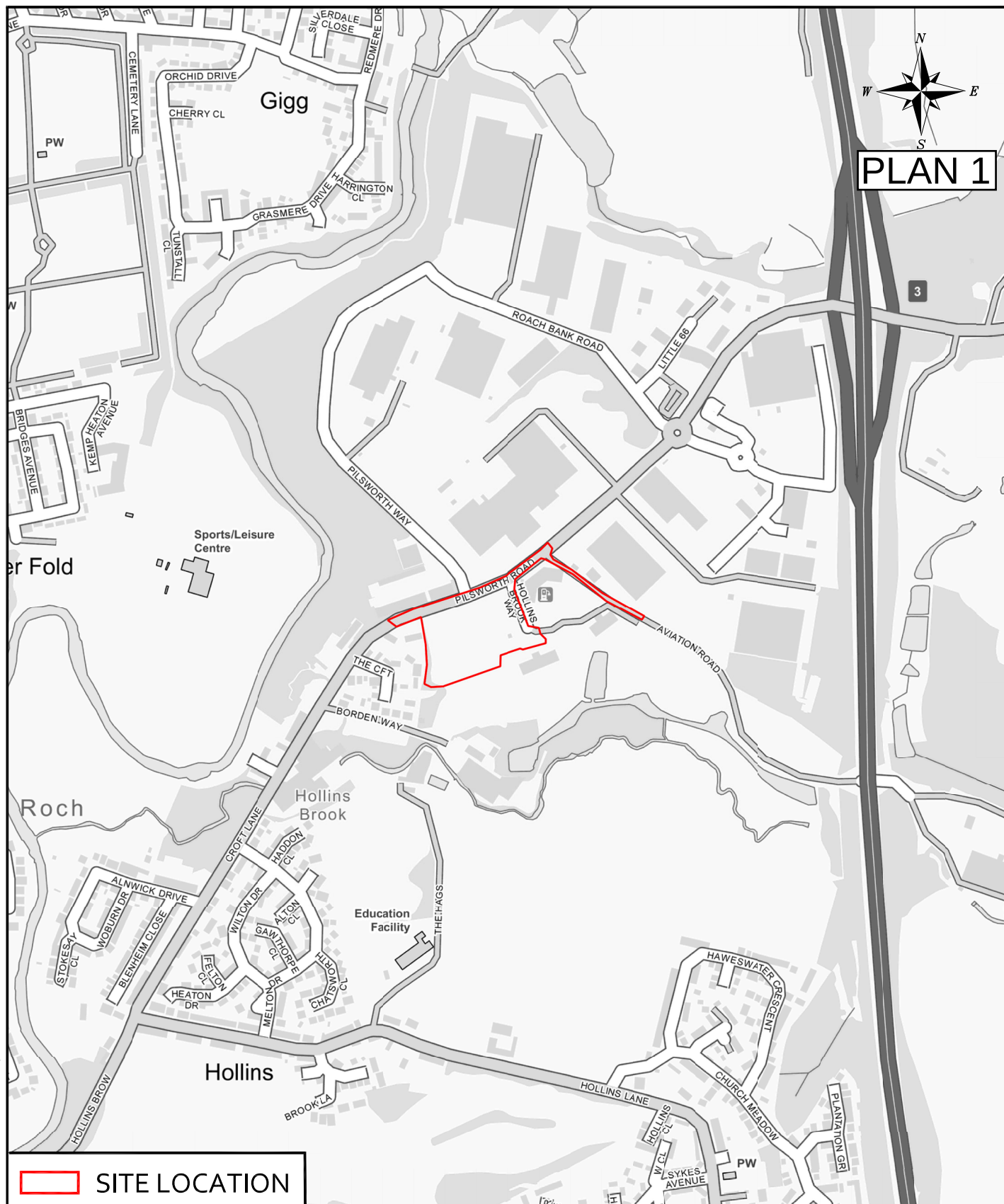
5.1.2 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangements.
- The traffic impact of the proposals would not be material.
- Car parking provision is appropriate.

5.1.3 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS

Z:\projects\3956 JD Campus - Phase 2 Pavillion\GIS\Workspaces\3956-01.dwg



CLIENT:

JD SPORTS

DRAWING TITLE:

**PROPOSED JD PAVILION, PILSWORTH ROAD,
PILSWORTH**

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

3956-01

REVISION:

-

DRAWN:

HJ

DATE:

21.10.25

CHECKED:

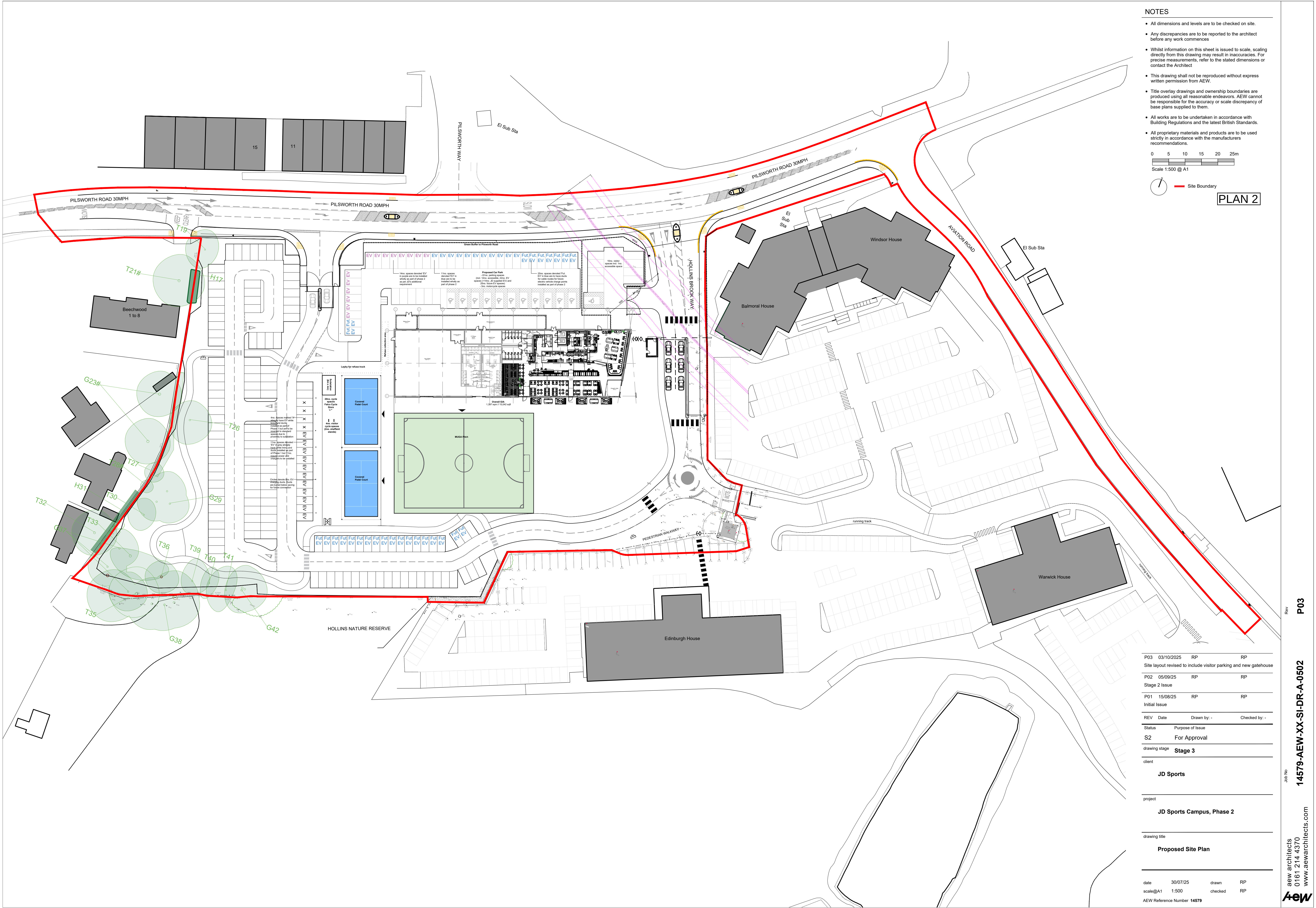
TB

DATE:

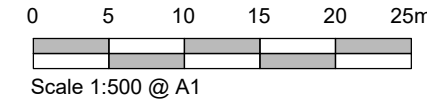
21.10.25

SCALES:

NTS @ A4



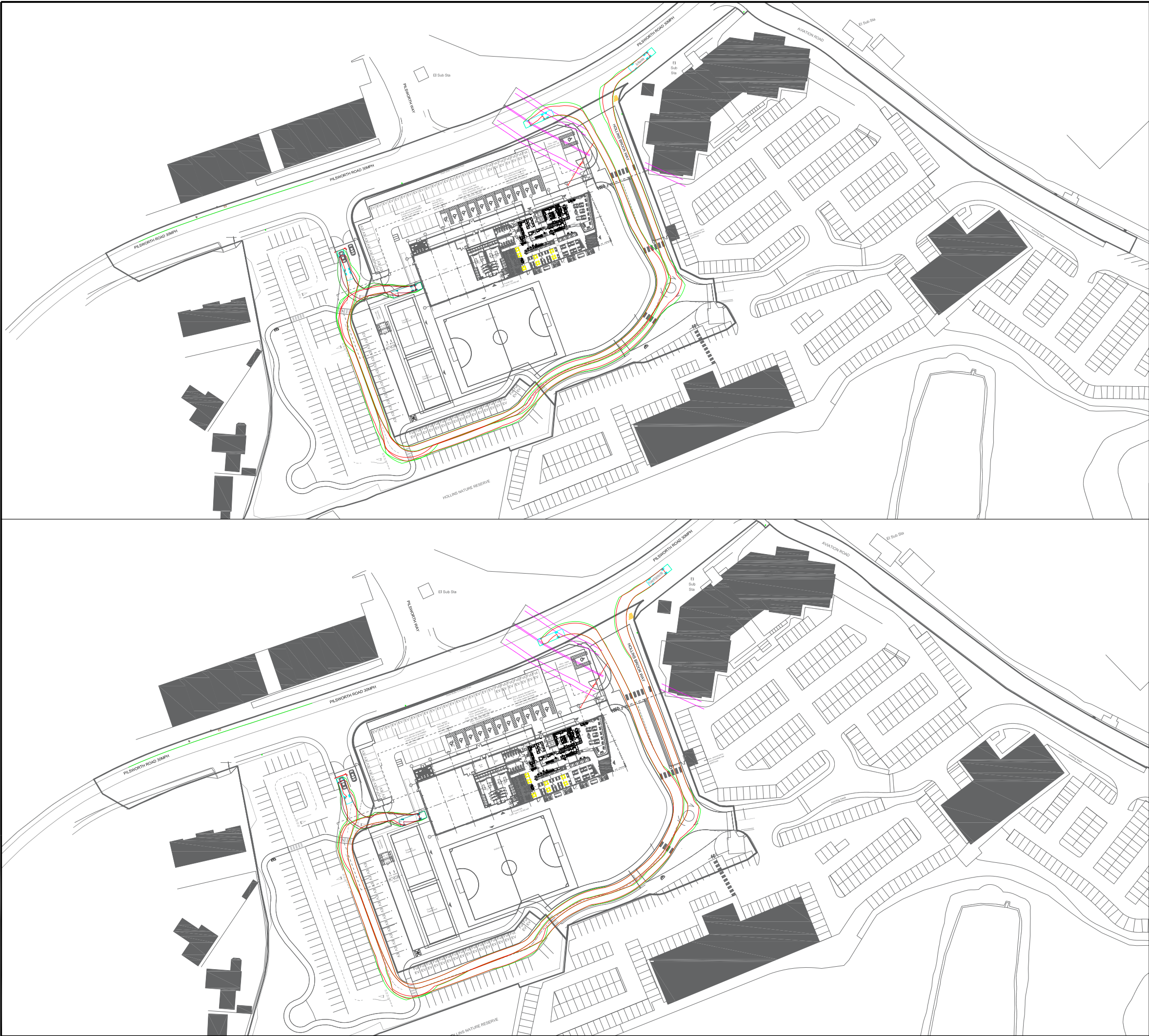
- NOTES**
- All dimensions and levels are to be checked on site.
 - Any discrepancies are to be reported to the architect before any work commences
 - Whilst information on this sheet is issued to scale, scaling directly from this drawing may result in inaccuracies. For precise measurements, refer to the stated dimensions or contact the Architect
 - This drawing shall not be reproduced without express written permission from AEW.
 - Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
 - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
 - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.



PLAN 2

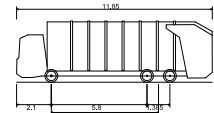
P03	03/10/2025	RP	RP
Site layout revised to include visitor parking and new gatehouse			
P02	05/09/25	RP	RP
Stage 2 Issue			
P01	15/08/25	RP	RP
Initial Issue			
REV	Date	Drawn by -	Checked by -
Status	Purpose of Issue		
S2	For Approval		
drawing stage	Stage 3		
client	JD Sports		
project	JD Sports Campus, Phase 2		
drawing title	Proposed Site Plan		
date	30/07/25	drawn	RP
scale@A1	1:500	checked	RP
AEW Reference Number 14579			

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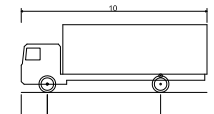


NOTES

PLAN 3



Bury Refuse Vehicle
Overall Length 11.850m
Overall Width 2.500m
Overall Body Height 3.707m
Min Body Ground Clearance 0.250m
Track Width 2.250m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.000m



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m



REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
JD SPORTS

PROJECT:
**JD CAMPUS, PILSWORTH - PHASE 2
PAVILLION**

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
1:1000 @ A3

DRAWN:	RC	CHECKED:	TSB	DATE:	SEP 2025
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DRAWING NUMBER:	3956-SP01	REVISION:	-
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APPENDICES

APPENDIX 1

Traffic Count Data

SURVEY CONTROL

Client: Eddisons

Client Contact: Tom Bentley

Survey Location: Pilsworth

Date(s) of Survey: Tuesday 7th October 2025

Notes:

On Site Supervisor: David Cheng/Chia Cheng

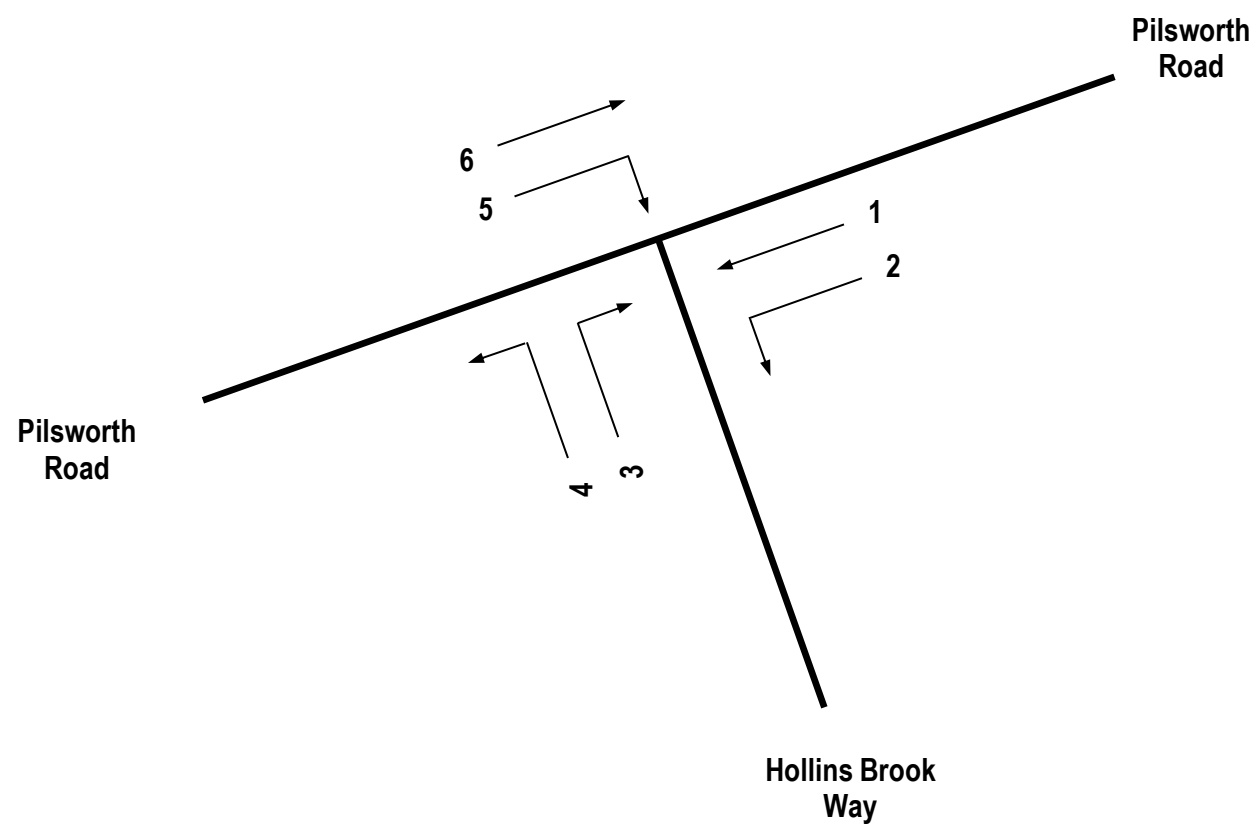
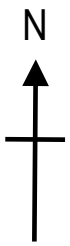
Data Checking: David Cheng

Survey Reference: 25.123 JD Campus

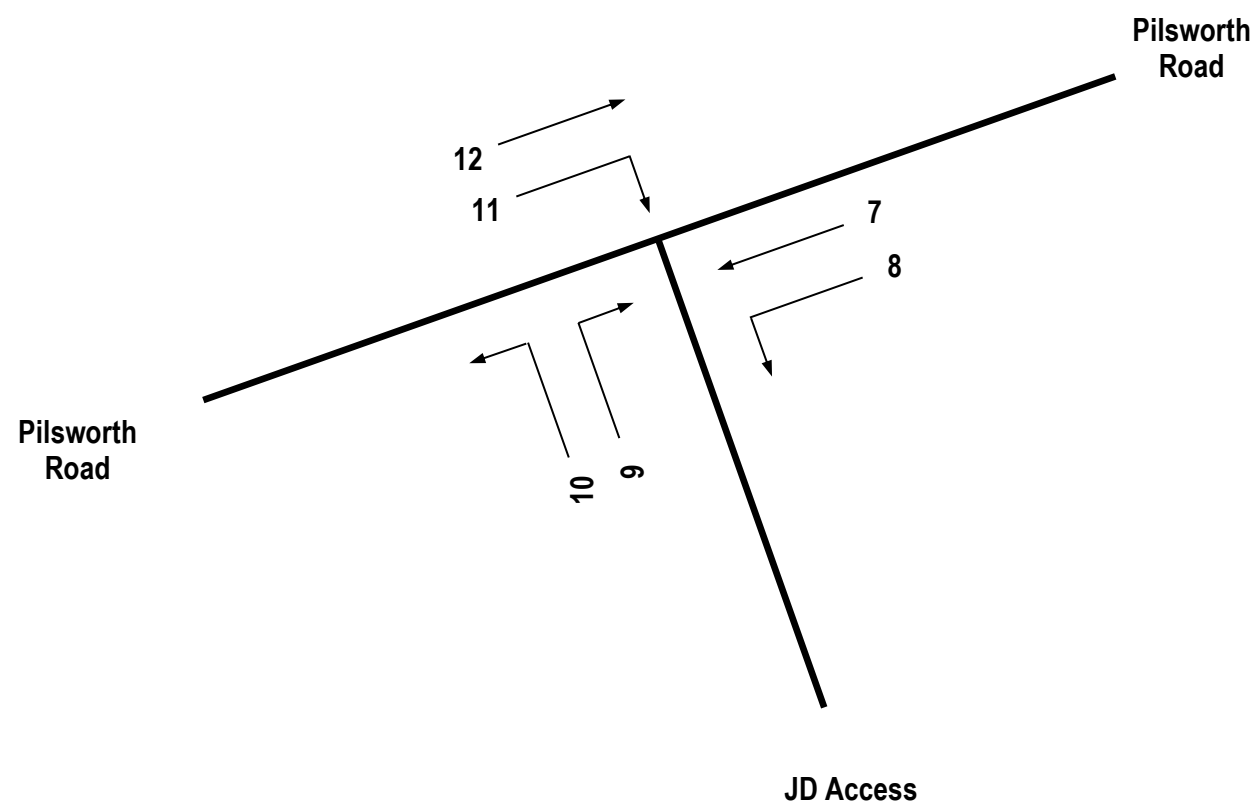
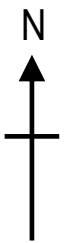
Status: Final

Date of Issue: 10th October 2025

JUNCTION 1



JUNCTION 2



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

25.123 JD CAMPUS

DRAWN BY
CC

DATE
OCT 2025

SCALE
NTS

REF
FIGURE 1

Transport Data Specialists Ltd

W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

Time Beginning	Pilsworth Road/Hollins Brook Way - Tuesday 7th October 2025											
	1		2		3		4		5		6	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0730	165	1	85	0	1	0	2	0	25	0	224	8
0745	206	3	86	1	2	0	5	1	19	1	194	3
0800	172	5	83	0	4	0	7	0	11	0	163	3
0815	168	18	73	0	2	0	5	0	9	0	160	4
0830	175	3	63	0	2	0	3	0	12	0	158	5
0845	160	6	54	0	7	0	2	0	7	0	162	2
0900	149	4	43	0	4	0	4	0	10	0	190	9
0915	130	6	24	2	2	0	3	1	2	0	134	3
Time Beginning	Pilsworth Road/Hollins Brook Way - Tuesday 7th October 2025											
	1		2		3		4		5		6	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1500	190	8	1	0	15	1	5	0	0	0	135	3
1515	190	6	3	0	15	0	5	0	2	0	142	8
1530	156	5	8	0	50	0	16	0	1	0	168	7
1545	125	0	3	0	27	0	8	0	2	0	147	5
1600	165	5	5	0	44	0	27	0	1	0	105	2
1615	173	3	3	0	26	0	8	0	3	0	95	1
1630	176	5	2	0	30	0	30	0	1	0	115	1
1645	178	5	3	0	23	0	13	1	3	0	85	2
1700	202	4	0	0	21	0	29	0	0	0	68	1
1715	245	3	2	1	17	0	11	0	3	0	62	2
1730	178	0	0	0	20	0	15	0	1	0	119	1
1745	182	3	1	0	17	1	5	0	0	0	116	1
1800	174	1	2	0	19	0	4	0	3	0	130	1
1815	199	2	1	0	28	0	2	0	0	0	124	0

Time Beginning	Pilsworth Road/JD Access - Tuesday 7th October 2025											
	7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0730	156	2	2	0	0	0	0	0	2	0	252	6
0745	190	4	0	0	0	0	0	0	6	0	220	5
0800	161	5	7	0	0	0	0	0	6	0	193	3
0815	164	17	7	0	0	0	0	0	10	0	187	6
0830	153	2	13	0	0	0	0	0	6	0	176	5
0845	142	6	7	0	0	0	0	0	5	0	172	4
0900	128	4	11	0	1	0	0	0	3	0	206	10
0915	121	4	2	0	0	0	0	0	0	0	133	3
Time Beginning	Pilsworth Road/JD Access - Tuesday 7th October 2025											
	7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1500	210	8	0	0	0	0	0	0	0	0	125	3
1515	198	5	0	0	1	0	1	0	0	0	127	8
1530	165	5	0	0	0	0	1	0	0	0	154	6
1545	131	0	0	0	1	0	1	0	0	0	139	5
1600	207	5	0	0	6	0	1	0	0	0	113	3
1615	185	4	0	0	5	0	4	0	0	0	96	0
1630	206	4	0	0	6	0	8	0	0	0	108	2
1645	208	4	0	0	5	0	10	0	0	0	92	2
1700	233	3	0	0	9	0	7	0	0	0	63	1
1715	262	2	0	0	6	0	3	0	0	0	73	3
1730	190	0	0	0	1	0	5	0	0	0	118	1
1745	182	2	0	0	6	0	1	0	0	0	97	1
1800	183	2	0	0	7	0	2	0	0	0	124	1
1815	198	1	0	0	5	0	0	0	0	0	116	0

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