

Transport Technical Note

Temporary Car Park

Former 181-183 The Rock, Bury

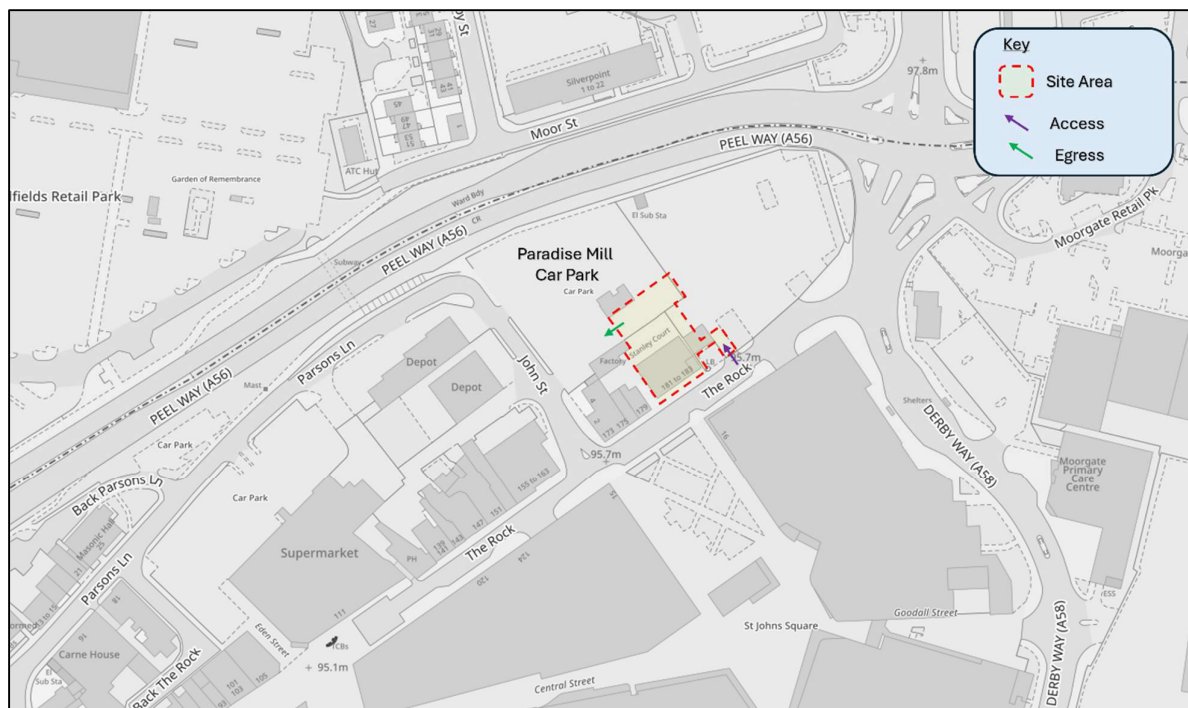
Date: 28th April 2026

Our reference: TR/SCP/260470/TN01

INTRODUCTION

1. SCP have been instructed by Hallmark Developments (NW) Ltd to provide transport consultancy services in support of a retrospective planning application in relation to the temporary car park at the former 181-183 The Rock, Bury.
2. The location of the car park is shown in Figure 1.

Figure 1: Site Location



- The site is currently in use as a public pay-and-display car park, providing 33 spaces. The car park is adjacent to the existing Paradise Mill car park which is accessed from John Street.

Formerly the site accommodated an office / retail showroom building which was demolished in 2025.

4. The pay-and-display car park on the site has been in use for a short while and this use is an interim arrangement as the longer-term objective is for the site to form part of the comprehensive redevelopment of this area, including the Paradise Mill site, the former Fire Station and adjoining Council-owned land.
5. A retrospective planning application is being submitted for the temporary car park use of the site. This Transport Technical Note has been prepared to detail the access and transport aspects of the car park to assist Bury Council in the determination of the retrospective planning application. It includes detail relating to the following:
 - The site location, site access and local highway network;
 - A description of the operating characteristics of the car park;
 - Presentation of swept path analysis to demonstrate suitable manoeuvring at the access and egress points; and
 - An assessment of the traffic generated by the car park use of the site.

ACCESS

6. The site operates on a one-way basis, with access from The Rock and egress onto John Street.
7. The site access from The Rock is an established access point on the adopted highway network, having previously served the area to the rear of the former fire station. The access is circa 5m in width which is suitable to accommodate entry manoeuvres into the car park.
8. The Rock is subject to a 30mph speed limit and there are double yellow line parking restrictions along The Rock in the vicinity of the access.
9. The car park exit is onto the adjacent Paradise Mill car park from where vehicles can proceed to exit onto John Street.
10. John Street is a single carriageway road subject to a speed limit of 30 mph. Footways and street lighting are present on both sides of John Street. There are also double yellow lines along the length of John Street which prevents on street parking.
11. Visibility at the car park exit points onto John Street is good and there is no record of any personal injury accidents having occurred at the car park exits within the most recent five-year period for

which data is available (2020-2024). There is therefore no evidence of any safety problem at the junctions serving the car park.

CAR PARK OPERATING CHARACTERISTICS

12. The number of spaces currently laid out on site is 33 some of which are provided within the pay and display parking previously approved on the adjoining Paradise Mill site.
13. The car park is a pay and display car park open 24 hours a day. The charging structure is as follows:
 - 1 hour - £2.50
 - 2 hours - £3.90
 - 4 hours – £5.90
 - 8 hours - £9.50
14. The maximum tariff is for 8 hours. Permits for longer term parking are also available.
15. The layout of the car park is shown in the plan at Appendix A to this note.
16. It is understood that the car park is well used, being popular with shoppers and visitors to the town, in addition to people with vans as some of the parking bays have been laid out to provide wider and longer than usual parking spaces and there are no "max headroom" barriers which restrict the use of other car parks in the area. The car park is therefore likely to accommodate a mix of leisure and work-related parking.

SWEPT PATH ANALYSIS

17. A swept path assessment has been undertaken demonstrating suitable manoeuvring space at the access / egress points and internally. This is presented in SCP Drawing 260470/ATR01 at Appendix B.

TRIP GENERATION

18. Ticketing data (including tickets purchased at the ticket machine and via RingGo) for the car park has been provided by Car Park Securities for the month of March 2026. The data is provided at Appendix C to this note and in summary, the average number of tickets sold per day is 40.

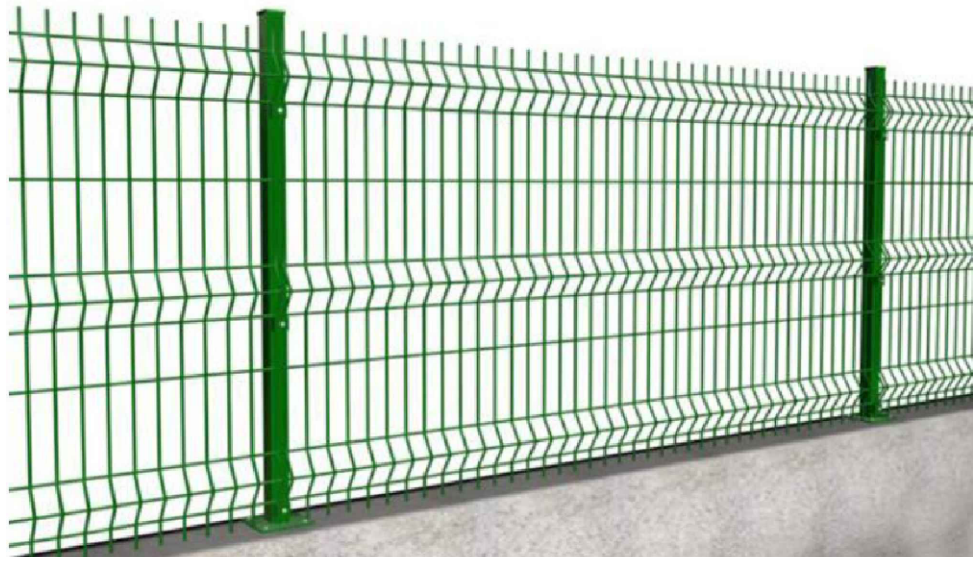
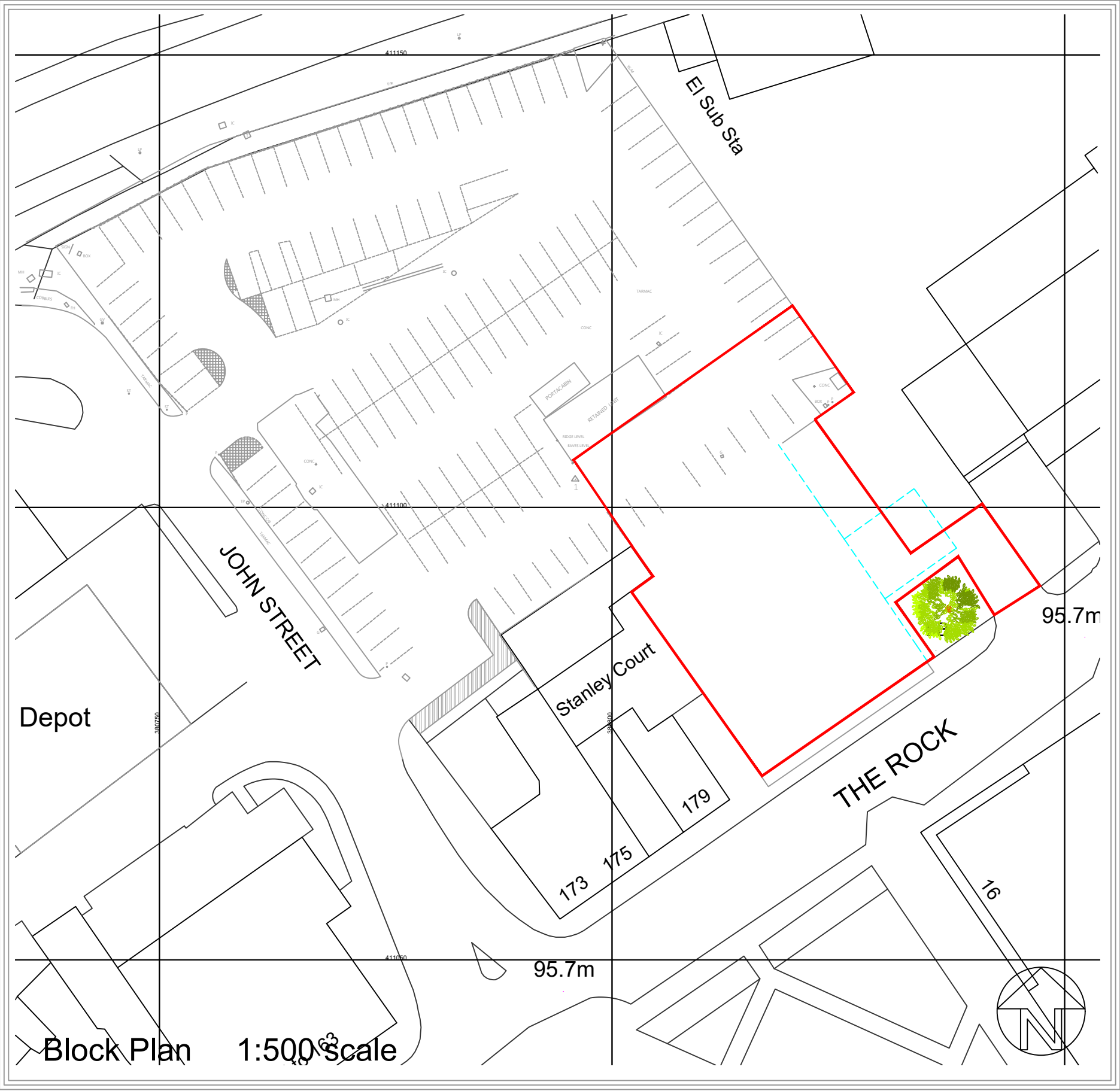
19. This shows that there are on average 40 arrivals and 40 departures per day at the car park however this includes Saturdays which are significantly busier than weekdays. Taking just the weekday average, the number of tickets sold is 34, which equates to 34 arrivals and 34 departures per day. This level of trips is negligible in the context of the surrounding highway network, including during peak hours, and does not cause any highway capacity problems.
20. Furthermore, the car park does not generate vehicle trips in its own right as those parking in the car park would most likely have made their trip to this area in any event, but would have parked in a different car park, of which there are many nearby.
21. Also, whilst the office / retail showroom building that occupied the site previously has been demolished, it would have generated regular traffic movements when operational and the site therefore has an established trip generating use which is relevant context in relation to the car park trips identified above.

SUMMARY AND CONCLUSION

22. In summary, the temporary car park has a safe and suitable access which does not cause any operational problems for the local highway network. The temporary car park use of the site generates negligible numbers of vehicle trips, therefore does not cause any notable change in peak hour traffic patterns in the local area. Furthermore, the car park does not generate vehicle trips in its own right as those parking in the car park would most likely have made their trip to this area in any event, but would have parked in a different car park, of which there are many nearby.
23. It is also noted that the car park use of the site is only for a temporary period.
24. It is therefore concluded that the temporary car park use of the site is acceptable in transport and highways terms.

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APPENDIX A



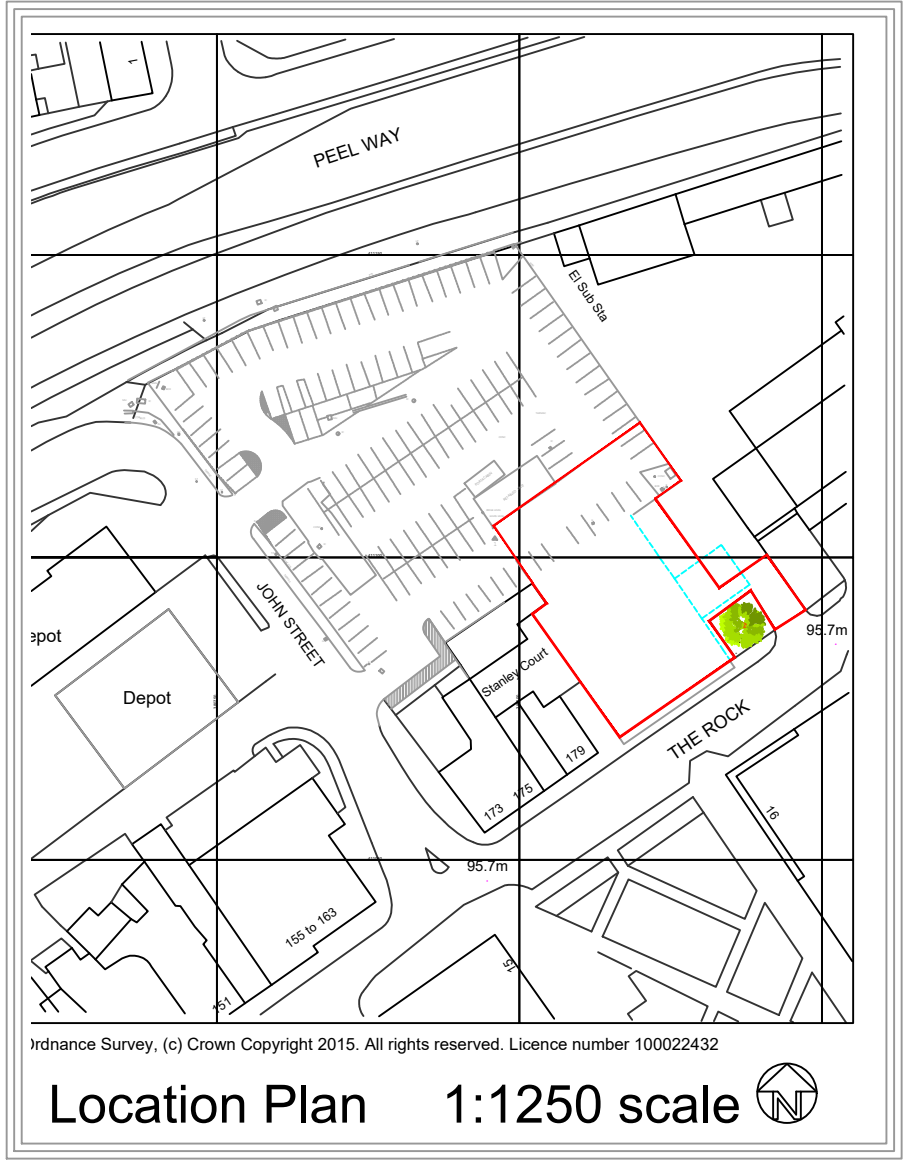
FENCE DETAIL ④



OPERATIONAL SIGNAGE ⑧

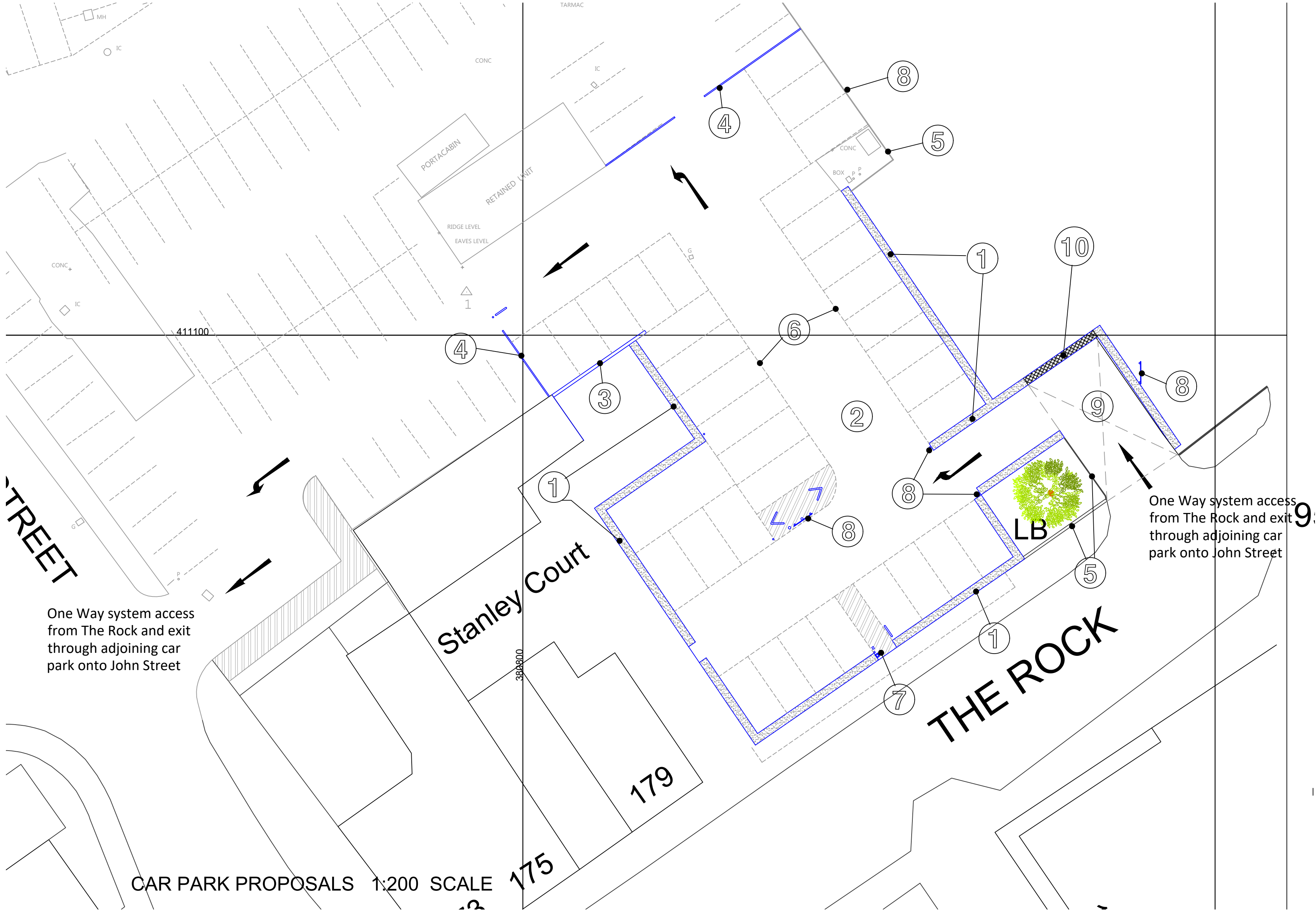


P&D Machine ⑦



General Notes (refer to layout plan for reference numbers):

- 1: Denotes 600X600X1.8m long precast concrete retaining blocks to form perimeter of car park.
- 2: Denotes existing concrete and tarmac surfacing to be made good to match existing all laid to falls to existing drainage system. Any cellars to be filled with MOT type 1 stone compacted in layers to engineer's specification. Where required areas of site to be prepared to receive new tarmac surface generally comprising MOT Type 1 stone sub base, compacted in layers to engineer's specification dependent upon ground conditions. Finish with two course macadam: 60mm base course - open graded 20mm coated macadam and 20mm wearing course - 6mm textured bitumen macadam. All surfacing laid to falls to existing gully's and drains on site.
- 3: Denotes existing wall to be retained.
- 4: Denotes new welded mesh fencing system 2 max 2m in height finished in green with matching steel posts set in concrete - to detail.
- 5: Denotes existing mesh fence, steel posts and timber knee rails to be retained.
- 6: Denotes parking spaces delineated with purple thermoplastic lining by specialist contractor onto hard surfacing - car parking spaces to be minimum 4.8m in length.
- 7: Location of pay and display machines.
- 8: Denotes car park operational signage.
- 9: Existing surfacing and drainage to be retained.
- 10: Section of temporary concrete blocks for vehicle safety - blocks to be removed to enable the provision of gates, access, and boundary treatments for use of adjoining land.

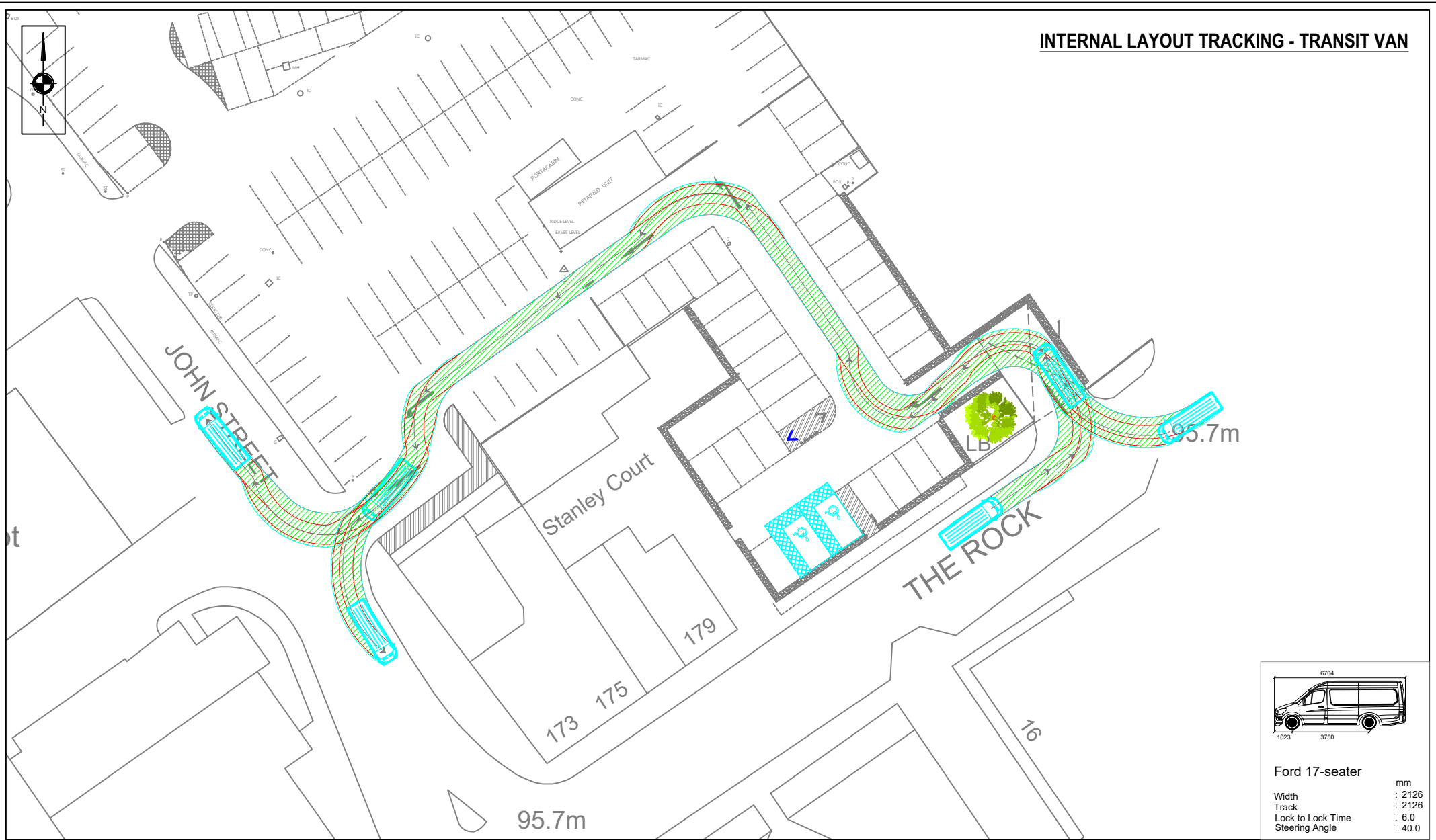


rev: date: description	
 AJ COCKER ASSOCIATES CHARTERED BUILDING SURVEYORS	
New Century House 176 Drake Street Rochdale OL16 1UP Tel: 01706 764880 Fax: 01706 764881 www.ajcockerassociates.co.uk mail@ajcockerassociates.co.uk	
 the mark of property professionalism worldwide	
Project: Proposed car parking site of former 181-183 The Rock, Bury Existing and proposed	scale: As shown date: March 26 drawn: NL
Client: Hallmark Developments (NW) Ltd.	Dwg. Nr. H368-P-01

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APPENDIX B

C:\Users\lewis.dawber\RSK Group\SCP Job Library 2026 - Documents\260470 - Purple Parking - The Rock\03 Data Drawings



Rev	Description	Date	By
REVISIONS			

Drawn By:	LD	Date:	220.04.2026
Checked:	TR	Scale@A4:	1:500
Approved:	TR	Status:	PLANNING

Client Name:	HALLMARK DEVELOPMENTS (NORTH WEST) LTD
Project Title:	PURPLE PARKING, THE ROCK

Drawing Title:	SWEPT PATH ANALYSIS - TRANSIT VAN
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Drawing No.	SCP/260470/ATR01
Rev.	-

Ford 17-seater

Width	: 2126
Track	: 2126
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

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APPENDIX C

Purple Parking, The Rock Ticketing Data March 2026

Day	Date	No. tickets sold
Sunday	01-Mar	42
Monday	02-Mar	26
Tuesday	03-Mar	28
Wednesday	04-Mar	26
Thursday	05-Mar	40
Friday	06-Mar	35
Saturday	07-Mar	60
Sunday	08-Mar	40
Monday	09-Mar	28
Tuesday	10-Mar	32
Wednesday	11-Mar	39
Thursday	12-Mar	30
Friday	13-Mar	42
Saturday	14-Mar	96
Sunday	15-Mar	29
Monday	16-Mar	24
Tuesday	17-Mar	15
Wednesday	18-Mar	42
Thursday	19-Mar	43
Friday	20-Mar	57
Saturday	21-Mar	86
Sunday	22-Mar	33
Monday	23-Mar	30
Tuesday	24-Mar	36
Wednesday	25-Mar	45
Thursday	26-Mar	27
Friday	27-Mar	40
Saturday	28-Mar	61
Sunday	29-Mar	42
Monday	30-Mar	24
Tuesday	31-Mar	34
	Average	40

Day	Average Tickets Sold
Mon	26
Tue	29
Wed	38
Thu	35
Fri	44
Sat	76
Sun	37