

Parking Statement

The proposed development makes efficient use of the existing access and parking arrangements, with the reconfiguration and resurfacing of the site to provide 20 car parking spaces, including 2 accessible bays located close to the main entrance. Secure cycle storage will also be incorporated to support sustainable travel. The level of parking provision is considered proportionate to the scale and nature of the proposed leisure use, particularly when considered alongside the availability of on-street parking on Todd Street and the site's sustainable location close to the town centre.

The proposed hours of operation (15:00–20:00 Wednesday to Friday and 09:00–20:00 Saturday and Sunday) have been designed to complement surrounding land uses. Adjacent commercial and industrial premises operate primarily during standard weekday hours (09:00–17:00 Monday to Friday), meaning peak demand for the proposed use will occur outside these periods. This complementary pattern reduces pressure on local parking and ensures that both on-site and on-street capacity is available during peak times, thereby minimising any potential impact on the local highway network.

The proposal is consistent with the objectives of the National Planning Policy Framework (Section 9: Promoting Sustainable Transport), which seeks to ensure that developments are located where the need to travel is minimised and sustainable transport options are maximised. The site is within walking distance of Bury town centre and benefits from strong public transport accessibility via Bury Interchange, including tram services and local bus routes.

Furthermore, the proposal accords with the transport and accessibility objectives of the Places for Everyone Plan, which promotes development in sustainable locations that are well served by public transport and supports active travel choices. The provision of cycle parking, combined with the site's accessibility and complementary operating hours, ensures that the development will not result in severe residual cumulative impacts on the highway network.