

Highways and Parking Statement

Site Address: 10 Chiltern Drive, Bury BL8 1QY

Application: Change of Use from C3 (Dwelling House) to C2 (Children's Home for Two Children)

1. Site Context

The site is located within **Parking and Cycle Standards Zone 4** as defined by Bury Council.

10 Chiltern Drive is a detached single-storey dwelling accessed directly from Chiltern Drive, a quiet residential street of similar detached properties.

The site benefits from an existing vehicular access and generous frontage area accommodating off-street parking and access to a rear garden of approximately **117 sq.m**, as shown on *Site Plan PL02 Rev A*

2. Existing Access and Dropped Kerb

The property is already served by an **existing dropped kerb** from Chiltern Drive.

No new vehicular access or highway alterations are proposed. The current dropped kerb is of sufficient width to allow vehicles to enter and exit the site safely and independently.

The revised site plan confirms that **the existing dropped kerb will remain unchanged**, providing direct access to the designated parking spaces at the front of the dwelling.

3. Parking Provision and Layout

As shown on *PL02 Rev A*:

- **Three off-street parking spaces** are provided to the front of the property.
- The spaces are laid out to ensure **independent access**, preventing obstruction or vehicle blocking.
- Vehicle movements are limited and consistent with a standard family dwelling.
- **Secure cycle storage for three cycles** will be accommodated within an **existing brick-built outbuilding** located to the rear of the property, ensuring compliance with sustainable travel objectives and security standards.

The proposed parking provision exceeds the minimum requirement under Bury Council's Zone 4 standards.

4. Staffing and Shift Changeovers

Staffing arrangements remain as detailed in the submitted *Planning Statement and Management Plan*:

- **Two carers** on site at all times, working 12-hour shifts (08:00–20:00 and 20:00–08:00).
- **Registered Manager** present Monday to Friday, 09:00–17:00.

- At **shift changeovers (08:00 and 20:00)**, a short overlap may result in up to four staff on site for approximately 15–20 minutes.

The on-site parking provision of three spaces adequately accommodates all staff vehicles during these short overlap periods, avoiding any reliance on on-street parking.

The operational intensity of use is comparable to a large family dwelling and will not give rise to adverse impacts on the highway network.

5. Staff Travel Management Commitments

To further minimise any potential impact on the local highway network, the following measures will be implemented as part of the operational management of the home:

- **Local recruitment** will be prioritised to enable staff to travel by **public transport**, which is readily available in the area.
- **On-street parking by staff will not be permitted** and will be prohibited through induction and ongoing management, forming a **condition of employment**.
- Staff who cannot access public transport will be encouraged to use **taxi services (e.g., Uber)** or be **dropped off and collected** by a family member or friend, avoiding on-street parking.

Compliance with these measures will be **monitored and enforced internally**, maintaining good neighbour relations and reducing highway impact.

6. Visitor and Operational Parking

Visitor numbers are limited and domestic in scale, typically including:

- Local Authority social workers
- Educational or therapeutic support professionals
- Maintenance contractors

Such visits are infrequent and occur within normal working hours. Any short-term visitor parking can be safely accommodated within the on-site parking area, ensuring no highway obstruction or nuisance to neighbouring residents.

7. Summary and Compliance

The proposal, as reflected on *Site Plan PL02 Rev A*, provides:

- Three off-street car parking spaces with independent access.
- Existing dropped kerb retained, no highway works required.
- **Secure cycle storage** for three bicycles within the existing brick-built outbuilding.
- **Staff travel management plan** ensuring no on-street parking.
- Minimal and controlled vehicle movements, consistent with residential use.

The development therefore fully complies with:

- Bury Council Parking Standards (Zone 4); and
- **National Planning Policy Framework (2024)** principles on sustainable transport and residential character.

8. Conclusion

The proposed use will operate with negligible impact on the local highway network.

All staff and visitor travel demands are managed within the site boundary, and operational controls are in place to ensure sustainable and neighbourly operation.

Accordingly, the development is highways-compliant, sustainable, and compatible with the residential character of the area.