

SUSTAINABLE TRAVEL POLICY

Prepared on behalf of: Praveen Videlpap

Site address: 29 Cartmel Close, Unsworth, Bury, BL9 8JA

Application type: Full Planning Permission

Prepared by: Inhaus Planning, Suite Ra01, 195–197 Wood Street, London, E17 3NU

1.0 Introduction

This Sustainable Travel Policy has been prepared by Inhaus Planning on behalf of Praveen Videlpap in support of the application for Full Planning Permission for the proposed children's care home at 29 Cartmel Close, Unsworth, Bury, BL9 8JA. It sets out the travel arrangements for staff, residents, and visitors and directly addresses the highway and parking concerns raised in representations by residents of Cartmel Close.

The policy has been prepared having regard to the NPPF (December 2024), paragraph 116 of which provides that development should only be 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. This policy demonstrates that neither threshold is met.

2.0 Site Accessibility

The application site at 29 Cartmel Close is located within Unsworth, a residential settlement in the Metropolitan Borough of Bury, Greater Manchester. The site is within a short walk of bus stops on Parr Lane and Sunny Bank Road, served by Bee Network routes 95 and 97 (Bury–Manchester via Unsworth), which serve stops on Parr Lane and Sunny Bank Road within a short walk of the site. Route 97 operates at approximately 15-minute frequency. The nearest Metrolink connection is at Besses o'th' Barn Metrolink stop on the Bury line, accessible via bus route 97, providing direct tram services to Manchester city centre every 6 to 12 minutes. Bury town centre, approximately 4 miles north of the site, accessible by bus routes 95 and 97 is accessible by public transport.

Unsworth Academy, the nearest secondary school, is approximately 820 yards from the site. Local amenities including shops, a dental practice, and community facilities are accessible on foot or by bicycle.

3.0 Staff Travel Arrangements

The extended shift pattern of 24 to 48 hours means that staff changeovers occur at most once per day — significantly fewer movements than a conventional care home operating standard day shifts. This is a fundamental feature of the operational model and directly addresses the concern raised in the iRIS transport report regarding multiple simultaneous vehicle arrivals.

Staff will be actively encouraged to travel by public transport, cycling, or on foot. Bus routes 95 and 97 provide direct connections between Unsworth and Bury, Whitefield, and Manchester, making sustainable staff travel a realistic option. A staff travel log will be maintained and reviewed annually.

Any staff member who travels by car will be required, as a condition of employment, to use the off-street parking provision on the private driveway and will not park on Cartmel Close or any other public highway in the vicinity of the site.

4.0 Parking Provision

Three off-street parking spaces are available on the private driveway at 29 Cartmel Close. This provision is sufficient to accommodate all vehicles associated with the home's operation. With an extended shift pattern, a maximum of two staff vehicles will typically be on site at any one time during a handover, both accommodated within the driveway. At all other times, typically only one or two vehicles will be present.

The parking provision has been assessed against the relevant standards and is considered appropriate for a two-place home. Critically, because all vehicles are accommodated off the public highway, the proposed use will make no contribution whatsoever to on-street parking pressure on Cartmel Close.

5.0 Cycle Storage

Secure cycle storage for three bicycles is provided within the curtilage, available to staff and to young people resident at the home, including older residents developing independent travel skills as part of their care programme. The facility is discreetly located and consistent with the domestic character of the street.

6.0 Visitor Arrangements

All professional visits — by social workers, healthcare professionals, family members, and other professionals — will be managed through an appointments-based system. No two visits will be scheduled to overlap. Visitors will be directed to use the off-street driveway and not to park on Cartmel Close. The frequency of professional visits is low: statutory social worker visiting frequencies apply, and healthcare appointments largely take place off-site. Family contact visits will be staggered in accordance with care plans.

7.0 Resident Travel

The two young people will not hold driving licences. School and education travel will be arranged in advance, with school transport or taxi vehicles collecting from the private driveway. The home will prioritise education placements as close to the site as possible to minimise travel distances. Older residents will be supported to develop safe independent travel skills using local bus services, including routes 95 and 97.

The scenario set out in the iRIS report — in which two separate school taxis arrive simultaneously with a staff changeover — represents an unplanned and operationally unlikely coincidence that the home's appointments-based scheduling system is specifically designed to prevent. The home will actively manage all arrivals and departures to avoid simultaneous vehicle presence.

8.0 Monitoring and Review

The Registered Manager will maintain a travel log recording staff travel modes and vehicle movements, reviewed annually. This Policy will be reviewed annually and made available to the Council on request.

9.0 Conclusion

The proposed two-place children's care home will generate minimal vehicular activity. The three off-street parking spaces accommodate all staff and visitor vehicles without any on-street parking demand. The extended 24-to-48-hour shift pattern produces, at most, one staff changeover per day. An appointments-based scheduling system prevents simultaneous vehicle arrivals. The residual cumulative impact on the highway network does not meet the 'severe' threshold in paragraph 116 of the NPPF (December 2024). Bury Metropolitan Borough Council is invited to conclude that the transport

arrangements are appropriate, proportionate, and consistent with national and local planning policy.