

SUSTAINABLE TRAVEL POLICY

---

Prepared on behalf of: Praveen Videlap

Site address: 29 Cartmel Close, Bolton, BL9 8JA

Application type: Full Planning Permission

Prepared by: Inhaus Planning, Suite Ra01, 195–197 Wood Street, London, E17 3NU

---

### **1.0 Introduction**

This Sustainable Travel Policy has been prepared by Inhaus Planning on behalf of Praveen Videlap in support of the application for Full Planning Permission for the proposed children's residential care home at 29 Cartmel Close, Bolton, BL9 8JA. The purpose of this document is to set out the travel arrangements for staff, residents, and visitors to the home and to demonstrate that the proposed use will not give rise to any material adverse impact on the local highway network.

The policy has been prepared having regard to the National Planning Policy Framework (NPPF) and the transport-related policies of the Bury Local Plan, which together emphasise the importance of sustainable travel, the reduction of car dependency, and the management of traffic generation from development.

### **2.0 Site Accessibility**

The application site at 29 Cartmel Close, Bolton, BL9 8JA is located within an established residential area of Bolton with good access to a range of sustainable transport options. The site is within walking distance of local bus stops serving routes connecting to Bolton town centre and the wider metropolitan area. Bolton railway station, providing services on the Manchester to Blackpool and Preston lines, is accessible by bus or bicycle.

The surrounding road network provides adequate access for the low level of vehicular activity associated with the proposed use. The site frontage gives direct access to the private driveway, enabling all vehicle movements associated with the home to be managed off the public highway.

### **3.0 Staff Travel Arrangements**

The extended shift pattern of 24 to 48 hours adopted by the home means that staff changeovers will occur at most once or twice per day. This is significantly fewer than the twice-daily staff movements that would be generated by a conventional care home operating standard day shifts. The low frequency of changeovers means that any associated traffic generation is minimal and well within the capacity of the local road network.

Staff will be encouraged to travel to work by public transport, cycling, or on foot wherever practicable. The home will maintain a staff travel log to monitor travel patterns and will review this log annually as part of the sustainable travel monitoring process. Staff who travel by car will be required to use the off-street parking provision on the private driveway and will not park on the public highway in a manner that could cause inconvenience or obstruction to neighbouring residents.

### **4.0 Parking Provision**

Off-street parking for three vehicles is provided on the private driveway at the application site. This is considered adequate for the staffing model and visitor arrangements of the proposed home. Given the extended shift pattern, a maximum of two or three vehicles will typically be parked at the property at any one time.

The parking provision has been assessed against the parking standards set out in the Bury Local Plan and the Greater Manchester Spatial Framework. It is submitted that the provision of three off-street parking spaces is proportionate and appropriate for a home of this scale and character and will not give rise to any unacceptable pressure on on-street parking in the surrounding area.

### **5.0 Cycle Storage**

Secure cycle storage for three bicycles is provided within the curtilage of the property. This provision is available for use by staff and by young people resident at the home. Cycling is actively encouraged as a healthy and sustainable means of local travel, and the provision of cycle storage supports the home's commitment to sustainable transport.

The cycle storage facility is discreetly located within the curtilage and does not give rise to any adverse visual impact on the street scene. It is consistent with the domestic character of the surrounding residential properties.

### **6.0 Visitor Arrangements**

Visits to the home by social workers, healthcare professionals, family members, and other professionals will be managed through an appointments-based system. Visitors will be encouraged to travel by public transport where possible. Where visitors travel by car, they will be directed to use the off-street parking provision on the private driveway, with any overflow managed through the careful scheduling of appointments to prevent simultaneous visits.

The frequency of professional visits to the home will typically be low — social workers will visit in accordance with statutory visiting frequencies, and healthcare appointments will largely take place off-site. Family contact visits will be arranged in accordance with each young person's care plan and will be staggered to minimise any cumulative parking demand.

### **7.0 Resident Travel**

Young people resident at the home will travel to and from school, education, and leisure activities with members of staff. The home's transport policy prioritises the use of public transport, walking, and cycling for local journeys, with staff use of the home's vehicle reserved for journeys that cannot reasonably be made by sustainable means.

Where a young person attends school at a distance that requires a vehicle journey, this will be managed using the home's vehicle, minimising the number of individual car journeys associated with school runs. The home will work with the young person's commissioning authority and virtual school head to identify educational provision that is as close as possible to the home, further reducing the need for long-distance travel.

### **8.0 Monitoring and Review**

The Registered Manager will maintain a travel log recording staff travel modes, vehicle movements, and any significant changes to visitor or travel patterns. This log will be reviewed annually and any material changes to travel patterns will be considered in the context of the commitments set out in this policy.

The Sustainable Travel Policy will be reviewed in full on an annual basis, or sooner in response to any significant change in the home's operational arrangements. Any revisions to the policy will be made available to Bury Metropolitan Borough Council upon request.

### **9.0 Conclusion**

This Sustainable Travel Policy demonstrates that the proposed children's residential care home will generate a low level of vehicular activity that is entirely within the capacity of the local highway network and will not give rise to any material adverse impact on highway safety, traffic flow, or on-street parking provision. The extended shift model, the off-street parking provision, and the home's commitment to sustainable travel modes collectively ensure that the transport impact of the proposed use is negligible.

Bury Metropolitan Borough Council is respectfully invited to conclude that the transport and travel arrangements described in this Policy are appropriate, proportionate, and consistent with the sustainable travel objectives of both national and local planning policy.