



**Holchem Laboratories,
Pilsworth, Bury**

TRANSPORT STATEMENT

Report prepared for
Holchem Laboratories Ltd

November 2023

Report Reference 1858/1/B



ASHLEY HELME
ASSOCIATES



Transport Statement

Holchem Laboratories, Pilsworth, Bury

Client: Holchem Laboratories Ltd

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Transport Statement

Holchem Laboratories, Pilsworth, Bury

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1 Introduction

- 1.1 Ashley Helme Associates Ltd (AHA) are appointed by Holchem Laboratories Ltd to prepare a Transport Statement (TS) report in support of a planning application for an extension to the existing Holchem Laboratories building in Pilsworth, Bury (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1.

1.2 Existing Situation

- 1.2.1 There is an existing building occupying the application Site. The existing building has a floor area of 99,502sf (9,244sm). The existing building is referred to as **Gateway House**.
- 1.2.2 There are currently 146 employees based at the Site. The Site is operational Monday to Friday. About 15% of employees work on Saturday.

1.3 Proposed Development

- 1.3.1 The proposal is to add an extension to the existing Gateway House that will provide an additional 42,949sf (3,990sm) of floorspace.
- 1.3.2 It is anticipated that the proposed extension could lead to a requirement for an additional 20 staff to be based at the Site.
- 1.3.3 It is proposed that the car park is expanded to provide an additional 11 spaces.

1.4 Pre-Application Advice

- 1.4.1 The applicant has sought pre-application advice from Bury Council (BC), who have consulted with Transport for Greater Manchester (TfGM). The BC Highways and TfGM comments are included in Appendix A.

1.5 Scope of the Report

- 1.5.1 The local highway network is described in Chapter 3. The proposed Site access arrangements are outlined in Chapter 4.
- 1.5.2 The transport sustainability of the proposed development is a key issue, as set out in the National Planning Policy Framework (NPPF, September 2023), and also Planning Practice Guidance (PPG, March 2014). Accessibility issues are identified in Chapter 2, and an



accessibility appraisal of the Site by non-car modes is presented in Chapters 5 (Walk & Cycle) and 6 (Public Transport), using an accessibility mapping methodology.

- 1.5.3 The planning application is supported by the Travel Plan (TP) report. Chapter 7 outlines the principles of the TP. A summary indication is included in Chapter 7 of the Action Plan for the Travel Plan. This includes measures that are to be implemented prior to first occupation of the development, as well as subsequent and on-going measures/initiatives. A separate Travel Plan document is submitted as part of the planning application, and is complementary to the TS report.
- 1.5.4 The parking proposals for the development are outlined and discussed in Chapter 8, in the context of the overall access strategy for the development.
- 1.5.5 The traffic flows generated by the proposed development on the local highway network are estimated in Chapter 9.
- 1.5.6 Chapter 10 presents the summary and conclusions of the TS.



2 Policies & Principles of Access Strategy

2.1 A holistic approach is adopted for the desired access strategy. Due cognisance is taken of a range of relevant policy/guidance documents and considerations that represent national/local policies and good practice. These include:

- National Planning Policy Framework (NPPF), September 2023,
- Planning Practice Guidance (PPG), March 2014,
- DfT Circular 01/2022,
- Adopted Bury Council Unitary Development Plan,
- Emerging Bury Council Local Plan,
- Greater Manchester Transport Strategy (2040).

2.2 A general thrust of current national and local policies is to promote and deliver sustainable transport objectives, and this is a key factor in defining the access strategy for the proposed development.

2.3 There are a range of documents that provide advice and guidance identifying that the historic approach of adopting rigid highway design standards and considering this in isolation is not appropriate or desirable in today's world. This includes, for example, the Urban Design Compendium (UDC) and Manual for Streets (MfS) and the associated Manual for Streets 2 (MfS2).

2.4 National Planning Policy Framework

2.4.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied.

2.4.2 Sustainable Development

2.4.2.1 Paragraph 7 of NPPF sets out that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection."



2.4.2.2 In paragraph 10, NPPF makes it clear that:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development.**"*

2.4.3 Promoting Sustainable Development

2.4.3.1 The Government's commitment to sustainable development is emphasised in NPPF. Paragraph 104 advises development promoters to consider transport issues from the earliest stages of plan-making and development proposals, so that:

- a) *the potential impacts of development on transport networks can be addressed;*
- b) *opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to design of schemes, and contribute to making high quality places."*

2.4.3.2 This is expanded in paragraph 105, which states:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

The proposed development respects and reflects this NPPF transport sustainability related objective.



2.4.4 Parking

2.4.4.1 Parking is set out in paragraph 107. This states that the setting of parking standards for residential and non-residential development, should take into account:

- "a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.4.4.2 This is expanded in paragraph 108. This states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.4.4.3 Lorry parking is considered in paragraph 109. This states:

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

2.4.5 Assessing Developments

2.4.5.1 NPPF states in paragraph 110 that:

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



- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.4.5.2 NPPF makes it clear in paragraph 111 that:

*"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**."* (AHA emphasis).

2.4.6 Transport Hierarchy

2.4.6.1 NPPF offers specific transport advice with respect to development proposals. In paragraph 112, NPPF sets out that development should:

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



2.5 PPG

2.5.1 The Department for Communities and Local Government (DCLG) launched the new planning practice guidance (PPG) web-based resource on 6 March 2014. The PPG includes advice on when transport assessments and transport statements are required, and what they should contain.

2.5.2 The PPG states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.”*

2.5.3 With respect to Transport Assessments and Statements, PPG sets out that:

“The key issues to consider at the start of preparing a Transport Assessment or Statement may include:

- *the planning context of the development proposal;*
- *appropriate study parameters (i.e. area, scope and duration of study);*
- *assessment of public transport capacity, walking/ cycling capacity and road network capacity;*
- *road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;*
- *measures to promote sustainable travel;*
- *safety implications of development; and*
- *mitigation measures (where applicable) – including scope and implementation strategy.”*

2.5.4 With respect to Travel Plans, PPG sets out that:



“Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.

They should evaluate and consider:

- *benchmark travel data including trip generation databases;*
- *information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;*
- *relevant information about existing travel habits in the surrounding area;*
- *proposals to reduce the need for travel to and from the site via all modes of transport; and*
- *provision of improved public transport services.”*

2.6 DfT Circular 01/2022

2.6.1 Sustainable Development

2.6.1.1 With respect to sustainable development, Circular 01/2022 states:

“12. New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.

17. Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries. The company will support development promoters and local authorities in applying the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility and local transport note 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals.”

2.6.2 Travel Plan

2.6.2.1 With respect to Travel Plans, Circular 01/2022 states:



"44. Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator. Advice on preparing and monitoring travel plans is contained in the planning practice guidance."

2.6.3 Pre-Application

2.6.3.1 With respect to pre-application advice, Circular 01/2022 states:

"47. Where the company is requested to do so, it will engage with local planning authorities and development promoters at the pre-application stage on the scope of transport assessments/statements and travel plans. This process should determine the inputs and methodology relevant to establishing the potential impacts on the SRN and net zero principles that will inform the design and use of the scheme. Development promoters are strongly encouraged to engage with the company to resolve any potential issues and maximise opportunities for walking, wheeling, cycling, public transport and shared travel, as early as possible."

2.6.4 Transport Assessment

2.6.4.1 With respect to Transport Assessments, Circular 01/2022 states:

"48. Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage, developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites.

49. A transport assessment for consideration by the company must also consider existing and forecast levels of traffic on the SRN, alongside any additional trips from committed developments that would impact on the same sections (link or junction) as the proposed development. Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic. The scenario(s) to be assessed, which depending on the development and local circumstances may include sensitivity



testing, should be agreed with the company; where a scenario with particularly high or low growth is proposed, this should be supported by appropriate evidence. Planned improvements to the SRN or local road network should also be considered in any assessment where there is a high degree of certainty that this will be delivered."

2.6.5 Assessment Years

2.6.5.1 With respect to assessment years, Circular 01/2022 states:

"50. An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of a proposed development. For multi-phase developments, additional assessments shall be provided based on the opening of each phase."

2.6.6 Impact and Mitigation

2.6.6.1 With respect to impact and mitigation, Circular 01/2022 states:

"51. Where a transport assessment indicates that a development would have an unacceptable safety impact or the residual cumulative impacts on the SRN would be severe, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary."

52. The scope and phasing of necessary transport improvements will normally be defined by the company in planning conditions that seek to manage development in line with the completion of these works. In such circumstances, modifications to the SRN must have regard to the need to future-proof the network, while its delivery may require a funding agreement between the development promoter and the company."

53. As a result of investigations undertaken by the company, development promoter and/or local highway authority, it may become apparent that a different form of intervention would better address cumulative development impacts than the option(s) already identified through the plan-making process. In this situation, the company will work with the local planning authority and development promoter(s) to explore a cost sharing mechanism or the phased delivery of a more comprehensive scheme."

2.8 Bury Council Local Plan

2.8.1 The Bury Council website sets out the current status of the Local Plan. This states:



"Together with the Places for Everyone (PfE) joint development plan, the Local Plan will form a key part of Bury's overall development plan and, once adopted, these documents will both be used as the basis for determining future proposals for the next 20 years or so.

Whereas the PfE will deal with strategic planning matters that are of significance across the Joint Plan area (such as identifying future levels of housing and employment growth), Bury's Local Plan will contain a range of locally-specific planning policies and identify local sites where development should be built as well as areas where development should be restricted or controlled.

Work on the PfE is currently on-going and it is expected that a revised draft of this document will be subject to consultation shortly."

2.9 Greater Manchester Transport Strategy (2040)

- 2.9.1 The plan is prepared by Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester Combined Authority (GMCA) and the Greater Manchester Local Enterprise Partnership (GMLEP).
- 2.9.2 The Plan includes a Long-Term Strategy outlining the transport vision to provide 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'.
- 2.9.3 The four key elements of the vision are:
- supporting sustainable economic growth,
 - protecting our environment,
 - improving quality of life for all,
 - developing an innovative city-region.



3 Highway Network

- 3.1 The application Site is located on the south-east side of Pilsworth. All access to the Site is from Pilsworth Road which is public highway.

3.2 Pilsworth Road

- 3.2.1 Pilsworth Road forms the main route through Pilsworth. Pilsworth Road provides a connection between Moss Hall Road and A56 Manchester Road. To the north-east of the Site, Pilsworth Road forms a grade-separated junction with the M66 motorway. This is M66 J3 and Pilsworth Road is aligned at a lower level to the mainline motorway. Approximately 120m north-east of the Site access there is an at-grade roundabout on Pilsworth Road, which serves an Asda foodstore, retail park and employment uses.

- 3.2.2 In the vicinity of the Site, Pilsworth Road is a single carriageway road measuring 7.3m wide. There are 2.0m wide footways along both sides of the road, which benefit from street lighting.

- 3.2.3 Pilsworth Road is a bus route. There are bus stops on Pilsworth Road as follows:

- (i) Flag and pole: south side about 100m south-west of the Site access, and
- (ii) Flag and pole: south side at the junction with Aviation Road.

3.2.4 Traffic Regulation Orders

- 3.2.4.1 Pilsworth Road is subject to 30mph speed limit.

- 3.2.4.2 There is a general absence of waiting restrictions on Pilsworth Road. No Waiting restrictions do apply in some locations and these are identified on Drg No 1858/01.

- 3.2.4.3 There is a 7.5 tonne weight restriction (except for access) applicable to Pilsworth Road to the west of Pilsworth Way. This means that HGVs must access the Pilsworth area via M66 J3.

3.3 Site Access/Pilsworth Road

- 3.3.1 The Site Access/Pilsworth Road junction operates under priority control. The Site access forms the minor arm of the junction. The existing junction arrangements are shown on Drg No 1858/01.

- 3.3.2 The available visibility for a vehicle emerging from the Site access is:

- (i) Visibility to the left: 2.4m x +120m, and



- (ii) Visibility to the right: 2.4m x 87m (ie to the roundabout).

3.4 Accident Records

- 3.4.1 AHA has reviewed the accident records on Crashmap, which is a web-based resource. AHA has considered the area comprising Pilsworth Road between the Roach Bank Road roundabout and the junction with Pilsworth Way, being a distance of about 400m. The accident records are for the 5-year period covering 2017-2021 inclusive.

3.4.2 Pilsworth Road/Roach Bank Road Roundabout

- 3.4.2.1 There has been two recorded accidents at the Pilsworth Road/Roach Bank Road roundabout in the 5-year selection period. There was a single recorded accident in years 2018 and 2019. Both accidents are classified as Slight.

3.4.3 Pilsworth Road/Hollins Brook Way

- 3.4.3.1 There has been a single recorded accident at the Pilsworth Road/Hollins Brook Way junction in the 5-year selection period. This occurred in 2018 and is classified as Slight.

3.4.4 Pilsworth Road/Pilsworth Way

- 3.4.4.1 There has been a single recorded accident at the Pilsworth Road/Pilsworth Way junction in the 5-year selection period. This occurred in 2017 and is classified as Slight.

3.4.5 Summary

- 3.4.5.1 Whilst all accidents are regrettable, the accident records confirm that there is no evidence of any underlying accident problem on Pilsworth Road in the vicinity of the Site, nor any hazardous highway conditions, that require accident remedial measures to be introduced.



4 Site Access Arrangements

4.1 Access Strategy

- 4.1.1 All access to the proposed development is to be taken from Pilsworth Road via the existing Site access road.

4.2 Current Junction Layout

- 4.2.1 The existing Site access arrangements are shown on **Drg No 1858/01**.
- 4.2.2 The Site access forms a priority-controlled junction with Pilsworth Road. The access is located next to the access for PPS Commercials. The service access for Albany International is located opposite to the Site access.
- 4.2.3 There are hatched markings on Pilsworth Road. These are not wide enough to accommodate the full width of a right turning vehicle. However, Site observation indicates that the markings do encourage a right turn vehicle to be positioned so as to allow cars travelling eastbound to continue without stopping.

4.3 Existing Internal Layout

- 4.3.1 The Site access road measures 7.3m wide and there is a footway on the south side. The Site access road benefits from lighting. The applicant promotes a 10mph speed limit along the access road. This is reinforced with signs and speed rondel markings on the carriageway.
- 4.3.2 The existing Holchem Laboratories service yard is located about 270m south-east of Pilsworth Road. This operates with segregated entry and egress points, which are shown on Drg No 1858/01. On occasions, when there is insufficient room within the service yard to accommodate all HGVs on Site, HGVs can be temporarily parked along the north side Site access road. The applicant employs a traffic marshal to carefully manage HGV waiting and movement within the Site. There is a section of yellow box marking on the Site access road in which waiting is prohibited.
- 4.3.3 There is a third service access on the Site access road, which is also shown on Drg No 1858/01. This area accommodates skips and their collection by a skip vehicle is occasional.
- 4.3.4 The existing Holchem Laboratories car park is located at the south-east end of the access road. This is barrier controlled. The current parking layout is shown on Drg No 1858/02. The current car park is marked with a total of 140 spaces.



4.4 Proposed Servicing Arrangements

4.4.1 Following completion of the proposed extension, all HGV servicing will continue using the current service yard and entry/exit arrangements. HGVs will not directly serve the proposed extension.

4.4.2 The number of HGVs arriving and departing the Site will increase following the completion of the proposed extension. The applicant has advised the following:

- (i) Incoming Goods: 15% increase in HGVs, and
- (ii) Outgoing goods: 20-25% in HGVs.

These are to be accommodated with an extension to the hours that the service yard will operate.

4.4.3 The arrival and departure of HGVs is carefully managed by the **Yard Manager**, which is a new position within the firm. This appointment also coincided with a comprehensive review of servicing arrangements. This led to a number of significant improvements, including:

- Restructure of Yard and Distribution personnel,
- Training and retraining of personnel,
- Approach road Management,
- Improvements to Good-In schedules and own vehicle arrival times,
- Comprehensive reorganisation of the Yard, including a reversal of pack storage area for greater safety,
- Overall improvements in Yard discipline and a reduction in unnecessary yard activity.

4.4.4 The applicant also intends to make increased use of technology to improve the overall logistics processes both to and from the Site as well as extending the hours available to receive, pick and despatch beyond the current window.

4.5 Swept Path Analysis

4.5.1 The proposed extension will not be serviced by HGVs. However, there is a requirement to demonstrate that a fire appliance can get close to the western side of the new facility in the event of an emergency response. **Drg No 1858/SP/01** demonstrates that an 8.68 fire appliance can enter and depart the area of hardstanding, adjacent to the extension, in forward gear. A fire tender can also reach the eastern side of the extension through the car park.



5 Walk & Cycle

5.1 Walk

5.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level, and offers the greatest potential to replace short car trips, particularly under 2km.

5.1.2 National Travel Survey (2019)

5.1.2.1 The National Travel Survey of 2019 (NTS 2019) confirms that 26% of all trips are undertaken on foot. For trips up to 1 mile (1.6km), over three-quarters of journeys are carried out on foot.

5.1.2.2 The NTS also sets out that, on average, people:

- (i) undertake 250 walk trips per year,
- (ii) walk a total of 205 miles per year,
- (iii) spend 17 minutes walking per trip.

Based on the total walk distance of 205 miles and 250 trips per year, this means that the average walk trip is about 0.8 miles (circa 1.3km).

5.1.3 Walk Isochrones

5.1.3.1 The CIHT provides guidance about journeys on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of 5 minutes, based upon a typical normal walking speed. Figure 5.1 presents the development 400m, 800m, 1200m, 1600m and 2000m walk isochrones, (ie reflecting 5, 10, 15, 20 and 25-minute walk journeys), and taking account of the pedestrian infrastructure.

5.1.3.2 The walk isochrones presented in Figure 5.1 are created using Basemap TRACC software, a digital mapping and transport data program. The TRACC software enables installation of maps to create a road network. Amendments have been made to the road network to allow for the inclusion of public rights of way and pedestrian access points.

5.1.3.3 The TRACC software adopts the Department for Transport speeds and hence, a walk speed of 4.8km/h is automatically assumed across the road network. However, it is possible to alter the walk speed on all roads to reflect for example, changes in gradient or no accessibility by



footway. The walk isochrones presented in Figure 5.1 take into account the absence of footway on certain roads and the walk speed on these routes has been adjusted to 0km/h.

- 5.1.3.4 Review of Figure 5.1 shows that there is a sizeable residential area (and hence population) within a 25-minute walk (2000m) of the Site. This encompasses the residential areas of Gigg and Hollins. Hence, there is opportunity for employees of the proposed development to live nearby and walk to work.

5.1.4 Existing Pedestrian Infrastructure

- 5.1.4.1 There are 2.0m wide footways along both sides of Pilsworth Road, which benefit from street lighting. There is a continuous sealed footway along the south side of the access road that provides a pedestrian link between the Gateway House entrance and Pilsworth Road. The Site access road benefits from lighting.

5.1.5 Local Amenities

- 5.1.5.1 The application Site located within a convenient walk of a supermarket (Asda), retail units and fast-food operators. This provides employees based at the Site opportunity to carry out retail trips (eg top up shopping) either before or after their working times or during lunch breaks.

5.2 Cycle

- 5.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

5.2.2 National Travel Survey (2019)

- 5.2.2.1 The NTS 2019 sets out that, on average, people:

- (i) undertake 16 cycle trips per year,
- (ii) cycle a total of 54 miles per year,
- (iii) spend 23 minutes cycling per trip.

Based on the total cycle distance of 54 miles and 16 trips per year, this means that the average cycle trip is 3.4 miles, which is just over 5km.



5.2.3 CIHT Guidance

5.2.3.1 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that:

"Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person."(para 2.3)

5.2.4 Cycle Isochrones

5.2.4.1 The cycle isochrones presented in Figure 5.2 were created using Basemap TRACC software.

5.2.4.2 Figure 5.2 indicates the 2km and 5km cycle isochrones for the Site. This comprises a substantial residential area, that includes much of Bury, Darn Hill, Barlow Fold and Whitefield. This provides a good context for employees to travel to work at the Site by cycle.

5.2.5 Proposed Cycle Infrastructure

5.2.5.1 There are currently 5 Sheffield cycle spaces on Site that are covered. These allow 10 cycles to be securely stored. The proposed development includes the provision of a new cycle shelter offering parking for an additional 10 cycles. This means that there will be capacity on Site to securely store **20** cycles. This is in excess of BC cycle parking standards. The location of the new shelter is shown on the architect's masterplan, which accompanies the planning application.

5.2.5.2 The applicant confirms that the proposed extension is to include shower and changing facilities.

5.3 Summary

5.3.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk and cycle journeys is recognised as important. The location of the Site provides a good context for journeys of employees to be undertaken on foot and by cycle.



6 Public Transport

- 6.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus.

6.2 Bus

6.2.1 Existing Bus Stops

- 6.2.1.1 Pilsworth Road is on a bus route. There are bus stops on Pilsworth Road as follows:

- (i) Flag and pole: south side about 100m south-east of the Site access, and
- (ii) Flag and pole: south side at the junction of Aviation Road.

6.2.2 Bus Services & Frequencies

- 6.2.2.1 There is an existing bus service that operates along Pilsworth Road. This service is summarised in Table 6.1.

- 6.2.2.2 Service No 94 operates every 60 minutes in both directions along Pilsworth Road. Service 94 provides a connection between Pilsworth and Bury Interchange, Prestwich and Cheetham Hill. Metrolink tram services call at Bury Interchange.

- 6.2.2.3 The times of operation of Service No 94 (Monday to Friday) are:

LOCATION	FIRST BUS TO SITE	LAST BUS TO SITE	FIRST BUS FROM SITE	LAST BUS FROM SITE
Bury	0534	2034	0711	2212
Prestwich	0652	2147	0650	2048
Cheetham Hill	0643	2155	0650	2048

- 6.2.2.4 It is concluded that there are existing bus services operating near to the Site that offer travel that covers typical workplace start and finish times.

6.2.3 Bus Journey Times

- 6.2.3.1 The typical approximate journey times to destinations are:



LOCATION	JOURNEY TIME (MINS)
Cheetham Hill	26
Prestwich	19
Unsworth	6
Fishpool	11
Bury	16.

6.2.4 Measures to Encourage Bus Use

- 6.2.3.1 The applicant confirms that they will provide bus 'taster tickets' to employees that request them.

6.4 Summary

- 6.4.1 It is demonstrated that:

- (i) The No 94 bus service operates near to the Site,
- (ii) The No 94 service operates on an hourly basis,
- (iii) There are bus stops within a convenient walk of the Site,
- (iv) The No 94 service operates during typical workplace start and finish times,
- (v) There are a range of towns served by the No 94 service.

- 6.4.2 It is demonstrated that the Site has an acceptable level of public transport accessibility, with opportunities for frequent travel by bus. This is in accordance with the aims and objectives of current national and local policies.



7 Travel Plan

7.1 Overview

7.1.1 The planning application is accompanied by a **Travel Plan** (TP). The NPPF defines a TP as:

*"A long-term management strategy for an organisation or site that seeks to deliver **sustainable transport objectives** and is regularly reviewed."* (AHA emphasis).

7.1.2 The NPPF defines sustainable transport modes as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."

7.1.3 The access strategy for the development is founded on the fundamental principle of encouraging travel by users of the Site to be made by sustainable travel mode choices. The TP provides the context and means of achieving the development access strategy. The TP proposals ensure that, from the outset, sustainable travel choices are available for users of the development.

7.2 Travel Plan Objectives

7.2.1 The key objectives of the TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national, regional and local policies,
- Improve accessibility of the Site by sustainable modes of transport and address traffic and parking issues,
- Widen choice of travel mode for all those travelling to/from the Site.

7.2.2 It is important that the TP measures are effective and efficient.

7.2.3 The 2014 Planning Practice Guidance (PPG) 'Travel Plans, transport assessments and statements in decision taking' provides the most up-to-date national guidance.



- 7.2.4 PPG states that Travel Plans are a way of “mitigating the negative impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.” (Reference ID: 42-002-20140306).

7.3 Scope of Travel Plan

- 7.3.1 There are two broad types of TP:

- 'Destination': designed to increase sustainable travel to a particular location, and
- 'Origin': residential Travel Plans where journeys are made to varied locations.

The proposed development is for employment use, and hence this TP is an '**destination**' TP.

7.4 Outcomes

- 7.4.1 The outcomes approach is an established TP approach and is adopted for the TP. In the outcomes approach, the focus is on securing the performance of the TP through ensuring targets are met. To work, the approach needs the occupier to commit to achieving specific targets/outcomes and agree to a review and monitoring process. The advantage of this approach is that it is objective led. The outcomes sought should relate to the local situation and individual Site requirements. The approach provides scope for adjusting the means of achieving the outcomes over time in relation to experience at the Site.

- 7.4.2 Specific outcomes sought from the TP are to:

- Achieve the minimum number of additional single occupancy car traffic movements to/from the development,
- Address the access needs of site users, by supporting walking, cycling, ultra-low and zero emission vehicles, car sharing and public transport,
- Reduce the need for travel to/from the Site.

- 7.4.3 The TP explicitly considers accessibility by the sustainable travel modes and the proposed measures to encourage their use. These are summarised below:

- Walk & Cycle: Improved cycle infrastructure,
- Public Transport: 'Bus taster tickets' provided to employees,
- Electric vehicles: Provision of a 20% EV charging spaces and underground infrastructure (ducting) to all car park spaces to cater for future demand,
- Car Share: To be promoted by the TPC,



- Behavioural strategies: To be promoted by the TPC.

7.5 Travel Plan Target and Timescale

7.5.1 The term 'target' is used in relation to a TP to cover any measurable aim that will be monitored and is agreed with the local authority to be an important indicator to the TP's effectiveness.

7.5.2 The TP is a tool identified by the local authority to be employed to assist in supporting and promoting identified policies to reduce car travel. Similarly, at national level the TP is an identified instrument for pursuing sustainable transport policies. A general target for what such sustainable transport policies must achieve is represented by the SMART criteria. The SMART criteria adopted for the TP are:

Specific	there must be no ambiguity in the output,
Measurable	the policy target(s) can be set against directly observable output(s),
Achievable	the policy must be feasible,
Realistic	target should be within reasonable bounds and not too optimistic,
Timebound	the output of the policy should be observable over a pre-determined time frame.

7.5.3 The TP target is set as **a 10% transfer in employees driving to work to sustainable travel modes.**

7.5.4 This is to be achieved over a five-year period from first occupation. This represents a target that complies with **all** of the SMART criteria (para 7.5.2 above), being specific, measurable, achievable, realistic and time bound.

7.5.5 The TP is to operate for a period of **5 years after first occupation** of the development.

7.6 Travel Plan Coordinator

7.6.1 Holchem Laboratories will appoint a Travel Plan Coordinator (TPC), to introduce, manage, operate and monitor the TP. As part of the ongoing management of the TP, the TPC will maintain a dialogue with the Council, and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.

7.6.2 Holchem Laboratories is required to finance the TP. A sufficient revenue budget will be identified to employ the TPC for a period of 5 years post-occupation of the development, on a sufficient basis to introduce and manage the TP initiatives, and thereafter as required to:

- Manage the initiatives,



- Finance the measures identified in this and subsequent TP Monitoring and Review reports and as agreed with the Council, and

7.7 Action Plan

7.7.1 The TP Action Plan is set out in Chapter 10 of the TP. The TP Table 3 summarises identified measures that are proposed, and indicates the timing for the measures and funding information. This illustrates the holistic approach adopted for the TP, aimed at encouraging from the outset a positive sustainable transport awareness and culture for the development. The TP measures will be reviewed and amended as appropriate, in consultation with and requiring the agreement of the local authority, as part of the ongoing dynamic monitoring and review process for the TP.



8 Parking

8.1 Existing Situation

- 8.1.1 There is an existing building occupying the application Site. The existing building has a floor area of 99,502sf (9,244sm). There are currently 140 parking spaces, of which, 5 spaces are designated for disabled users. The existing car park layout is shown on **Drg No 1858/02**.

8.2 Proposed Development

- 8.2.1 The proposal is to add an extension to the existing Gateway House that will provide an additional 3,990sm (42,949sf) of floorspace.
- 8.2.2 It is proposed that the car park is expanded to provide an additional 11 parking spaces.

8.3 Car Park Survey

- 8.3.1 The applicant commissioned a survey of the existing car park. This was undertaken on 14 March 2023 between 0700-1000 and 1600-1830 hours. The number of cars parked in the car park at the start and end of each survey period was recorded.
- 8.3.2 The results of the car park survey are presented in Table 8.1. This shows that the maximum number of parked cars was **98** at 1600 hours. This represents **70%** of the total capacity of 140 parking spaces. This confirms that the current parking demands fall well below the current operational capacity.

8.4 Estimated New Parking Demands

- 8.4.1 The proposed development will increase the floorspace of the Gateway House building by **43%** (ie $3990/9244 \times 100$). It is reasonable to estimate future parking demands by applying the same uplift to current parked vehicles. This is shown in Table 8.2. Based on this approach, it is estimated that the maximum parking demand, upon completion of the proposed extension, will be **140** cars. The expanded car park will be marked with **151** spaces. Therefore, the predicted maximum demand represents **92.7%** of the expanded car park. This demonstrates that the proposed parking demands can be met by provision within the Site and that there is very low likelihood that development generated parking will occur of the surround road network.



8.5 Car Parking Standards

8.5.1 The BC parking standards are set out in Supplementary Planning Document (SPD) 11: Parking Standards in Bury for adoption (May 2007). For B2 and B8 use classes, this prescribes the following maximum parking standards (excluding disabled parking):

- (i) B2 General Industry: 1 space per 60sm, and
- (ii) B8 Storage & Distribution: 1 space per 100sm.

8.5.2 Based on the BC standards, the existing Gateway House and proposed extension could provide:

	GFA (sm)	B2 PARKING STANDARD	B8 PARKING STANDARD
Gateway House	9,244	154	92
Proposed Extension	3,990	67	40
		Total 221	132

8.5.3 The masterplan shows that the proposed development provides a total of 144 parking spaces (excluding disabled spaces). This lies between the parking between the two values calculated for B2 and B8 use classes. This strikes an appropriate balance by not:

- (i) Over providing to an extent that may discourage sustainable forms of transport, and
- (ii) Under providing, which may lead to parking on the surrounding roads.

8.6 Disabled Parking

8.6.1 The BC standards for disabled parking for both B2 and B8 use classes are:

“Up to and including 200 bays – individual bays for each disabled employee plus 2 bays or 5% total capacity, whichever is greater.”

8.6.2 Based on 5% of the total provision of 144 spaces, there is a requirement for **7** disabled spaces. There are currently 5 disabled spaces. The proposed development is to add a further **2** disabled spaces. These are all located near to the building entrance. Two of the disabled spaces will also offer EV charging.

8.7 Motorcycle Parking

8.7.1 The Council's minimum standards for motorcycle parking are:



- (i) B2 General Industry: 1 space 2800sm (minimum of 2 spaces);
- (ii) B8 Storage & Distribution: 1 space 4000sm (minimum of 2 spaces).

8.7.2 Based on BC standards, the existing Gateway House and proposed extension could provide:

	GFA (sm)	B2 PARKING STANDARD	B8 PARKING STANDARD
Gateway House	9,244	3	2
Proposed Extension	3,990	1	1
		Total 4	3

8.7.3 There are currently **4** motorcycle parking spaces on Site. These are shown on Drg No 1858/02. This provision complies with the BC minimum standard for motorcycle parking.

8.8 Cycle Parking

8.8.1 The Council's minimum standards for cycle parking are:

- (i) B2 General Industry: 1 long stay space 700sm (minimum of 2 spaces), and
- (ii) B8 Storage & Distribution: 1 long stay space 850sm (minimum of 2 spaces).

8.8.2 Based on BC standards, the existing Gateway House and proposed extension could provide:

	GFA (sm)	B2 PARKING STANDARD	B8 PARKING STANDARD
Gateway House	9,244	13	11
Proposed Extension	3,990	6	5
		Total 19	16

8.8.3 There are currently 5 Sheffield cycle spaces on Site that are covered. These allow 10 cycles to be securely stored. The proposed development includes the provision of a new cycle shelter offering parking for an additional 10 cycles. This means that there will be capacity on Site to securely store **20** cycles. This is in excess of BC cycle parking standards

8.9 Electric Vehicle Charging Spaces

8.9.1 NPPF defines sustainable transport as:



"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport." (AHA emphasis).

The proposed development positively encourages electric car use by the provision of EV charging points at several locations within the development.

8.9.2 The UK government's new EV charging requirements came into force in England in June 2022, as part of an overhaul of the country's Building Regulations: With respect to non-residential buildings, the new standards are:

- *"**All new non-residential buildings with more than 10 parking spaces** must have a minimum of one chargepoint and cable routes for **one in five** (20%) of the total number of spaces.*
- ***All non-residential buildings undergoing a major renovation that will have more than 10 parking spaces** must have a minimum of one chargepoint, along with cable routes for **one in five spaces**."* (AHA emphasis).

8.9.3 There are currently no EV charging spaces at the Site. The applicant proposes to provide EV charging as part of the development. EV charging spaces are shown on the revised masterplan layout.

8.9.4 It is proposed that **20%** of **existing and new** parking spaces include fast EV charging points. It is proposed that **30** spaces offer EV charging points.



9 Traffic Flows

9.1 Peak Periods

- 9.1.1 The times when the combination is greatest, of traffic generated by the proposed development and the existing highway network traffic, are the weekday AM & PM peak hours. The TS includes quantitative analysis of the traffic impact of the proposed development for these periods.

9.2 Pilsworth Road

9.2.1 Traffic Survey

- 9.2.1.1 AHA undertook a survey of Pilsworth Road, in the vicinity of the Site access, on 14 March 2023. The survey was undertaken between 0700-1000 and 1600-1830 hours. The results of the survey are included in Appendix B.

9.2.2 Peak Hours

- 9.2.2.1 The identified peak hours for Pilsworth Road are:

- (i) AM: 0730-0830, and
- (ii) PM: 1600-1700.

- 9.2.2.2 The recorded flows along Pilsworth Road are:

- (i) 0730-0830: Eastbound = 747 vehs Westbound = 997 vehs 2-way = 1744 vehs,
- (ii) 1600-1700: Eastbound = 712 vehs Westbound = 768 vehs 2-way = 1480 vehs.

9.3 Holchem Laboratories Site

9.3.1 Traffic Survey

- 9.3.1.1 AHA undertook a survey of the traffic movements into and out of the application Site on 14 March 2023. The survey was undertaken between 0700-1000 and 1600-1830 hours. The survey recorded the following vehicle classifications:

- (i) Car,
- (ii) Van,
- (iii) Rigid HGV,



- (iv) Articulated HGV,
- (v) Tanker HGV.

The survey also recorded the directional distribution of Site traffic on Pilsworth Road, ie left turn entry, right turn entry, etc. The results of the survey are included in Appendix C.

9.3.2 Site Generated Traffic

- 9.3.2.1 The recorded arrivals and departures during **0730-0830** and **1600-1700** hours (ie peak hours for Pilsworth Road) are:

	ARR	DEP	2-WAY
0730-0830	26	4	30
1600-1700	6	27	33.

- 9.3.2.2 The highest levels of recorded Site arrivals and departures occurred during **0815-0915** and **1630-1730** hours and are:

	ARR	DEP	2-WAY
0815-0915	39	10	49
1630-1730	3	62	65.

9.3.3 Directional Distribution

- 9.3.3.1 There is a 7.5 tonne weight restriction (except for access) that is applicable to Pilsworth Road to the west of Pilsworth Way. This means that all HGV traffic generated by the Site must arrive and depart via the east. However, this restriction does not apply to car traffic which accounts for about 70% of the total traffic between 0700-1000 hours and 90% of the traffic between 1600-1830 hours.

- 9.3.3.2 The recorded directional split of car traffic is:

- (i) 0700-1000: 80% to/from the east 20% to/from the west,
- (ii) 1600-1830: 85% to/from the east 15% to/from the west.

It is clear that there is a strong bias for Site generated traffic to arrive and depart via the east. This is most likely due to the location of M66 J3, which is to the north-east of the application Site.



9.3.4 New Development Generated Traffic: Based on Recorded Movements

9.3.4.1 The existing building occupying the Site has a floor area of 9,244sm. The proposal is to add an extension to the existing Gateway House that will provide an additional 3,990sm of floorspace. This means that the proposed development will increase the floorspace of the Gateway House building by **43%** (ie $3990/9244 \times 100$).

9.3.4.2 It is reasonable to estimate future traffic demands by applying a 43% uplift to current levels of Site generated traffic. Based on this approach, the estimated traffic generated by the proposed extension (3,990sm) during **0730-0830** and **1600-1700** hours (ie peak hours for Pilsworth Road) is:

	ARR	DEP	2-WAY
0730-0830	11	2	13
1600-1700	3	11	14.

9.3.4.3 The highest levels of recorded Site arrivals and departures occurred during **0815-0915** and **1630-1730** hours. For these hours, the estimated traffic generated by the proposed extension (3,990sm) is:

	ARR	DEP	2-WAY
0815-0915	17	4	21
1630-1730	1	26	27.

9.3.5 New Development Generated Traffic: Based on TRICS

9.3.5.1 TfGM has requested that a TRICS assessment is undertaken to estimate development generated trips.

9.3.5.2 TRICS is interrogated in order to determine trip rates for B2 industrial units. The criteria adopted for this interrogation include:

- Industrial Units,
- 4000sm to 12,000sm GFA,
- All surveys 2014 or more recent,
- Only the most recent survey included, where sites have been resurveyed,
- Sites in village locations excluded,
- Any sites in London and Ireland removed from the database, on the basis that they may have significantly different trip patterns than the Site.



9.3.5.3 On this basis, 5 sites are identified and the results of the TRICS interrogation are included in Appendix D.

9.3.5.4 The TRICS derived average trip rates (per 100sm GFA) in the (assumed) AM & PM peak hours are as follows:

	ARR	DEP	2-WAY
0730-0830	0.610	0.038	0.648
0800-0900	0.673	0.035	0.708
1600-1700	0.053	0.295	0.348
1630-1730	0.045	0.265	0.310

9.3.5.5 The consequent estimate of the traffic generated by the proposed extension (3,990sm) in the AM & PM peak hours is:

	ARR	DEP	2-WAY
0730-0830	22	2	26
0800-0900	27	1	28
1600-1700	2	12	14
1630-1730	2	11	13.

9.3.5.6 The estimates of development generated traffic derived from TRICS are:

- (i) Slightly higher than the estimates derived from recorded movements for 0815-0915,
- (ii) About half the estimates derived from recorded movements for 1630-1730.

Consequently, the estimates derived from the traffic survey, are generally more robust and are adopted in this TS report.

9.3.6 Traffic Impact on Pilsworth Road

9.3.6.1 AHA usually adopts a materiality test to determine the requirement for a detailed assessment (eg junction modelling). The test adopted is that detailed assessment is undertaken if the proposed development is predicted to generate an increase in traffic at a junction by:

- (i) Test 1: **30** vehicles or more, **and**
- (ii) Test 2: **2.5%** or greater of the total flows.

9.3.6.2 The traffic impact of the proposed development on Pilsworth Road, at the Site access, is:



TIME	PILSWORTH ROAD (2-WAY VEHICLES)	DEVELOPMENT TRAFFIC (VEHICLES)	IMPACT
0730-0830	1744	13	0.7%
0815-0915	1516	21	1.4%
1600-1700	1480	14	0.9%
1630-1730	1387	27	1.9%.

This demonstrates that proposed development does **not** increase traffic on Pilsworth Road by 30 vehicles or more (Materiality Test 1) or give rise to an increase in excess of 2.5% (Test 2). Therefore, it is reasonable to conclude that the traffic impact, of the proposed development, on Pilsworth Road is **not material** and no further assessment is required.

9.3.7 Traffic Impact at M6 J3

9.3.7.1 Based on the recorded directional distribution at the Site, and assuming that all Site generated traffic to/from the east passes through M66 J3, the estimated development generated traffic at M66 J3 is:

TIME	DEVELOPMENT TRAFFIC (VEHICLES)
0730-0830	$13 \times 0.8 = 10$
0815-0915	$21 \times 0.8 = 17$
1600-1700	$14 \times 0.85 = 12$
1630-1730	$27 \times 0.85 = 23$

This demonstrates that proposed development does **not** increase traffic at M66 J3 by 30 vehicles or more (Materiality Test 1). Therefore, it is reasonable to conclude that the traffic impact, of the proposed development at M66 J3 is **not material** and no further assessment is required.

9.4 Construction Traffic

9.4.1 The overall construction period is expected to last circa 10-12 months and during this period the proposed development will generate traffic movements associated with construction. The main vehicle movements will be:

- Workers, consultants, supervising staff and inspectors (likely to be by car); and
- Plant delivery/removal, materials delivery and waste removal (likely to be by HGV).



9.4.2 Construction Workers

9.4.2.1 During the construction period, it is estimated there will be an average of circa 10-20 Full Time Equivalent (FTE) workers on Site. This could peak at about 30 FTE workers at the height of construction. The amount of construction workers on Site at any given time may fluctuate depending on the stage of construction. It is assumed that 80% of the workers drive to the Site then this may generate circa 8-24 vehicle arrivals in the AM peak period and circa 8-24 vehicle departures in the PM peak period.

9.4.2.2 A survey of the existing car park shows that the maximum occupancy is currently about 70%. This means that there are about 42 car spaces that are vacant. This is sufficient to accommodate construction worker parking.

9.4.3 HGV Construction Traffic Management Plan

9.4.3.1 The applicant has advised that there is anticipated to be about 10-15 HGV movements per day during the construction phase. During the early earthworks phase there may be a peak of about 25 HGV movements.

9.4.3.2 There is a 7.5 tonne weight restriction applicable to Pilsworth Road immediately to the west of Pilsworth Way. Therefore, all HGVs will have to arrive/depart via the motorway junction.

9.4.3.3 There will be continual dialogue between the construction contractor and Holchem so that HGV movements into and out of Site are carefully coordinated.

9.4.4 Summary

9.4.4.1 The traffic generated by the Proposed Development when it is fully complete is estimated to be higher than during the construction stage. Consequently, the increase in traffic flows during the construction phase is not considered to be material.



10 Summary & Conclusions

- 10.1 Ashley Helme Associates Ltd (AHA) are appointed by Holchem Laboratories Ltd to prepare a Transport Statement (TS) report in support of a planning application for an extension to the existing Holchem Laboratories building in Pilsworth, Bury.

10.2 Existing Situation

- 10.2.1 There is an existing building occupying the application Site. The existing building has a floor area of 99,502sf (9,244sm). The existing building is referred to as Gateway House.

10.3 Proposed Development

- 10.3.1 The proposal is to add an extension to the existing Gateway House that will provide an additional 42,994sf (3,990sm) of floorspace.
- 10.3.2 It is proposed that the car park is expanded to provide an additional 11 spaces.

10.4 Access Strategy

- 10.4.1 Following completion of the proposed extension, all HGV servicing will continue using the current service yard and entry/exit arrangements. HGVs will not directly serve the proposed extension.
- 10.4.2 The number of HGVs arriving and departing the Site will increase following the completion of the proposed extension. The applicant has advised that there will be a circa 15% increase in Goods-In and a circa 20-25% increase in goods leaving the Site following the completion of the proposed extension. The applicant has recently appointed a Yard manager and completed a comprehensive review of servicing. The applicant is satisfied that additional HGV movements can be accommodated with an extension to the hours of operation of the service yard,

10.5 Parking

- 10.5.1 There are currently 140 marked spaces at the application Site. The proposed development will increase parking by 11 spaces.
- 10.5.2 AHA has undertaken a car parking survey. This establishes that the current maximum car park occupancy is 70%. This is estimated to rise to just over 90% when the building extension is completed and the car park is expanded. This demonstrates that the proposed parking



provision satisfactorily meets the development generated parking demand and there is a very low likelihood of parking on the surrounding local highway network.

10.5.3 The parking standards for BC have been reviewed. The architect's plan that accompanies the planning application confirms that suitable provision is made for:

- (i) General parking,
- (ii) Disabled parking,
- (iii) Motorcycle parking,
- (iv) Cycle parking,
- (v) EV Charging spaces.

10.6 Walk and Cycle

10.6.1 The location of the Site provides a good context for journeys to be undertaken on foot and by cycle.

10.6.2 There is a sizeable residential population within a 25-minute walk (2000m) of the Site. This encompasses the residential areas of Gigg and Hollins. Hence, there is opportunity for employees of the proposed development to live nearby and walk to work.

10.6.3 Similarly, it is demonstrated that there is a sizeable residential population within a 5km cycle ride of the Site. This comprises a substantial residential area, that includes much of Bury, Darn Hill, Barlow Fold and Whitefield. This provides a good context for employees to travel to work at the Site by cycle.

10.6.4 An audit has been completed of existing pedestrian infrastructure. It is demonstrated that there are continuous sealed footways along Pilsworth Road and along the Site access road. Both of these routes benefit from lighting.

10.6.5 The proposed development offers an appropriate level of secure cycle parking. Additional covered cycle storage is to be provided. The new building will include shower and changing facilities.

10.7 Public Transport

10.7.1 It is demonstrated that:

- (i) The No 94 bus service operates near to the Site,
- (ii) The No 94 service operates on an hourly basis,



- (v) There are bus stops within a convenient walk of the Site,
- (vi) The No 94 service operates during typical workplace start and finish times,
- (v) There are a range of towns served by the No 94 service.

10.7.2 It is demonstrated that the Site has an acceptable level of public transport accessibility, with opportunities for frequent travel by bus. This is in accordance with the aims and objectives of current national and local policies.

10.8 Traffic Impact

10.8.1 The existing building occupying the Site has a floor area of 9,244sm. AHA undertook a traffic count during the AM and PM peak periods to establish the current level of Site generated traffic.

10.8.2 The proposal is to add an extension to the existing Gateway House that will provide an additional 3,851sm of floorspace. This means that the proposed development will increase the floorspace of the Gateway House building by **43%** (ie $3990/9244 \times 100$). It is reasonable to estimate future traffic demands by applying a 43% uplift to current levels of Site generated traffic.

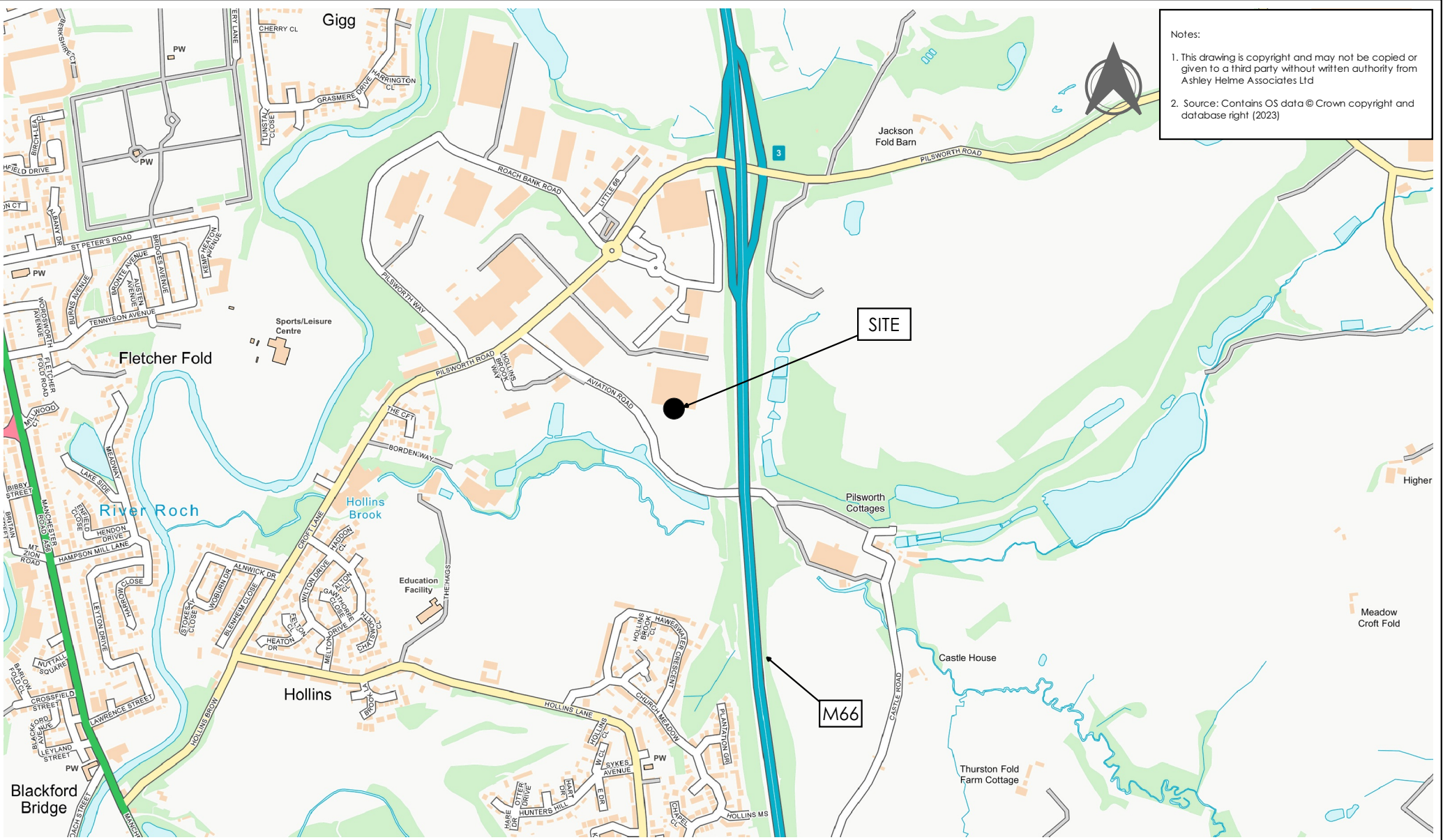
10.8.3 Based on this approach, it is demonstrated that proposed development does **not materially** increase traffic:

- (i) On Pilsworth Road, and
- (ii) At M66 J3.

10.9 Conclusions

10.9.1 A comprehensive appraisal of the transport impacts of the proposed development is undertaken. This demonstrates that the proposed development is in accordance and consistent with all national and local transport policies. It is concluded that the transport impact of the proposed development is acceptable.

Figures



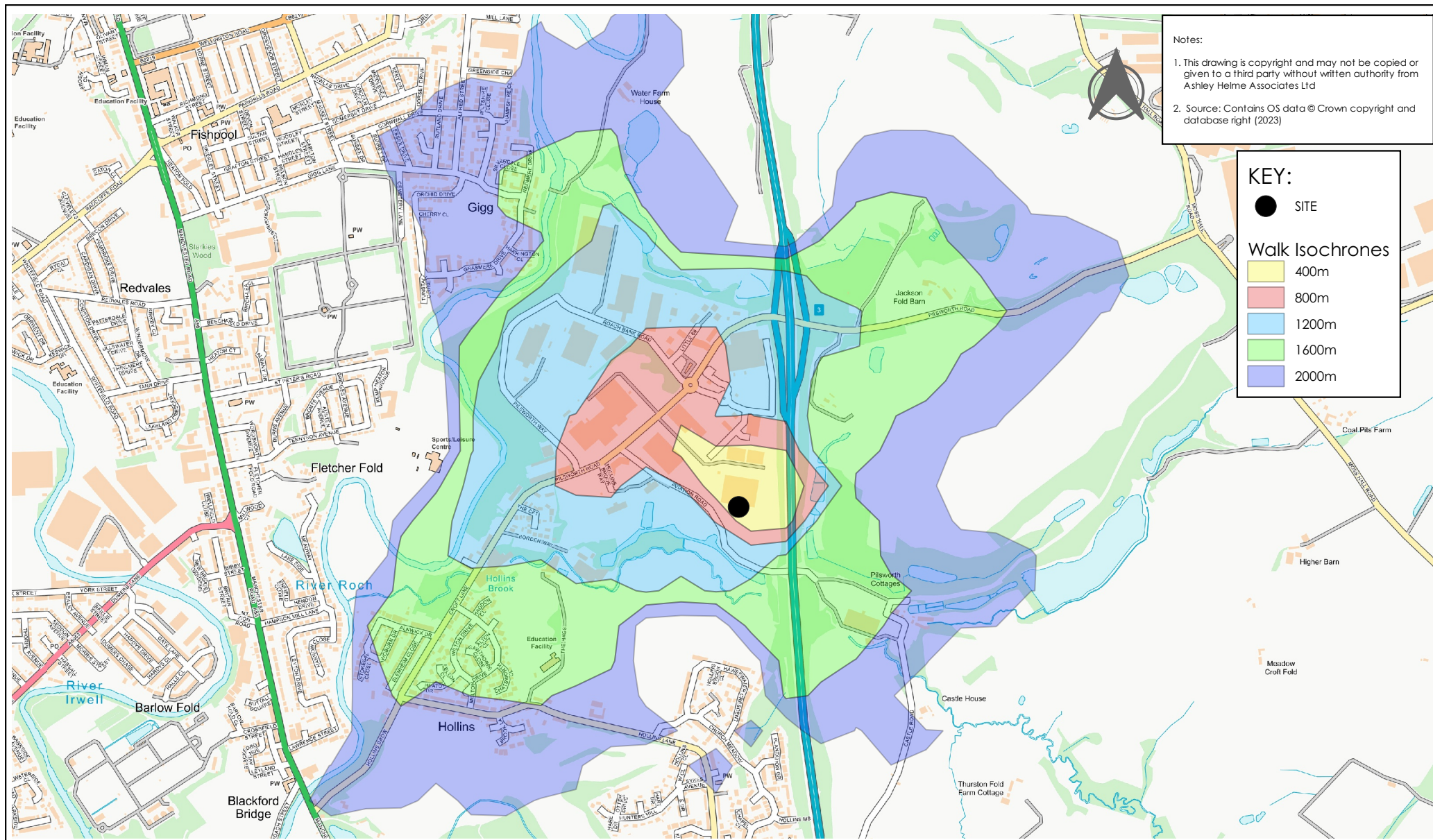
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Project: HOLCHEM LABORATORIES, PILSWORTH
Client: HOLCHEM LABORATORIES

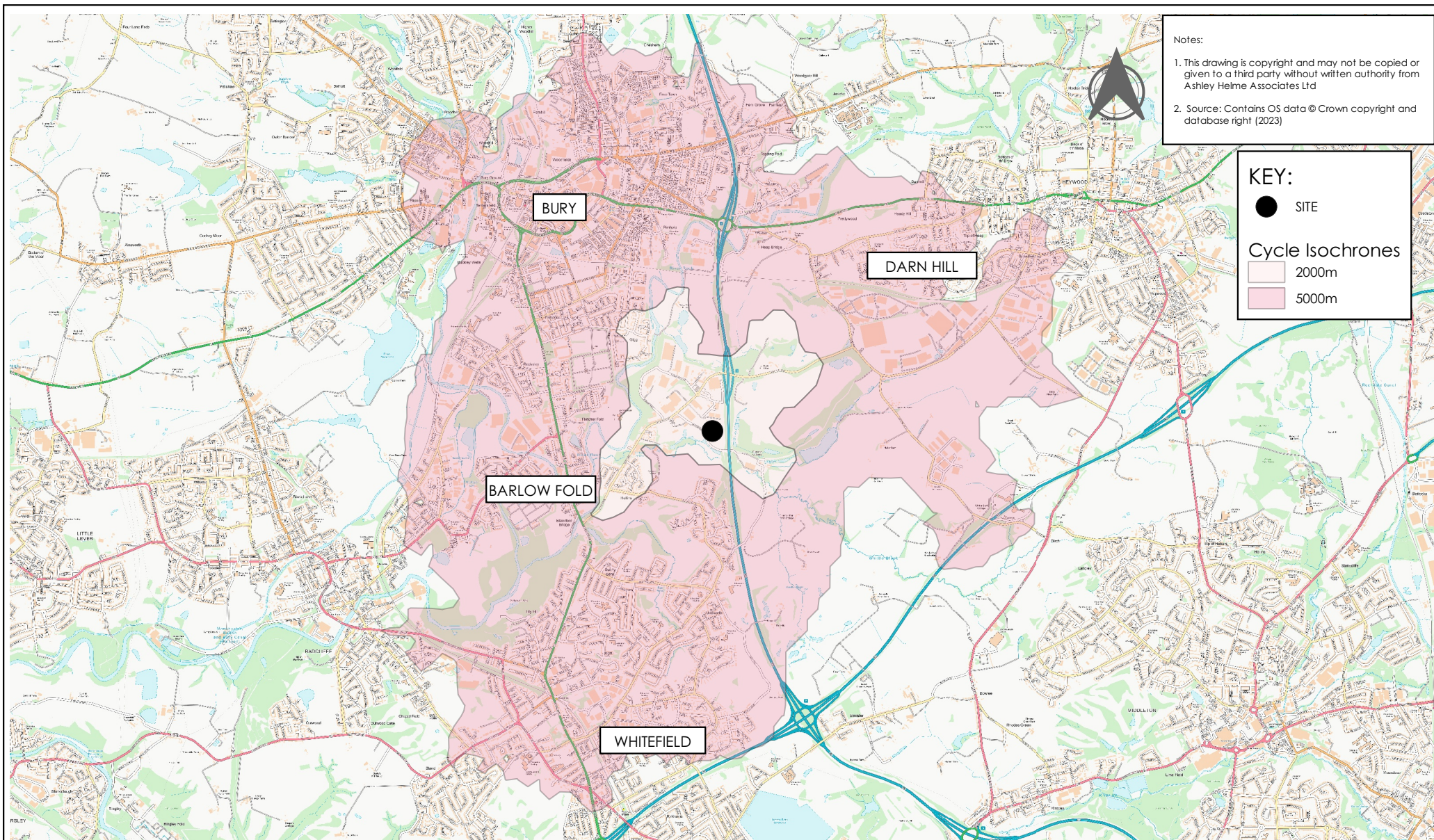
Title: LOCATION PLAN

FIGURE 1.1	
Date: MARCH 2023	Scale: NTS

**ASHLEY HELME**
ASSOCIATES



Project: HOLCHEM LABORATORIES, PILSWORTH	Title: WALK ISOCHRONES	FIGURE 5.1		
Client: HOLCHEM LABORATORIES		Date: MARCH 2023	Scale: NTS	



Project: HOLCHEM LABORATORIES, PILSWORTH	Title: CYCLE ISOCHRONES	FIGURE 5.2		 ASHLEY HELME ASSOCIATES
Client: HOLCHEM LABORATORIES		Date: MARCH 2023	Scale: NTS	

Tables

BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY-FRIDAY		SUN	
		DAY	EVE		

Services calling on Pilsworth Road					
94	Bury Interchange ¹ – Pilsworth – Prestwich – Cheetham Hill – North Manchester General Hospital	60 mins	60mins ¹	120mins	VB

Notes:

1. Bury Interchange provides a number of services to locations around Greater Manchester, notably Rochdale, Salford and Bolton as well as calling at areas close to the site, such as Unsworth, Heywood and Prestwich.
2. The service operates until 20:48
3. Wyvern Service operates in the morning and afternoon only.

Key:

VB Vision Buses

Source:

<https://www.visionbus.co.uk>

Table 6.1 Bus Services & Frequencies

TIME STARTING	CAR PARK ACCUMULATION			
	ARRIVALS	DEPARTURES	PARKED VEHICLES	% OF CAPACITY

AM				
0700	1	0	48	34.3
0715	6	1	49	35.0
0730	12	1	54	38.6
0745	2	0	65	46.4
0800	5	0	67	47.9
0815	2	1	72	51.4
0830	10	1	73	52.1
0845	13	3	82	58.6
0900	3	0	92	65.7
0915	2	0	95	67.9
0930	1	1	97	69.3
0945	1	1	97	69.3

PM				
1600	0	8	98	70.0
1615	1	1	90	64.3
130	1	7	90	64.3
1645	2	6	84	60.0
1700	0	35	80	57.1
1715	0	11	45	32.1
1730	0	3	34	24.3
1745	2	3	31	22.1
1800	0	8	30	21.4
1815	0	0	22	15.7

Notes

1. Car park survey undertaken on 14 March 2023,
2. Current car park marked with 140 spaces.

Table 8.1 **Car Park Accumulation Profile**
Existing Situation

TIME STARTING	CAR PARK ACCUMULATION			
	CURRENT PARKING	CURRENT % OF CAPACITY	FUTURE PARKING	FUTURE % OF CAPACITY

AM				
0700	48	34.3	69	45.7
0715	49	35.0	70	46.4
0730	54	38.6	77	51.0
0745	65	46.4	93	61.6
0800	67	47.9	96	63.6
0815	72	51.4	103	68.2
0830	73	52.1	104	68.9
0845	82	58.6	117	77.5
0900	92	65.7	132	87.4
0915	95	67.9	136	90.1
0930	97	69.3	139	92.1
0945	97	69.3	139	92.1

PM				
1600	98	70.0	140	92.7
1615	90	64.3	129	85.4
1630	90	64.3	129	85.4
1645	84	60.0	120	79.5
1700	80	57.1	114	75.5
1715	45	32.1	64	42.4
1730	34	24.3	49	32.5
1745	31	22.1	44	28.9
1800	30	21.4	43	28.5
1815	32	22.9	46	30.5

Notes

1. Current car park demands based on a survey undertaken 14 March 2023,
2. Current car park marked with 140 spaces,
3. Proposed extension is 3,990sm and represents a 43% increase in floor area,
4. Future parking demand assumes 43% increase over current recorded parking,
5. Proposed car park is 151 spaces.

Table 8.2 **Car Park Accumulation Profile**
Proposed Situation

Good afternoon Ben

Apologies, but I was not made aware you had been chasing this up. We have had a significant increase in applications and enquiries so things have been taking that bit longer to respond back on, so I appreciate your patience.

I am on leave next week but wanted to provide you with some feedback and the consultee comments received.

I hope you don't mind me including the comments in this email rather than a formal letter.

Local Highway Authority

Whilst any future planning applications would need to be supported by a Transport Statement where these issues would be covered, would raise the following points:

- Only a net increase of 11 No. car parking spaces is proposed for a substantial increase in industrial floor area. This needs to be justified in relation to SPD11, taking into consideration Pilsworth's well established poor access to public transport and relatively remote location. The extension of the existing car parking areas would need to be ruled in or out, depending on the requisite parking assessment based on the increase in floor area/increase in staff numbers:
- Servicing for the proposed extension needs to be fully demonstrated including tracking of service areas clear of any standing vehicles as well as the access route to the rear of the building.
- Due to the overly long access route with only one point of access, Greater Manchester Fire and Rescue will need to be consulted.

Public Rights of Way

Couple of points which should be addressed - Will there be a need to access the site from the bridleway or close to the bridleway during the construction? Will there be an adequate drainage system to ensure rainfall on the new roof does not run to the bridleway?

Transport for Greater Manchester

TfGM would suggest that a full Transport Statement (TS) should be provided as part of the application. The TS should contain the information specified within the following sections of this letter.

1. Traffic Impact and Transport Modelling Requirements (to be included within a TA)
 - I. An analysis of injury accidents during a recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.
 - II. A clear estimate of the level of new traffic likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.
 - III. A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to

distribute to / from, based on data sources such a Census Journey-to-Work statistics and / or vehicle turning proportions at nearby junctions.

IV. If the trip assessment work indicates that the traffic flow through any signalised junction increases by >30 vehicles per hour, the junction(s) should be modelled to ascertain the effect of the development traffic and if any mitigation is required.

V. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.

VI. A swept path analysis should be provided for any vehicular access and to demonstrate the proposed servicing arrangements.

VII. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.

VIII. An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

2. Site Accessibility by Sustainable Modes

I. The TS should include a comprehensive review of the existing walking and cycling provision in the vicinity of the site and an audit of the footways / cycleways should be undertaken and improvements identified.

II. The TS should provide a review of existing public transport services (including service frequency and location of nearest stations/stops), with a view to supporting improvements to existing public transport services as required.

III. The TS should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area. Connectivity with local public transport networks should be highlighted.

IV. The applicant should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).

V. Details of cycle parking facilities for the proposed development should also be provided (amount of spaces / type of cycle store / security of store).

VI. A Framework Travel Plan for the development should accompany any future planning application.

3. Other

If there are any changes planned for bus infrastructure, for example relocation of existing bus stops or the creation of new bus parking areas, TfGM would request that the developer liaise directly with TfGM's bus infrastructure team who can be contacted via Shelters@tfgm.com

Environmental health – contaminated land

The site currently comprises an industrial building/warehouse occupied by Holchem Laboratories. Current uses in the surrounding area include commercial/industrial buildings, open land and the M66 motorway. Previous uses at the site have included open land with evidence of potential waste disposal activity to the south of the site, possibly associated with the nearby former Pilsworth Bleach Works. Within the surrounding area previous uses have included a bleach works and associated reservoirs, filter beds, sludge beds and settling tanks. The site is not within 250m of a former landfill site. Hollins Brook and a former reservoir are located to the south of the site. The site is situated on glacial till and fluvioglacial sand and gravel deposits over the Lower Coal Measures Secondary A Aquifer. It is likely that deposits of made ground exist at the site.

It is understood that the proposal is for the construction of a large extension to the existing industrial/commercial building. Based on the environmental setting and the scale of the proposed development, it is recommended that a desk study/preliminary risk assessment is carried out as a minimum. However, this can be submitted after a decision has been made on any application. The following Contaminated Land conditions would be recommended:

CLA1 - Contaminated Land Preliminary Risk Assessment, Site Investigation, Detailed Risk Assessment and Remediation Strategy.

CLA2 - Contaminated Land implementation of Remediation Strategy and Site Verification Report.

Air quality

The site is not within an Air Quality Management Area (AQMA). The proposal is to construct a large extension to the existing manufacturing facility, and it is unclear if the scale of the development would lead to an increase of more than 500 AADT (annual average daily traffic). It is recommended that further information regarding the proposed development and the potential increase in traffic it may cause, is submitted at application stage in order to determine whether or not an air quality assessment, in line with the EPUK Guidance, would be required.

Bury Council has been identified by DEFRA as an area requiring to significantly improve air quality. Due to this requirement and in line with the principles of Good Practice set out in the EPUK Guidance, as the proposed development includes car parking spaces, this Section will recommend that to mitigate any impact to air quality, electric vehicle charge points are installed. This Section would expect as a minimum the installation of electric vehicle (EV) charging points for 20% of any proposed parking spaces. EV charge points shall be 7kW* as a minimum.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2011 to be used (note this version is due to be replaced by BS EN 61851-1:2019 on 5 July 2022).

Health and Safety Executive

HSE is a statutory consultee for certain developments within the consultation distance (CD) of major hazard sites and major accident hazard pipelines, and has provided planning authorities with access to HSEs Planning Advice WebApp <https://pa.hsl.gov.uk>

On 1 August 2021 HSE became a statutory consultee with regard to building safety (in particular to fire safety aspects) for planning applications that involve a relevant building.

A relevant building is defined in the planning guidance at gov.uk as:

- containing two or more dwellings or educational accommodation and
- meeting the height condition of 18m or more in height, or 7 or more storeys

There is further information on compliance with the Building Safety Bill at <https://www.gov.uk/guidance/fire-safety-and-high-rise-residential-buildings-from-1-august-2021> . HSE's team can be contacted by email via PlanningGatewayOne@hse.gov.uk"

Other planning issues

The site, whilst not on the boundary, is close to the Hollins Local nature Reserve, River Valley and Wildlife Corridor to the south so consideration will need to be taken in relation to these sensitive areas in terms of boundary treatments and how the site would relate to the wider environment including the PRoW.

In terms of elevations it would be helpful for these to be labelled.

I hope this assists

Kind regards

Jennie Townsend
Senior Planning Officer

Tel: 0161 253 5320

E mail: j.l.townsend@bury.gov.uk

Development Control, 3 Knowsley Place, Duke Street, Bury, BL9 0EJ.

Please note, responses to emails and phone calls may take up to 7 days if not urgent, longer if necessary

Under the General Data Protection Regulation as supplemented by the UK Data Protection Act 2018, by providing your personal information you are giving your consent for us to use and collate your personal data to enable us to perform the contract we have entered into with you to process your planning application, enquiry or representation and comply with our legal obligation to carry out a public task/function and provide a planning service.

To find out how we process your personal information please read our Privacy Notice at <https://www.bury.gov.uk/index.aspx?articleid=14263>

B Traffic Count: Pilsworth Road

TIME STARTING	EASTBOUND			WESTBOUND			TOTAL VEHICLES		
	CAR	BUS	HGV	CAR	BUS	HGV	EASTBOUND	WESTBOUND	2-WAY
0700	136	1	2	131	0	3	139	134	273
0715	171	0	1	199	0	2	172	201	373
0730	186	1	2	251	0	3	189	254	443
0745	184	1	5	281	1	2	190	284	474
0800	181	1	2	250	0	4	184	254	438
0815	183	0	1	203	0	2	184	205	389
0830	158	0	1	231	0	3	159	234	393
0845	176	0	2	200	1	3	178	204	382
0900	189	0	2	157	0	4	191	161	352
0915	120	1	5	143	0	2	126	145	271
0930	137	0	2	137	0	6	139	143	282
0945	121	0	2	140	1	2	123	143	266
TOTAL	1942	5	27	2323	3	36	1974	2362	4336

TIME STARTING	EASTBOUND			WESTBOUND			TOTAL VEHICLES		
	CAR	BUS	HGV	CAR	BUS	HGV	EASTBOUND	WESTBOUND	2-WAY
1600	189	0	0	195	0	2	189	197	386
1615	198	2	0	190	2	0	200	192	392
1630	223	0	0	176	0	2	223	178	401
1645	100	0	0	200	0	1	100	201	301
1700	109	0	1	212	2	2	110	216	326
1715	157	0	0	201	1	0	157	202	359
1730	193	1	4	199	0	0	198	199	397
1745	150	0	0	164	0	2	150	166	316
1800	173	0	0	172	1	0	173	173	346
1815	119	1	0	138	0	0	120	138	258
TOTAL	1684	5	23	2046	2	28	1712	2076	3788

Project Holchem Laboratories
Survey Date 14.03.23
Junction Pilsworth Road

C Traffic Count: Holchem Laboratories

TIME STARTING	CARS				VANS		RIGID HGV		ARTIC HGV		TANKER HGV		TOTAL VEHICLES	
	RIGHT IN	LEFT IN	LEFT OUT	RIGHT OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
0700	1	0	0	0	0	0	0	0	0	0	1	0	2	0
0715	0	6	0	1	1	0	0	0	0	0	0	0	7	1
0730	2	10	1	0	0	0	0	0	1	1	0	0	13	2
0745	1	1	0	0	0	0	0	0	0	0	1	0	3	0
0800	0	5	0	0	0	0	1	0	0	0	0	0	6	0
0815	0	2	0	1	2	0	0	1	0	0	0	0	4	2
0830	3	7	1	0	0	1	0	0	3	1	0	0	13	3
0845	3	10	0	3	0	0	0	0	2	0	0	0	15	3
0900	1	2	0	0	3	1	0	0	1	1	0	0	7	2
0915	0	2	0	0	0	1	1	0	0	0	0	0	3	1
0930	0	1	0	1	0	0	0	1	0	2	1	0	2	4
0945	0	1	0	0	0	0	1	0	0	1	0	0	2	1
TOTAL	11	47	2	6	6	3	3	2	7	6	3	0	77	19

TIME STARTING	CARS				VANS		RIGID HGV		ARTIC HGV		TANKER HGV		TOTAL VEHICLES	
	RIGHT IN	LEFT IN	LEFT OUT	RIGHT OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
1600	0	0	1	7	0	2	0	0	2	0	0	0	2	10
1615	0	1	0	1	0	0	0	0	0	2	0	0	1	3
1630	0	1	1	6	0	0	0	0	0	0	0	0	1	7
1645	0	2	1	5	0	0	0	0	0	1	0	0	2	7
1700	0	0	6	29	0	1	0	0	0	1	0	0	0	37
1715	0	0	2	9	0	0	0	0	0	0	0	0	0	11
1730	0	0	0	3	0	1	0	0	0	0	0	0	0	4
1745	1	1	0	3	0	0	0	0	0	0	0	0	2	3
1800	0	0	1	7	0	0	0	0	0	0	0	0	0	8
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	5	12	70	0	4	0	0	2	4	0	0	8	90

Project Holchem Laboratories
Survey Date 14.03.23
Junction Movements into/out of Holchem Laboratories Access

Calculation Reference: AUDIT-733101-230313-0303

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	EC CHESHIRE EAST	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 4324 to 11375 (units: sqm)
Range Selected by User: 4000 to 12000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 10/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

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

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Development Zone	1
Out of Town	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included
Population within 1 mile:
1,000 or Less 1 days
5,001 to 10,000 2 days
10,001 to 15,000 1 days
25,001 to 50,000 1 days

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

Population within 5 miles:
50,001 to 75,000 2 days
75,001 to 100,000 1 days
125,001 to 250,000 1 days
250,001 to 500,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
1.1 to 1.5 4 days
1.6 to 2.0 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 1 days
No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-02-C-02	INDUSTRIAL MATERIALS	CHESHIRE WEST & CHESTER
	JUPITER DRIVE		
	CHESTER		
	CHESTER W. EMP. PARK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	8100 sqm	
	Survey date: WEDNESDAY	19/11/14	Survey Type: MANUAL
2	EC-02-C-01	OFFICE FURNITURE	CHESHIRE EAST
	BRUNEL ROAD		
	MACCLESFIELD		
	LYME GREEN BUS. PARK		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	6658 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
3	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE
	CASTLE MOUND WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	9216 sqm	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
4	WM-02-C-04	FOUNDRY	WEST MIDLANDS
	STOURVALE ROAD		
	STOURBRIDGE		
	LYE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4324 sqm	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
5	WS-02-C-02	AVIATION COMPANY	WEST SUSSEX
	MAYDWELL AVENUE		
	NEAR HORSHAM		
	SLINFOLD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	11375 sqm	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.011	1	9216	0.000	1	9216	0.011
05:30 - 06:00	1	9216	0.087	1	9216	0.000	1	9216	0.087
06:00 - 06:30	2	10296	0.015	2	10296	0.000	2	10296	0.015
06:30 - 07:00	2	10296	0.073	2	10296	0.024	2	10296	0.097
07:00 - 07:30	5	7935	0.184	5	7935	0.013	5	7935	0.197
07:30 - 08:00	5	7935	0.134	5	7935	0.018	5	7935	0.152
08:00 - 08:30	5	7935	0.476	5	7935	0.020	5	7935	0.496
08:30 - 09:00	5	7935	0.197	5	7935	0.015	5	7935	0.212
09:00 - 09:30	5	7935	0.088	5	7935	0.040	5	7935	0.128
09:30 - 10:00	5	7935	0.066	5	7935	0.045	5	7935	0.111
10:00 - 10:30	5	7935	0.053	5	7935	0.048	5	7935	0.101
10:30 - 11:00	5	7935	0.068	5	7935	0.038	5	7935	0.106
11:00 - 11:30	5	7935	0.033	5	7935	0.066	5	7935	0.099
11:30 - 12:00	5	7935	0.018	5	7935	0.028	5	7935	0.046
12:00 - 12:30	5	7935	0.050	5	7935	0.088	5	7935	0.138
12:30 - 13:00	5	7935	0.081	5	7935	0.096	5	7935	0.177
13:00 - 13:30	5	7935	0.081	5	7935	0.096	5	7935	0.177
13:30 - 14:00	5	7935	0.040	5	7935	0.043	5	7935	0.083
14:00 - 14:30	5	7935	0.048	5	7935	0.040	5	7935	0.088
14:30 - 15:00	5	7935	0.028	5	7935	0.045	5	7935	0.073
15:00 - 15:30	5	7935	0.023	5	7935	0.071	5	7935	0.094
15:30 - 16:00	5	7935	0.025	5	7935	0.066	5	7935	0.091
16:00 - 16:30	5	7935	0.028	5	7935	0.174	5	7935	0.202
16:30 - 17:00	5	7935	0.025	5	7935	0.121	5	7935	0.146
17:00 - 17:30	5	7935	0.020	5	7935	0.144	5	7935	0.164
17:30 - 18:00	5	7935	0.018	5	7935	0.368	5	7935	0.386
18:00 - 18:30	5	7935	0.035	5	7935	0.179	5	7935	0.214
18:30 - 19:00	5	7935	0.005	5	7935	0.040	5	7935	0.045
19:00 - 19:30	2	10296	0.019	2	10296	0.024	2	10296	0.043
19:30 - 20:00	2	10296	0.005	2	10296	0.049	2	10296	0.054
20:00 - 20:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:30 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:	2.034			1.999			4.033		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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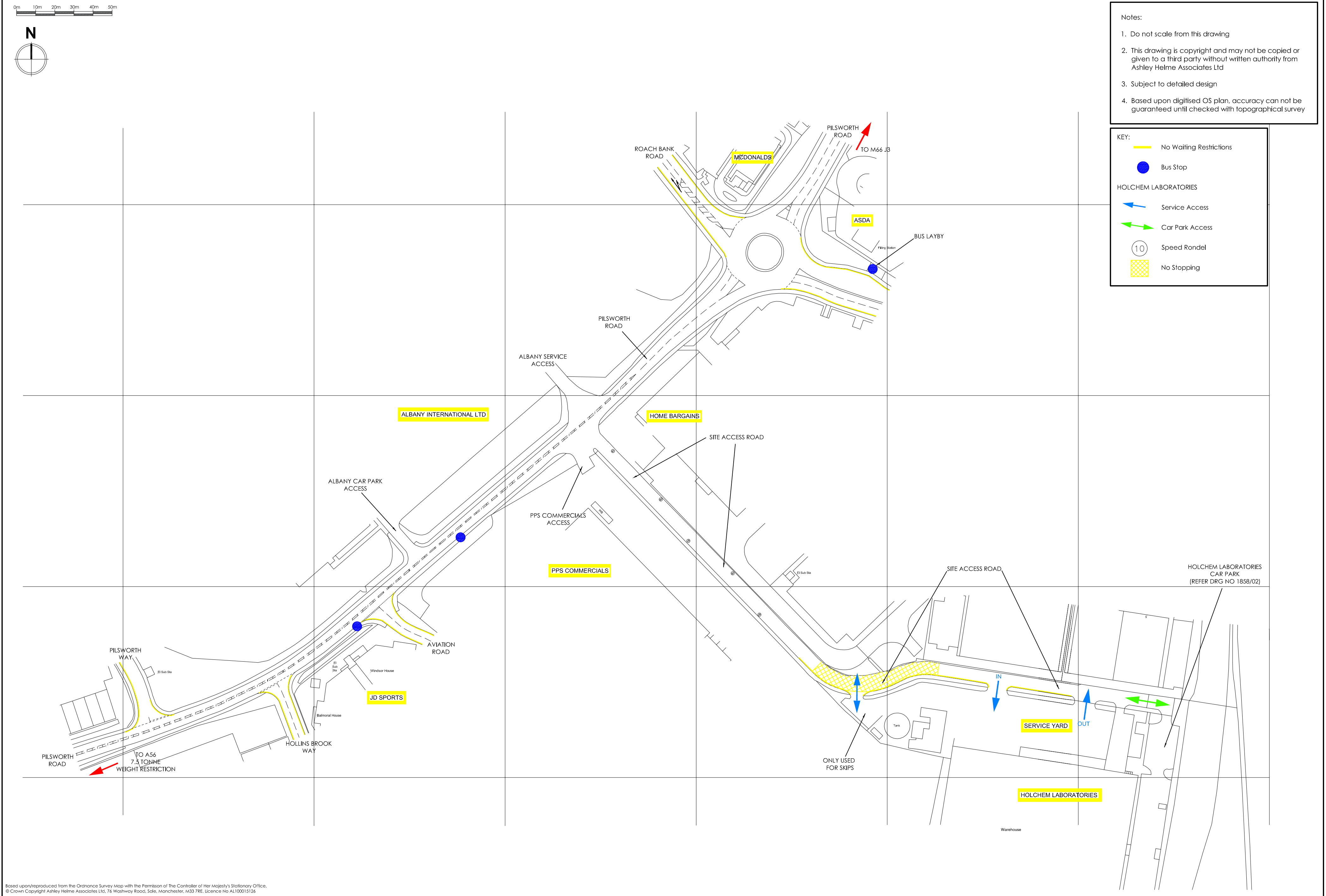
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Parameter summary

Trip rate parameter range selected:	4324 - 11375 (units: sqm)
Survey date date range:	01/01/14 - 10/11/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Drawings



- Notes:
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KEY:

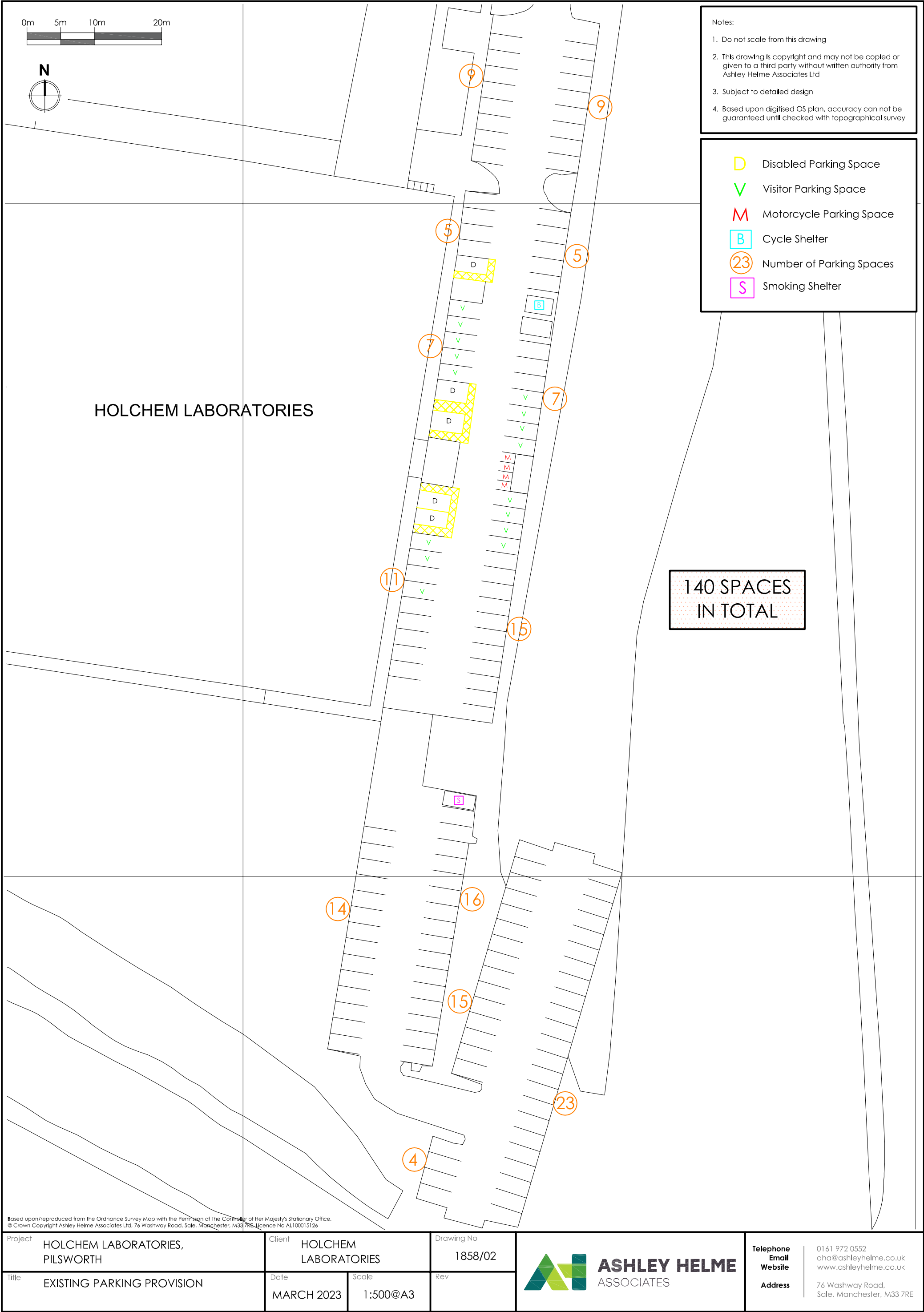
- No Waiting Restrictions
- Bus Stop

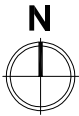
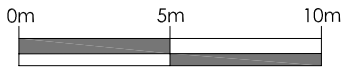
HOLCHEM LABORATORIES

- Service Access
- ↔ Car Park Access
- 10 Speed Rndel
- No Stopping

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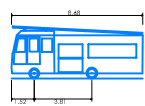
Project	HOLCHEM LABORATORIES, PILSWORTH	Title	EXISTING ARRANGEMENTS: SITE ACCESS ROAD & PILSWORTH ROAD	Drw No	1858/01	Rev		 ASHLEY HELME ASSOCIATES	Telephone Email Website Address	0161 972 0552 ah@ashleyhelme.co.uk www.ashleyhelme.co.uk 76 Washway Road, Sale, Manchester, M33 7RE
	Client			Date	MAR 2023	Scale	1:1250@A2			





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D832 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.432m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.05m
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	

EXISTING TRACK REPURPOSED AS ACCESS TO REAR SERVICE YARD

NEW LEVEL ACCESS
DOOR TO EXISTING
DEVELOPMENT

NEW LEVEL ACCESS
DOOR TO PROPOSED
DEVELOPMENT
F.E.

Retaining Wall

BUNDED TANK FARM

Retaining Wall

Retaining Wall
F.E.

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Project HOLCHEM LABORATORIES, PILSWORTH

Client HOLCHEM
LABORATORIES LTD

Drawing No
1858/SP/01



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Title SWEPT PATH ANALYSIS: FIRE APPLIANCE

Date
MARCH 2023

Scale
1:250@A3

Rev