



Proposed Residential Care Development Irwell Street, Bury

Transport Statement

On behalf of **Exemplar Health Care Services Limited**



Project Ref: 332610688 | Rev: B | Date: March 2024

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1 Introduction

1.1 Background

- 1.1.1 Stantec UK Limited (Stantec) has been appointed by Exemplar Health Care Services Limited (Exemplar) to prepare a Transport Statement (TS) in support of two care home developments adjacent to Irwell Street in Bury, Greater Manchester.
- 1.1.2 The location of the proposed development in a general context is shown in **Figure 1.1**. The Existing Site Layout is included as **Drawing 332610688/100/007** and the Proposed Site Plan is included as **Appendix A**.
- 1.1.3 The development proposals are for two 40-bedroom residential care homes as shown on the Proposed Site Layout, included as **Appendix A**. The development is split into two parcels; ownership line boundaries have also been identified in the Existing Site Layout and the Proposed Site Plan. Both care homes will access the development via a proposed new shared access point taken from Irwell Street.
- 1.1.4 A Hybrid planning application has been submitted for the proposals, seeking full planning permission for the northern site and outline planning permission, with all matters reserved except for means of access, for the southern site. This TS has been prepared in support of both proposed care homes.
- 1.1.5 The site is currently a vacant brownfield site, formerly occupied by Bury police station, bounded by Lower Bank Street to the north, the Castle Leisure Centre car park to the east, Jubilee Way (A58) to the south and Irwell Street to the west.
- 1.1.6 This TS considers the transport impacts of the proposals and has been produced in accordance with the requirements of National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

1.2 Pre-application Consultation

- 1.2.1 Pre-application advice was sought in relation to the proposed development in October 2023 from Bury Council (pre-app ref: 02910/E), as local planning and highway authorities. The previous iteration of the site proposed a new access from Irwell Street and to retain the existing access on Lower Bank Street. Bury Council responded with advice relating to the previously proposed access points along Irwell Street and Lower Bank Street. The full pre-application response is included as **Appendix B**.
- 1.2.2 The highways response stated a preference for the existing access onto Irwell Street to be used and reopening of the existing access on Lower Bank Street, although previously used to access the former police station, would not be supported.
- 1.2.3 Further to the pre-application response and taking account of level differences over the site, the site layout has been revised and this TS is based on the revised layout.

1.3 Report Structure

- 1.3.1 The remainder of this TS is structured as follows:
- **Section 2:** Description of the existing site and local highway network, including a review of Personal Injury Collision data in the vicinity of the site;

- **Section 3:** Description of the proposed development, including details of site accesses and a review of the internal layouts;
- **Section 4:** Review of national and local transport related planning policies;
- **Section 5:** Assessment of the accessibility of the site by sustainable modes of travel, including on foot, by cycle and by public transport;
- **Section 6:** Assessment of trip generation associated with the proposed development during a weekday morning and evening highway network peak hour period;
- **Section 7:** Assessment of the proposed parking provision for the site; and
- **Section 8:** Summary and conclusion.

2 Existing Conditions

2.1 Introduction

- 2.1.1 This section provides a description of the application site and the local highway network, including a review of Personal Injury Collision data in the vicinity of the site.

2.2 Application Site

- 2.2.1 The location of the site in a general context is shown in **Figure 1.1**. The site is within proximity to residential and commercial areas of Bury and the Existing Site Layout is included as **Drawing 332610688/100/007**.
- 2.2.2 The site, located on the western edge of Bury town centre is currently a vacant brownfield site formerly occupied by Bury police station, bounded by Lower Bank Street to the north, the Castle Leisure Centre car park to the east, Jubilee Way (A58) to the south and Irwell Street to the west.
- 2.2.3 In addition to residential properties, Irwell Street serves a medical practice, Bury Christian Fellowship and an office block at the southern end of the road. Irwell Street also serves Bury Leisure Centre via Lower Bank Street.

2.3 Local Highway Network

- 2.3.1 **Figure 2.1** shows the site location in context with the local highway network.
- 2.3.2 Irwell Street is a single carriageway road, measuring 8.2m in width, with a north-south alignment, subject to a 30mph speed limit. Irwell Street is a controlled parking zone. Parking restrictions are in place with on-street parking for residential permit holders only on both sides of the carriageway. No other car parking is permitted on Irwell Street.
- 2.3.3 Irwell Street is a cul-de-sac that stretches approximately 165m south from the priority junction with Bolton Street. Back Bolton Street South runs west of Irwell Street, approximately 30m south of the Bolton Street priority junction and Lower Bank Street runs east of Irwell Street, approximately 80m south of the Bolton Street priority junction. Although Irwell Street does not provide any through access for vehicles, Irwell Street does provide pedestrian and cycle access to Jubilee Way to the south.
- 2.3.4 Existing on-street parking bays (for permit holders) are featured along both sides of the Irwell Street, as shown in the Existing Site Layout (**Appendix A**). The on-street parking bays on the east side of Irwell Street along the site frontage measure 2.0m in width and 41.7m in length and can accommodate 7 vehicles (based on a Passenger Car Unit (PCU) length of 5.75m). The width of the carriageway between the east and west parking bays is 3.7m in distance.
- 2.3.5 Footways are provided on both sides of Irwell Street measuring approximately 2m in width. Street lighting is featured at regular intervals along the carriageway.
- 2.3.6 Lower Bank Street is situated to the north of the site. The site was previously accessed from Lower Bank Street and is a single two-way carriageway subject to a 30mph speed limit. The carriageway measures approximately 75m in length running east from Irwell Street to Bury Leisure Centre car park. The width of Lower Bank Street is measured at 6.9m. Parking restrictions are in place along both sides of Lower Bank Street in the form of double yellow lines along the entire extent of the carriageway.
- 2.3.7 A footway is provided on both sides of the carriageway and street lighting is provided at regular intervals along Lower Bank Street. At present, there is an existing access into the site located on the south side of Lower Bank Street at its eastern end.

- 2.3.8 Bolton Street is a single two-way carriageway subject to a 30mph speed limit at the Irwell Street priority junction changing to 20mph approximately 40m east. Bolton Street provides a link between the Crostons Road/Waterloo Street/Bolton Road junction, approximately 60m to the west of the Irwell Street junction and roundabout junction with The Rock/Market Street approximately 300m to the east of the Irwell Street junction.
- 2.3.9 Pay at meter on-street parking bays are provided at various points along the north and south of Bolton Street. Where there are no parking bays, double yellow lines are featured. A controlled parking zone with waiting restrictions between 8:00am and 6:00pm Monday to Saturday is present.
- 2.3.10 Bolton Street has footways present along both sides of the carriageway, measuring approximately 3m wide on the south side of Bolton Street and 2.5m on the north side of Bolton Street. The footways feature tactile paving and dropped kerbs across all vehicle crossovers providing access off Bolton Street. Street lighting is situated at regular intervals along the carriageway. A signal-controlled crossing is situated approximately 205m east of the Irwell Street priority junction.
- 2.3.11 Bolton Street provides connections to the A58. The A58 (Jubilee Way) provides a link to the strategic road network connecting to the M66 approximately 2km to the east at Junction 2 and the M61 in Bolton approximately 7.8km at Junction 5.
- 2.3.12 The town centre of Bury also has large pedestrian and cycle designated areas.

2.4 Highway Safety

- 2.4.1 Personal Injury Collision (PIC) data for the most recent five-year period from 2018 to 2022 has been obtained from the CrashMap database, which is an official database of personal injury collision data in Great Britain.
- 2.4.2 PIC data is recorded by severity of injury, as slight, serious, or fatal. These are statistical definitions regarding the injuries to the casualties of a collision, which mean the following:
- **Slight:** at least one person is slightly injured, but no person is killed or seriously injured. Here a slight injury is one where treatment does not require a hospital stay as an in-patient;
 - **Serious:** at least one person is seriously injured, but no person is killed. Here a serious injury is one where treatment requires a hospital stay as an in-patient; and
 - **Fatal:** where a human casualty sustained injury, which caused death less than 30 days after the collision.
- 2.4.3 The PIC data was reviewed for the entire extent of Irwell Street and Lower Bank Street and Bolton Street, in the vicinity of the junction with Irwell Street. No PICs have occurred on Irwell Street and Lower Bank Street during the last five years of most recent information available. In addition, only one PIC has occurred on Bolton Street, to the east of the junction with Irwell Street during the last five years of most recent information available.
- 2.4.4 The PIC on Bolton Street to the east of the junction with Irwell Street occurred in January 2019 and resulted in a slight injury.
- 2.4.5 Therefore, as only one PIC has occurred within the study area in the past five years of most recent information, it can be concluded that there are no inherent road safety issues with the existing highway layout in the vicinity of the site.

3 Development Proposals

3.1 Introduction

- 3.1.1 This section describes the proposed development, including overall development proposals, site access, swept path analysis and parking provision for both sites.

3.2 Development Proposals

- 3.2.1 The development proposals are for two 40-bedroom residential care homes, accessed off Irwell Street. The development is split into two parcels, with the northern parcel to be developed for a 40 bed care home, operated by Exemplar, and the southern parcel will accommodate another care home development with anticipated 40 bedrooms.

- 3.2.2 The Proposed Site Layout, along with ownership line boundaries, is included as **Appendix A**.

- 3.2.3 Exemplar is a leading provider of specialist nursing care, providing high-quality care for adults within 48 specialist homes based across the northeast, parts of the northwest and the Midlands. Exemplar have over 20 years' experience; starting out as a training provider and driven by determination to provide better care and greater choice, Exemplar Healthcare reinvented to become one of the country's most trusted providers of specialist care with focus on providing good quality of life, ensuring service users feel independent, empowered and inspired. Exemplar's highly trained nurses and support workers are experienced in caring for people with a wide range of needs such as Parkinson's Disease, Huntington's Disease, Complex Dementia, Acquired Brain Injury, Spinal Injury, Mental Health Conditions and Rehabilitation.

- 3.2.4 Exemplar's mission is:

"Our mission is to make every day better for the people who live and work in our homes. Our community-based homes and OneCare services provide person-centred care and rehabilitation that focuses on maximising independence, building everyday living skills and empowering people to live as fulfilled lives as possible."

- 3.2.5 For the above reasons most residents of Exemplar care facilities do not have access to a car.

3.3 Site Access

- 3.3.1 As can be seen from the Proposed Site Layout (**Appendix A**), pedestrian, cycle and vehicular access to the development will be taken from a new site access located at approximately the midpoint along Irwell Street site frontage, providing direct access into the northern parcel.

- 3.3.2 The proposed site access is shown on **Drawing 332610688/100/004C**, which demonstrates that a visibility splay of 2.4m x 43m to the north and 2.4 x 27.5m to the south (end of carriageway at the southern point of the road) is achievable. Although the visibility splay to the south is below the standard for a 30mph road, which Irwell Street is subject to, vehicle speeds approaching from the south will be much lower (20mph or below). The visibility splay is in accordance with current design standards.

- 3.3.3 Due to level differences across the site, the northern parcel will be developed out first, with the southern parcel developed later. For that reason, a new access is required to be created on Irwell Street to access the northern parcel of the site first.

- 3.3.4 The existing accesses on the east side of Irwell Street and south side of Lower Bank Street are proposed to be stopped up and reinstated as footway.

- 3.3.5 The existing carriageway along east side of Irwell Street features a permit holder parking bay, measuring 41.7m long. The on-street parking conditions are shown on the Existing Site Layout, included as **Drawing 332610688/100/007**. To create the new access onto Irwell Street, it is proposed to remove the existing on-street parking bay along the east of Irwell Street. It is proposed that the parking bay will be relocated along the south side of Lower Bank Street, measuring 41.7m.
- 3.3.6 Providing a parking bay along the south side of Lower Bank Street will reduce the effective carriageway width from 6.9m to 4.9m, which is still wide enough for a car to pass an HGV.
- 3.3.7 The proposed relocated parking bay is also shown on **Drawing 332610688/100/004C**.

3.4 Staff

- 3.4.1 Further to discussion with Exemplar, it has been confirmed that the development will employ 34 to 38 members of staff during the day, including ancillary staff.
- 3.4.2 The shift patterns for care working staff will be split over two 12-hour shifts, from 8am to 8pm and from 8pm to 8am. The majority of the staff will therefore arrive between 7.30am and 8am for the day shift and between 7.30pm and 8pm for the night shift.
- 3.4.3 It has also been confirmed that there will be no resident members of staff employed at the site.

3.5 Parking Provision

Northern Parcel

- 3.5.1 As shown in the Proposed Site Plan (**Appendix A**) a total provision of 24 car parking spaces, including three disabled spaces, are to be accommodated within the northern parcel. In addition, two motorcycle spaces will be provided.
- 3.5.2 Four cycle hoops, which can accommodate eight cycles, is also proposed within the northern parcel, situated to the west of the main building access.

Southern Parcel

- 3.5.3 Although the southern parcel is in outline, the Proposed Site Plan (**Appendix A**) shows a total provision of 19 vehicle parking spaces, including three disabled spaces, can be provided. In addition, two motorcycle spaces are to be provided.
- 3.5.4 Four cycle hoops, which can accommodate eight cycles, can also be accommodated within the southern parcel, situated south of the main building access.

3.6 Kitchen Deliveries

- 3.6.1 Swept path analysis has also been carried out for a kitchen delivery vehicle for both parcels, based on a 10m rigid vehicle, accessing the site. **Drawing 332610688/100/005C** shows a 10m rigid vehicle driving into the site from Irwell Street, turning within the site and exiting back onto the Irwell Street.
- 3.6.2 The drawing demonstrates that the vehicle can access both parcels of land and egress the site in forward gear.

3.7 Refuse Collection

- 3.7.1 As can be seen from **Appendix A**, the bin stores are located within the car parks for both parcels. Refuse vehicles will need to enter both car parks to collect the refuse before exiting the site.
- 3.7.2 Swept path analysis has been carried out for a refuse vehicle accessing both parcels, as shown in **Drawing 332610688/100/006C**. The drawing demonstrates that the vehicle can access both parcels of land and egress the site in forward gear.

3.8 Construction Management Plan

- 3.8.1 No work will commence on site until a Construction Management Plan (CMP) for the development has been submitted and approved by Bury Council. The CMP will include items such as:
- Phasing/Construction programme;
 - Working days/hours;
 - Route for construction vehicles to take from strategic highway network;
 - Type of construction vehicles;
 - Details of where construction staff will park during the day;
 - Confirmation that construction vehicles can enter and exit site in forward gear;
 - Details of loading/unloading and storage areas; and
 - Confirmation of wheel washing facility.

4 Transport Policy

4.1 Introduction

4.1.1 This section sets out the relevant national and local transportation related policies and guidance against which the proposed development should be assessed, and comprises the following documents:

- National Planning Policy Framework (December 2023);
- Planning Practice Guidance (March 2015);
- Greater Manchester Transport Strategy 2040 (January 2021);
- Places for Everyone Greater Manchester Combined Authority (developing document); and
- Bury Local Plan 2018 to 2035 (October 2018).

4.2 National Policy

National Planning Policy Framework (2023)

4.2.1 The Department for Communities and Local Government published its revised National Planning Policy Framework (NPPF) in December 2023 which replaced the 2012, 2018, 2019 and 2021 editions of the NPPF.

4.2.2 To promote sustainable transport, paragraph 110 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a. *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b. *safe and suitable access to the site can be achieved for all users; and*
- c. *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*
- d. *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

4.2.3 In line with Paragraph 110, **Section 5** of this report details the accessibility of the site by sustainable modes and **Section 3.3** provides details of the proposed site access.

4.2.4 Additionally, Paragraph 113 of the NPPF states *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'* This TS has been prepared in support of the proposed development.

4.2.5 Paragraph 104 states that *'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a. *the potential impacts of development on transport networks can be addressed;*
- b. *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c. *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d. *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e. *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

4.2.6 This TS assesses the proposed development in the context of Paragraph 104 by reviewing the accessibility of the site by sustainable modes of travel (**Section 5**).

4.2.7 Paragraph 111 of the NPPF states '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*'

Planning Practice Guidance

4.2.8 The PPG adds further context to the NPPF. Within the 'Travel Plans, Transport Assessments and Statements in decision-taking' section, it states that these '*...are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.*'

4.2.9 The PPG identifies that '*Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts.*'

4.2.10 The PPG also states that '*Travel Plans, Transport Assessments and Statements can positively contribute to:*

- encouraging sustainable travel,
- lessening traffic generation and its detrimental impacts,
- reducing carbon emissions and climate impacts,
- creating accessible, connected, inclusive communities,
- improving health outcomes and quality of life,
- improving road safety, and
- reducing the need for new development to increase existing road capacity or provide new roads.'

- 4.2.11 The preparation of this TS accords with the principles of the PPG by demonstrating that the proposed development will not be detrimental to highway safety and that the transport impact of the proposed development will not be severe.

4.3 Local Policy

Greater Manchester Transport Strategy 2040 (2021)

- 4.3.1 The Greater Manchester Transport Strategy 2040 includes a vision for Greater Manchester to have world class connections that support long-term, sustainable economic growth and access to opportunity for all. This vision involves four key elements:

- Supporting sustainable economic growth;
- Protecting our environment;
- Improving quality of life for all; and
- Developing an innovative city-region.

- 4.3.2 To achieve this vision and ambitions, the strategy document sets out a series of priorities and principles:

- A reliable and resilient multi-modal highway network that supports both efficient movement of people and goods to, from and across Greater Manchester, and high quality urban environments through:
 - A unified Greater Manchester approach to managing and maintaining the motorways and key roads;
 - Using new technologies on motorways and major roads to tackle congestions and support growth;
 - Proposals to manage demand on our highways network and reduce vehicle emissions;
 - Road safety improvements, with a focus on vulnerable users;
 - Carefully targeted bus priority measures on key corridors to improve reliability; and
 - Balancing the needs of through traffic with the needs of centres and communities.
- A fully integrated public transport system with high capacity for passengers and freight, that offers and attractive choice to support a rapidly growing City Region through:
 - High quality, integrated bus system with unified branding;
 - A three-phase approach to expanding our rapid transit network;
 - Increased rail capacity for passengers and freight;
 - Improved transport interchange and passenger waiting facilities;
 - Simple and affordable fares and integrated ticketing;

- A more integrated approach to supporting modes such as taxis, coaches and door-to-door transport; and
- Development of car clubs and cycle hire schemes.
- A comprehensive network of on and off-road walking and cycling routes linking homes to key local destinations and for leisure through:
 - A network of routes, linking schools, colleges, employment areas, shopping centres and public transport interchanges, that is segregated wherever possible;
 - Improved cycle parking and other cycle facilities at key destinations;
 - Introducing 20mph zones, where these have local support, in local areas to make it safer to walk and cycle; and
 - Developing on-street way-finding infrastructure and signage, supported by digital mapping and journey; and
 - Planning tools to make it easier for people to find their way around on foot and by cycle.
- Improved efficiency in the movement of goods and servicing through:
 - Improved journey times and reliability for deliveries; and
 - Reduced environmental impact of logistics.

Places for Everyone - Greater Manchester Combined Authority (developing document)

4.3.3 The Places for Everyone (PfE) document, although has not been adopted, is a developing document. The document is to be a long-term plan of nine Greater Manchester districts for jobs, new homes and sustainable growth. It has been prepared by Greater Manchester Combined Authority on behalf of the nine districts as follows:

- Bolton
- Bury
- Manchester
- Oldham
- Rochdale
- Salford
- Tameside
- Trafford
- Wigan

4.3.4 The PfE plan will determine types of developments that are to be proposed across the city regions, maximising the use of brownfield land and urban spaces while protecting the green belt

land from the risk of unplanned development and selectively releasing some sites for housing and employment in key locations. This will ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

Bury Local Plan 2018-2035 (October 2018)

- 4.3.5 Bury Local Plan was adopted in October 2018 and sets out a framework for development within Bury. The document presents an overarching vision to derive a spatial strategy; summarised as follows:

"By 2037 the Borough will have embraced sustainable growth in a managed way and become a well-connected plan with:

- *A strong and competitive local economy;*
- *Strong, vibrant and healthy communities; and*
- *A high quality natural and built environment that is resilient to the effects of climate."*

- 4.3.6 The document sets out objectives to achieve the vision, the objectives related to the proposed development site have been detailed as follows:

- *Deliver sustainable development;*
- *Promote health and wellbeing within the Borough's communities;*
- *Reduce carbon emissions, improve air quality and ensure that the Borough is resilient and adaptive to the effects of climate change;*
- *Make efficient use of land including prioritising the redevelopment of brownfield land;*
- *Ensuring that all new development incorporates high standards of design and layout;*
- *Deliver an appropriate supply of well-designed housing to meet needs;*
- *Support a hierarchy of vital and viable town, district, local and neighbourhood centres;*
- *Ensure that the Borough's residents have adequate access to community facilities;*
- *Encourage sustainable transport choices and reduce the number and length of journeys, particularly by private motor vehicles;*
- *Ensure that new and existing development is supported by appropriate infrastructure.*

- 4.3.7 Section 10 of the Local Plan focusses on Accessibility with two main policy directions for transport which include the following:

- *Connectivity and Accessibility; and*
- *Transport Requirements for New Developments*

- 4.3.8 Connectivity and accessibility policy states the following:

"It is proposed that the Local Plan should include a policy seeking to direct significant new development into locations which encourage sustainable transport choices and reduce the number and length of journeys, particularly by motor vehicles, setting out key areas that the Council will focus on in seeking to achieve this. If necessary, the policy should also be

accompanied by relevant site allocations for proposals to improve connectivity and accessibility.”

4.3.9 Transport Requirements for New Developments policy has been presented below:

“It is proposed that the Local Plan should include a policy that seeks to ensure that development and transport planning are co-ordinated to improve accessibility, and prioritise the use of public transport, cycling and walking over motor vehicles. The policy should also set out the specific requirements for all proposals for development which will generate demand for travel.”

5 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to education, jobs, shopping and leisure facilities by public transport, walking and cycling, in order to reduce the dependence on the private car.
- 5.1.2 In view of the current transport policy requirements, this section considers the accessibility of the proposed development by non-car modes.

5.2 Accessibility on Foot

- 5.2.1 In terms of accessibility on foot, it is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 5.2.2 Nearly all trips made to and from the site made on foot will be staff trips. Given the nature of the proposed Exemplar care facility, residents of the site are unlikely to be walking to and from the site.
- 5.2.3 Pedestrian access to the sites is provided from Irwell Street. Irwell Street is subject to a 30mph speed limit and footways are provided on both sides of the carriageway. Street lighting is also provided at regular intervals on both sides of the carriageway.
- 5.2.4 Bolton Street lies approximately 95m north of the site and provides pedestrian access to several retail units as well as local bus stops. Bolton Street is subject to a 30mph speed limit at the Irwell Street / Bolton Street priority junction changing to 20mph approximately 40m east, with footways provided on both sides of the carriageway. Street lighting is also provided at regular intervals along both sides of the carriageway. Bolton Street also provides pedestrian access to Bury town centre and Mill Gate Shopping Centre approximately 500m to the east of the site. A signal-controlled pedestrian crossing is provided on Bolton Street approximately 300m to the northeast of the site.
- 5.2.5 Pedestrian and cycle access is also taken from the south of the site. Irwell Street provides cycle and pedestrian access towards the A58 via a shared cycle and pedestrian route. This route heads north and south adjacent the A58 providing connections to Jubilee Way bus stops (north) and Manchester Road (southeast).
- 5.2.6 **Figure 5.1** illustrates the 1km and 2km walking catchments from the site. These walking distances are in accordance with the Chartered Institution of Highways and Transportation (CIHT) document entitled “Guidelines for Providing for Journeys on Foot” (2000), which states a preferred maximum walking distance of 2km for commuters, school trips and sightseeing, with 1km being the acceptable distance. These distances have therefore been used to illustrate the catchment areas that are accessible on foot for staff from the site.
- 5.2.7 All of Bury Town Centre is located within the 1km catchment area; Mill Gate shopping Centre (500m east), Bury Bus Interchange (600m east), Bury Market (760m southeast), and The Rock Shopping Centre (760m east) all feature a variety of amenities within and provide excellent opportunity to promote walking and cycling for staff. Additionally, a number of essential amenities are accessible within a 1km walking distance from the site, including, Hilton House Medical Centre situated approximately 56m north of the site accessed via Bolton Street and Lower Bank Street. Bury Leisure Centre is located to the east of the site, Haymarket Food Store is situated approximately 600m east of the site (an 8-minute walk), Pizzeria Bella Italia is situated approximately 300m northeast of the site along Bolton Street (a 4-minute walk), and

ALDI is located approximately 850m northwest of the site (a 12-minute walk). The Rock Shopping Centre is also located approximately 750m northeast of the site (a 10-minute walk).

- 5.2.8 A 1km walking distance also provides catchment to residential areas including the outskirts of Pimhole to the east and outer area of Elton to the northwest, where staff local to the site could reside.
- 5.2.9 A wide range of amenities are accessible within a 2km walking distance from the site. Bury's Asda Marketside Superstore is located approximately 1.3km to the southeast of the site (a 19-minute walk) on Spring Street for staff working at the site to access during their breaks. A Bury Pharmacy is situated 1.4km northeast of the development (a 19-minute walk), and JD Gym is situated approximately 1.1km east of the site (a 16-minute walk). Additionally, a number of restaurants, retail and amenities (banks and post office) can be reached within the 2km catchment area to the east of the site within the outer areas of Bury town centre.
- 5.2.10 The 2km walking catchment extends to areas including further residential areas including Fernhill to the north, Elton to the northwest, Pimhole to the east, and Fishpool to the south where staff living locally to the site could walk to and from.
- 5.2.11 It has therefore been demonstrated that the site is highly accessible on foot to local facilities and for staff living local to the site.

5.3 Accessibility by Cycle

- 5.3.1 It is widely accepted that cycling also has the potential to substitute for short car trips, particularly those less than 5km, and can form part of a longer journey by public transport.
- 5.3.2 Within close proximity to the site there is a shared cycleway/footway located 8m to the southwest of the site which runs from the Irwell Street / Bolton Street priority junction west toward the A58, then adjacent to the A58 for approximately 500m until reaching the A56 where it transitions into an on-road cycle lane. This route is part of Bury's Cycle 'Traffic Free' routes demonstrated within the Transport for Greater Manchester (TfGM) cycle maps.
- 5.3.3 Based on Bury Council cycle routes map there are a number of cycle routes provided within Bury. The cycle route map shows a range of cycle routes travelling in and around Bury comprised of sections of both off-road and on road routes. Many of the routes also connect to the National Cycle Route (NCR) 6 approximately, 500m west of the site (a 2-minute cycle) connecting staff living north and south of the site in residential areas such as Tottington, Greenmount, and Woodhill to the north, and Radcliffe to the south.
- 5.3.4 **Figure 5.2** illustrates the 3km and 5km cycling catchment areas from the site and the local and National Cycle Routes. As can be seen from **Figure 5.2**, the 3km cycling catchment extends to encompass residential areas extending to Burrs to the north, Prettywood to the east, Redvales to the south and Cockey Moor to the west of the site where staff living local to the site could cycle to and from.
- 5.3.5 In addition, **Figure 5.2** shows that the 5km cycling catchment extends to the residential areas covering the majority of Greenmount to the north, Ainsworth to the west, Radcliffe to the south and Heywood to the east of the site.
- 5.3.6 It has therefore been demonstrated that the site is highly accessible by cycle for staff living within 5km of the site.

5.4 Accessibility by Public Transport

Accessibility by Bus

- 5.4.1 The CIHT document “Guidelines for Planning for Public Transport in Development” (March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.
- 5.4.2 The nearest bus stops to the site, are located on Jubilee Way named ‘Tenterden Street’ (Stop QQ) and ‘Tenterden Street’ (Stop QQ) situated approximately 70m north and 84m southeast respectively. Whilst these stops are situated closest to the site, they serve one bus route (service 98) which travels to Shudehill via Salford approximately every 30 to 60 minutes, and three other school bus services. These bus stops are equipped with a flagpole, timetable, seated shelter and bus layby.
- 5.4.3 Additionally, Bolton Street features two bus stops that are provided on the westbound carriageway approximately 170m and 240m north of the site. A further bus stop can be found on the eastbound carriageway approximately 210m to the north of the site.
- 5.4.4 The eastbound bus stop (Stop TT) has a flagpole and timetable, with a demarcated bus stop on the carriageway. The westbound bus stop (Stop SS) has a sheltered seated area, flagpole and timetable, whilst also featuring a demarcated bus stop on the carriageway. Both bus stops are served by the number 469, 471, 474, 480, 511,512 and B1 busses, providing a route between Bury and Bolton, Farnworth, Tottington, and Rochdale.
- 5.4.5 A summary of the bus services available from the bus stops nearest to the site is summarised in **Table 5.1**.

Table 5-1: Local Bus Services and Frequencies

Bus Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
Tenterden Street Services				
98	Bury – Shudehill Interchange	0532 – 1800 Approximately every 30 minutes	0631 – 1531 Approximately every 30 minutes	0708 – 2310 Approximately every hour
	Shudehill Interchange - Bury	0646 – 1808 Approximately every 30 minutes	0851 – 2156 Approximately every 30 minutes	0853 – 2355 Approximately every hour
Bolton Street Bus Services				
469	Tottington - Bury	0600 – 2328 Approximately every 15-30 minutes	0713 – 2328 Approximately every 15-30 minutes	0800 – 2328 Approximately every 30 minutes
	Bury - Tottington	0616 – 2316 Approximately every 15-30 minutes	0710 – 2316 Approximately every 15-30 minutes	0736 – 2316 Approximately every 30 minutes

Bus Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
471	Rochdale Interchange – Bolton Interchange	0033 – 00:03 Approximately every 20-25 minutes	0033 – 00:03 Approximately every 25 minutes	0033 0816 – 0003 Approximately every 20-30 minutes
	Bolton Interchange – Rochdale Interchange	0022 0456 – 2352 Approximately every 20-25 minutes	0022 0540 – 2352 Approximately every 20-25 minutes	0022 0747 – 2352 Approximately every 20-30 minutes
474	Bury Interchange – Bury Interchange	0001 - 0041 0531 – 2256 Approximately every 20-30 minutes	0001 - 0041 0531 – 2256 Approximately every 20-30 minutes	0001 - 0041 0646 – 0946 Every hour 0946 – 2256 Approximately every 30 minutes
480	Bolton - Bury	0716 – 1416 Approximately every hour 1416 – 2315 Approximately every 2 hours	0816 – 1716 Approximately every hour 1716 – 2315 Approximately every hour	0915 – 1915 Every 2 hours
	Bury - Bolton	0726 – 1726 Approximately every hour 1727 – 2321 Approximately every 2 hours	0826 – 1726 Approximately every hour 1726 – 2321 Approximately every 2 hours	0926 – 1926 Every 2 hours
511	Bury Interchange – Bolton Interchange	0749 – 2338 Approximately every hour	0906 – 2338 Approximately every hour	0843 – 2138 Approximately every hour
	Bolton Interchange – Bury Interchange	0732 – 2329 Approximately every hour	0850 – 2329 Approximately every hour	0923 – 2130 Approximately every hour
512	Bury Interchange – Farnworth Bus Station	0616 – 2100 Approximately every hour	0830 – 2100 Approximately every hour	0909 – 1909 Every 2 hours
	Farnworth Bus Station – Bury Interchange	0643 – 2201 Approximately every hour	0901 – 2201 Approximately every hour	1009 – 2009 Every 2 hours

Bus Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
B1	Ramsbottom - Bury	0954 – 1904 Approximately every hour	0754 – 1851 Approximately every hour	NA
	Bury - Ramsbottom	0712 – 1834 Approximately every hours	0826 – 1826 Approximately every hour	NA

5.4.6 **Table 5.1** demonstrates that the site benefits from a variety of regular bus services throughout the entirety of the week. All services provide access to nearby residential areas, including Radcliffe, Tottington, Elton, and Heywood that staff local to the site could live.

5.4.7 In addition, Bury Interchange is located approximately 700m to the east of the site where a number of additional bus services can be reached.

5.4.8 Taking account of the bus routes near the site, it has been demonstrated that the site is highly accessible by bus.

5.5 Accessibility by Metrolink

5.5.1 Bury tram station is 550m to the east of the site. Bury Metrolink provides access to two lines; the yellow line to Piccadilly, and green line to Altrincham. The trams run approximately every 12 minutes, trains to Altrincham run from 5:48 until 23:34 and trains to Piccadilly run from 05:48 to 23:24.

5.6 Accessibility Summary

5.6.1 In conclusion it has been demonstrated that the site is highly accessible on foot, by cycling and by public transport in accordance with national and local transport policies.

6 Trip Generation

6.1 Introduction

- 6.1.1 This section provides a forecast of the trip generation associated with the existing site and the proposed care home. An assessment for a weekday morning and evening peak hour has been carried out to demonstrate the likely traffic impact of the proposed development on the local highway network.

6.2 Existing Site Trip Generation

- 6.2.1 Although the site was formerly occupied by Bury Police Station, the buildings have been demolished and the existing site is a vacant brownfield land. It has been therefore concluded that for this assessment, there are no trips associated with the existing site.

6.3 Proposed Development

- 6.3.1 The proposed trip generation for the development has been based on the trip rates presented in the pre-application information provided by Stantec to Bury Council.
- 6.3.2 The two proposed residential care home development, combined, comprises 80-beds. The sites selected within the TRICS database were chosen from the “Care Home (Elderly Residential)” category, and following selection criteria:
- Excluding Greater London, Southeast of England, Scotland, Wales, Northern Ireland and Ireland regions;
 - Range of 17 to 80 residents (rooms);
 - Date range from 1 January 2000 to 13 June 2022;
 - Weekday surveys only; and
 - Excluding ‘Suburban Area’ locations.
- 6.3.3 The above criteria identified a selection of seven sites and the full TRICS output is included as **Appendix C. Table 6.1** provides a summary of the trip rates during a weekday morning and evening highway network peak hour.

Table 6-1: Care Home Trip Rates (per bedroom)

Time Period	Trip Rate		
	Arrivals	Departures	Total
0800 – 0900	0.069	0.069	0.138
1700 - 1800	0.036	0.050	0.086

- 6.3.4 The resultant trip generation for the proposed two 40-bed care homes, during a weekday morning and evening highway network peak hour is summarised in **Table 6.2**.

Table 6-2: Proposed Care Home Trip Generation (80 bedrooms)

Time Period	Trips		
	Arrivals	Departures	Total
0800 – 0900	6	6	12
1700 - 1800	3	4	7

- 6.3.5 As it can be seen from **Table 6.2**, the two proposed care homes are forecast to generate a total of 12 two-way trips (arrivals and departures) during a weekday morning peak hour. In addition, the two proposed care homes are anticipated to generate a total of seven two-way trips (arrivals and departures) during a weekday evening peak hour.

6.4 Summary

- 6.4.1 It has been demonstrated that the proposed development, when both care homes are occupied, will generate a total of 12 vehicle trips during a weekday morning peak hour and seven vehicle trips during a weekday evening peak hour. This level of trip generation equates, on average, one additional car every 5 minutes in a weekday morning peak hour and approximately one additional vehicle trip every 8 minutes in a weekday evening peak hour.
- 6.4.2 In conclusion the additional number of vehicle trips generated by the proposed development will have a negligible traffic impact on the wider highway network during the weekday peak hour. Therefore, no further assessment of traffic impact associated with the proposed development is required.

7 Proposed Parking Provision

7.1 Introduction

- 7.1.1 This section provides an assessment of the proposed parking provision, with reference to the adopted Bury Council's 'Parking Standards in Bury' (May 2007) Development Control Policy Guidance Note 11.
- 7.1.2 In addition, this section provides a comparison of the proposed parking provision for the Exemplar care home site with existing Exemplar care home sites in England.

7.2 Parking Standards

- 7.2.1 Bury Council presents parking standards within the Development Control Policy Guidance Note 11 – Parking Standards in Bury (May 2007). The nature of the proposed development is regarded as 'Care Homes', therefore, 'Residential Institutions (C2) – Care / Nursing Homes' parking standards have been assessed.
- 7.2.2 The parking standards have been set out within **Table 7-1** below, along with the proposed parking provision for each care home.

Table 7-1: Proposed Care Home Parking Standards

Bury Council Standards		Required Spaces	Proposed Provision (North Parcel)	Proposed Provision (South Parcel)
Maximum vehicle parking standards	1 per 4 beds	10 spaces per each development (total of 20)	24	19
Minimum disabled spaces	3 bays or (6%)	1 for each development site (total of 2)	3	3
Minimum cycle	1 per 40 bed or minimum of 2	2 for each development (total of 4)	4 Sheffield stands (8 cycle spaces)	4 Sheffield stands (8 cycle spaces)
Minimum Two-wheeled motor	2 minimum	2 for each development (total of 4)	2	2

- 7.2.3 **Table 7-1** demonstrates that the proposed northern parcel provides parking levels above the provided standards (14 additional spaces). The southern parcel will also provide more car parking spaces than the standard suggests (additional 9 spaces). Although it should be noted that the southern parcel is seeking outline permission with parking provision to be confirmed at reserved matters stage.
- 7.2.4 Within the Development Control Policy Guidance Note 11 – Parking Standards in Bury (May 2007), the document also presents considerations for each use-class. For the care home use-class the document (within Table 2: Parking Standards in Bury under 9b.f Additional Considerations, page 14) states the following consideration:

'Parking standards for care and nursing homes will be considered on their own merits and nature/location of proposal'.

- 7.2.5 As set out in **Section 3.5**, a total provision for the northern parcel (Exemplar) includes 24 car parking spaces, including three disabled spaces, two motorcycle and eight cycle spaces which are to be accommodated within the proposed site. Stantec has worked on a number of Exemplar sites where parking provision on-site differs to Council's parking standards. Examples of existing and permitted Exemplar parking provision levels and parking ratios are provided in **Table 7.2**.

Table 7-2: Existing/permitted Exemplar site parking information

Exemplar Care Home Site	Local Planning Authority	Reference Number	Number of Beds	Number of Parking Spaces	Parking Ratio
Brownhills	Walsall Council	21/0970	30	16	0.53
Sunderland	Sunderland Council	21/01952/FUL	30	16	0.53
Cannock	Cannock Chase Council	CH/22/0398	33	19	0.57
Stockport	Stockport Metropolitan District Council	DC/084195	30	19	0.63
Bishop Auckland	Durham County Council	DM/21/00029/FPA	32	22	0.68

- 7.2.6 The existing/permitted sites demonstrate that the parking ratio ranges from 0.53 to 0.68, which based on a 40-bed care home equates to a parking provision ranging from 21 spaces to 27 spaces. In comparison, a parking provision of 24 spaces is proposed for the Exemplar care home (northern parcel), which equates to a parking ratio of 0.60, which is in the middle of the range for the existing/permitted Exemplar sites listed in **Table 7.2** and therefore commensurate with other Exemplar care homes.
- 7.2.7 It could also be noted that when considering the parking ratio for the southern site, the overall parking ratio would become 0.55, which is in line with the lower range of the existing Exemplar ratios.
- 7.2.8 Therefore, despite providing more than the maximum standard spaces, based on Bury Council's parking standards, the parking provision for the proposed Irwell Street Exemplar care home is in line with existing Exemplar care home sites and should therefore avoid any overspill of parking onto the surrounding highway network.

7.3 Parking Conclusion

- 7.3.1 In conclusion, no overspill parking is anticipated to occur and a car parking provision of 24 spaces for the northern parcel would be appropriate for the quantum of the development proposed based upon existing Exemplar data.

8 Summary and Conclusion

8.1 Summary

- 8.1.1 Stantec UK Limited has been appointed by Exemplar Health Care Services Limited to prepare a Transport Statement in support two 40-bedroom residential care homes adjacent to Irwell Street in Bury, Greater Manchester.
- 8.1.2 The development is split into two parcels and a Hybrid planning application has been submitted for the proposals, seeking full planning permission for the northern parcel and outline planning permission, with all matters reserved except for means of access, for the southern parcel. This Transport Statement has been prepared in support of both proposed care homes.
- 8.1.3 The site is currently a vacant brownfield site, formerly occupied by Bury Police Station, bounded by Lower Bank Street to the north, by Castle Leisure Centre car park to the east, by a pedestrian and cycle path running along the A58 to the south and by Irwell Street to the west.
- 8.1.4 The Personal Injury Collision data was reviewed for the entire extent of Irwell Street and on Bolton Street in the vicinity of the junction with Irwell Street. No PICs have occurred on Irwell Street and Lower Bank Street during the last five years of most recent information available. Despite one slight accident occurring on Bolton Road, east of the Irwell Street junction, as this was slight and was on one occasion in a five-year period, it can be concluded that there are no inherent road safety issues with the existing highway layout within the vicinity of the site.
- 8.1.5 For both parcels, pedestrian, cycle and vehicular access to the site will be taken from a proposed new access off Irwell Street. To create the new access, an existing permit holder only parking bay along the east side of Irwell Street is proposed to be removed and relocated along the south side of Lower Bank Street, on a like-for-like basis.
- 8.1.6 In addition, a total provision of 24 car parking spaces, including three disabled spaces and two motorcycle spaces are to be accommodated within the proposed north (Exemplar) parcel, and a total provision of 19 car parking spaces, including three disabled spaces and two motorcycle spaces are to be accommodated within the proposed southern parcel of the site. Four cycle hoops, accommodating eight cycle spaces, are also proposed for both sites.
- 8.1.7 Swept path analysis has been carried out, which has demonstrated that a kitchen delivery vehicle and a refuse vehicle is able to drive into the site from Irwell Street, turn within the site and exit back onto Irwell Street without conflict. The swept path analysis demonstrates that both vehicles can enter and exit the site in forward gear.
- 8.1.8 An assessment of the accessibility of the site by non-car mode has demonstrated that the site is highly accessible on foot, by cycling and by public transport, in accordance with national and local transport policies and provides excellent opportunities to promote active travel and public transport use for staff.
- 8.1.9 A trip generation assessment has been carried out and it has been forecast for both care homes within the development combined, could generate a total of 12 two-way trips (arrivals and departures) during a weekday morning peak hour. In addition, the proposed care homes are forecast to generate a total of seven two-way trips during a weekday evening peak hour. Therefore, the traffic impact associated with the proposed development will be negligible on the surrounding highway network.
- 8.1.10 Whilst the parking provision of 24 spaces for the proposed north (Exemplar) parcel is more than Bury Council's parking standards, it has been demonstrated that it is comparable with existing Exemplar sites. Therefore, parking is considered suitable for the proposed Exemplar site. Parking for the southern parcel will form part of a reserved matters application.

8.2 Conclusion

- 8.2.1 In accordance with NPPF, it has been demonstrated that the proposed development is in a highly sustainable location with no local highway safety issues. This Transport Statement has also demonstrated that there will be no overspill parking and/or material traffic impact on the local highway network associated with the proposed development.
- 8.2.2 In conclusion, the full planning application for the northern parcel and outline application for the southern parcel should be considered acceptable in transportation and highway terms.

Drawings



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NOTES

- 1. DRAWING BASED ON 'EXISTING SITE PLAN', RECEIVED FROM WATSON BATTY ARCHITECTS, MARCH 2024

DOUBLE YELLOW LINES

	-	-	-
Issued/Revision	By	Appd	YYYY.MM.DD
	IG	IG	BL
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			2024.03.13
			YYYY.MM.DD

Issue Status

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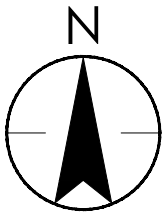
Client/Project

EXEMPLAR, BURY

Title

EXISTING SITE LAYOUT

Project No.	A2 Scale
332610688	1:500
Revision	Drawing No.
-	332610688/100/007



C

B

A

EXISTING PERMIT HOLDER PARKING BAY

EXISTING PERMIT HOLDER PARKING BAY

IRWELL STREET

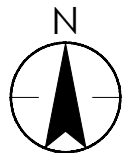
LOWER BANK STREET

Subway

JUBILEE WAY

L Twr

L Twr



EXISTING PERMIT HOLDER PARKING BAY

EXISTING PERMIT HOLDER
PARKING BAY TO BE REMOVED

Regency
Chambers

PROPOSED PERMIT HOLDER
PARKING BAY RELOCATION

LOWER BANK STREET

IRWELL STREET

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SITE 1
Carpark - 24 spaces

SITE 2
Carpark - 19 spaces

Main Entrance

Main Entrance

Main Entrance

Main Entrance

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C	UPDATED SITE LAYOUT	IG	BL	2024.02.08
B	UPDATED SITE LAYOUT	IG	BL	2024.01.30
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Exemplar
Health Care

EXEMPLAR, BURY

SWEPT PATH ANALYSIS: LARGE REFUSE VEHICLE

Project No.
332610688

A2 Scale
1:500

Revision
C

Drawing No.

332610688/100/005



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NOTES

1. DRAWING BASED ON 'PROPOSED SITE PLAN'
(DRAWING REFERENCE WBA-SI-ZZ-DR-A-PL-003),
RECEIVED FROM WATSON BATTY ARCHITECTS,
FEBRUARY 2024

KEY

- FORWARD GEAR
REVERSE GEAR

VEHICLE DETAILS

Vehicle	10m Rigid Vehicle (1998)
Overall Width	2.400m
Overall Height	4.000m
Wheel Base	3.600m
Overhang	1.200m
Min. Roadway Clearance	2.100m
Lock to lock time	1.500s
Turn to lock time	1.500s
Turn to lock Radius	11.000m

C	UPDATED SITE LAYOUT	IG	BL	2024.02.08
B	UPDATED SITE LAYOUT	IG	BL	2024.01.30
A	UPDATED SITE LAYOUT	IG	BL	2024.01.18
Issued/Revision		By	Appd	YYYY.MM.DD

	IG	IG	BL	2024.01.15
	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

Issue Status

S2 - FOR INFORMATION

This document is suitable only for the purpose noted above.
Use of this document for any other purpose is not permitted.

Client/Project Logo



Client/Project

EXEMPLAR, BURY

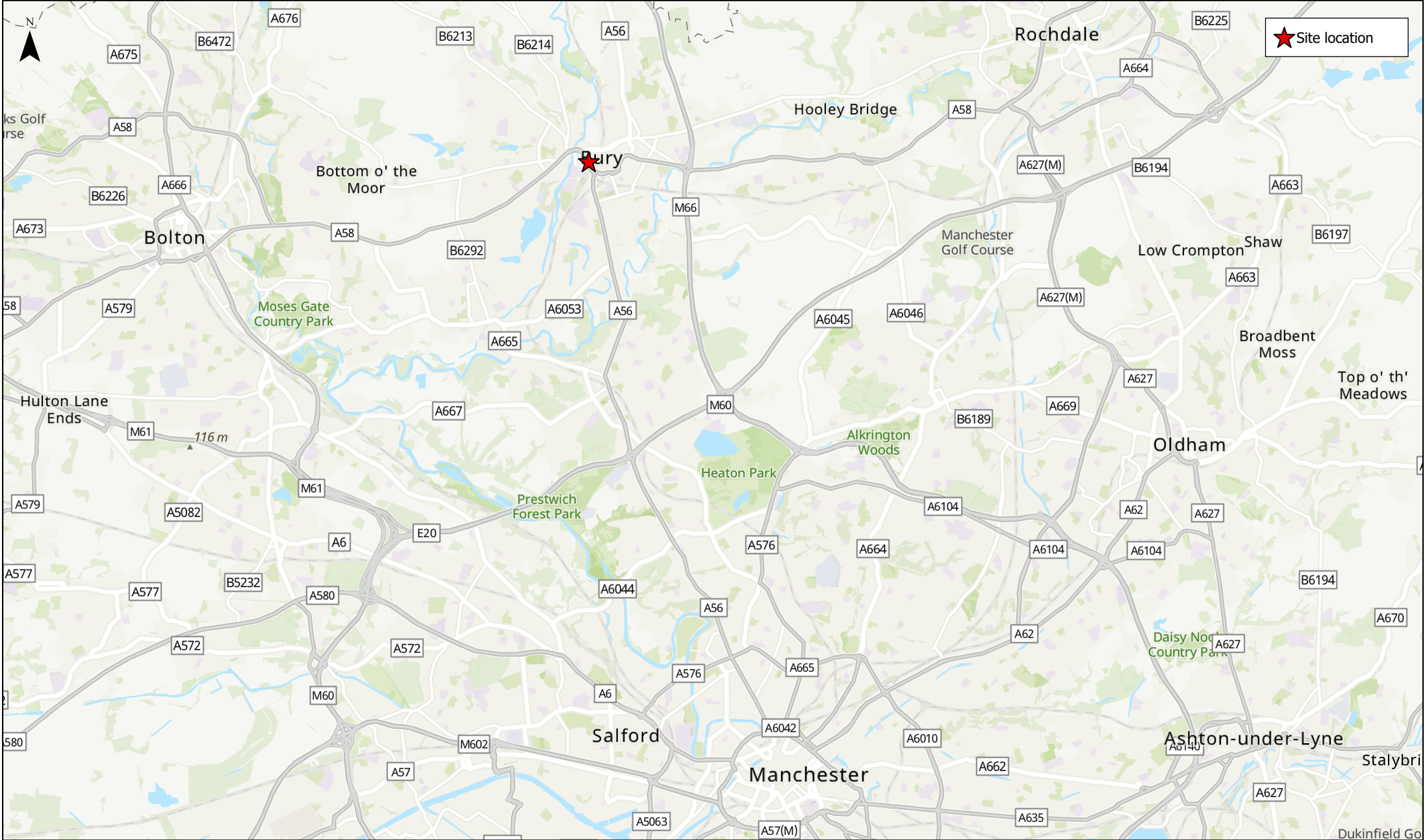
Title

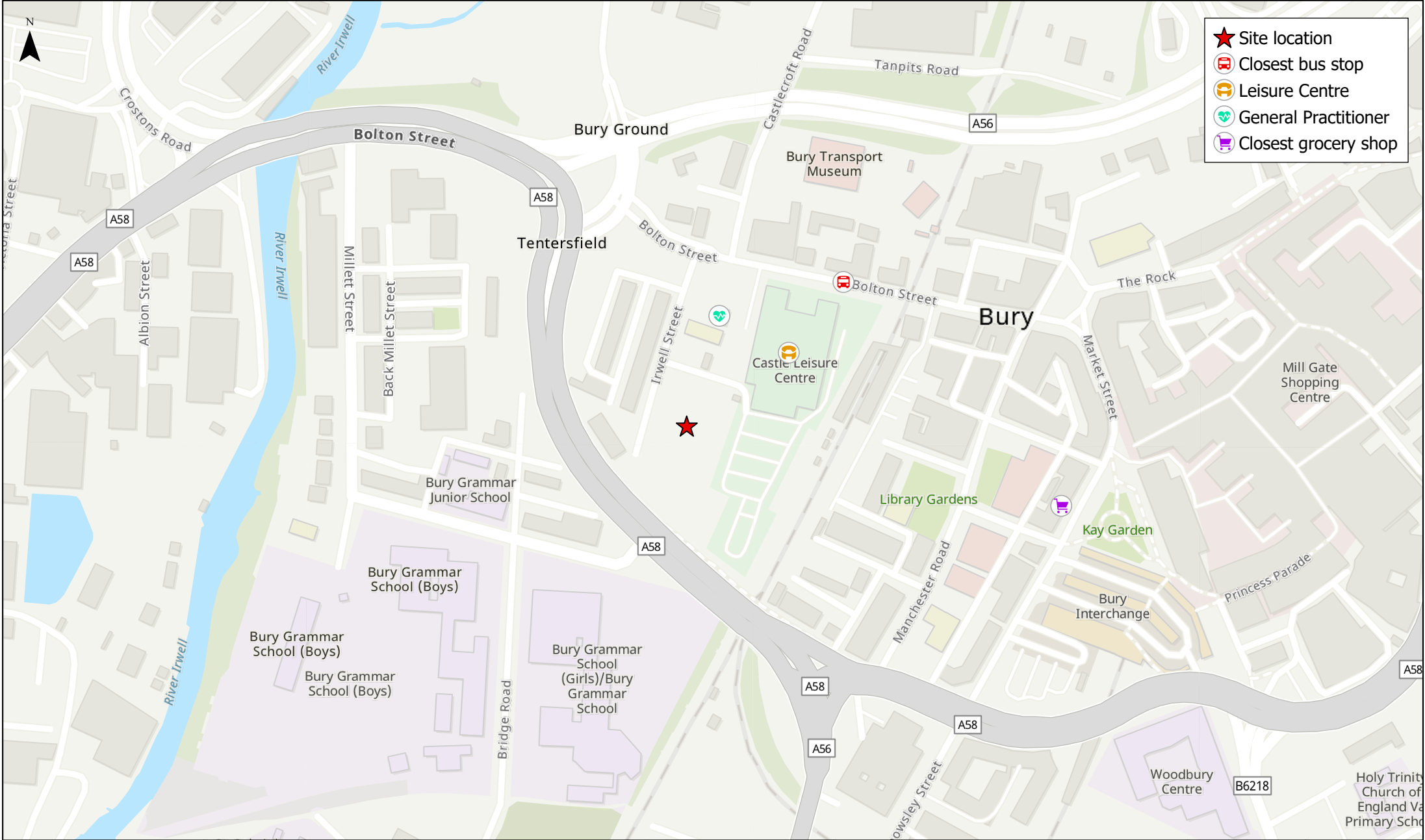
SWEPT PATH ANALYSIS:
10M RIGID VEHICLE

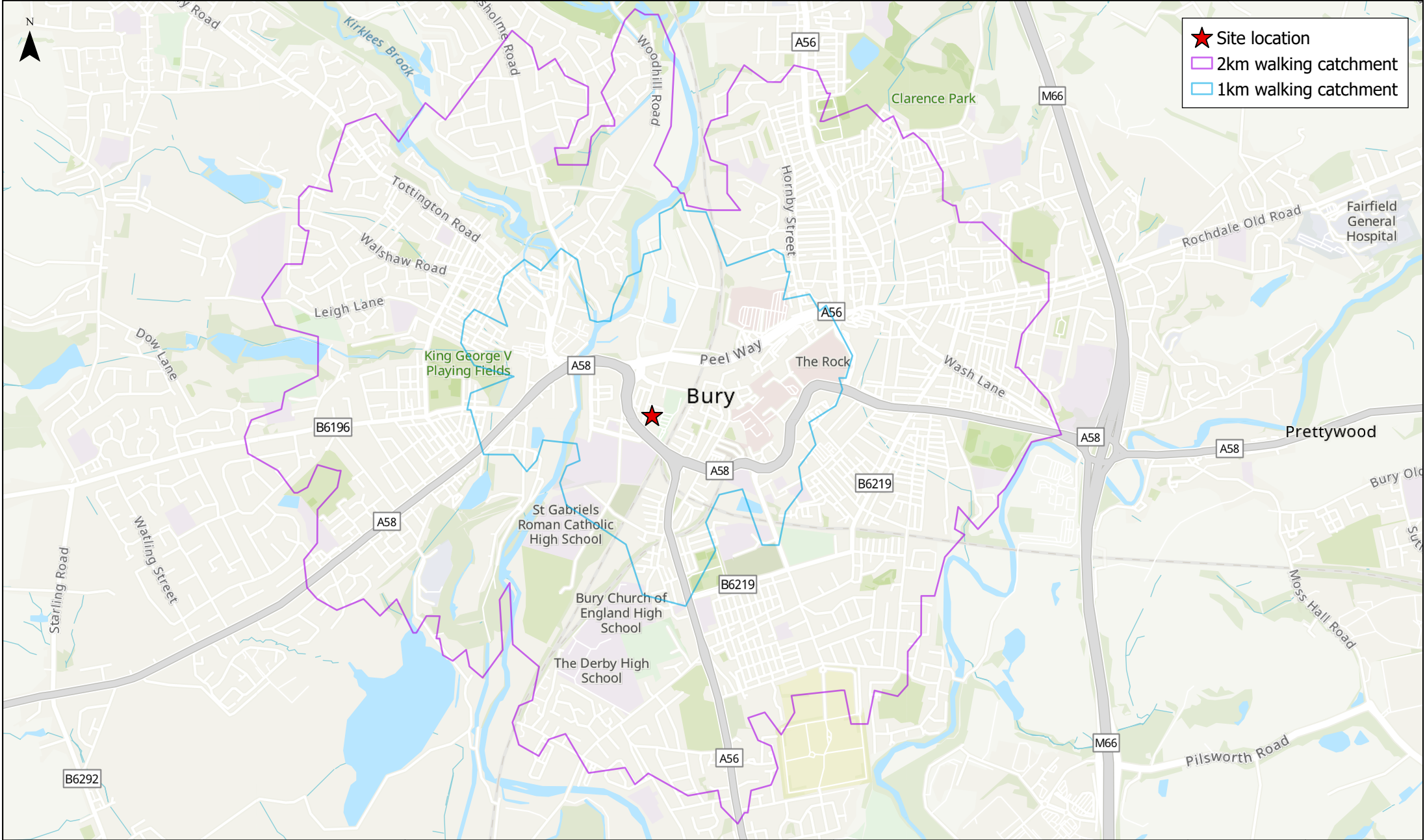
Project No.	332610688	A2 Scale	1:500
Revision	C	Drawing No.	332610688/100/005

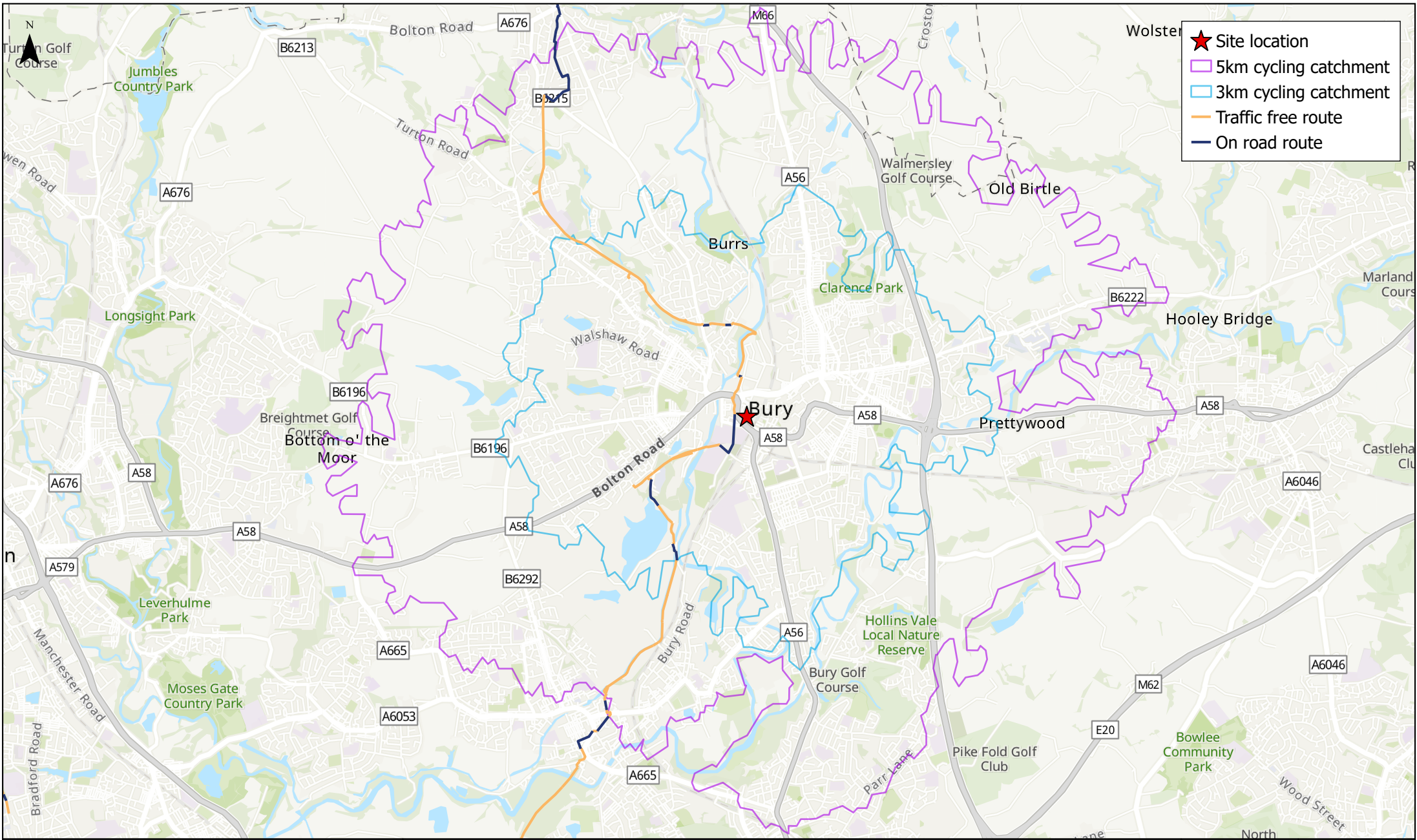


Figures



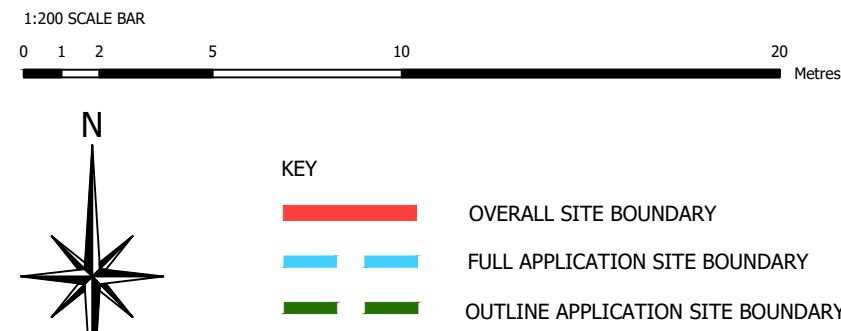






Appendices

Appendix A Proposed Site Layout



Revision: P13	Date: 29.02.23	Drawn: GB	Checked: NM
Paths and landscaping updated.			
Revision: P12	Date: 15.02.23	Drawn: AKB	Checked: GB
Addition of EV Parking notes			
Revision: P11	Date: 14.02.23	Drawn: AKB	Checked: GB
External retaining walls added and revisions to site layout as per client comments			
Revision: P10	Date: 09.02.23	Drawn: CB	Checked: GB
Access road 6m radius added.			
Revision: P9	Date: 08.02.23	Drawn: CB	Checked: GB
Access and carpark updated.			
Revision: P8	Date: 07.02.23	Drawn: CB	Checked: GB
Access and carpark updated.			
Revision: P7	Date: 17.01.23	Drawn: CB	Checked: GB
Site 1 and 2 location swapped, site 2 building footprint amended.			
Revision: P6	Date: 17.01.23	Drawn: CB	Checked: GB
Updated to match updated building plan. Latest topo survey added.			
Revision: P6	Date: 17.01.23	Drawn: CB	Checked: GB
Updated to match updated building plan. Latest topo survey added.			
Revision: P5	Date: 22.11.23	Drawn: GB	Checked: KK
Site 2 building 23m away from properties on lower bank st.			
Revision: P4	Date: 21.11.23	Drawn: GB	Checked: KK
Site layout revised following planner comments-pre-app.			
Revision: P3	Date: 17.11.23	Drawn: GB	Checked: KK
Carpark Layout of Site 1 updated & Site boundary line updated.			
Revision: P2	Date: 05.09.23	Drawn: GB	Checked: KK
Layout of Site-2 updated.			
Revision: P1	Date: 31.08.23	Drawn: GB	Checked: KK
Revised to suit client comments.			

S0 Work In Progress

Residential Care Home

Proposed Site Plan

Location:
Irwell Street
Bury
BL9 0HE

Client:
Exemplar Healthcare Ltd

UPRN	Originator	Zone	Level	Type	Role	Number	Revision
IRWEL	WBA	SI	ZZ	DR	A	PL-003	P13
Date:	18/08/23	Drawn:	KK	Checked:	GB	Scale:	1:200@A1
CAD REF:		Int Job No:		4009_020			

WATSON BATTY ARCHITECTS

Shires House, Shires Road
Guiseley, Leeds LS20 8EU
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T: 01943 876 665
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W: www.watsonbatty.com

FUTURE BUILT

Note: Do not Scale from this drawing. All dimensions to be checked on site.

Appendix B Pre-Application Advice

Paul Chandler-King

From: Holmes, Paul <P.Holmes@bury.gov.uk>
Sent: 18 October 2023 09:24
To: Leach, Helen; Foudy, John; James, Karen
Subject: Pre-application Enquiry No. 02910/E: Former Police Station, Irwell Street, Bury
Attachments: Proposed Materials Palette.pdf; Proposed Second Floor Plan .pdf; Proposed Section & Massing Shadowing Study.pdf; Proposed Site Plan .pdf; _Pre-application Statement .pdf; Existing Site Plan .pdf; Location Plan .pdf; Proposed First Floor Plan .pdf; Proposed Ground Floor Plan .pdf; Visibility Splays .pdf

Helen,

As the site plan submitted at this stage has not be overlaid on a topographical survey of the site and adjacent adopted highways I would have to reserve comments on certain issues for another time and the 'visibility splays' plan only concentrates on one junction. However, I can confirm the following:

The 'full application' access from Irwell Street is not acceptable due to:

- Formation of a new access point to a site that is already adequately served from the adopted highway rather than utilise the existing car park access at the cul-de-sac end of the street, protected by existing waiting restrictions;
- Position of the proposed access directly opposite the existing gated car park access on the opposite side of Irwell Street;
- Unnecessary loss of existing on-street parking facilities;
- Need for all vehicles to have to turn immediately as they enter/leave the site rather than propose more conventional car park access arrangements.

The proposed 'outline' access onto Lower Bank Street is also located far too close to the blind bend and access to/from the Council's Castle Leisure Centre car park where forward visibility and visibility from the proposed access is heavily restricted by the presence of the existing sub-station, so could not be supported in highway safety terms.

The access arrangements for both development sites therefore need to be reconsidered and a highway consultant appointed to proposed a scheme that can be supported by the Highway Authority, taking into consideration the existing accesses to both sites and previous uses.

Would you have anything else to add, John/Karen?

Regards,

Paul Holmes
Engineer (Development Control & Adoptions)
Major Projects Group
0161 253 5788

Bury Council
Department of Operations
Engineering Services
3 Knowsley Place
Duke Street
BURY
BL9 0EJ

p.holmes@bury.gov.uk

From: Hall, Rebecca L. <R.L.Hall@bury.gov.uk>

Sent: Tuesday, October 17, 2023 8:53 AM

To: drainageconsultation <drainageconsultation@bury.gov.uk>; Kilby, Mark D. <M.D.Kilby@bury.gov.uk>; hdc <Highwaysdc@bury.gov.uk>; envsection <envsection@bury.gov.uk>; Neighbourhoods Enforcement <Neighbourhoods.Enfor@bury.gov.uk>; Goggins, Cameron <C.Goggins@bury.gov.uk>

Subject: 02910/E - pre app at former police station, Irwell Street, Bury

Good morning,

Please see attached details of a pre-application enquiry you may wish to comment on.

Please submit any comments to the case officer Helen Leach, email: h.leach@bury.gov.uk, by 6th November 2023.

Kind Regards

Development Management Team

Under the General Data Protection Regulation as supplemented by the UK Data Protection Act 2018, by providing your personal information you are giving your consent for us to use and collate your personal data to enable us to perform the contract we have entered into with you to process your planning application, enquiry or representation and comply with our legal obligation to carry out a public task/function and provide a planning service.

To find out how we process your personal information please read our Privacy Notice at <https://www.bury.gov.uk/index.aspx?articleid=14263>

Appendix C TRICS Output

Calculation Reference: AUDIT-706701-230922-0957

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
Actual Range: 17 to 88 (units:)
Range Selected by User: 17 to 80 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 13/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	2 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
Village	1
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C2 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 9 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: 31 Survey date: TUESDAY 27/09/16	NURSING HOME BLACKPOOL	Survey Type: MANUAL
2	EC-05-F-01 CREWE ROAD NEAR CREWE HASLINGTON Neighbourhood Centre (PPS6 Local Centre) Village Total Number of residents: 88 Survey date: FRIDAY 17/10/08	NURSING HOME CHESHIRE EAST	Survey Type: MANUAL
3	GM-05-F-03 HALIFAX ROAD ROCHDALE Edge of Town Residential Zone Total Number of residents: 30 Survey date: WEDNESDAY 29/05/13	NURSING HOME GREATER MANCHESTER	Survey Type: MANUAL
4	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: 60 Survey date: MONDAY 13/06/22	NURSING HOME NORTH NORTHAMPTONSHIRE	Survey Type: MANUAL
5	NN-05-F-02 ROCKINGHAM ROAD CORBY Edge of Town Centre Residential Zone Total Number of residents: 55 Survey date: FRIDAY 21/11/08	NURSING HOME NORTH NORTHAMPTONSHIRE	Survey Type: MANUAL
6	NT-05-F-02 MOOR LANE NEAR NOTTINGHAM BINGHAM Edge of Town Centre No Sub Category Total Number of residents: 34 Survey date: MONDAY 14/11/16	NURSING HOME NOTTINGHAMSHIRE	Survey Type: MANUAL
7	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: 37 Survey date: MONDAY 04/03/19	NURSING HOME NORTH YORKSHIRE	Survey Type: MANUAL
8	SF-05-F-01 COLCHESTER ROAD IPSWICH Edge of Town Residential Zone Total Number of residents: 17 Survey date: FRIDAY 18/09/15	CARE HOME SUFFOLK	Survey Type: MANUAL
9	TW-05-F-01 CROWHALL LANE FELLING Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of residents: 68 Survey date: WEDNESDAY 04/05/05	NURSING HOME TYNE & WEAR	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	47	0.083	9	47	0.021	9	47	0.104
08:00 - 09:00	9	47	0.069	9	47	0.069	9	47	0.138
09:00 - 10:00	9	47	0.069	9	47	0.043	9	47	0.112
10:00 - 11:00	9	47	0.057	9	47	0.038	9	47	0.095
11:00 - 12:00	9	47	0.060	9	47	0.081	9	47	0.141
12:00 - 13:00	9	47	0.050	9	47	0.045	9	47	0.095
13:00 - 14:00	9	47	0.088	9	47	0.052	9	47	0.140
14:00 - 15:00	9	47	0.112	9	47	0.138	9	47	0.250
15:00 - 16:00	9	47	0.064	9	47	0.124	9	47	0.188
16:00 - 17:00	9	47	0.069	9	47	0.088	9	47	0.157
17:00 - 18:00	9	47	0.036	9	47	0.050	9	47	0.086
18:00 - 19:00	9	47	0.040	9	47	0.048	9	47	0.088
19:00 - 20:00	6	35	0.024	6	35	0.038	6	35	0.062
20:00 - 21:00	6	35	0.043	6	35	0.038	6	35	0.081
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.864			0.873			1.737

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 17 - 88 (units:)
 Survey date range: 01/01/00 - 13/06/22
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.