

TRAVEL AND PARKING PLAN

90 Turks Road, Radcliffe, M26 4QB



Contents

1.0 Introduction	2
3.0 Site Location and Local Accessibility	3
4.0 Public Transport Accessibility	3
5.0 Relevant Parking Policy Context	4
6.0 Existing and Proposed Parking Provision	4
7.0 Operational Parking Strategy	5
8.0 Staff Arrivals, Departures and Handovers	6
9.0 Anticipated Vehicle Movements.....	7
10.0 Comparison with Ordinary Residential Use.....	8
11.0 Sustainable Travel Measures	8
12.0 Cycle Parking.....	9
13.0 Deliveries, Servicing and Refuse	9
14.0 Emergency Access.....	9
15.0 Parking Management Responsibilities	9
16.0 Complaints and Review Procedure	10
17.0 Summary of Parking and Travel Position.....	10
18.0 Conclusion.....	11

1.0 Introduction

This Travel and Parking Plan has been prepared in support of an application for a **Certificate of Lawfulness of Proposed Use** for the proposed use of **90 Turks Road, Radcliffe, M26 4QB** as a small, family-style children's home for **one child or young person only**.

The property is an existing 3-bedroom, 2-bathroom semi-detached dwelling. The proposed use would fall within **Use Class C2**, but the planning position advanced within the LDC application is that the use would not amount to a **material change of use** from the existing C3 dwellinghouse use.

This Travel and Parking Plan explains how travel, parking, staff attendance, visitor movements and day-to-day vehicle activity would be managed so that the operation remains low-intensity, residential in character and comparable to the pattern of activity associated with an ordinary family dwelling.

The proposal includes:

- one child or young person only;
- no emergency placements;
- no external alterations;
- no public-facing service;
- no signage;
- no institutional or commercial use;
- off-street parking for up to two cars;
- managed staff and visitor arrangements;
- planned professional visits only;
- continued use of the property as a single domestic planning unit.

The submitted ground floor plan shows a normal domestic layout with a living room, kitchen/dining room and WC, while the first floor plan shows Bedroom 1, Bedroom 2, Bedroom 3 and bathroom accommodation.

2.0 Purpose of the Plan

The purpose of this Travel and Parking Plan is to:

1. demonstrate that the proposed use would not generate a level of traffic or parking demand materially different from a normal residential dwelling;
2. identify the available off-street parking provision;
3. set out how staff and visitor parking would be managed;
4. minimise reliance on on-street parking;
5. ensure that neighbouring driveways, footways and highway access are not obstructed;
6. support safe, sustainable and planned travel arrangements;

7. ensure that the proposed use remains domestic and low intensity;
8. provide operational controls for any future external operator.

This document does not seek to present the proposal as a large care facility or institutional use. It is specifically prepared on the basis of a **single-child family-style children's home**.

3.0 Site Location and Local Accessibility

90 Turks Road is located within the **M26 4QB** postcode area in Radcliffe. Postcode data identifies **90 Turks Road** as one of the addresses within M26 4QB and identifies the main property type within the postcode as **semi-detached**.

The property is located in an urban residential area. The M26 4QB postcode information identifies nearby bus stops including **Turks Road, Clyde Road, Northlands** and **Colshaw Close**.

The location benefits from access to local bus services, Radcliffe town centre services, and the wider Bee Network / Metrolink public transport system. The availability of these alternatives is relevant because Bury's Parking Standards SPD encourages walking, cycling and public transport, and recognises that parking provision should respond to local accessibility and public transport opportunities.

4.0 Public Transport Accessibility

4.1 Bus Services

The local area is served by bus routes connecting Radcliffe with Bury, Bolton, Farnworth, Whitefield, Salford and Manchester.

TfGM identifies route **512** as operating between **Bury, Elton, Radcliffe, Outwood, Prestolee and Farnworth**. The published stop list includes stops on **Turks Road**, including Turks Road / Freshfields and Turks Road / Chatsworth Road.

TfGM also identifies route **98** as operating between **Bury, Elton, Radcliffe, Whitefield, Salford and Manchester Shudehill**.

These services provide practical alternatives to private car travel for staff, professional visitors and, where appropriate, accompanied local journeys.

4.2 Metrolink

Radcliffe is served by the Metrolink network. TfGM's Radcliffe tram stop page identifies live departures from Radcliffe towards destinations including **Piccadilly** and **Bury**.

TfGM's tram frequency guidance states that tram services generally operate every 15 minutes, with peak services running every 7.5 minutes at the busiest times on the most popular lines. It also identifies **Bury – Piccadilly** as an all-day Metrolink service.

The availability of Metrolink services supports the conclusion that staff and professional visitors would not be wholly dependent on private car travel.

5.0 Relevant Parking Policy Context

5.1 Bury SPD11 Parking Standards

Bury Council adopted **Supplementary Planning Document 11: Parking Standards in Bury** with effect from **11 June 2025**. The SPD states that its aim is to ensure an appropriate level of well-designed vehicle and cycle parking in new developments.

The SPD recognises that parking needs vary by location and that each development should be considered on its individual circumstances. It states that parking standards are expected standards, but individual circumstances and evidence are relevant to the assessment.

The proposal at 90 Turks Road is not a large new development. It is a proposed single-child use within an existing dwelling. However, the SPD provides useful context for assessing whether the proposed level of parking is proportionate.

5.2 C3 Dwellinghouse Benchmark

The existing lawful use is a C3 dwellinghouse. The SPD includes parking standards for dwellinghouses and identifies provision for two and three-bedroom dwellings within its residential standards.

The property has off-street parking for up to **two cars**. This is consistent with the level of parking commonly expected for a three-bedroom family dwelling and provides an appropriate baseline for the proposed use.

5.3 C2 Residential Institution Benchmark

The SPD also includes parking standards for **Residential Institutions (C2)**. For residential care and nursing homes, the standards are calculated by reference to staff and bedspaces, including standards such as one space per two staff and one space per five or four beds depending on location/zone.

Applying this approach proportionately to a **single-child home**, the two off-street parking spaces would be sufficient to accommodate the expected day-to-day parking demand arising from the proposed use.

The proposal is not comparable to a larger care home or nursing home. It would accommodate one child only, would not accept emergency placements and would not operate as a public-facing or institutional use.

5.4 Transport Statement Thresholds

Bury SPD11 indicates that transport statements and transport assessments are normally associated with much larger schemes, including C2 residential institutions above 50 beds and C3 dwellinghouse developments above 10 units for a Transport Statement.

The proposed use at 90 Turks Road is materially below those thresholds. Nevertheless, this Travel and Parking Plan has been prepared to provide clarity and certainty.

6.0 Existing and Proposed Parking Provision

The property benefits from **off-street parking for up to two cars**.

No changes are proposed to the existing access or parking arrangement. There would be:

- no widening of the access;
- no new hardstanding proposed as part of the LDC;
- no external alterations;
- no separate staff car park;
- no visitor car park;
- no signage;
- no institutional parking layout.

The two off-street spaces would be used as the primary parking provision for the home.

The operational aim will be to ensure that routine parking demand is accommodated within the site and that reliance on on-street parking is avoided wherever possible.

7.0 Operational Parking Strategy

7.1 Priority Use of Off-Street Parking

The two off-street spaces will be prioritised as follows:

1. care staff on duty;
2. manager or senior staff attendance, where required;
3. professional visitors by appointment;
4. family contact visits, where appropriate and planned;
5. maintenance contractors by appointment.

Staff will be instructed to use the off-street parking spaces wherever available.

Visitors will be advised in advance that parking should not obstruct neighbouring driveways, footways, junctions or access points.

7.2 Staff Parking

The proposed use is for one child only. Staff attendance will be planned and managed by the future operator.

The operator will ensure that staffing patterns are arranged so that vehicle parking demand remains low and predictable.

Where staff arrive by car, they will be expected to park within the two available off-street spaces wherever possible.

The home will not operate with frequent shift changes throughout the day. Handovers will be managed to minimise overlap, unnecessary waiting and duplicated vehicle movements.

7.3 Visitor Parking

Visitors will be by appointment only.

The home will not operate as a drop-in facility and will not be open to the public.

Professional visitors may include:

- social workers;
- healthcare professionals;
- education professionals;
- Ofsted or regulatory visitors;
- placing authority representatives;
- family members where planned and appropriate;
- maintenance contractors.

Visitors will be encouraged to attend outside staff handover periods where possible, so that parking demand is staggered.

7.4 On-Street Parking

The operational intention is that routine staff parking will be accommodated within the site.

Occasional short-duration on-street parking may occur in the same way as with ordinary residential visitors, tradespeople or family visitors. However, this will be managed to avoid harm to neighbouring amenity or highway safety.

Staff and visitors will be instructed not to:

- block neighbouring driveways;
- park across dropped kerbs;
- obstruct footways;
- park close to junctions in an unsafe manner;
- obstruct refuse collection vehicles;
- obstruct emergency service access;
- leave engines idling outside the property;
- congregate outside vehicles.

8.0 Staff Arrivals, Departures and Handovers

Staff handovers will be managed internally within the property.

The operator will adopt the following principles:

- handovers will be planned and kept brief;
- staff will arrive and leave quietly;
- staff will avoid engine idling;
- staff will avoid loud conversations outside the property;
- staff will avoid car door slamming, particularly early morning and late evening;
- handover overlap will be minimised;
- staff will not gather outside the property;
- staff vehicles will use the off-street spaces wherever available.

The proposed use will not involve continuous staff turnover or repeated shift changes throughout the day.

This is consistent with Bury's recent LDC approach. In the 109 Windsor Road officer report, the Council accepted that a one-child model with up to three carers, driveway parking for two cars and on-street parking would not result in comings and goings unlike those of a residential household.

9.0 Anticipated Vehicle Movements

The following table summarises the expected type and frequency of vehicle movements.

Movement Type	Expected Frequency	Management Approach
Staff arrivals/departures	Planned and limited to rota arrangements	Off-street parking prioritised; handovers staggered
Manager/senior staff visits	Occasional / as required	By appointment where possible; avoid handover overlap
Social worker/professional visits	Occasional and planned	Pre-arranged; parking instructions provided
Education/health appointments	As required for the child	Managed as ordinary household journeys
Family contact	Planned only, where appropriate	Pre-arranged; visitor numbers controlled
Deliveries	Normal domestic deliveries	No commercial delivery pattern
Maintenance contractors	Occasional	Appointment-based; no routine operational servicing
Emergency services	Only if required	Access kept clear at all times

The proposed use would not generate customer traffic, public visits, deliveries associated with a commercial business, or multiple resident vehicles.

10.0 Comparison with Ordinary Residential Use

The existing property could be occupied by a family household with several children, working adults, visitors, school journeys, leisure trips, shopping trips, delivery vehicles, tradespeople and family visits.

The proposed use would be materially comparable because:

- only one child would live at the property;
- staff movements would replace, rather than add to, the vehicle activity of adult residents in a conventional household;
- visitors would be planned and limited;
- the property would not be open to the public;
- there would be no emergency placements;
- there would be no high-turnover occupation;
- there would be no institutional or commercial traffic;
- the two off-street spaces would remain available.

Bury's own officer reports have previously accepted that visitors such as social workers and education professionals are consistent with normal household activity and that comings and goings from small children's homes can be comparable to residential use.

11.0 Sustainable Travel Measures

The future operator will encourage sustainable travel where practical.

Measures will include:

- providing staff with information on nearby bus stops and local bus routes;
- encouraging staff to use public transport where shifts and safeguarding duties allow;
- encouraging car sharing between staff where appropriate;
- arranging professional visits by appointment to avoid unnecessary repeat journeys;
- making use of video calls or telephone meetings where appropriate and consistent with care planning;
- encouraging local walking trips for recreation and access to nearby services where safe and appropriate;
- encouraging cycling where practical, subject to staff preference and shift requirements.

Bury SPD11 emphasises the importance of encouraging walking, cycling and public transport and providing appropriate cycle storage to reduce pressure on the highway and car parking demand.

12.0 Cycle Parking

The proposal does not involve external alterations or a new-build development. However, the future operator will identify a safe and secure location within the curtilage for cycle storage if required by staff or the child.

Bury SPD11 states that residential cycle storage should be within a structure with a roof and lockable door, and that for houses this may be provided within garages or other outbuildings where available.

Where cycle use is taken up by staff, the operator will ensure that any cycles are stored securely and do not obstruct access, circulation, waste storage or neighbouring property.

13.0 Deliveries, Servicing and Refuse

The proposed use will generate domestic-scale deliveries only.

There will be no commercial servicing arrangement, no regular goods vehicles, no food delivery contract, no clinical waste collection and no operational deliveries materially different from an ordinary dwelling.

Refuse collection will remain as per the existing residential arrangement.

Bins will be:

- stored within the property boundary;
- presented only on collection days;
- returned promptly after collection;
- managed so as not to obstruct the footway or neighbouring access.

Maintenance visits will be occasional and appointment-based, similar to ordinary household maintenance.

14.0 Emergency Access

Access for emergency vehicles will be maintained at all times.

Staff and visitors will be instructed not to park in a way that would obstruct the highway, footway, neighbouring driveways or access for emergency services.

The off-street parking spaces will be managed so that the frontage remains orderly and so that vehicles do not overhang the pavement.

15.0 Parking Management Responsibilities

The future operator will be responsible for implementing this Travel and Parking Plan.

The manager or nominated responsible person will ensure that:

- staff are briefed on parking expectations during induction;
- staff use off-street spaces wherever available;
- visitor appointments are managed to avoid unnecessary overlap;
- parking complaints are recorded and investigated;
- corrective action is taken where required;
- neighbours are not inconvenienced by staff or visitor parking;
- staff understand that the property sits within a residential street.

The Travel and Parking Plan will be included within staff induction materials.

16.0 Complaints and Review Procedure

Any parking or travel-related concern raised by a neighbour will be recorded by the operator.

The record will include:

- date of concern;
- nature of concern;
- whether a staff, visitor or contractor vehicle was involved;
- action taken;
- whether further staff instruction is required;
- whether any change to appointment timing or handover arrangements is needed.

Where a pattern of concern is identified, the manager will review the operation and amend arrangements where necessary.

17.0 Summary of Parking and Travel Position

The proposal is for a small, family-style children's home for one child only.

The travel and parking position can be summarised as follows:

Matter	Position
Existing use	C3 dwellinghouse
Proposed use	Small C2 children's home
Occupancy	One child or young person only

Matter	Position
Emergency placements	Not accepted
Off-street parking	Up to two cars
External alterations	None
Public-facing use	None
Staff parking	Managed within the two off-street spaces wherever possible
Visitor parking	By appointment and managed
Deliveries	Domestic-scale only
Public transport	Nearby bus stops and access to Radcliffe / wider Bee Network services
Overall impact	Comparable to ordinary residential occupation

The proposal would not generate a level of parking demand, vehicle movement or traffic activity materially different from that associated with an ordinary 3-bedroom dwellinghouse.

18.0 Conclusion

The proposed use of 90 Turks Road as a single-child family-style children's home would be low intensity and residential in character.

The property benefits from off-street parking for up to two cars, which is sufficient for the proposed single-child model and comparable to the parking provision associated with a normal three-bedroom family dwelling.

The surrounding area benefits from local bus stops, including stops on Turks Road and Clyde Road, and wider bus and Metrolink connections through Radcliffe. The site is therefore not wholly dependent on private car use.

Staff movements, visitor attendance and vehicle activity will be planned, limited and managed. There will be no emergency placements, no public-facing use, no customer traffic, no commercial deliveries and no external alterations.

The proposed travel and parking arrangements would therefore preserve the residential character of the property and would not give rise to a material change in traffic, parking or highway activity when compared with the existing lawful dwellinghouse use.