



Proposed Padel Courts on Land at Unsworth Cricket Club, Bury

Transport Statement

Report Control

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Appendix A Proposed Application Boundary and Site Plan Drawings



1. Introduction

- 1.1. Astute Transport Planning has been commissioned by On Padel Ltd to provide highways and transportation advice in support of a planning application to provide five padel courts on land at Unsworth Cricket Club in Bury.
- 1.2. The proposed development site is located within the jurisdiction of Bury Council (BC), who act as both the local planning and highway authority.
- 1.3. This Transport Statement (TS) has been prepared to assist in the determination of the planning application from a highways and transport perspective.

Development Site

- 1.4. The proposed padel courts development is located in the northeast corner of the Unsworth Cricket Club site in Bury. An indicative location of the site is shown in **Figure 1.1**. The blue outline and shading is the approximate land extents of Unsworth Cricket Club, and the red outline and shading reflect the proposed area for the padel courts.

Figure 1.1: Proposed Site Location (Source: Google Earth Pro)



- 1.5. The site is located around 2km northeast of Whitefield Town Centre, 3.6km north of Prestwich Town Centre and 4.2km south of Bury Town Centre. Unsworth Cricket Club is bound by the M66 to the east, private land / open space to the south, Pole Lane and residential dwellings to the west and Unsworth Academy to the north.

Development Proposals

- 1.6. This planning application is to provide five padel courts on existing land at Unsworth Cricket Club, which is open space but outside of the cricket pitch outfield. As part of the development proposals cycle parking will be provided, as well as a section of internal footpath to connect the padel courts to the clubhouse and the existing pedestrian provision at the site that links with the car park and the footway on the east side of Pole Lane.
- 1.7. The proposed application boundary and site layout drawings are included as **Appendix A** of this report.

National Planning Policy Framework

- 1.8. The current National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. This updated Framework replaces the previous NPPF published in March 2012 and revised in July 2018, February 2019, July 2021, September 2023 and December 2023. At the heart of the Framework is a presumption in favour of sustainable development.
- 1.9. As part of promoting sustainable transport, paragraph 115 of the updated NPPF states that in assessing applications for development, it should be ensured that:
- *"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - *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 through a vision-led approach."*
- 1.10. Paragraph 116 goes on to state that, *"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, taking into account all reasonable future scenarios."*



- 1.11. In the following sections of this TS report, we have demonstrated that the proposed padel courts development at Unsworth Cricket Club in Bury accords with the guidance set out in the NPPF, and that the transport impacts on the area around the site will not be severe.

Scope of Report

- 1.12. This TS has been prepared in accordance with guidance provided by the Department for Housing, Communities and Local Government on 'Overarching Principles on Travel Plans, Transport Assessments and Statements' (2014), as well as paying due notice to the Department for Transport's (DfT's) now superseded 'Guidance on Transport Assessments' document.
- 1.13. Following this introduction, the report provides the following information:
- **Section 2: Baseline Conditions & Accessibility by Sustainable Modes** - provides a review of the baseline highway conditions in the vicinity of the proposed development site. This Section also provides an overview of the proposed site's accessibility by sustainable modes of transport.
 - **Section 3: Development Proposals** - this Section provides details of the development proposals.
 - **Section 4: Traffic Impact and Car Parking Demand** - deals with forecast vehicle trip movements and an assessment of the proposed car parking demand.
 - **Section 5: Summary and Conclusions** - presents a summary of the findings made in the report.



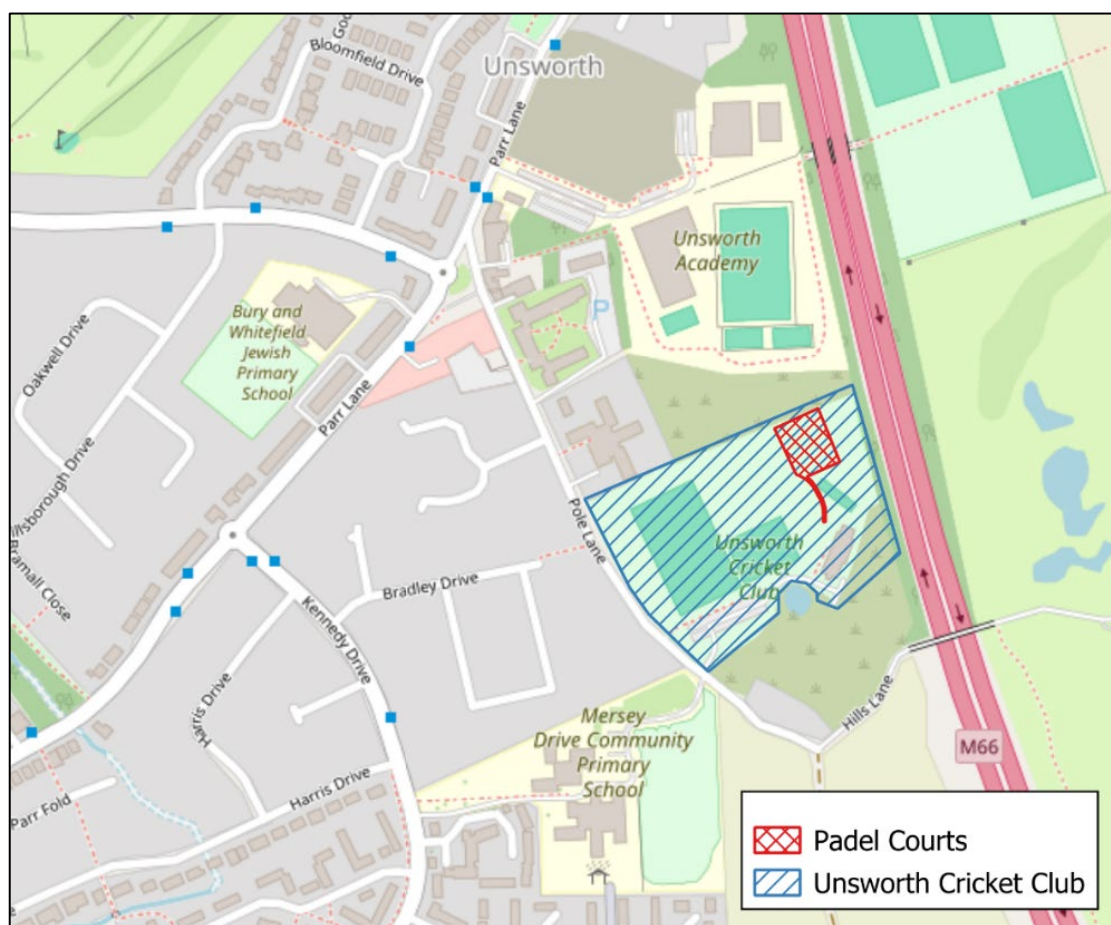
2. Baseline Conditions & Accessibility by Sustainable Modes

- 2.1. This Section of the report describes the existing site and its operations, the local highway network and reviews the injury accident record on the immediate highway network. It then goes on to detail the proposed development site's accessibility by sustainable modes, including walking, cycling and public transport.

Existing Site

- 2.2. The site is located within Unsworth Cricket Club, located approximately 550m to the southeast of the centre of Unsworth Village. Unsworth Cricket Club is bound by the M66 to the east, private land / open space to the south, Pole Lane and residential dwellings to the west and Unsworth Academy to the north.
- 2.3. The site benefits from existing pedestrian and vehicular access onto Pole Lane, along with car parking (circa 49 spaces), a turning head for larger service vehicles, and on-site amenities such as toilets and changing rooms already provided at the clubhouse. The site access arrangement consists of a priority T-junction with Pole Lane and a 5.5m wide carriageway link between the junction and the car park. An aerial view showing the site in the wider context of the surrounding highway network and local area is shown in **Figure 2.1**.

Figure 2.1: Site Location and Local Highway Network (Source: QGIS)



Local Highway Network

- 2.4. As previously detailed, Unsworth Cricket Club is bound by Pole Lane to the west which provides vehicular access to the site. Pole Lane is a single carriageway road around 6.75m wide and within a 20mph speed limit zone, has footways on both sides, consistent street lighting, dropped kerbs at crossing locations and traffic calming measures (speed bumps). There are no parking restrictions on Pole Lane to the south of the Pole Lane Court residential complex, and the adjacent residential dwellings on the west side have driveways to accommodate off-road parking.
- 2.5. From the Unsworth Cricket Club / Pole Lane site access priority junction, Pole Lane continues around 120m southeast where it meets Hills Lane, which routes to the east to provide access to Pike Fold Golf Club and Pole Lane continues to the south as a rural Public Right of Way (PRoW) footpath (12WHI). Around 400m to the north of the Unsworth Cricket Club site access, Pole Lane forms the minor arm at a priority T-junction with Parr Lane and the junction comprises a small right turn pocket, which is protected by 'Keep Clear' carriageway markings. Parr Lane is subject to a 30mph speed limit, has consistent street lighting and footways on both sides of the carriageway.
- 2.6. Circa 25m southwest of the Parr Lane / Pole Lane priority junction, Parr Lane forms a three-arm mini roundabout junction with Sunny Bank Road. Parr Lane runs in an approximate north-south alignment through the centre of Unsworth providing access to the wider highway network, and Sunny Bank Road continues to the west providing a link to the A56 Manchester Road / Bury New Road. All arms of the Parr Lane / Sunny Bank Road mini roundabout are single lane approaches and there are dropped kerbs, tactile paving and refuge islands at the crossing locations on each arm that connect the footway provision at the junction together.

Injury Accident Record

- 2.7. A review of accident data for the most recent five-year period available (2020-2024) has been conducted for the nearby vicinity of the proposed development. This information has been sourced using data from crashmap.co.uk, which relies on the annually published Road Safety Data distributed by the DfT.



Figure 2.2: Injury Accident Data 2020-2024 (Source: Crashmap.co.uk)



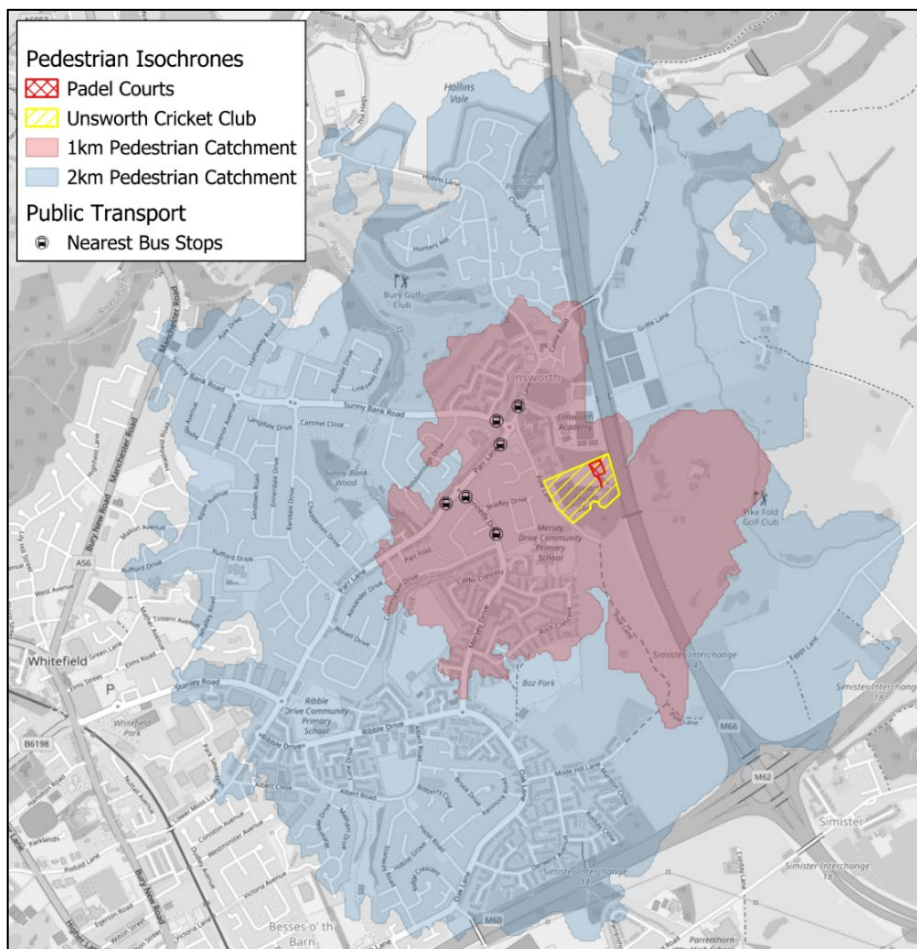
- 2.8. As displayed in the extract from the Crashmap website shown in **Figure 2.2**, there have been no recorded collisions near the Unsworth Cricket Club site access junction or along Pole Lane in the vicinity of the site, and therefore there are no highway safety concerns that would call the proposed development scheme into question.
- 2.9. It can therefore be concluded that there are no known highway features that contribute to the occurrence of accidents that would need to be addressed as part of this application, and the accident record in the vicinity of the site does not present any grounds for concern in the context of the development proposals.

Walking Accessibility

- 2.10. Unsworth Cricket Club benefits from dedicated pedestrian access off Pole Lane, directly connecting to the footway along the east side of the carriageway. As previously detailed, Pole Lane is within a 20mph speed limit zone, has footways on both sides, consistent street lighting, dropped kerbs at crossing locations and traffic calming measures, which help to provide a safer environment for active travel users in the vicinity of the site.

- 2.11. To the south of Unsworth Cricket Club there is a well paved footway along the east of Pole Lane that connects to two residential dwellings on Pole Lane. To the north of Unsworth Cricket Club there are continuous and well paved footways on both sides of the carriageway, providing links to the footways along Parr Lane to the north and towards the bus stops in the vicinity of the mini roundabout junction with Sunny Bank Road. All arms of the Parr Lane / Sunny Bank Road mini roundabout consist of dropped kerbs, tactile paving and refuge islands at the crossing locations on each arm that connect the footway provision at the junction together. There is a footpath connection from the footway on the west side of Pole Lane to Bradley Drive to the west. The footways along Bradley Drive connect with Kennedy Drive where some of the nearby bus stops are located.
- 2.12. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting / school purposes is 1km, with a preferred maximum distance of 2km.
- 2.13. **Figure 2.3** highlights areas within 1km and 2km walking catchments, which equates to approximately 13 and 25-minute walks respectively.

Figure 2.3: Walking Isochrones Catchment Plan (Source: QGIS)

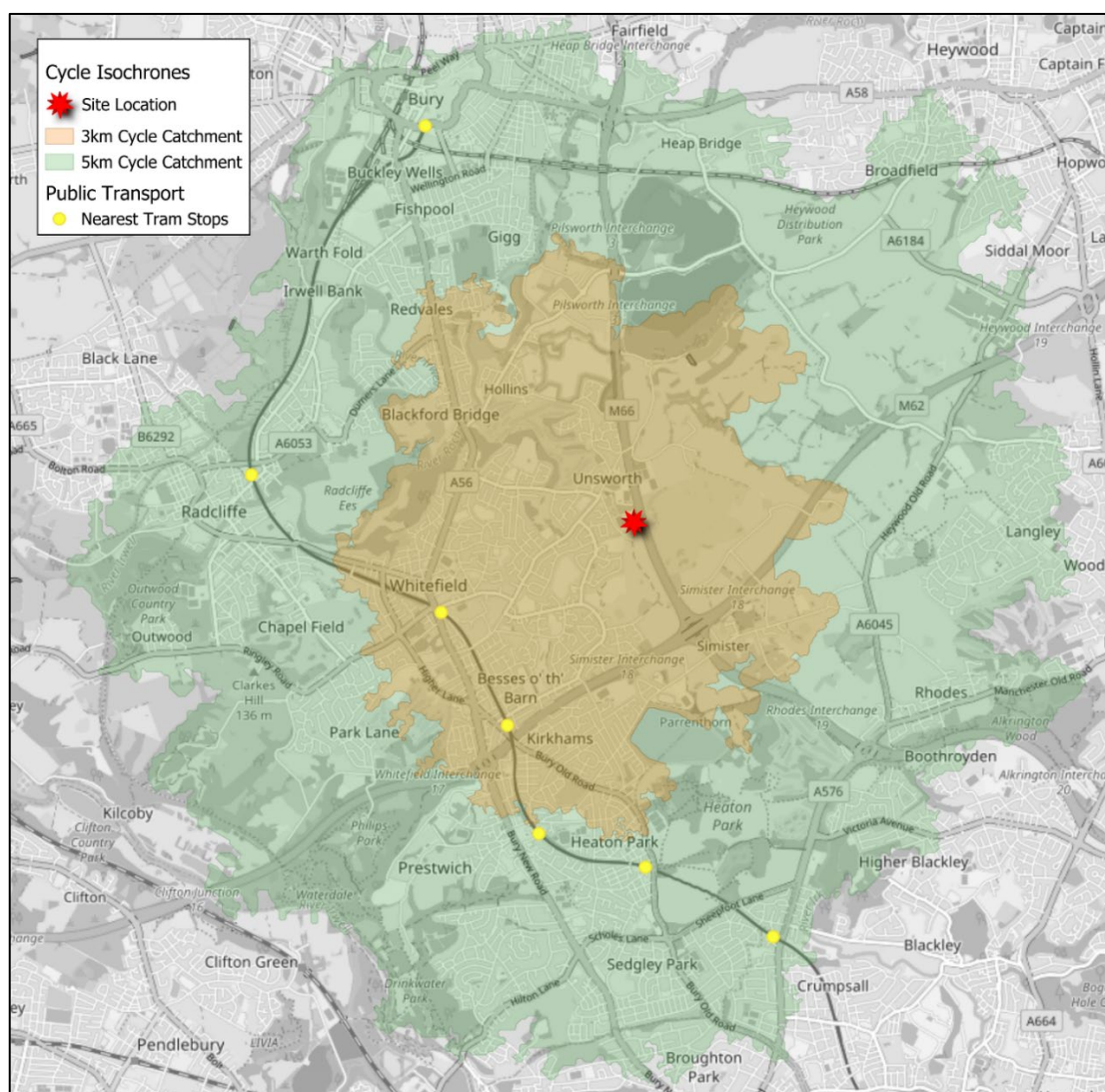


- 2.14. As shown in **Figure 2.3**, the 1km and 2km pedestrian catchments encompass a range of residential areas across Unsworth.
- 2.15. On the basis of the above review, walking is considered a viable mode for future customers and employees that live within, or nearby Unsworth and the cricket club. The existing pedestrian network would also support those using walking as part of a multi-modal journey that includes the use of public transport.
- 2.16. In summary, the pedestrian facilities in the surrounding area will ensure that the site is accessible for users on foot.

Cycling Accessibility

- 2.17. An alternative mode of travel to the site would be achieved by bicycle. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.
- 2.18. DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5km). Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes.
- 2.19. **Figure 2.4** shows the extent of the 3km and 5km cycling catchments for the proposed site. The catchment covers a large portion of the Metropolitan Borough of Bury including Unsworth, Simister, Besses o' th' Barn, Whitefield, Blackford Bridge, Radcliffe, Prestwich, Heaton Park, Irwell Bank and Bury Town Centre, demonstrating that cycling to the site is a viable mode for site users.



Figure 2.4: Cycling Isochrones Catchment Plan (Source: QGIS)

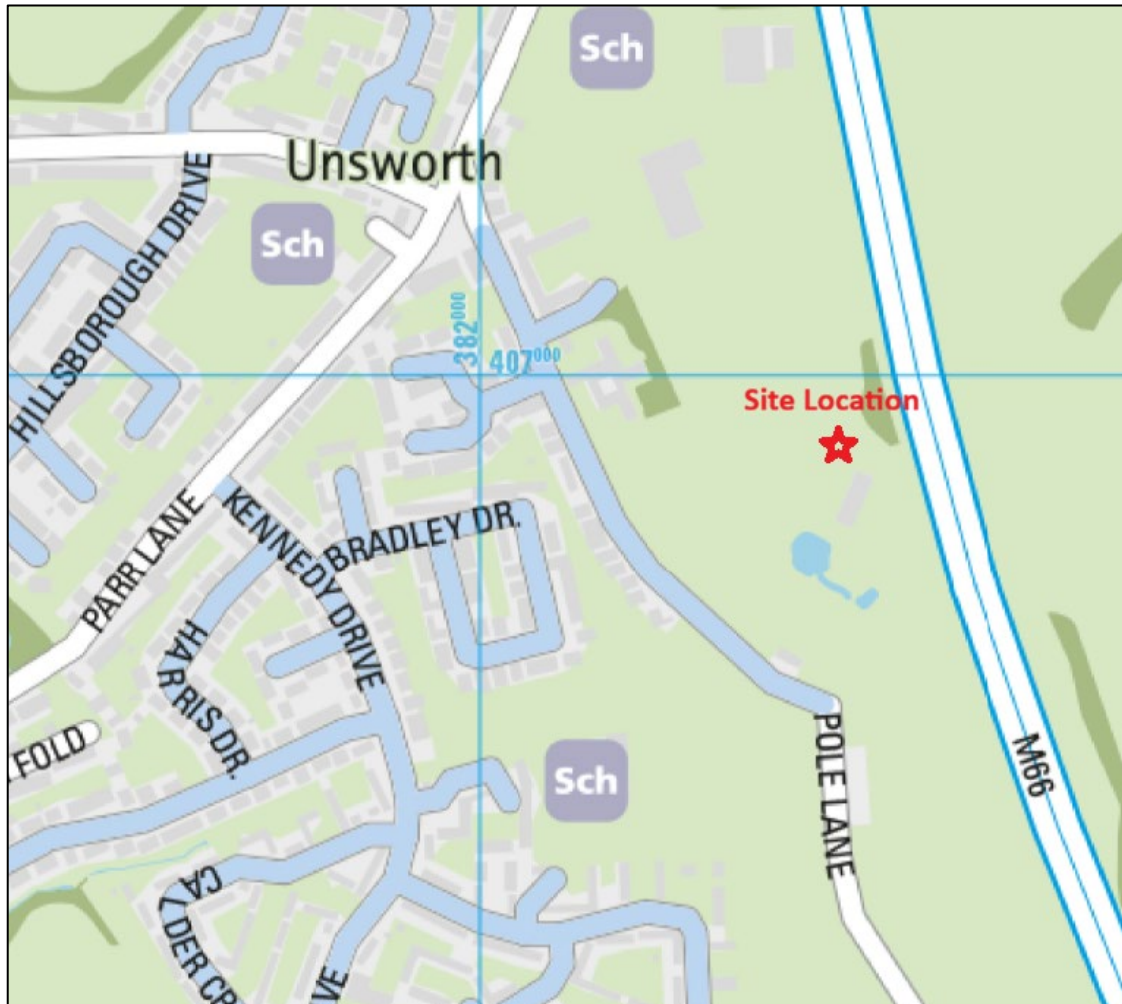
2.20. Transport for Greater Manchester (TfGM) hosts an online cycle map highlighting various infrastructure that supports cyclists across Greater Manchester such as:

- Traffic-free routes with a good surface are annotated in green.
- On-road cycle routes with physical segregation are denoted by roads lined with blue along its edge.
- On-road routes with cycling facilities are along roads lined with orange along its edge.
- Roads that are subject to a 20mph speed limit.
- Cycle parking locations are annotated with the capital letter 'P'.
- Cycle hubs are marked with a padlock icon.



- 2.21. An extract of TfGM's online cycle map is shown **Figure 2.5**, and this highlights that the majority of the site's surrounding roads are subject to a reduced 20mph speed limit and as such cater for a safe cycling environment including Pole Lane, Bradley Drive and Kennedy Drive.

Figure 2.5: Local Cycle Infrastructure (Source: tfgm.pindarcreative.co.uk)



- 2.22. The applicant is committed to supporting cycling access to the site for users, and the development proposals will include on-site cycle parking provision.
- 2.23. It is therefore concluded that cycling would represent a viable travel option for future customers and employees, and on this basis the site is considered accessible by bicycle.

Bus Accessibility

- 2.24. The IHT document 'Guidelines for Planning for Public Transport in Development' (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.

- 2.25. Paragraph 5.18 of the document clarifies that this standard should be treated as guidance, to be achieved where possible, and goes on to state that, *"It is more important to provide services that are easy for passengers to understand and attractive to use than to achieve slavish adherence to some arbitrary criteria for walking distance."*
- 2.26. In addition, the 'How Far Do People Walk' guidance document produced by White Young Green (now part of Tetra Tech) in 2015 looked at the influence of region, whether the area is urban or rural, journey purpose and gender on walking as the main mode and on walking to a bus stop or railway station.
- 2.27. It concluded that the following distances for walking to a bus stop for all journey purposes should be used for planning purposes (UK Excluding London):
- Mean distance - 580m (commuting is 610m).
 - 85th percentile distance - 800m (commuting is 840m).
- 2.28. The analysis detailed in 'How Far Do People Walk' suggests that average walking distances to a bus stop exceed the 400m recommended distance in the IHT guidelines.
- 2.29. The nearest pair of bus stops to the proposed development site are located to the north on Parr Lane (north of the mini roundabout junction) circa 580m from Unsworth Cricket Club. These bus stops are marked by a flag and pole arrangement with a bus shelter, along with the associated road markings. Additional bus stops are located on Kennedy Drive circa 600m to the west via the footpath connection off Pole Lane to Bradley Drive, and these bus stops are marked by a flag and pole arrangement. There are also bus stops on Parr Lane (south of the mini roundabout) and Sunny Bank Road that are similar walking distances from the site. Taking the 'How Far Do People Walk' guidance into consideration, the locations of the bus stops in the vicinity of the site on Parr Lane, Kennedy Drive and Sunny Bank Road can be considered to be within an acceptable walking distance from the entrance to proposed padel courts.
- 2.30. The nearby bus stops can be accessed via the surrounding pedestrian infrastructure as described earlier in this Section. To assist in illustrating the available bus provision, a summary of the services available from the aforementioned bus stops is presented in **Table 2.1**.



Table 2.1: Hourly Frequencies of Existing Bus Services Operating in the Vicinity of the Site

Service No	Route	Weekday (per hour)			Saturday (per hour)			Sunday (per hour)
		AM Peak	PM Peak	Evening	AM Peak	PM Peak	Evening	
94	Bury - Hollins - Prestwich - Bowker Vale - Higher Crumpsall / North Manchester General Hospital (NMGH)	1	1	1	1	1	1	0.5
94	NMGH / Higher Crumpsall - Bowker Vale - Prestwich - Hollins - Bury	1	1	1	1	1	1	0.5
95	Bury - Whitefield - Prestwich - Salford Shopping Centre	2	2	2	2	2	1	1
95	Salford Shopping Centre - Prestwich - Whitefield - Bury	2	2	2	2	2	1	1
97	Bury - Manchester	2	2	1	2	2	1	2
97	Manchester - Bury	2	2	1	2	2	1	2

- 2.31. As shown in **Table 2.1**, the site is well connected to the local bus network and the regular services provide access to surrounding employment and residential areas, as well as direct routes to Bury Town Centre and the Whitefield Metrolink Tram stop.
- 2.32. On the basis that there is a good level of bus service provision including in the evenings and at weekends, and the relatively short walking distances between Unsworth Cricket Club and the nearby bus stops, the proposed site is considered to be accessible by bus.

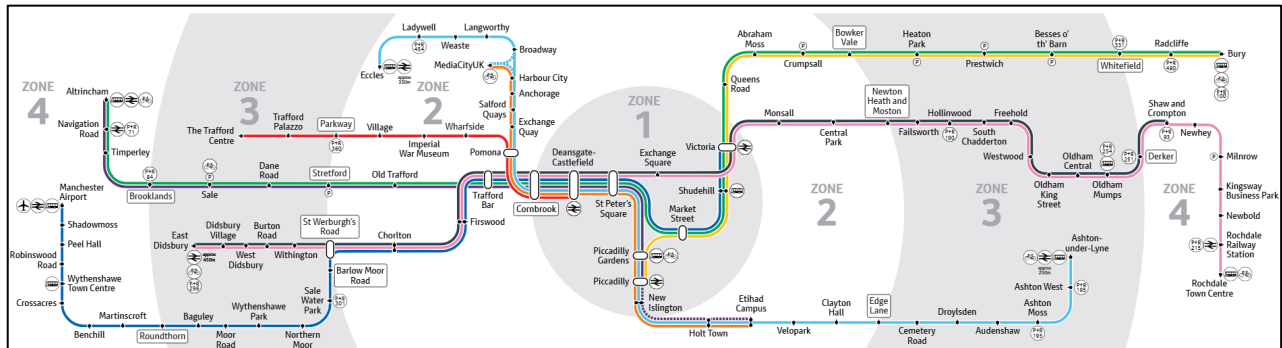
Tram Accessibility

- 2.33. Whitefield Metrolink Tram stop is located approximately 2.4km to the west of the proposed site, and it can be reached via a circa 30 minute walk, a 12 minute cycle or a 7 minute bus journey from the bus stops on Kennedy Drive. The stop at Whitefield is located on the Altrincham - Bury and Bury - Manchester Piccadilly tram lines.
- 2.34. Between Monday to Thursday Metrolink tram services operate from 06:00-00:00 every 12 minutes. On a Friday and Saturday Metrolink tram services operate from 06:00-01:00 every 12 minutes up to 00:00 and every 24 minutes from 00:00-01:00. Metrolink tram services operate from 07:00-00:00 every 15 minutes on a Sunday.



- 2.35. To assist in illustrating the available destinations across Bury, Manchester City Centre and Greater Manchester, a map of the Metrolink network is presented in **Figure 2.6**.

Figure 2.6: TfGM Metrolink Tram Map (Source: tfgm.com)



- 2.36. As is shown in **Figure 2.6**, site users will be able to use the tram stop at Whitefield to travel to various areas across Greater Manchester including Bury Town Centre, Radcliffe, Prestwich, Manchester Victoria and Piccadilly Train Stations, Deansgate-Castlefield, and destinations towards Altrincham.
- 2.37. It is therefore considered that the site is accessible by tram, and that travelling to the proposed site via tram as part of a multi-modal journey would represent a sustainable travel option for future customers and employees.

Summary

- 2.38. This Section of the report has demonstrated that the proposed development site is located in an area with good accessibility to a range of sustainable modes, and that the site would not be overly reliant on single-occupancy car travel. As such, it is considered that the site is well-placed to facilitate access by active modes and public transport for future users.



3. Development Proposals

- 3.1. This Section of the report provides a description of the proposed development, including access arrangements, servicing and other measures to encourage sustainable travel.

Proposed Development

- 3.2. As previously discussed, the proposals are to provide five padel courts on existing land at Unsworth Cricket Club, which is open space but outside of the cricket pitch outfield. As part of the development scheme cycle parking will be provided, as well as a section of internal footpath to connect the padel courts to the clubhouse and the existing pedestrian provision at the site that links with the car park and the footway on the east side of Pole Lane.
- 3.3. The proposed site layout drawing is included as **Appendix A** of this report.

Access Proposals

- 3.4. The proposed development intends to utilise the existing pedestrian and vehicular access onto Pole Lane that serves Unsworth Cricket Club. The site access arrangement consists of a priority T-junction with Pole Lane and a 5.5m wide carriageway link between the junction and the car park. There is a footpath that runs from Pole Lane in a west-east direction into the cricket club along the north of the car park, and users need to walk on the outfield for a short distance to the clubhouse and then onto the new section of internal footpath.

Servicing Arrangements

- 3.5. The existing servicing arrangements that Unsworth Cricket Club have in place will also be incorporated for the padel courts for deliveries and refuse collection. There is a turning head arrangement immediately to the south of the clubhouse to accommodate larger service vehicles that is at the eastern end of the internal site access road past the car park. It is understood that the refuse is collected weekly, every Wednesday, by a private waste company. The bins are currently stored at the back of the clubhouse next to the main entrance and adjacent to the aforementioned turning head.

Parking

- 3.6. BC provides supplementary planning advice on parking standards within the 'Development Control Policy Guidance Note 11 – Parking Standards in Bury.' For Assembly and Leisure (D2): Outdoor Sports and Recreation, the document states that parking requirements are for individual consideration.
- 3.7. The development proposals will provide three Sheffield cycle stands (six spaces) adjacent to the associated outdoor seating area, and the provision will be for users of the padel courts. The proposed development will utilise the existing car park that consists of a total of 49 car parking spaces for use between users of the padel courts and



Unsworth Cricket Club. In **Section 4** of this report, Astute have set out the forecast trip generation and car parking demand assessment for the proposed padel courts in detail.



4. Traffic Impact and Car Parking Demand

- 4.1. This Section of the report provides an analysis of the likely impact of the proposed development on the operation of the local highway network, and an assessment of the proposed car parking demand.

Existing Cricket Club Trip Generation

- 4.2. The car park for Unsworth Cricket Club provides circa 49 spaces, and it is understood to generally operate within capacity during the cricket season, which is from the beginning of April and runs through to the middle of September), and scheduled 11-aside cricket matches that take place on Saturday (12-7pm) and Sunday (2-6pm). In addition, there are training sessions and junior games that take place in the evenings on Wednesday, Thursday and Friday. It is understood that the function room in the clubhouse does get booked for events, but this is usually on a Sunday. However, the daytime bookings do not generally overlap with the times of the cricket matches and evening functions take place after the cricket is finished, and hence the associated car parking demands do not overlap.
- 4.3. To provide a robust assessment of the existing trip generation and car parking demand at Unsworth Cricket Club, an exercise reviewing the typical maximum trip generation has been undertaken.
- 4.4. With cricket matches each team will have 11 players plus someone as a dedicated scorer, and the matches will require two umpires. In consultation with On Padel Ltd and representatives from Unsworth Cricket Club, it is understood that for important matches and / or when there is good weather, there can be up to around 25 additional spectators arriving at the ground to watch the cricket as well. It is expected that a maximum of two members of staff will be on-site at any one time for cricket matches at weekends. Based on the above, it is considered that the site currently has the potential to produce a maximum of circa 53 person trips.

Proposed Padel Courts Trip Generation

- 4.5. An exercise reviewing the predicted trip generation for the proposed padel courts has been undertaken.
- 4.6. The operating hours of the padel facility will be 07:00 to 22:00, Monday to Sunday. For the purposes of this assessment, a utilisation rate of 100% for the five courts has been assumed in terms of the peak period and there will not be any dedicated staff associated with the padel facility.
- 4.7. Each padel court accommodates a maximum of four players, equating to a maximum attendance of 20 individuals across five courts. Each court booking can range from 30 minutes up to 3 hours, depending on user preference, which will naturally help to stagger start and finish times for the courts across the day. In practice the proposed operator anticipates the majority of bookings will be between 1–2-hour sessions, and bookings will be made in advance and online. On Padel Ltd intends to stagger start and finish times across the day within the booking system,



with some courts rotating on the hour whilst others on the half hour, as this will significantly reduce the number of users at changeover peaks and associated parking demand.

- 4.8. Assuming some limited overlap between the booked sessions, it is considered that up to 40 individuals could be on-site at any one time and the maximum person trips during peak periods could be 40 two-way movements. In this worst-case scenario, it assumes every court is in use and they will all be booked for one-hour sessions accommodating doubles matches. The following section provides a multi-modal trip generation assessment that also informs the predicted car parking demand.

Forecast Modal Split and Car Parking Demand

- 4.9. The maximum numbers outlined above have been applied against the modal split for the local area to assess the proportion of those travelling to the site that will require a car parking space. The number of trips by each mode has been calculated using the 'Method of Travel to Work' dataset (QS701EW) from the 2011 Census hosted and published by the Office for National Statistics.
- 4.10. It is acknowledged that not all journeys to the proposed development will solely be individuals travelling to or from work, but it was considered the dataset would give a good indication of local resident's propensity to use sustainable travel methods.
- 4.11. The site is located in the Bury 017 - E02001035 Middle Super Output Area (MSOA), and the data from this MSOA has been used. The results from the modal split data derived from the 'Method of Travel to Work' dataset are shown in **Table 4.1**.

Table 4.1: 'Method of Travel to Work' for Bury 017 - E02001035 (Source: www.nomisweb.co.uk)

Method of Travel to Work	Count	Percentage
Foot	170	5%
Bicycle	25	1%
Bus	180	5%
Train	21	1%
Motorcycle / Moped	14	0%
Driver	2562	77%
Passenger	159	5%
Other	199	6%
Total	3330	100%



4.12. The review of the 2011 Census 'Method of Travel to Work' mode share data for residents of MSOA Bury 017 shows a mode share of 77% for car drivers. As the travel to work data is weighted towards single occupancy car trips, Astute have applied some adjustments to the mode share splits taking into account the nature of Unsworth Cricket Club as a community facility and how the padel courts are likely to operate, and considering that both of these leisure offerings are mostly intended for local residents. The assumptions and adjustments are as follows:

- Participation for the padel courts is likely to have a high proportion of participation from local residents, so it is assumed that travel on foot will make up 30% of the trips and the uplift adjustment is taken from the 77% driver modal split, which reduces the car drivers to 52% of the trips, and all the other modes remain the same from the Census data.
- Umpires for the cricket are likely to drive as they are 'neutral' (not associated with either team), and therefore can be coming from further afield and they are assumed to generate single occupancy car trips.
- The home cricket team of 11 players and their scorer are likely to live in the surrounding area of Unsworth Cricket Club, but dependent on the amount of equipment they need to bring or weather conditions, may still travel by car so a distribution of 15% travelling on foot, 15% travelling as a car passenger and 70% travelling as a single occupancy car trip are considered to be appropriate assumptions.
- The away cricket team of 11 players and their scorer would generally need to travel from further afield so are expected to travel by car. It is understood away teams typically travel in convoy to matches, so a grouping factor of 2 has been applied to account for a high proportion of car sharing by the away team, therefore reducing the car trips to six.
- Spectators for the cricket are most likely to be made up of home team supporters that would be local residents, but they could also consist of some supporters for the away team that would be travelling from further afield, so a distribution of 60% travelling on foot and 40% travelling as a single occupancy car trip are considered to be appropriate assumptions.

4.13. Based on the above trip generation assumptions, the adjusted modal shares and the corresponding person trips for the existing cricket club and the proposed development (padel courts) are presented in **Tables 4.2 and 4.3**.



Table 4.2: Proposed Mode Share Adjustments

	Foot	Bicycle	Bus	Train	Motorcycle / Moped	Driver	Passenger	Taxi	Total
Census 2011 Modal Split	5%	1%	5%	1%	0%	77%	5%	6%	100%
Modal Split (Adjusted for Staff & Cricket Umpires)	0%	0%	0%	0%	0%	100%	0%	0%	100%
Modal Split (Adjusted for Cricket Home Team)	15%	0%	0%	0%	0%	70%	15%	0%	100%
Modal Split (Adjusted for Cricket Away Team)	0%	0%	0%	0%	0%	50%	0%	0%	50%
Modal Split (Adjusted for Spectators)	60%	0%	0%	0%	0%	40%	0%	0%	100%
Modal Split (Adjusted for Padel Courts)	30%	1%	5%	1%	0%	52%	5%	6%	100%

Table 4.3: Proposed Trip Generation Based on Mode Split Assumptions

Trip Gen	Foot	Bicycle	Bus	Train	Motorcycle / Moped	Driver	Passenger	Taxi	Total
Staff & Cricket Umpires	0	0	0	0	0	4	0	0	4
Cricket Home Team	2	0	0	0	0	8	2	0	12
Cricket Away Team	0	0	0	0	0	6	6	0	12
Cricket Spectators	15	0	0	0	0	10	0	0	25
Padel Court	12	0	2	0	0	21	2	2	40
Total Trip Gen	29	0	2	0	0	49	10	2	93

- 4.14. As shown in **Table 4.3**, the proposed development is forecast to generate 21 two-way vehicle trips in the peak changeover periods. This level of trip generation during a weekday AM and PM peak period would equate to an additional vehicle movement on the local highway network around every three minutes. These trips would all pass through the Parr Lane / Pole Lane priority junction to the north of the site and be distributed onto the wider highway network in both directions on Parr Lane, including through the nearby Parr Lane / Sunny Bank Road mini roundabout.
- 4.15. On the basis of the above, it is concluded that the development proposals would have no detrimental effect on the operation of the local highway network and there would be no severe traffic impact.
- 4.16. In terms of car parking demand, the proposed development peak scenario is 21 car trips, and the cricket club generates 29 car trips to the ground during a Saturday peak day, which results in a total of 49 cars parked at the site. This is in line with the existing capacity of the car park, and the trip generation analysis does not indicate that the development proposals will result in any significant concerns of overspill parking and associated residential amenity and safety impacts.



- 4.17. In the unlikely event that the existing car park at Unsworth Cricket Club is fully occupied when the proposed padel scheme is in operation, there are some grassed areas adjacent to the car park and internal access road that would be suitable for accommodating some occasional overspill parking (circa 10-12 vehicles), and these areas are illustrated in yellow in **Figure 4.1**.

Figure 4.1: Existing Car Park and Potential Areas for Overspill Car Parking On-Site



- 4.18. On the basis of the above, the impact of traffic associated with the proposed development on the operation of the local highway network is concluded to be negligible and would not have any detrimental impact on highway safety. Moreover, the existing site and car parking provision of 49 car parking spaces would safely and effectively accommodate the anticipated demand for Unsworth Cricket Club and the proposed padel courts scheme.

Summary

- 4.19. It has been presented that the car parking arrangements at Unsworth Cricket Club will be sufficient to support the anticipated parking demands of the development proposals, with good accessibility to public transport and active travel provision providing opportunities for users to travel to the site by non-car modes.
- 4.20. On the basis of the above review, the site will be able to provide appropriate car parking to meet the demand of the proposed development and the cumulative parking requirements associated with the existing cricket club, and the additional traffic generated will not result in an unacceptable or severe impact on the local highway network.

5. Summary and Conclusions

5.1. Astute Transport Planning has been commissioned by On Padel Ltd to provide highways and transportation advice in support of a planning application to provide five padel courts on land at Unsworth Cricket Club in Bury.

5.2. This TS includes the following principal findings:

- In accordance with planning policy guidance, which promotes sustainable development, the site has been demonstrated to be accessible on foot, by bicycle and by public transport.
- A review of historical collision data has demonstrated that there have been no recorded collisions near the Unsworth Cricket Club site access junction or along Pole Lane in the vicinity of the site, and therefore there are no highway safety concerns that would call the proposed development scheme into question.
- The proposed development intends to utilise the existing pedestrian and vehicular access onto Pole Lane that serves Unsworth Cricket Club. The site access arrangement consists of a priority T-junction with Pole Lane and a 5.5m wide carriageway link between the junction and the car park. There is a footpath that runs from Pole Lane in a west-east direction into the cricket club along the north of the car park, and users need to walk on the outfield for a short distance to the clubhouse and then onto the new section of internal footpath.
- The existing servicing arrangements that Unsworth Cricket Club have in place will also be incorporated for the padel courts for deliveries and refuse collection.
- Based upon robust trip generation scenarios for the existing cricket club and the proposed padel courts with regard to the traffic impact and car parking demand analysis, it has been concluded that the parking provision at the site provides sufficient capacity and that there is no reason to believe highway safety and residential amenity would be worsened as a result of the development proposals.
- The proposed development is forecast to result in minimal levels of additional vehicle trips, which could not reasonably be considered severe in the context of NPPF.

Transport Statement Conclusion

5.3. The NPPF states that, *"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, following mitigation, would be severe, taking into account all reasonable future scenarios."*



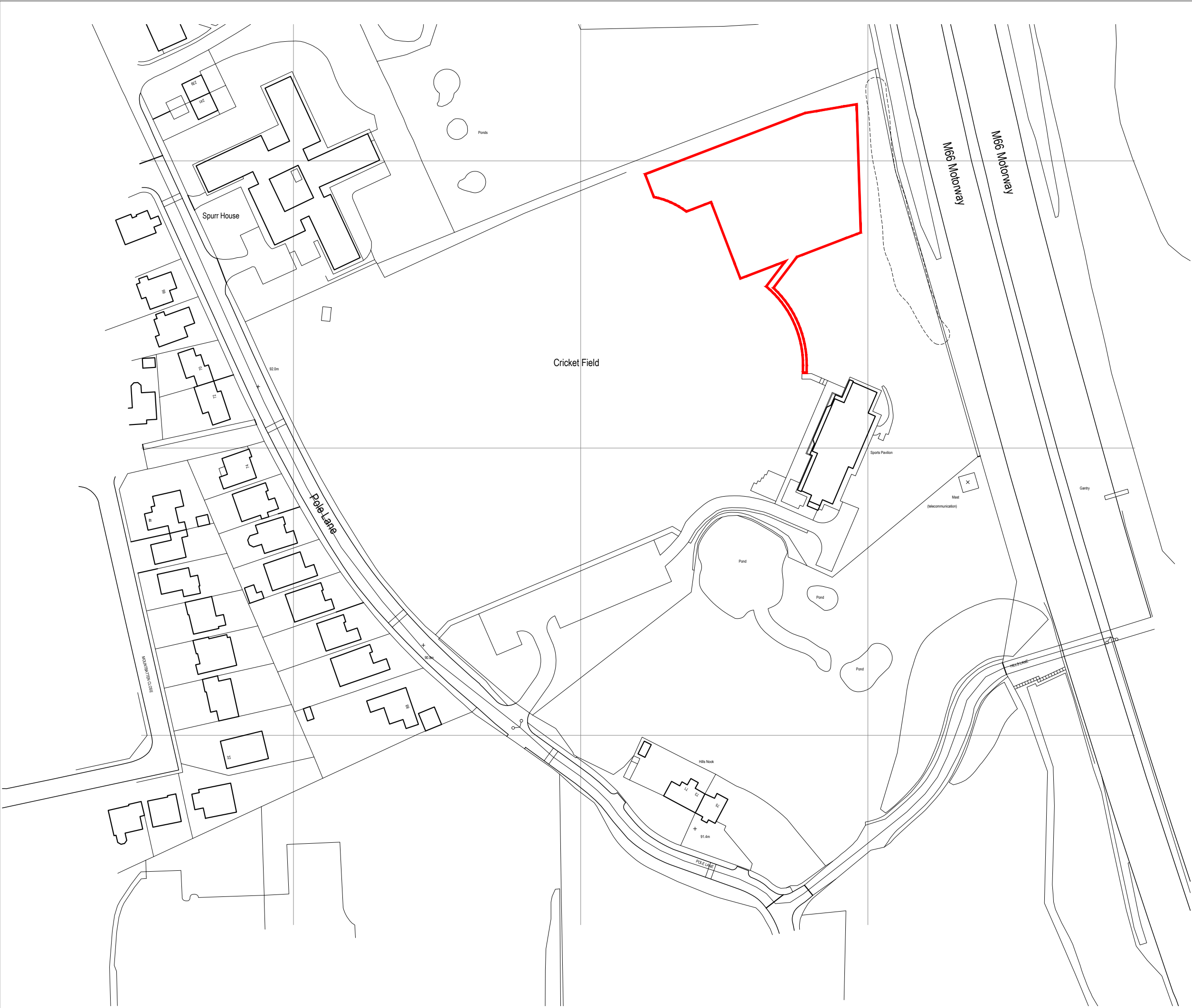
- 5.4. This report has demonstrated that the proposed development would have no material impact on the operation of local highway network. There is also no reason to believe that it will have a detrimental impact upon highway safety. As such the impact of the proposed padel courts at Unsworth Cricket Club cannot be concluded to be severe.
- 5.5. The proposed development therefore accords with relevant transport policy and guidance, and there are no reasons why the planning application should be refused on highway or transportation grounds.



Appendix A

Proposed Application Boundary and Site Plan Drawings





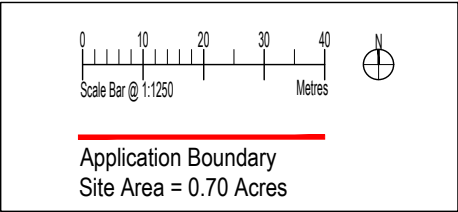
All dimensions and levels are to be checked on site.

Any discrepancies are to be reported to Cube Architecture and Design before any work commences.

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A	Revised following PC comments	31.03.26	DMR
Rev	Description	Date	By

Status:
PLANNING

Client:
ON PADEL

Contract:
PROPOSED PADEL FACILITY
UNSWORTH CRICKET CLUB
POLE LANE, BURY

Drawing:
SITE LOCATION PLAN

Drawing No: AS893-01	Revision: A	Scales: 1:1250@A3
Drawn: DMR	Checked:	Date: JAN '26



6 No. proposed native species trees to be planted within the BNG enhancement area

BNG enhancement planting areas

F&B + Outdoor Seating Area

Cycle Storage (3 Hoops / 6 cycle spaces)

Dash line indicates extent of canopy over courts

Existing cricket practice nets to be relocated elsewhere within the Club grounds

Outfield boundary shown dashed

Cricket Field

Existing Clubhouse

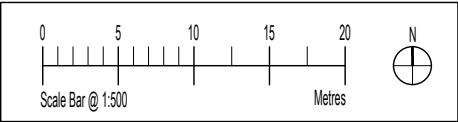
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A	Revised following PC comments	31.03.26	DMR
Rev	Description	Date	By

Status:
PLANNING

Client:
ON PADEL

Contract:
PROPOSED PADEL FACILITY
UNSWORTH CRICKET CLUB
POLE LANE, BURY

Drawing:
PROPOSED SITE PLAN

Drawing No: AS893-03	Revision: A	Scales: 1:500@A3
Drawn: DMR	Checked:	Date: MAR '26

