

Technical Note

Date: 25 September 2026

Project: 825 Manchester Road, Bury

Title: Change of Use Application (73503)

1. Background

- 1.1 SK prepared a Technical Note that examines the transport implications of a change of use application at 825 Manchester Road in Bury. The application seeks permission to change the use from restaurant with hot food takeaway (Class E(b) and Sui Generis) to a veterinary practice (Class E(e)). The building on site has a total floor area of 159.6sqm.
- 1.2 The Technical Note prepared sets out the surrounding transport context, details of the transport aspects of the development (access, parking and servicing), and a forecast of traffic flows and parking demand levels associated with the proposed use.
- 1.3 This new Technical Note has been prepared to provide a response to the questions raised by the Local Planning and Highway Authority, Bury Council (BC).

2. Car Parking Level

Car Parking Spaces

- 2.1 BC's adopted parking standards are set out in Supplementary Planning Document 11: Parking Standards in Bury (SPD11).
- 2.2 The site sits in Zone 4. Table 4 in SPD11 sets out the following car parking standards for Class E(e) developments in Zone 4:
 - 1 space per 2 staff
 - 4 spaces per consulting room
- 2.3 The applicant has confirmed that there will be 4 staff on site at any one time and that the development proposes 2 consulting rooms. Based on this, the following car parking spaces are required:
 - Staff: $4/2 = 2$ car spaces
 - Consulting Rooms: $4 \times 2 = 8$ car spaces
 - Total = 10 car spaces
- 2.4 The proposed layout modifies the existing car park layout to provide 10 spaces. The standard spaces are 2.5m x 5.0m in dimension with a minimum of 6.0m as required by Paragraphs 6.13 and 6.14 of SPD11.

Reduction in Total Site Car Parking

- 2.5 In line with SPD11 parking standards for the Use E(e) proposed, the development provides 10 car parking spaces.
- 2.6 The above is a reduction in 6 spaces when compared to what is currently provided for the restaurant with take-away (Use E(b)) currently operating at the site. The SPD11 parking standard for Use E(b) is 1 space per 5sqm of Public Floor Area. Assuming that 50% of the building is currently Public Floor Area (79.8sqm) would mean that the Use E(b) requires 16 spaces. Therefore, the existing restaurant with take-away therefore has a higher parking standard requirement than the proposed veterinary surgery proposed, which is the reason why the parking level at the site is reduced.

- 2.7 SPD11 shows that the proposed use has a lower parking level requirement than the existing use at the site, it would not be appropriate to maintain the current level of provision. This is further supported by paragraph 3.2 of SPD11 which states that:

“An oversupply of parking can stimulate demand for car travel. This generates traffic on the network that increases congestion and delay, contributes to poor air quality and makes walking and cycling less safe and convenient.”

- 2.8 As a further test of the appropriateness of the proposed parking level for a veterinary surgery in this location has been undertaken using a standard appraisal method (parking accumulation). The assessment uses the TRICS trip generation forecast set out in the planning application documents. This is replicated below and shows a maximum demand for 8 spaces. The assessment further confirms that the SPD11 parking standard requirement for 10 spaces will sufficiently accommodate forecast parking demand levels.

Time Period	Hourly Traffic Flows – Veterinary Surgery			Parking Demand
	In	Out	Total	
07:00-08:00	3	0	3	3
08:00-09:00	6	2	8	7
09:00-10:00	4	4	9	7
10:00-11:00	3	4	8	6
11:00-12:00	3	3	6	7
12:00-13:00	3	3	6	6
13:00-14:00	5	4	9	8
14:00-15:00	7	8	15	7
15:00-16:00	5	7	12	5
16:00-17:00	6	7	13	4
17:00-18:00	3	3	6	4
18:00-19:00	3	5	7	2
19:00-20:00	0	2	2	0

Veterinary Surgery Traffic Flows & Parking Demand

Cycle Parking Spaces

- 2.9 Table 6 in SPD11 sets out the following cycle parking standards for Class E(e) developments in Zone 4:
- Staff: 1 secure covered space + locker per 4 staff
 - Visitor: 1 space per 50sqm
- 2.10 The applicant has confirmed that there will be 4 staff on site at any one time and that the development proposes 2 consulting rooms. Based on this, the following cycle parking spaces are required:
- Staff (long stay): $4/4 = 1$ secure covered cycle space
 - Visitor (short stay): $159.6\text{sqm}/50\text{sqm} = 4$ cycle spaces
 - Total = 5 cycle spaces
- 2.11 The development provides 3 cycle stands, which have capacity for 6 bikes. 1 of the cycle stands is covered by the building canopy for use by staff (long stay). 1 locker is provided within the building for use by staff to store their cycle equipment (e.g. cycle helmet).

- 2.12 In line with SPD11, the cycle parking is located next to the main entrance and the cycle stands have 1.2m spacings between stands.

EV Parking Spaces

- 2.13 For EV charging spaces Table 1 in SPD11 shows the following requirements:

Type of Development	Charging Infrastructure Standard
Residential Dwellings	For every dwelling with allocated car parking, at least one parking space shall be provided with an active EV charge point.
Residential apartment buildings with more than 10 associated parking spaces.	For every dwelling with allocated car parking, at least one parking space shall be provided with an active EV charge point plus passive charging provision for all remaining parking spaces.
Non-residential buildings, residential institutions, secure residential institutions and hotels with more than 10 parking spaces.	10% of spaces to have access to an electric vehicle charge point (Active Provision) and a further 10% to have passive charging provision.

Extract from SPD 11: Table 1

- 2.14 The development is a non-residential building and therefore the standard in row 3 applies. This states that EV charging is only required for car parks with more than 10 car parking spaces. Therefore, no EV charging is required for the development.

Disabled Parking Spaces

- 2.15 With regard disabled parking spaces advice is set out in paragraph 4.9 of SPD11. This states that:
- “The level of disabled parking to be provide at each development is typically calculated as a percentage of the total vehicle parking standards with a minimum of one space across all developments and across all zones.”
- 2.16 In line with this the development provides 1 disabled parking spaces, which equates to 10% of the total provision.
- 2.17 The disabled parking space is 2.5m x 5.0m with a 1.2m clearance zone as required by Paragraph 6.20 of SPD11.

3. Refuse Collection

- 3.1 The submitted layout shows that bins are to be located to the south of the building.
- 3.2 Refuse collection will be undertaken by private waste contract (i.e. not by Council collection service). Refuse collection will be undertaken from kerbside on Manchester Road. This is identical to current arrangements. Bins will be transferred by development staff and positioned within the site near to the access for transfer to the waste vehicle by the waste operative.