PLANNING APPLICATION SUPPORTING DOCUMENT

TRAVEL AND PARKING PLAN

90 Turks Road, Radcliffe, M26 4QB

Proposed two-child use | two existing off-street parking spaces



SECTION 192 / TWO-CHILD PROPOSED-USE LDC

Prepared for the property owner • November 2026

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APPLICATION BASIS

Fresh section 192 proposed-use application for a maximum of two children. The earlier proposed-use certificate (Bury ref. 73423) relates to one child and is not itself authority for two-child occupation. The incoming operator is not yet appointed.

1.0 Scope and transport position

This Travel and Parking Management Plan supports the separate proposed-use certificate application to increase the family-style children's home at 90 Turks Road from the earlier one-child certificate (Bury reference 73423) to a maximum of two children. Its purpose is to demonstrate and control the transport-related characteristics of the proposed use, not to apply development-control parking standards as if the certificate were an ordinary planning permission.

FIXED OPERATIONAL PARAMETERS

Up to two resident children; two care staff in routine operation; no more than three staff/carers on the premises concurrently including Registered Manager and handover overlap; no emergency admissions; existing off-street parking for up to two cars; no new parking hardstanding or access alterations.

2.0 The site and public transport options

2.1 Location

The property lies on Turks Road in an established residential neighbourhood in Radcliffe. Its front parking area provides up to two off-street car spaces as advised by the owner. The application does not propose changes to the pavement crossing, frontage or access and does not rely on any private parking beyond the site boundary.

2.2 Bus and Metrolink connections

Transport for Greater Manchester publishes the Bee Network route 512 between Bury, Elton, Radcliffe, Outwood, Prestolee and Farnworth. The route's published stop list includes Turks Road stops at Freshfields and Chatsworth Road. Radcliffe town centre connects to the wider bus network and Metrolink. Exact walking distances, service availability and staff shift suitability will be checked by the operator against current timetables before opening; no fixed walking or journey-time estimate is asserted here.

3.0 Existing parking provision and access

Site provision	Application position
Off-street parking	Up to two cars, as confirmed by the owner
On-street provision	No additional dedicated bay; any occasional use must be lawful and considerate
Access	Existing arrangement retained; no widening or new dropped kerb proposed
External works	No new surfacing, external lighting, car-park markings or additional hardstanding proposed
Refuse/emergency access	Not to be obstructed by staff or visitor parking

Bury Council adopted SPD11 Parking Standards in Bury in June 2025. The document provides relevant policy context; however, a proposed-use certificate is a legal test of land-use lawfulness, and the existing two-space supply must be considered in terms of actual operational demand, not as an automatic entitlement to additional street parking.

4.0 Two-child use and parking demand

4.1 Incremental demand

The proposed increase is one additional resident child. This may increase some ordinary domestic journeys (education, health, family contact or activities). It does not increase the normal number of two care staff or the absolute maximum of three care/management staff on site compared with the planning envelope described in the earlier one-child application. No additional public-facing or commercial activity is planned.

4.2 Staff vehicles and space priority

The two off-street spaces will normally be allocated first to the duty care team, depending on who drives and the need for operational transport. Where a manager or third staff member attends, the operator will plan car sharing, walking, public transport, visits outside staff shifts or a lawful alternative parking arrangement in advance. A maximum of three staff on site is not a claim that three staff vehicles can use the two-space frontage.

5.0 Rota movements and staggered handover

Care staff will normally work in planned shifts. Brief overlap may arise for safe handover, but no more than three staff/carers (including a manager) may be on the property simultaneously. The four-person handover pattern in which two incoming staff arrive before both outgoing staff leave will not be used. Management visits are not to be scheduled during handover overlaps.

Illustrative point	People inside the home	Parking/travel principle
Before handover	Two outgoing care staff	Existing spaces allocated to duty vehicles as required
Incoming staff A enters	Three total (two outgoing + A)	A uses pre-agreed arrival mode; no assumption that a third car can park on site
One outgoing staff member departs	Two total	One duty-space becomes available if that person arrived by car
Incoming staff B enters	Three total (one outgoing + A + B)	B may use freed space, subject to actual allocation
Final outgoing staff member departs	Two incoming duty staff	Two spaces available for ongoing shift vehicles as required

The sequence illustrates staff-count control, not an obligatory exact-minute rota. If a suitable safe and lawful arrival/parking sequence cannot be arranged, the operator must adjust the rota or travel arrangements rather than exceed the three-person staffing ceiling or obstruct the highway.

6.0 Visitor, professional and delivery management

6.1 Planned visits

Social workers, health practitioners, education staff, regulators, independent reviewing officers, placing authority representatives and family members may attend as relevant. Visits will generally be booked at times that avoid staff handover and that allow an available parking space where practicable. The two-child model does not create public drop-in access. Safeguarding or regulatory visits cannot always be pre-booked and will be managed case by case.

6.2 Deliveries and waste

The home is expected to receive ordinary residential deliveries, refuse collection and occasional repair or maintenance contractors. No high-frequency commercial or institutional delivery operation is proposed. Containers and vehicles will not obstruct footways or the carriageway.

7.0 Sustainable travel and travel behaviour

- Provide current bus and Metrolink information at induction for staff whose shifts and safeguarding responsibilities permit public transport.
- Encourage responsible car sharing or coordinated staff travel where this does not undermine safe care delivery.
- Arrange online professional meetings when clinically and operationally appropriate.
- Coordinate routine health, school and leisure travel and avoid unnecessary duplicate journeys.
- Support accompanied walking and cycling by the children where appropriate to individual risk assessments and care plans.
- Identify cycle storage options within existing domestic provision without proposing external operational development as part of this certificate.

8.0 Highway safety, complaints and monitoring

The incoming operator will appoint a Registered Manager or senior person to monitor staff/visitor parking, especially at handover times. Staff induction will cover quiet arrival, engine idling, footway obstruction, dropped kerbs, disabled access, neighbour driveways, junction visibility, and retention of access for refuse and emergency vehicles. Concerns will be logged with dates, vehicle details where proportionate, and actions taken.

If a recurring parking problem is identified, the operator will review shifts, travel modes, visitor appointments and allocation of the two bays. Monitoring will not depend on claims about unrestricted availability of on-street spaces. Any proposal to construct a new parking area or alter access would need separate consideration outside this LDC application.

9.0 Residential comparison and conclusions

A three-bedroom family home may ordinarily generate commuting, school, visitors, shopping, deliveries and leisure journeys. The proposed home will generate comparable categories of movement, though not necessarily identical numbers. The second child may add some movements, but the normal duty care team and absolute three-staff on-site ceiling remain unchanged. Together with two on-site spaces and managed appointments/handovers, the proposal is intended to preserve a low-intensity residential traffic character.

The applicant considers the defined two-child use does not materially alter the land-use character of the property. This transport statement is evidence relevant to that materiality analysis, not a claim that the Council should undertake a full planning balance on a section 192 application.

Appendix A: Illustrative parking control checklist

1. Confirm the two off-street spaces are useable without overhang into the public footway.
2. Record expected staff driving arrangements and allocate vehicle spaces for each shift.
3. Sequence two-to-two handovers to remain at no more than three on site.
4. Avoid routine appointments during handover; inform visitors of parking restrictions.
5. Manage exceptional third-staff presence without assuming a third on-site bay.
6. Record, investigate and respond to parking complaints.
7. Include arrangements in the incoming operator’s full site-specific Management Plan.

REFERENCES AND SOURCE DOCUMENTS

MHCLG, Planning Practice Guidance: Lawful Development Certificates
https://www.gov.uk/guidance/lawful-development-certificates

Bury Council, SPD11 Parking Standards in Bury (adopted 11 June 2025)
https://www.bury.gov.uk/planning-building-control/planning-policy/supplementary-planning-advice/supplementary-planning-document-11-parking-standards-in-bur

Transport for Greater Manchester, Bee Network bus route 512
https://tfgm.com/travel-updates/live-departures/bus/512-bury

MHCLG, National Planning Policy Framework (published 17 August 2026, updated 29 September 2026)
https://www.gov.uk/guidance/national-planning-policy-framework

Application-specific evidence: previous 90 Turks Road one-child submission and its submitted supporting statements; Bury application 73423; supplied Bury LDC precedent decisions for 7 Brocklehurst Avenue (72901), 109 Windsor Road (72930 and 73056) and 149 Wood Street (73157). Original decision notices should be appended where relied upon.