

Document Control	
Document Type	Consultation Response 1
Site Location	Halls Mill Retail Park, Bury
Proposed Development	Part demolition, reconfiguration and extension of Unit A to create two new Class E(a) units (including food sales in Unit A1) and associated works
Client	IRP Holdings Limited
Reference	71550
Status	Consultation Response
Date	20/03/25
Written By	CS
Checked By	JA

Introduction

Following discussions between the agent and planning officer, additional details relating to parking and details relating to the operation of the service yard have been sought.

This Consultation Response (CR1) provides additional information in relation to parking, including data from the retail park in relation to existing demand.

The service yard has sufficient space to accommodate all service vehicle movements and areas can be identified that are necessary to accommodate the swept path analysis, as currently occurs.

Parking

There are two key important points to note when considering parking, the likelihood of overspill parking and if overspill parking occurs will highway safety be negatively affected.

The submitted TS confirms that parking demand is based on the proposed trip generation using representative sites, will be accommodated by the proposed parking provision on the site layout. On that basis it is very unlikely that overspill parking would occur.

If overspill parking did occur, Foundry Street, Lord Street, South Cross Street and George Street are covered by Traffic Regulation Orders (TRO's), these parking controls are formed of Double Yellow Lines and Pay and Display parking bays. Inidiscriminate parking would be very unlikely to result in a highway safety issue, given the existing legal protections.

There are multiple off-street car parks within walking distance of this site, including Bury Town Centre. These have their own management strategies, but most importantly provide spare capacity, off the highway.

Bury Council SPD 11-Parking Standards (May 2007) in Bury is the current adopted parking standard applied to applications in Bury. Table 6.1 in the submitted TS considers the cumulative requirement for the existing and proposed non-food retail floorspace and food retail floorspace at Halls Mill Retail Park. The TS calculates that the development could provide a maximum of 198 no. standard spaces.

Bury Council have produced a revised draft SPD 11 – Parking Standards in Bury (January 2025), was issued for consultation between 31st January 2025 and 14th March 2025, this consultation has just concluded.

The draft SPD 11 sets out parking standards based on zones, which highlights urban areas and the rural area, the urban areas consist of zones 1 to 3. All of Bury is considered to be in Zone 1, this considers the town centre to have the same parking requirements as rural areas on the edge of Bury. The standard sets maximum parking levels for this land use.

The latest TCPA land use classes are included in this SPD, this application proposes 929 sq.m. GFA and 492 sq.m. GFA + 250 sq.m. GFA on a mezzanine all as Class E (a). If this application were being promoted on its own and the new parking standards were in place, this application could provide a maximum of 17 new spaces, based on 1 space per 100 sq.m GFA.

If the retail park as a whole were promoted this would be policy compliant with a maximum of 40 spaces, based on 4010 sq.m. GFA.

The 2007 standards suggest that Halls Mill Retail Park could provide 198 spaces and the 2025 standard proposes that 40 spaces would satisfy demand without creating an off site highway issue.

The TS sets out parking demand based on arrivals and departures using representative surveys, this estimates that demand sits around 105 occupied spaces on a weekday.

The car park currently provides 137 parking spaces, the proposal seeks to reduce the provision to 120 spaces. This follows the theme of reduced parking provision set out by the latest SPD 11 issued in draft.

On that basis the new floorspace being delivered whilst reducing overall car parking is entirely aligned with the aspirations of SPD-11.

Data collected at the retail park in October 2024 and December 2024 reports that the average duration of stay is between 35-40 minutes, meaning each space can be used more than once an hour.

In summary, based on the information available at this time parking demand will be accommodated on-site at all times. In the unlikely event of overspill parking, the highway network is protected and there is plentiful off street parking supply close to this site.

Service Yard

The service yard will be used more intensively, it is likely that there may be up to 2 no. additional vehicles attend per day a total of 4 no. trips.

The service yard could be lined to provide a loading point for each unit, this is where a vehicle will park to unload.

The Pets at Home unit or other non-food unit can be serviced at any one time, this will

be co-ordinated on-site, a vehicle can wait off the highway adjacent to a Smyths delivery prior to the point that the loading point becomes available.

The area required by a vehicle entering and existing in a forward gear will be kept clear at all times. This area is shown on the attached plan.

Summary & Conclusions

The proposal increases the floor area on-site and reduces the parking provision. The trip generation is directly linked to parking demand, which is predicted to be accommodated by the proposed supply on this site, with spare capacity for peak within peak periods.

In the unlikely event that parking demand did overspill, there are numerous off-street parking opportunities that are already controlled.

The local roads are legally protected from indiscriminate parking, through traffic regulation orders giving powers for vehicles to be fined or removed if they pose a highway safety issue.

Overall, parking demand has been estimated, parking supply is set just above this level to address peak within peak situations. In the unlikely event of parking demand overspilling, there are multiple off street opportunities available. The local network is legally protected against parking that could affect highway safety. As a result of all factors, there is a very low probability of this proposal resulting in an effect on the highway network or safety if any.

Adopted Parking Policy SPD 11 (May 2007) sets a maximum parking provision that should not be exceeded to encourage modal shift away from private car use. NPPF sets out when maximum parking standards are required. The draft SPD 11 (January 2025) seeks to limit parking related to new development to levels far below existing levels. This proposal reduces parking so follows the essence of the emerging guidance on parking supply.

The attached drawing confirms that all units can be serviced and a vehicle can attend to deliver to the proposed unit. All vehicles enter and exit in a forward gear and the area shown to be required by the swept path of any delivery vehicle will be kept clear.

The two points raised above have been fully addressed and it can be concluded that there would not be any negative effect on highway safety or residual cumulative impact on the highway network.

The additional information confirms the fact that all relevant NPPF requirements are met and the spirit of the emerging Bury Council SPD 11 are also delivered by reducing parking supply.

