



Transport Statement

Land Adjacent to St Joseph's Presbytery, Bury, BL9 6AB

Caritas Diocese of Salford

Prepared by:

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Basis of Report

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Table of Contents

1.0	Introduction	1
2.0	Baseline Conditions.....	5
3.0	Existing Parking Conditions.....	11
4.0	Site Accessibility Audit.....	18
5.0	Development Proposals & Impact Assessment	22
6.0	Summary and Conclusion	30

Appendix A – Site Boundary Plan

Appendix B – Parking Survey Study Area

Appendix C – Raw Parking Survey Results

Appendix D – Proposed Site Plan

Appendix E – Bury Agreement to Survey Days



1.0 Introduction

Background

- 1.1 This Transport Statement (TS) has been prepared by SLR Consulting Limited on behalf of Caritas Diocese of Salford ('the Applicant') in support of a full planning application for the construction of a new Red Door Day Centre at Land adjacent to St Joseph's Presbytery, Bury, BL9 6AB.
- 1.2 This day care centre will replace an existing service, currently operating from the Church presbytery building that is on site. The centre will serve as a hub of support for vulnerable people who are homeless or at risk of homelessness in Bury.
- 1.3 The land proposed for development is the surface car park which adjoins the St Joseph's R C Church and the St Joseph's Presbytery, a former priest house which was converted to non-residential institution (Use Class F1 formerly Use Class D1) in 2011. The presbytery is currently used by Red Door but is not fit for purpose due to its layout and condition, which is a safety concern for the Charity.
- 1.4 The Site is accessible via the current Bold Street access which leads to the car park.
- 1.5 The site is bound by Badger Street to the north, beyond which are several 2-storey terraced properties. To the east of the site is an industrial estate comprising a few commercial and industrial units. Back Moorgate West lines the property to the south, beyond which lies a small car park and the Moorgate Retail Park across the B6222, a local commuter route between Bury & Rochdale. Back Peter Street adjoins the western boundary of the site, beyond which several small local shops & cafes exist.
- 1.6 The proposal will comprise of a new single storey purpose-built day centre of approximately 207sqm with a kitchen/café, activity space, meeting rooms, office and welfare facilities together with cycle parking and other associated works.
- 1.7 It should be noted that the proposals will simply replace and provide a more modern space to serve an existing service, which is currently operating from the Church presbytery building.
- 1.8 This TS has been prepared to demonstrate to the Local Highway Authority, Bury Council, that the scheme is acceptable in terms of highways and transportation and will not significantly impact upon the surrounding highway network or existing Church operations and existing parking operations.

Pre-application Advice

- 1.9 A formal pre-application was undertaken in 2024 (*enquiry no. 02979/E*). A meeting was held with highways, and their formal comments are extracted below for ease of reference:

Highway Issues

Places for People Policy JP-C8 – Transport Requirement of New Developments – this policy requires planning applications to be accompanied by a Transport Assessment/Transport Statement and a Travel Plan where appropriate.



Policy JP-C1 – An Integrated Network requires developments to be located and designed to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport. Developments should prioritise pedestrians, cyclists and public transport users. Consideration should be given to providing pedestrian and cycling infrastructure to ensure that there is safe and attractive pedestrian and cycle access to the proposed development sites.

UDP Policy HT2/4 Car Parking and New development states that the Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.

Policy HT2/6 - Replacement Car Parking indicates that all new development should make provision for the replacement of any car parking spaces lost as a result of the development in a location and manner to be agreed with the Local Planning Authority.

You will be aware from the recent Teams meeting that the main issue with this proposal is the impact on parking and traffic on site and surrounding roads. Any application would need to justify the loss of parking spaces on the site, along with a development that would require a certain level of parking provision in its own right. It is obviously important to gain a true picture of how the existing car park is used currently and in this case parking surveys taken should be comprehensive and robust.

In terms of assessing traffic/parking issues, any planning application should be accompanied by a detailed traffic assessment that includes:

- A review of accident history, noting any patterns or trends.*
- Description existing traffic conditions.*
- Appropriate parking surveys and trip generation exercise using TRICS or similar. This will determine whether any further assessment work will be required.*
- Requirements for any mitigation as necessary to support the development.*
- Proposed access and servicing arrangements, including a detailed access plan drawing and accompanying swept paths.*
- Proposed car parking arrangements.*
- A review of traffic regulation orders surrounding the site, with a view to covering whether any additional restrictions are required.*
- Site accessibility review with any improvements identified.*
- Details of cycle parking provision.*
- A Framework Travel Plan.*

I understand the reasoning behind introducing two parking spaces (one being a disabled bay) close to the entrance to the building but we would need to assess this in the light of any losses to on-street parking long Bold Street.



Although the site is not within the town centre, it is on the edge of centre and close to public transport and town centre car parks. The site is clearly sustainable, and any application would take this into account. No doubt this will be addressed in the traffic assessment. The bike racks are welcome.

- 1.10 The comments made have informed the contents of this report. It should be noted that further discussions have also been made with highways to agree the scope of the parking surveys (discussed later in this TS report).

Site Location

- 1.11 The site is located on the northeastern fringe of Bury Town Centre, just north of the B6222. The site itself is bounded by Peter Street to the west, Back Moorgate West to the south, Bold Street to the east and Badger Street to the north (53.597540, -2.288238).
- 1.12 The land proposed for development is the surface car park which adjoins the St Joseph's R C Church and the St Joseph's Presbytery, a former priest house which was converted to non-residential institution (formally Use Class D1) in 2011. The presbytery is currently used by Red Door but is not fit for purpose due to its layout and condition, which is a safety concern for the Charity.
- 1.13 The site is accessible via the current Bold Street access which leads to the car park.
- 1.14 The site is bound by Badger Street to the north, beyond which are several 2-storey terraced properties. To the east of the site is an industrial estate comprising a few commercial and industrial units. Back Moorgate West lines the property to the south, beyond which lies a small car park and the Moorgate Retail Park across the B6222, a local commuter route between Bury & Rochdale. Back Peter Street adjoins the western boundary of the site, beyond which several small local shops & cafes exist.
- 1.15 The site boundary plan is included as **Appendix A**.

Scope of Report

- 1.16 The TS will consider the following:
- Description of the site location and the development proposals;
 - Audit of the existing Site and transport infrastructure and modes other than the car;
 - Detail the baseline highway and parking conditions (including results from the parking beat parking surveys);
 - Description of the site operations and trip footfall;
 - Describe the parking impact of the development including the impact for the Church, informed by the baseline parking surveys;
 - Describe the servicing arrangements for the site; and
 - Summary and conclusions.



- 1.17 SLR have issued a transport scoping email to Bury Highways to ensure that the TS report covers the key issues and information requirements and the contents of this report has been informed by the pre-application comments made.

Document Content

- 1.18 Following this introduction, **Section 2** outlines the baseline transport conditions in the vicinity of the site. **Section 3** details the parking beat survey results.
- 1.19 **Section 4** describes the sustainable credentials of the site and **Section 5** describes the development proposals, traffic generation and details the parking impact of the proposals, including the impact on the existing Church operations.
- 1.20 **Section 6** draws together a summary and the conclusions of this report.



2.0 Baseline Conditions

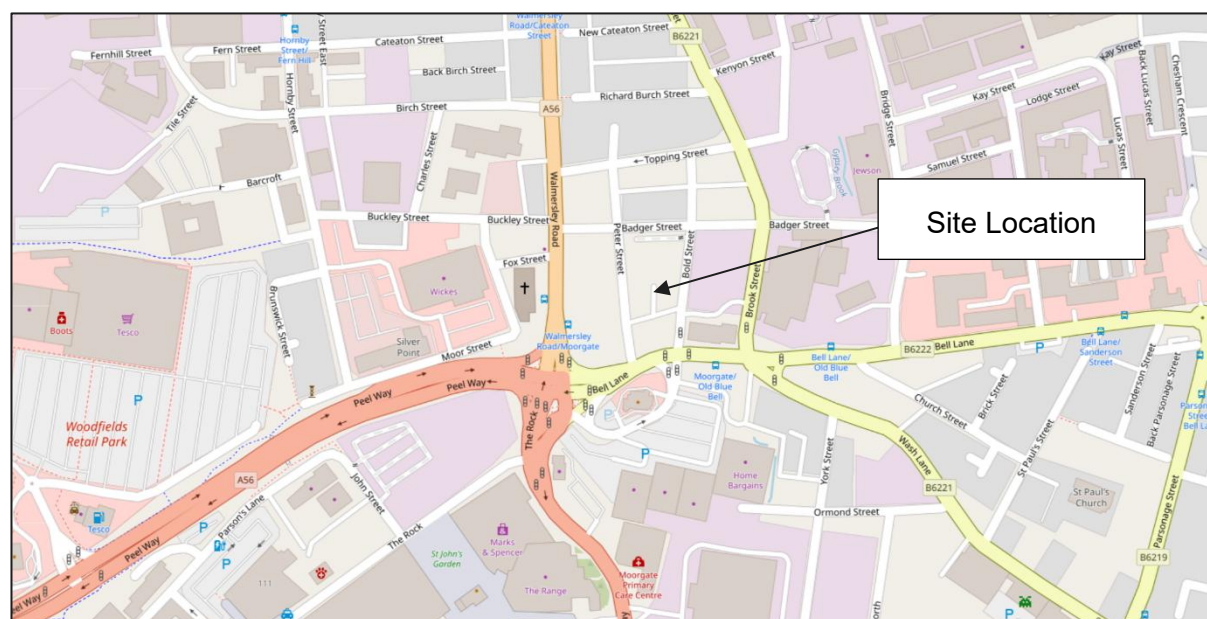
Introduction

- 2.1 This section provides an overview of the existing transport infrastructure and conditions within and surrounding the site.

Site Location

- 2.2 The land proposed for development is the surface car park which adjoins the St Joseph's R C Church and the St Joseph's Presbytery, a former priest house which was converted to non-residential institution (formally Use Class D1) in 2011. The presbytery is currently used by Red Door but is not fit for purpose due to its layout and condition, which is a safety concern for the Charity.
- 2.3 The site is accessible via the current Bold Street access which leads to the car park.
- 2.4 The site is bound by Badger Street to the north, beyond which are several 2-storey terraced properties. To the east of the site is an industrial estate comprising a few commercial and industrial units. Back Moorgate West lines the property to the south, beyond which lies a small car park and the Moorgate Retail Park across the B6222, a local commuter route between Bury & Rochdale. Back Peter Street adjoins the western boundary of the site, beyond which several small local shops & cafes exist.
- 2.5 The site is located in the vicinity of industrial areas to the east and west, retail areas to the south and residential areas to the north.

Figure 2.1: Site Location



Source: Open Street Map



Extant Use

- 2.6 The site is currently utilised as a marked parking hardstanding associated with the Church and Church presbytery building. The current parking capacity for the whole Church Car Park is for 40 cars – refer to **Photo 2.1**.

Photo 2.1: Existing Site



Access Arrangements

Vehicular Access

- 2.7 Primary access into the Church car park is via a ramped access point off Bold Street – refer to **Photo 2.2**.



Photo 2.2: Site Access off Bold Street



- 2.8 There is also a secondary more informal vehicle access point off Back Moorgate W, which is currently not in use – refer to **Photo 2.3**.

Photo 2.3: Site Access off Back Moorgate West



Pedestrian Access

- 2.9 The main pedestrian entrance points are taken from the existing vehicular access points, with a designated pedestrian access point from Peter Street – refer to **Photo 2.4**



Photo 2.4: Pedestrian Access from Peter Street



Surrounding Highway Network

- 2.10 Bold Street is located immediately to the east of the site and is a single carriageway road that runs north to south from Topping Street to the B6222. Bold Street has unrestricted kerbside parking opportunities along its length. Bold Street is signal controlled at the B6222, with a pedestrian crossing present.

Photo 2.5: Bold Street, Looking South Towards the Signalised Junction



- 2.11 Badger Street is located immediately to the north of the site and is a single carriageway road that runs west to east from the A56 Walmersley Road to Bold Street; to the east, Badger Street is a dead-end with no through access to Bold Street. The junction with the A56 Walmersley



Road is exit only. East of Peter Street, Badger Street is unrestricted kerbside on both sides, with the western section time restricted to 30 minutes.

Photo 2.6: Badger Street, Looking East Towards the A56



- 2.12 Peter Street is located immediately to the west of the site and is a single carriageway road that runs north to south from Topping Street to the B6222. Peter Street is primarily unrestricted kerbside. Peter Street forms a priority junction with the B6222 in the south.
- 2.13 Back Moorgate West and Back Peter Street are located immediately south of the site. Back Moorgate West is a single carriageway road that runs west to east from Peter Street to Bold Street. Both roads are cobbled, and Back Moorgate West provides direct access into a Pay & Display car park to the south. These roads form part of the adopted highway.
- 2.14 The B6222 is a local commuter route between Rochdale and Bury. In the vicinity of the site, the B6222 has two lanes with multiple signalised intersections.

Site Visit – June 2024

- 2.15 In order to help inform our understanding of the operation of the site and adjacent highway network, a site visit was undertaken on a weekday in June 2024. This was a normal operating day and weather conditions were dry.
- 2.16 As part of our observations a review of the local junctions and road network in the vicinity of the site was undertaken. This indicated that vehicles were not subject to delays and traffic was free flowing, which does not point to any concerns in relation to highway operation or network capacity.

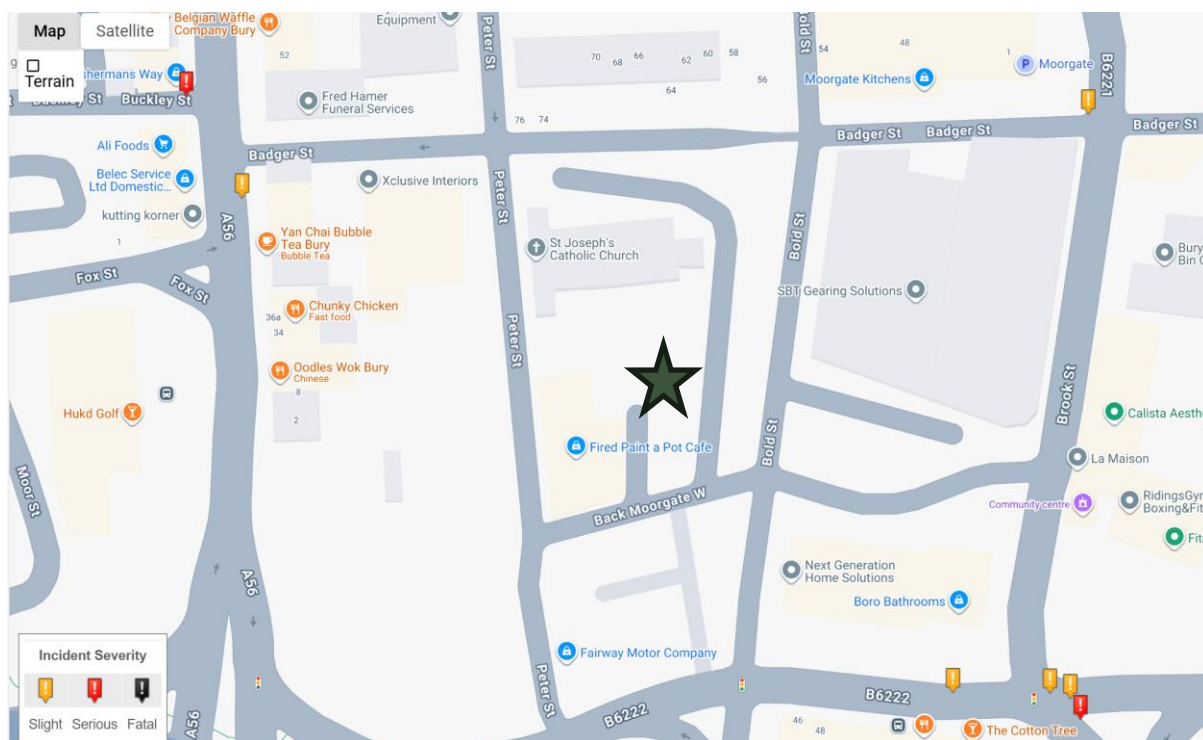
Highway Safety Review

- 2.17 Personal injury accident data has been obtained from the Crashmap.co.uk online database for the highway network focused around the site. The collision data covers the most recent five-year period for which data is available (2019 – 2023).



2.18 A location plot of these accidents from Crashmap is provided in **Figure 2.2**.

Figure 2.2: Collision Record (2019 – 2023)



Source: Crashmap

- 2.19 It can be seen from **Figure 2.2** that there have been no collisions recorded in the vicinity of the site within the last 5-year period reviewed, with no collisions recorded on Bold Street itself.
- 2.20 The frequency of collisions on the main roads surrounding the site do not indicate a high collision rate for B-roads / A-roads and similar roads of their nature.
- 2.21 In summary, the collision record does not reveal any significant safety concerns or patterns that would need to be addressed in relation to the proposed development of a new day centre at this location.



3.0 Existing Parking Conditions

Introduction

- 3.1 This Chapter of the report documents the existing parking conditions and parking availability within the existing Church car park and local highway network.

Parking Survey

Study Area

- 3.2 The parking survey / study area has included the Church Car Park and the local highway network within 200m of the site (roughly a 2.5-minute walk distance applying the widely applied average walk speed of 80 metres per minute). The study area that has been surveyed is attached to the rear of this report as **Appendix B**.
- 3.3 **Table 3.1** shows the assessed parking areas / roads, with the number of available spaces also detailed. The number of available spaces has been calculated applying a robust 6.0m per space.

Table 3.1 – Parking Survey Inventory

Zone / Road	PARKING STUDY INVENTORY			
	Standard – Unrestricted*	Standard – With Restrictions	Disabled	Total Spaces
Church Car Park				
Church Car Park*	38	0	2	40
Local Highway Network				
Topping Street	21	0	0	21
Ginnel**	0	0	0	0
Badger Street	16	10	0	26
Back Moorgate West	5	0	0	5
Peter Street	20	5	0	25
Bold Street	17	2	0	19
Taylor Street	14	0	0	14
Buckley Street	4	0	0	4
Total	97	17	0	113

*This category includes the Church Car Park, despite it being private for Church and Caritas use only.

**Ginnel not categorised as suitable for parking

- 3.4 The parking survey inventory shows that there are 40 existing parking spaces within the Church car park and 97 unrestricted on-street parking spaces within a short 200m walk from the site.
- 3.5 For absolute robustness the Moorgate public car park has not been included in the parking inventory nor relied upon in the analysis, notwithstanding that there are no proposals for its redevelopment in the public domain and as such it remains operational 24/7 all year round in line with Bury Council's stated parking management arrangements, so could be used.



Parking Survey Methodology

3.6 A car parking beat survey of the study area was undertaken on the following days and times:

- Sunday 9th June 2024: 8am – 12pm;
- Tuesday 11th June 2024: 8.30am – 12pm;
- Monday 8th September 2025: 6am – 8pm;
- Saturday 13th September 2025: 3.30pm – 7pm; and
- Sunday 14th September 2025: 6am – 8pm.

3.7 These survey days and times were selected as they coincide with the busiest times and parking usage associated with the existing Church operations and associated Masses / services.

3.8 The parking survey methodology and survey days and times have been formally agreed via written confirmation with Bury Council and Highways (**Appendix E**).

Parking Survey Results – Sunday 9th June 2024

3.9 The results of the first Sunday parking survey are shown in **Table 3.2** below. It is important to note that for robustness, when calculating the number of spaces available on the local road network, only standard unrestricted spaces have been used for the calculations.

Table 3.2: Sunday 9th June Parking Survey Results

Time	Church Car Park		Local Road Network	
	Spaces Occupied	Spaces Available	Spaces Occupied	Spaces Available (unrestricted)
08:00	1	39	44	53
08:20	1	39	45	52
08:40	2	38	45	52
09:00	8	32	49	48
09:20	32	8	60	37
09:40	35	5	66	31
10:00	33	7	68	29
10:20	30	10	65	32
10:40	10	30	64	33
11:00	6	34	65	32
11:20	6	34	68	29
11:40	3	37	69	28
12:00	3	37	62	35

3.10 As is shown in **Table 3.2**, the Church Car Park reaches its peak occupancy of 35 cars parked at 09:40 on Sundays. There was ample unrestricted parking availability on the local highway network throughout the whole Sunday morning period.



Survey Results – Tuesday 11th June 2024

- 3.11 The results of the Tuesday parking survey are shown in **Table 3.3** below. It is important to note that for robustness, when calculating the number of spaces available on the local road network, only standard unrestricted spaces have been used for the calculations.

Table 3.3: Tuesday 11th June Parking Survey Results

Time	Church Car Park		Local Road Network	
	Spaces Occupied	Spaces Available	Spaces Occupied	Spaces Available (unrestricted)
08:30	3	37	74	23
08:50	3	37	83	14
09:10	6	34	93	4
09:30	10	30	94	3
09:50	12	28	101	0
10:10	6	34	104	0
10:30	7	33	104	0
10:50	5	35	101	0
11:10	4	36	101	0
11:30	5	35	96	1
11:45	5	35	99	0
12:00	5	35	97	0

Note: On the local road network, the number of occupied spaces also includes spaces occupied on time restricted kerbside, that is why at some time periods capacity exceeds the unrestricted availability. Also some cars park closer than 6m between each other.

- 3.12 As is shown in **Table 3.3**, the Church Car Park reaches its peak occupancy of 12 cars parked at 09:50 on a typical Tuesday when both the weekday Mass was being held and the existing Caritas Day Care Centre were operating from the site.

Survey Results – Monday 8th September 2025

- 3.13 The results of the Monday parking survey are shown in **Table 3.4** below. It is important to note that for robustness, when calculating the number of spaces available on the local road network, only standard unrestricted spaces have been used for the calculations.



Table 3.4: Monday 8th September 2025 Parking Survey Results

Time	Church Car Park		Local Road Network	
	Spaces Occupied	Spaces Available	Spaces Occupied	Spaces Available (unrestricted)
0600	0	40	37	60
0620	0	40	38	59
0640	0	40	36	61
0700	0	40	38	59
0720	1	39	40	57
0740	2	38	44	53
0800	4	36	53	44
0820	7	33	53	44
0840	8	32	57	40
0900	11	29	74	23
0920	16	24	69	28
0940	20	20	75	22
1000	23	17	79	18
1020	24	16	83	14
1040	25	15	87	10
1100	14	26	88	9
1120	11	29	94	3
1140	11	29	93	4
1200	10	30	92	5
1220	9	31	94	3
1240	8	32	91	6
1300	8	32	91	6
1320	8	32	86	11
1340	8	32	93	4
1400	8	32	94	3
1420	7	33	91	6
1440	5	35	91	6
1500	5	35	86	11
1520	5	35	88	9
1540	4	36	85	12
1600	4	36	79	18
1620	1	39	75	22
1640	1	39	79	18
1700	1	39	71	26
1720	1	39	71	26
1740	2	38	68	29
1800	6	34	70	27
1820	5	35	69	28
1840	5	35	62	35
1900	4	36	58	39
1920	7	33	55	42
1940	3	37	48	49
2000	0	40	42	55

- 3.14 As is shown in **Table 3.4**, the Church Car Park reaches its peak occupancy of 25 cars parked at 10:40 on a typical Monday when both the Monday Mass was being held and the existing



Cartias Day Care Centre were operating at the site. The local highway network had some spare capacity throughout the whole day.

Survey Results – Saturday 13th September 2025

- 3.15 The results of the Saturday parking survey are shown in **Table 3.5** below. It is important to note that for robustness, when calculating the number of spaces available on the local road network, only standard unrestricted spaces have been used for the calculations.

Table 3.5: Saturday 13th September 2025 Parking Survey Results

Time	Church Car Park		Local Road Network	
	Spaces Occupied	Spaces Available	Spaces Occupied	Spaces Available (unrestricted)
1530	0	40	75	22
1550	1	39	71	26
1610	1	39	66	31
1630	4	36	67	30
1650	9	31	65	32
1710	14	26	69	28
1730	17	23	63	34
1750	13	27	58	39
1810	2	38	56	41
1830	2	38	46	51
1850	2	38	42	55
1900	2	38	41	56

- 3.16 As is shown in **Table 3.5**, the Church Car Park reaches its peak occupancy of 17 cars parked at 17:30 on a Saturday when the Saturday Mass was being held. During the whole time period reviewed, there was ample capacity on the local road network.

Survey Results – Sunday 14th September 2025

- 3.17 The results of the additional Sunday parking survey are shown in **Table 3.6** below. It is important to note that for robustness, when calculating the number of spaces available on the local road network, only standard unrestricted spaces have been used for the calculations.



Table 3.6: Sunday 14th September 2025 Parking Survey Results

Time	Church Car Park		Local Road Network	
	Spaces Occupied	Spaces Available	Spaces Occupied	Spaces Available (unrestricted)
0600	0	40	29	68
0620	0	40	29	68
0640	0	40	29	68
0700	0	40	30	67
0720	0	40	30	67
0740	0	40	30	67
0800	0	40	31	66
0820	1	39	33	64
0840	6	34	32	65
0900	16	24	32	65
0920	21	19	42	55
0940	29	11	42	55
1000	9	31	45	52
1020	15	25	44	53
1040	3	37	39	58
1100	3	37	40	57
1120	2	38	42	55
1140	2	38	46	51
1200	0	40	45	52
1220	1	39	47	50
1240	1	39	45	52
1300	1	39	46	51
1320	1	39	49	48
1340	1	39	49	48
1400	1	39	49	48
1420	1	39	50	47
1440	1	39	55	42
1500	1	39	56	41
1520	1	39	50	47
1540	1	39	58	39
1600	1	39	65	32
1620	1	39	66	31
1640	1	39	53	44
1700	1	39	51	46
1720	1	39	49	48
1740	1	39	48	49
1800	0	40	48	49
1820	0	40	45	52
1840	0	40	46	51
1900	0	40	43	54
1920	0	40	44	53
1940	0	40	43	54
2000	0	40	43	54

- 3.18 As is shown in **Table 3.6**, the Church Car Park reaches its peak occupancy of 29 cars parked at 09:40 on a Saturday when the Sunday Mass was being held. During the whole time period reviewed, there was ample capacity on the local road network, with at least 31 on-street spaces available at all times.



Survey Results – Summary

3.19 From the above, the following conclusions can be deduced:

- The maximum church parking demand on a Sunday was recorded at 35 cars parked at 09:40. During both surveyed Sundays, parking on the streets adjoining the site have a large surplus in available kerbside parking;
- On the busiest weekday (Monday), there is a maximum demand for 25 cars parked in the Church car park. This number captures both the parking demand associated with the Church's weekday (Monday) Mass and the existing Caritas operations. The local highway network has high levels of parking demand on the unrestricted kerbside during typical working hours (9am – 10am);
- On a Tuesday, there was only a maximum demand for 12 cars in the Church car park. This number captures both the parking demand associated with the Church's Tuesday Mass and the existing Caritas operations; and
- The maximum church parking demand on a Saturday was recorded at 17 cars parked. On a Saturday, parking on the streets adjoining the site have a large reserve surplus in available kerbside parking.

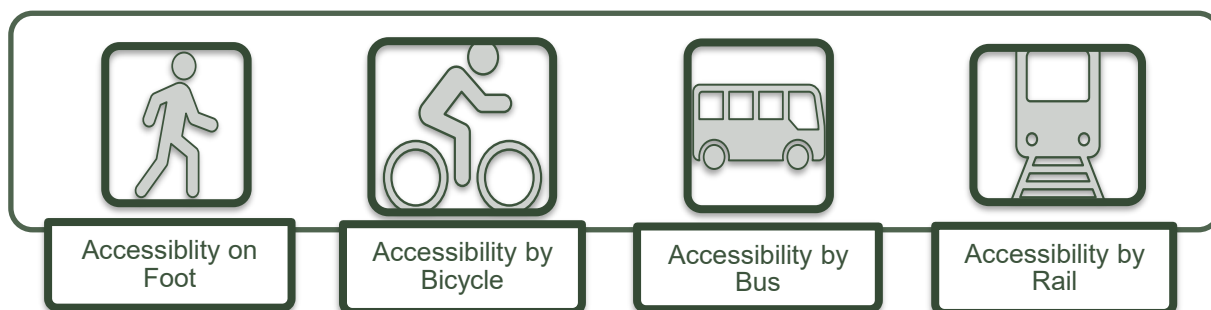
3.20 The full parking beat survey results across all periods can be found in **Appendix C**, attached to the rear of this report.



4.0 Site Accessibility Audit

Introduction

- 4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use



- 4.2 It is important to note that due to the nature of the site operations, all site users (the unsheltered and vulnerable population) will not own a car, so will naturally travel to and from the site via sustainable modes; most likely walking. Therefore, this section is aimed at staff members.

Site Accessibility by Walking & Cycling

- 4.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.
- 4.4 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

Table 4.1: CIHT Suggested Acceptable Walking Distances

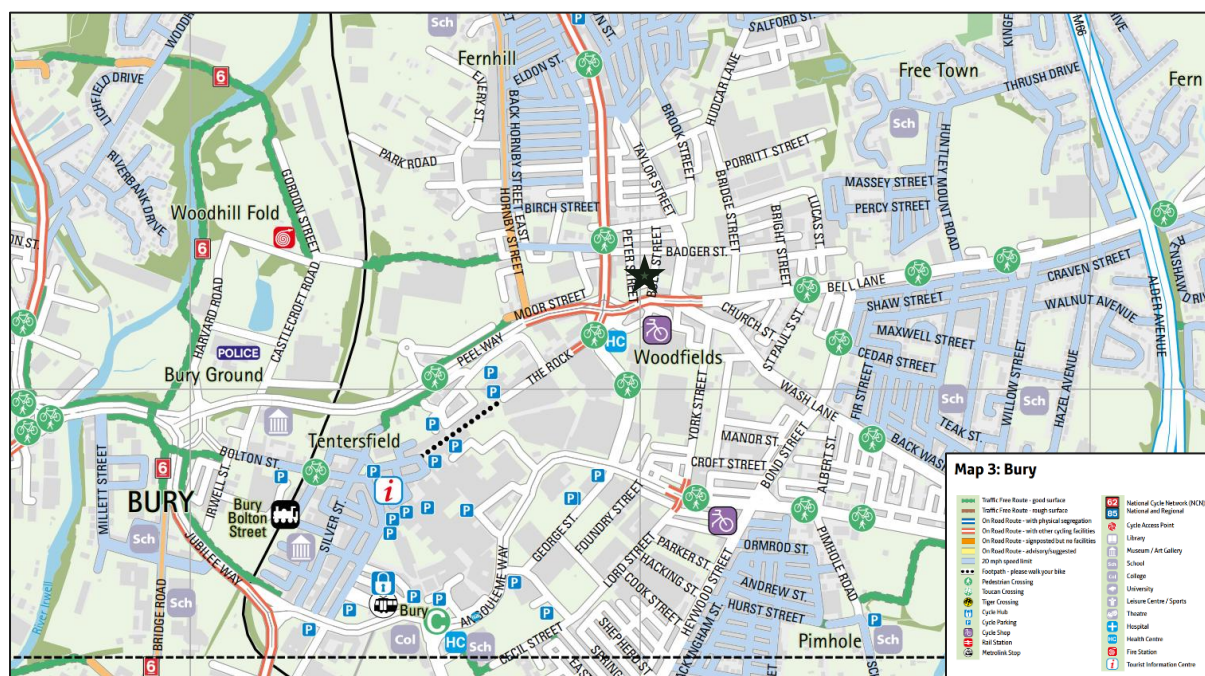
CIHT Classification	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 4.5 Within the 2km catchment the whole of Bury Town Centre, the residential areas of Fishpool, Gigg, Free Town, Chesham, Fairfield, Limefield, Higher Woodhill and Elton are located within the catchment.



- 4.6 The surrounding highway network has a comprehensive interconnected network of footways around the site. The proposal site will benefit from a ramped access from Bold Street to assist those that are physically impaired.
- 4.7 Suitable dropped kerbs and tactiles are located at key crossing points and controlled pedestrian crossings on Bold Street, the B6222 and the A56 Walmersley Road. These crossing points link the site with the local bus stops.
- 4.8 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. Department for Transport (DfT) 'Local Transport Note 1/20 Cycling Infrastructure Design' states that, *"two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people"*.
- 4.9 Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. Within a 5km cycle catchment the areas of Tottington, Brandlesholme, Radcliffe, and Pilsworth are reachable.
- 4.10 There are numerous cycle routes across the Bury area, with a designated on-road route in close proximity to the site and National Cycle Route 6 located to the west through Bury Town Centre – refer to **Figure 4.1** below.

Figure 4.1: Bury Cycle Map



Site Accessibility by Public Transport

Bus Accessibility

- 4.11 Guidance from the CIHT document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new



development. This equates to around a 5-minute walk assuming an average walk speed of 80m per minute.

- 4.12 The site is well served for bus travel will several bus services operating close to the site, with the nearest bus stops located to the west on the A56 (stop name: Fox Street) and the south on the B6222 (stop name: Brook Street). Each stop has a flagpole arrangement on one side and a shelter with seating arrangements on the other.
- 4.13 The key bus services accessible through the above mentioned bus stops are summarised in **Table 4.2** below.

Table 4.2: Local Bus Routes / Timetable

Service No.	Route Name	Average Frequency per Hour	
		Mon – Sat	Sun
Bus Stop: Fox Street			
472 / 474	Bury Interchange – Bury Interchange	3	2
481	Irwell Line – Blackburn – Bury	2	1
483	Burnley – Water – Lumb – Rawtenstall – Edenfield - Bury	1	1
487	Bury - Fernhill - Chesham - Walmersley - Nangreaves	1	1
882	Walmersley - Bury - Woodhill - Higher Woodhill - Tottington	1	1
898	Walmersley - Bury - Elton - Seddons Farm Estate - Walshaw	1	1
Bus Stop: Brook Street			
467	Bury - Jericho - Bamford - Caldershaw - Spotland - Rochdale	2	2
468	Rochdale - Bamford - Fairfield General Hospital - Bury	2	2
968	Rochdale - Bamford - Fairfield General Hospital - Bury	Less than 1	0

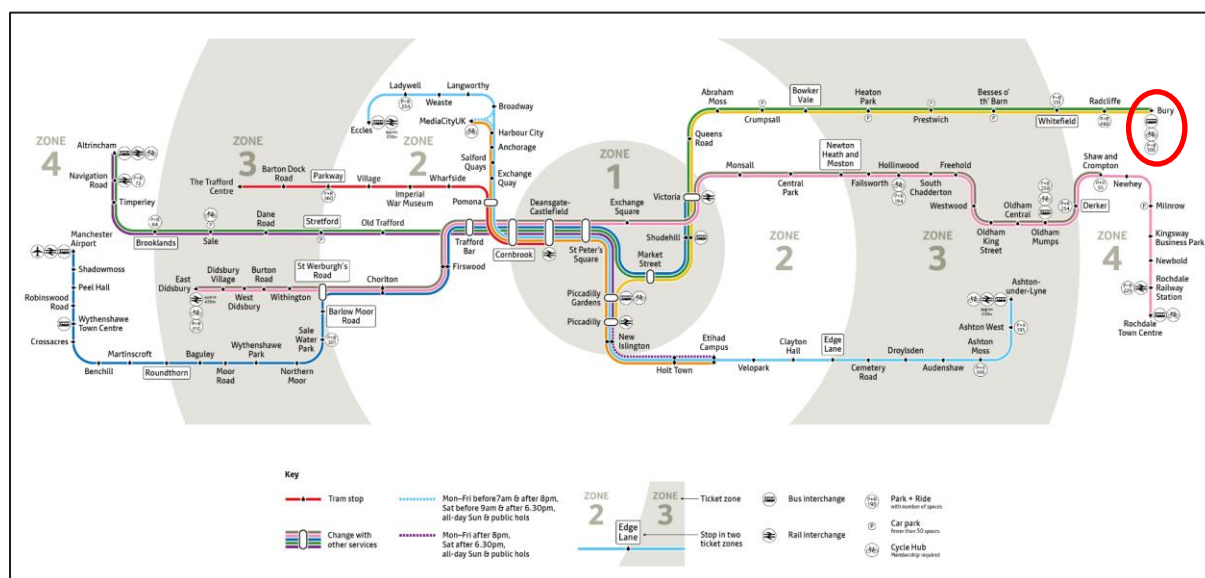
- 4.14 In summary, it is considered that the site is easily accessible by bus travel.



Rail Accessibility

- 4.15 Bury Rail Station is located circa. 1.2km to the southwest of the site which equates to a 15-minute walk / 5-minute cycle. This train station is on the East Lancashire Heritage Railway Line.
- 4.16 Bury Interchange is located circa. 1.2km to the southwest of the site which equates to a 15-minute walk / 5-minute cycle. Bury interchange provides frequent services to Altrincham and Piccadilly every 6 – 15 minutes. Journey times to Piccadilly are around 35 minutes and journey times to Altrincham are around 1 hour.

Figure 4.2 – Metrolink Map



- 4.17 Bury Interchange is provided with around 100 car parking spaces and eight cycle stands. Bury Interchange also operates as a Park & Ride service.
- 4.18 Overall, it is considered that the infrastructure within the vicinity of the site means public transport is a very viable mode of travel for people and staff accessing the site.
- 4.19 Due to the site use, it is expected that all visitors (vulnerable people who are homeless or at risk of homelessness), will not own a car and therefore naturally travel sustainability, without a car.
- 4.20 The site is supported by a Travel Plan, which has been submitted to support the planning application.



5.0 Development Proposals & Impact Assessment

Development Description

- 5.1 As discussed, the proposals will simply replace and provide a dedicated, more modern space to serve an existing charity service which is currently operating from the Church presbytery building that is on site.
- 5.2 The proposal will comprise of a new single-storey, purpose-built day centre of approximately 207sqm comprising of a kitchen, activity space, meeting rooms, office and welfare facilities together with cycle parking and other associated works.

Parking and Access Arrangements

Church Car Park

- 5.3 A total of 19 existing parking spaces will be retained within the current car park hardstanding via the existing Church car park access arrangements.
- 5.4 In addition, six new spaces will be marked within this area, making full use of the space available.
- 5.5 These 25 spaces will continue to be accessed via the existing Church vehicular access point off Bold Street, with a new step access from the car park providing pedestrian access into the site from Bold Street (eastern elevation).
- 5.6 These spaces will be shared between Church and Day Centre users.

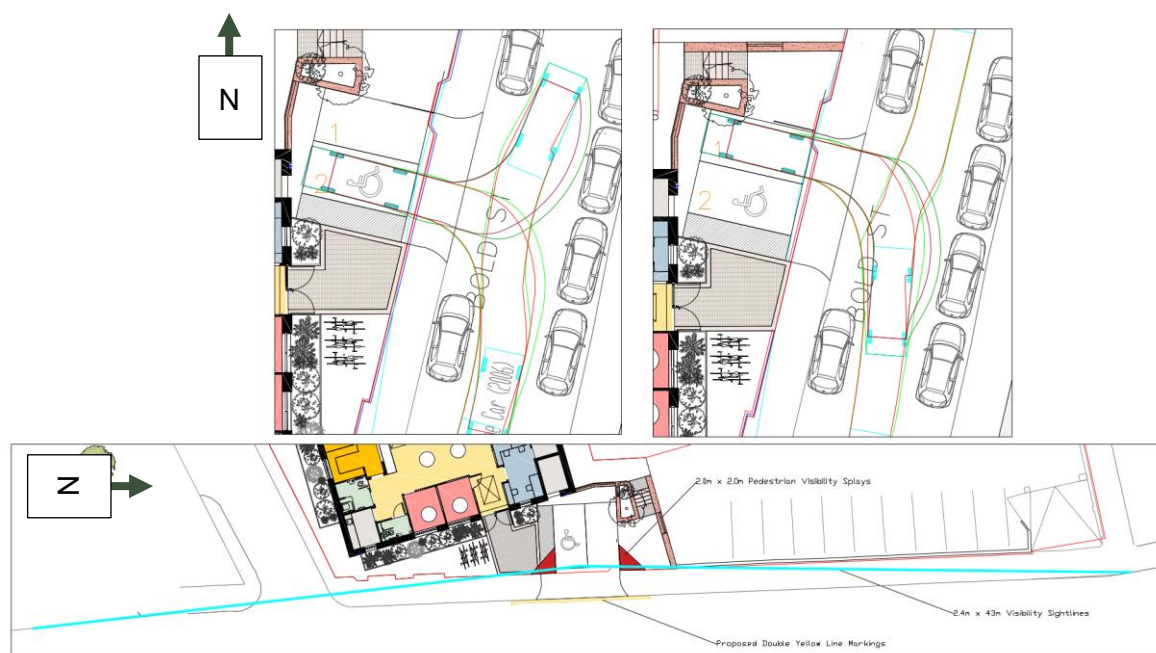
Bold Street

- 5.7 A further two spaces (one accessible bay and one standard bay) are proposed on the Red Door site for Red Door use only, accessed via a new double dropped kerb arrangement off Bold Street.
- 5.8 The proposed arrangement has been designed to ensure level access for disabled users directly from the new disabled space into the site. This location represents the only practicable solution for accommodating an accessible parking space.
- 5.9 The arrangement will operate in a manner comparable to a double-width driveway onto Bold Street and will not be a formal junction / access point. This driveway configuration is common within the local area and accordingly, the separation from nearby junctions is considered acceptable.
- 5.10 Unrestricted kerbside parking is currently available around the site. The proposed arrangement off Bold Street will result in the loss of two unrestricted parking spaces on Bold Street. To ensure access is maintained at all times, the existing Traffic Regulation Order (TRO) will be amended to introduce double yellow lines across the site access, preventing parking at the dropped kerb.
- 5.11 The two remaining spaces will be signposted for Day Centre use only.



5.12 Swept path analysis, visibility and proposed TRO works are provided in **Figure 5.1**.

Figure 5.1: Swept Path Analysis, Visibility and Proposed TRO Works



5.13 In line with Manual for Streets '*parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice*'.

5.14 As is shown, suitable visibility is provided for the two spaces and will remain unobstructed at all times. The proposed arrangement off Bold Street is considered suitable from a practical and highway safety perspective.

Total Parking Provision (Church and Day Centre)

5.15 Across the Church and Red Door site, a total of 27 car parking spaces will be provided, representing a net reduction of 13 spaces from the current provision of 40.

5.16 Of these, 25 spaces will be allocated for shared use by the Church and Day Centre within the existing car park hardstanding, with two additional spaces provided on Bold Street exclusively for Day Centre use.

5.17 As a consequence of the proposed new arrangement off Bold Street, two unrestricted spaces on Bold Street will be lost.

5.18 The existing informal vehicle access point on Back Moorgate West will be removed / stopped up under the proposals.

5.19 The proposed scheme layout plans are included as **Appendix D**, with the submitted design and access statement providing supplementary information that should be read in conjunction with this report.



5.20 Bury's recent Parking SPD has been reviewed in the context of the development proposals, with the following parking standards of relevance (Zone 2):

- Day Centres: 1 space per 1.5 staff; and
- Public Worship: 1 space per 20sqm.

5.21 The proposed parking provision accords with these standards.

Site Operations

5.22 It is anticipated that core operating hours for the site will be Monday - Friday from 8am to 4pm.

Staff

5.23 It is understood that on average there will be three members of staff working at the site during a typical day. As a worst-case there could also be an additional one visitor / volunteer / inspector at the site.

Site Users

5.24 Due to the nature of the site operations, all site users (the unsheltered and vulnerable population) will not own a car and will naturally travel to and from the site via sustainable modes; most likely walking or cycling.

Trip Generation

5.25 In order to determine the vehicular trip generation associated with the proposed development, a first principles methodology has been applying information about existing site operations.

5.26 As discussed, there would be around four staff / visitor / inspectors working at the site at the same time. As a worst-case it is assumed that all these people will drive in a single occupancy vehicle. Based on the above, the expected trip generation for the site is provided in **Table 5.1** below.

Table 5.1: Site Vehicular Trip Generation

PEAK TRIPS	STAFF / VISITOR / INSPECTOR		
	Arrivals	Departures	Total
AM & PM PEAK HOUR			
07:00-08:00	4	0	4
16:00-17:00	0	4	4
DAILY TRIP PROFILE			
Daily	4	4	8

**It is expected that staff will arrive and depart 15mins – 30mins before and after the core site operating hours*



- 5.27 In summary, due to the nature of the site operations, the proposals will result in limited vehicle trips.
- 5.28 It is also important to note that these trips are already occurring and therefore there will be no change to the operation of the surrounding highway network.

Parking Demand

Development Parking Demand

- 5.29 As is discussed above, parking demand from the proposals will be four car parking spaces, with these spaces required Monday to Friday between 07:00 and 17:00.

Church Parking Demand

- 5.30 A parking beat survey has been undertaken to understand the parking demand associated with the existing Church during both the weekday Mass and a Sunday Mass. As was shown in **Chapter 3** the peak parking demand associated with Church operations are as follows:
- Monday: 21 car parking spaces (25 cars parked, but 4 associated with the existing Caritas operations);
 - Tuesday: 8 car parking spaces (12 cars parked, but 4 associated with the existing Caritas operations);
 - Saturday: 17 car parking spaces; and
 - Sunday: 35 car parking spaces.

Site Wide Parking Demand (Development + Church)

- 5.31 Based on the above, the following maximum car parking spaces would be required at one time.



Table 5.2: Post Development Parking Demand

PARKING DEMAND	SITE WIDE PARKING DEMAND / TOTAL		
	Proposed Care Centre	Church	Total
Monday Busiest Period	4	21	25
Tuesday Busiest Period	4	8	12
Sunday Busiest Period	0	35	35
Saturday Busiest Period	0	17	17

Parking Impact of Church Car Parking Displacement

5.32 As a result of the development proposals, the total site parking will be 27, resulting in a reduction of 13 existing spaces.

5.33 As a result of this displacement, the following conclusions can be drawn:

- The maximum weekday parking demand of 25 parking spaces and vehicles (Monday) will be comfortably accommodated within the remaining 27 off street car parking spaces allocated for both the Church and Red Door. There will be no overspill onto the adjoining highway during weekdays when both the Church and Caritas are operating;
- The maximum Saturday parking demand of 17 parking spaces will be comfortably accommodated for within the remaining 25 spaces which will be retained for the Church can use. There will be no overspill onto the adjoining highway during Saturday Church activities;
- The forecast Sunday parking demand of 35 vehicles will displace up to 10 vehicles onto the surrounding highway network (worst case), as only 25 spaces will be available for Church users (with the two new Bold Street spaces reserved for the day centre/Red Door use only). The parking surveys confirm that the local network has sufficient spare kerbside capacity on Sundays, with at least 19 spaces remaining available post-development – analysis presented in **Table 5.2**.



Table 5.2: Sunday (Worst Recorded Sunday Surveyed) Post Development Impact

Time	Sunday Mass Parking Demand (Worst Recorded Sunday, 2024)	Overspill onto the Adjoining Highway Network Post Development	Spaces Available Deduced from on Sunday Parking Beat Survey	Spaces Available on the Adjoining Highway Network Post Development, (including 2 x Spaces being Displaced from Bold Street)
08:00	1	0	53	51
08:20	1	0	52	50
08:40	2	0	52	50
09:00	8	0	48	46
09:20	32	7	37	35
09:40	35	10	31	19
10:00	33	8	29	19
10:20	30	5	32	25
10:40	10	0	33	31
11:00	6	0	32	30
11:20	6	0	29	27
11:40	3	0	28	26
12:00	3	0	35	33

Note: The Post Development Spaces Available scenario also accounts for the two spaces lost on Bold Street, as well as the overspill.

Impact of Parking Displacement on Bold Street

- 5.34 As discussed, the development proposals will also result in the loss of two unrestricted kerbside spaces on Bold Street. This is due to the proposed parking arrangement, which introduces a disabled bay and standard bay at this location due to constraints with step free access.
- 5.35 Parking survey results and analysis indicate that during weekend periods (Saturday and Sunday), the local highway network operates with ample spare capacity. Consequently, the displacement of these two spaces will have no adverse impact during the weekend periods as presented in **Table 5.2**.
- 5.36 However, the surveys do show that during typical working hours on weekdays, demand for unrestricted kerbside parking in the area is high. This is largely attributed to local workers and shoppers making use of the free on-street provision in this area.
- 5.37 To assess alternative provision, and although not part of the original parking beat analysis, a survey of the Moorgate Car Park (listed as operational with 26 spaces on the Bury Council website, with no live planning applications currently pending on the site) was undertaken on a typical weekday (Monday 8th September 2025). The results are presented as **Table 5.3**.



Table 5.3: Moorgate Car Parking Survey, Typical Weekday

Time	Occupied Spaces	Available Spaces
0600	0	26
0620	0	26
0640	0	26
0700	0	26
0720	0	26
0740	0	26
0800	1	25
0820	1	25
0840	1	25
0900	1	25
0920	1	25
0940	1	25
1000	2	24
1020	2	24
1040	2	24
1100	1	25
1120	1	25
1140	1	25
1200	1	25
1220	1	25
1240	1	25
1300	2	24
1320	2	24
1340	1	25
1400	1	25
1420	0	26
1440	1	25
1500	1	25
1520	1	25
1540	1	25
1600	0	26
1620	0	26
1640	0	26
1700	0	26
1720	0	26
1740	1	25
1800	1	25
1820	1	25
1840	2	24
1900	3	23
1920	2	24
1940	2	24
2000	2	24

5.38 The results demonstrate that the Moorgate Car Park is currently highly underutilised with at least 23 spaces available across all time periods. Therefore, this parking area is sufficient to accommodate the displacement of just two unrestricted spaces on Bold Street during weekday periods.



- 5.39 Furthermore, it should be noted that reducing free on-street parking for workers and shoppers is likely to encourage greater use of sustainable travel modes, aligning with wider policy objectives to promote sustainable transport.
- 5.40 In summary, the proposed development would have no negative or 'severe' impact on local parking conditions neither during weekday or weekend periods.

Cycle Parking

- 5.41 The site will be provided with six cycle parking spaces. These will be available for all site users. There will also be additional space internally for staff to store bikes (ie. store rooms).

Delivery & Servicing

- 5.42 It is anticipated that there will be one delivery / servicing trip per day associated with the development proposals, with this undertaken as per the existing servicing operations, kerbside on Bold Street. Bins will be taken from the bin store on collection day and returned immediately after.



6.0 Summary and Conclusion

Summary

- 6.1 This Transport Statement (TS) has been prepared by SLR Consulting Limited on behalf of Caritas Diocese of Salford ('the Applicant') in support of a full planning application for the construction of a new Red Door Day Centre at Land adjacent to St Joseph's Presbytery, Bury, BL9 6AB.
- 6.2 The land proposed for development is the surface car park which adjoins the St Joseph's R C Church and the St Joseph's Presbytery, a former priest house which was converted to non-residential institution (formally Use Class D1) in 2011. The presbytery is currently used by Red Door but is not fit for purpose due to its layout and condition, which is a safety concern for the Charity.
- 6.3 The site is accessible via the current Bold Street access which leads to the car park.
- 6.4 The site is bound by Badger Street to the north, beyond which are several 2-storey terraced properties. To the east of the site is an industrial estate comprising a few commercial and industrial units. Back Moorgate West lines the property to the south, beyond which lies a small car park and the Moorgate Retail Park across the B6222, a local commuter route between Bury & Rochdale. Back Peter Street adjoins the western boundary of the site, beyond which several small local shops & cafes exist.
- 6.5 The proposal will comprise single storey day centre with a kitchen/café for up, activity space, meeting rooms, office and welfare facilities together with cycle parking and other associated works.
- 6.6 Across the Church and Red Door site, a total of 27 car parking spaces will be provided, representing a net reduction of 13 spaces from the current provision of 40.
- 6.7 Of these, 25 spaces will be allocated for shared use by the Church and Day Centre within the existing car park hardstanding, with two additional spaces provided on Bold Street exclusively for Day Centre use (including one disabled).
- 6.8 As a consequence of the proposed new arrangement off Bold Street, two unrestricted spaces on Bold Street will be lost.
- 6.9 The following conclusions have been drawn in this TS report:
- In accordance with national planning policy guidance in the NPPF, which promotes sustainable transport, the development site has been demonstrated to have accessibility to sustainable travel modes;
 - Primary vehicular access into the Church car park is currently via a ramped access point off Bold Street. This will be retained under the proposals;
 - The existing informal vehicle access point on Back Moorgate West will be removed / stopped up under the proposal;



- The proposed Day Centre will have a total of 3 full time members of staff per day;
- Applying a first principles methodology and a worst case, it is expected that in addition to the above, there could be one visitor / inspector / volunteer at the site per day, and therefore all four staff members could drive as a single occupancy and due to the nature of the development all site users (vulnerable people) will walk or cycle;
- It is anticipated that there would therefore be 4 vehicle arrivals and 4 vehicle departures per day associated with the development. It is important to note that this is already occurring and hence there will be no uplift in vehicle trips as a result of the proposals;
- To facilitate the new Day Centre a number of existing Church car parking spaces will be displaced. In total, the combined provision across the Church and Red Door site will be 27 car parking spaces, representing a net reduction of 13 spaces from the existing provision of 40 spaces.
- Of the remaining 27 spaces, 25 will continue to be accessed via the existing ramped access point of Bold Street, within the existing parking hardstanding area. The other two spaces are proposed on the Red Door site for Red Door use only, accessed via a new double dropped kerb arrangement off Bold Street, providing level access for disabled users into the site directly from this area.
- A number of parking surveys were undertaken to understand the existing site and Church operations during the busiest times. The following was concluded:
 - The maximum church parking demand on a Sunday was recorded at 35 cars parked at 09:40. During both surveyed Sundays, parking on the streets adjoining the site have a large surplus in available kerbside parking;
 - On the busiest weekday (Monday), there is a maximum demand for 25 cars parked in the Church car park. This number captures both the parking demand associated with the Church's weekday (Monday) Mass and the existing Caritas operations. The local highway network has high levels of parking demand on the unrestricted kerbside during typical working hours (9am);
 - On a Tuesday, there was only a maximum demand for 12 cars in the Church car park. This number captures both the parking demand associated with the Church's Tuesday Mass and the existing Caritas operations; and
 - The maximum church parking demand on a Saturday was recorded at 17 cars parked. On a Saturday, parking on the streets adjoining the site have a large reserve surplus in available kerbside parking.
- These surveys then informed the parking impact of which the proposals will have:
 - The maximum weekday parking demand of 25 parking spaces and vehicles (Monday) will be comfortably accommodated within the remaining 27 off street car parking spaces allocated for both the Church and Red Door. There will be no overspill onto the adjoining highway during weekdays when both the Church and Caritas are operating;

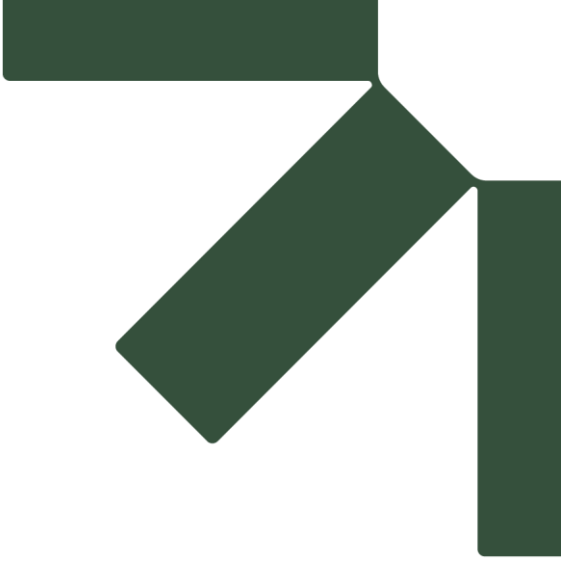


- The maximum Saturday parking demand of 17 parking spaces will be comfortably accommodated for within the remaining 25 spaces which will be retained for the Church can use. There will be no overspill onto the adjoining highway during Saturday Church activities;
 - The forecast Sunday parking demand of 35 vehicles will displace up to 10 vehicles onto the surrounding highway network (worst case), as only 25 spaces will be available for Church users (with the two new Bold Street spaces reserved for the day centre/Red Door use only). The parking surveys confirm that the local network has sufficient spare kerbside capacity on Sundays, with at least 19 spaces remaining available post-development; and
 - The removal of two spaces on Bold Street to accommodate the new dropped kerb will not adversely affect existing parking conditions during the weekend. As Moorgate Car Park has sufficient spare capacity to accommodate weekday parking demand, there will also be no adverse effect on weekday parking as a result.
- It is therefore considered that the proposed new day care centre will have no negative effect on existing parking conditions in the area.

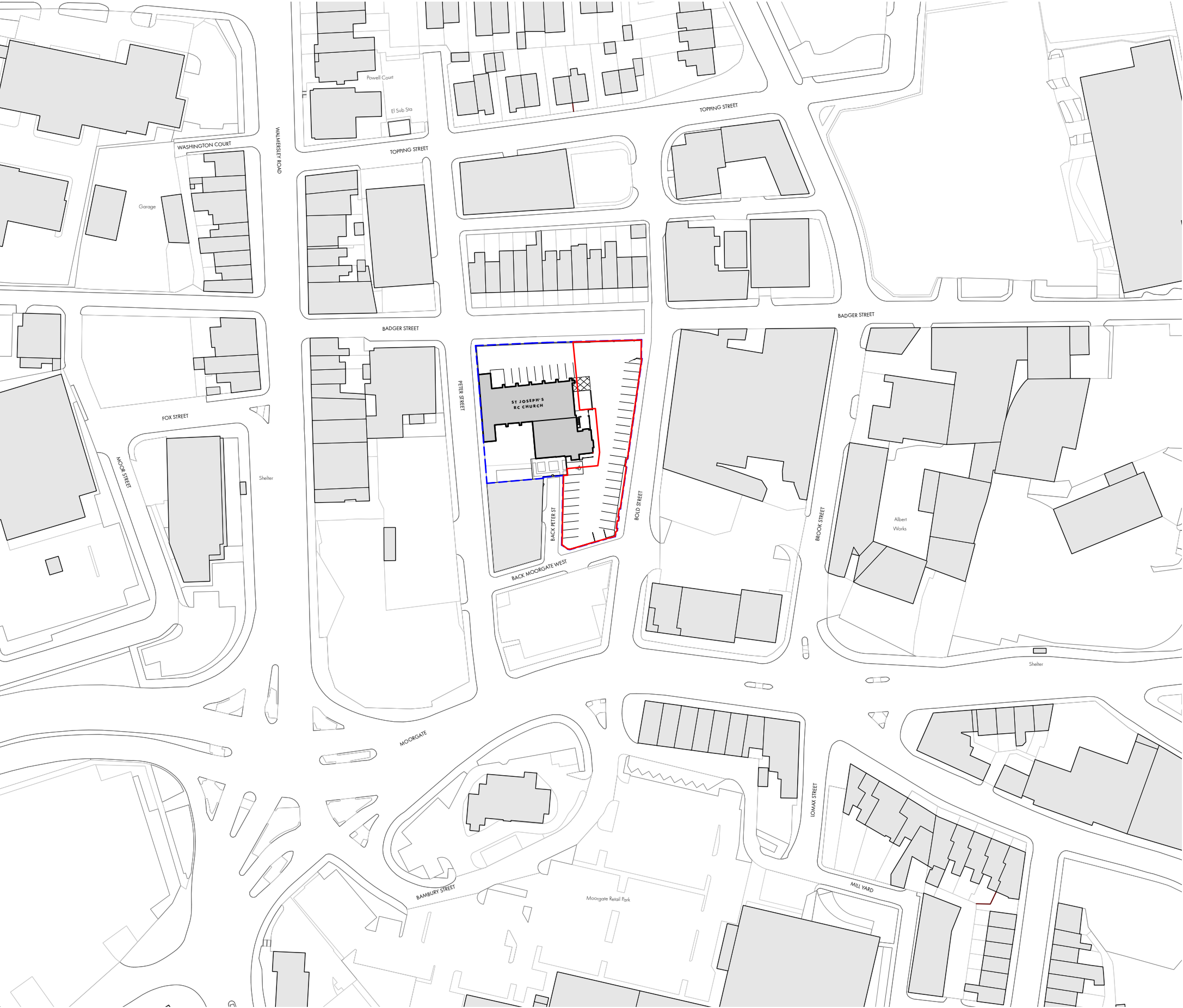
Conclusion

- 6.10 National Planning Policy 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.”*
- 6.11 The TS report has demonstrated that the proposed development accords with the guidance set out in the NPPF, and that the transport impact of the new Day Centre facility would be acceptable in highways and transport terms.

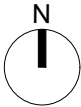




Appendix A



REVISION	DATE	DESCRIPTION
P01	04/11/2025	PLANNING PRE-APPLICATION ISSUE
P02	17/11/2025	PLANNING ISSUE

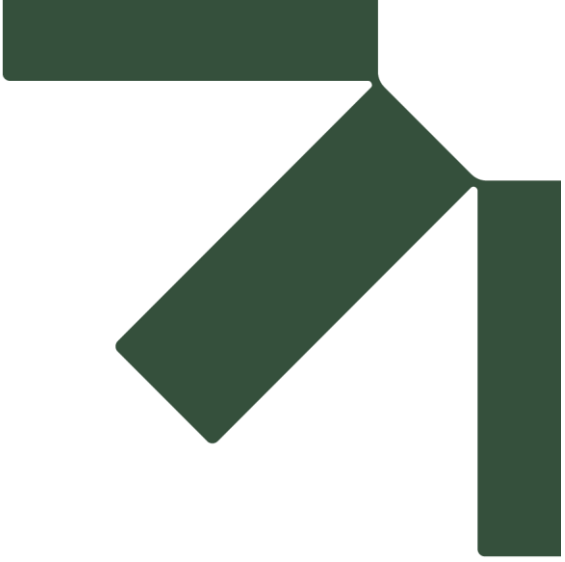


- APPLICATION BOUNDARY
- ST JOSEPH'S RC CHURCH OWNERSHIP

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PROJECT	CARITAS RED DOOR, BURY					
DRAWING	LOCATION PLAN					
DATE	NOV' 25	DRAWN BY	CAW	SCALE	1:250	@A3
JOB NO.	1454	DWG.NO.	L0001			



Appendix B



DRAWING TITLE

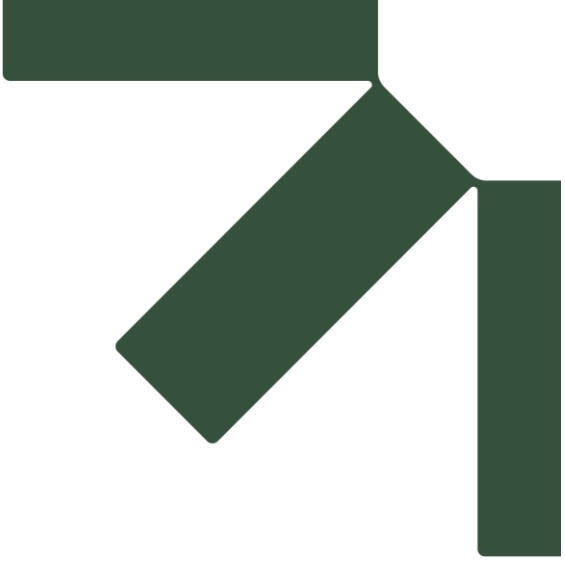
PARKING REFERENCE

JOB TITLE

25.002 BURY PARKING BEATS 2

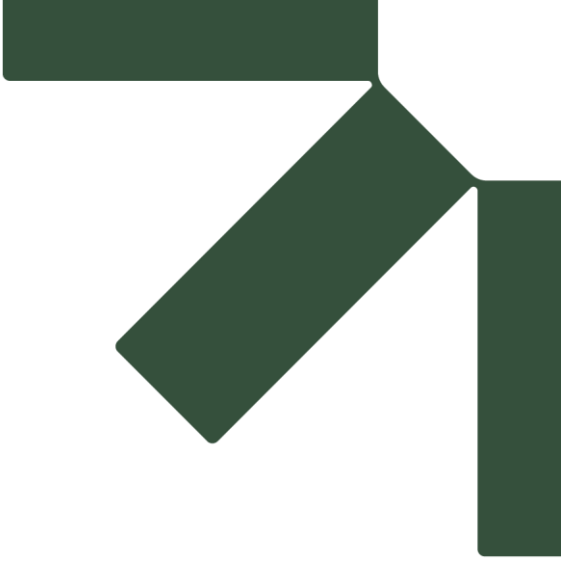
**Transport Data
Specialists Ltd**

W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260



Appendix C

Time Beginning	Bury Parking Beats - Sunday 9th June 2024																											
	Number of Occupied Spaces																											
	Zone																											
	Topping Street		Ginnel			Badger Street		Back Moorgate W		Peter Street								Bold Street				Taylor Street		Buckley Street		Church Car Park	Total	
	North	South	North	South		North	South	North	South	East				West				East		West		East	West	North	South			
Road	Road	Double Yellow	Road	Double Yellow	Road	Road	Road	Road/Pavement	Road	Road/Pavement	Single Yellow	Double Yellow	Road	Road/Pavement	Single Yellow	Double Yellow	Road	Road/Pavement	Double Yellow	Road	Double Yellow	Road	Road	Double Yellow	Road/Pavement			
0800	2	0	0	0	0	8	6	0	0	0	9	0	3	1	9	0	2	0	0	0	2	0	0	0	2	1	45	
0820	1	0	0	0	0	8	8	0	0	0	9	0	3	1	9	0	2	0	0	0	2	0	0	0	2	1	46	
0840	1	0	0	0	0	8	7	0	0	0	9	0	3	1	9	0	2	0	0	0	3	0	0	0	2	2	47	
0900	1	0	0	0	0	11	7	0	0	0	9	0	3	1	9	0	2	0	0	0	3	0	0	0	3	8	57	
0920	1	0	0	0	0	12	9	0	0	2	10	0	3	1	9	1	2	1	0	0	6	0	0	0	3	32	92	
0940	1	0	0	0	0	12	9	0	2	2	11	0	3	1	9	1	2	2	0	0	8	0	0	0	3	35	101	
1000	1	1	0	0	0	11	9	0	3	2	11	0	3	1	9	0	2	3	0	0	9	0	0	0	3	33	101	
1020	1	1	0	0	0	11	9	0	1	2	11	0	3	1	9	0	2	2	0	0	9	0	0	0	3	30	95	
1040	1	1	0	0	0	11	8	0	3	2	11	0	3	1	9	0	2	0	1	0	8	0	0	0	3	10	74	
1100	2	1	0	0	0	11	8	0	3	1	9	0	3	1	9	1	2	0	2	0	9	0	0	0	3	6	71	
1120	4	1	0	0	0	12	8	0	3	0	10	0	3	1	8	1	2	0	4	0	9	0	0	0	2	6	74	
1140	4	2	0	0	0	12	8	0	2	0	10	0	3	1	8	2	2	0	4	0	9	0	0	0	2	3	72	
1300	4	2	0	0	0	9	8	0	1	0	9	0	3	1	8	2	2	0	3	0	8	0	0	0	2	3	65	
Time Beginning	Bury Parking Beats - Tuesday 11th June 2024																											
	Number of Occupied Spaces																											
	Zone																											
	Topping Street		Ginnel			Badger Street		Back Moorgate W		Peter Street								Bold Street				Taylor Street		Buckley Street		Church Car Park	Total	
	North	South	North	South		North	South	North	South	East				West				East		West		East	West	North	South			
Road	Road	Double Yellow	Road	Double Yellow	Road	Road	Road	Road/Pavement	Road	Road/Pavement	Single Yellow	Double Yellow	Road	Road/Pavement	Single Yellow	Double Yellow	Road	Road/Pavement	Double Yellow	Road	Double Yellow	Road	Road	Double Yellow	Road/Pavement			
0830	1	0	0	0	0	8	11	0	0	4	12	2	2	3	9	1	3	7	0	0	10	0	0	0	1	3	77	
0850	4	0	0	0	0	11	10	0	1	4	12	2	3	2	9	1	3	10	0	0	10	0	0	0	1	3	86	
0910	7	2	0	0	0	13	12	0	1	4	12	2	3	3	9	1	3	9	0	0	10	0	0	0	2	6	99	
0930	7	4	0	0	0	11	13	0	2	4	12	2	2	2	9	2	3	9	0	0	10	0	0	0	2	10	104	
0950	6	5	0	0	0	13	13	0	4	4	12	2	3	3	10	1	3	9	0	0	10	0	0	0	3	12	113	
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1050	7	7	0	1	1	11	12	0	3	4	12	2	3	3	9	1	3	9	0	0	10	0	0	0	3	5	106	
1110	8	8	0	0	1	12	12	0	3	3	11	2	3	2	8	1	3	10	0	0	10	0	1	0	3	4	105	
1130	8	5	0	1	1	10	12	0	2	4	11	1	3	2	9	1	3	9	0	0	10	0	1	0	3	5	101	
1145	7	7	0	0	1	11	12	0	3	4	11	2	3	2	9	1	3	10	0	0	10	0	0	0	3	5	104	
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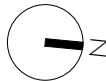


Appendix D



REVISION	DATE	DESCRIPTION
P01	04/11/2025	PLANNING PRE-APPLICATION ISSUE
P02	17/11/2025	PLANNING ISSUE
P03	16/12/2025	PLANNING ISSUE

PROPOSED SITE PLAN 1:250



- KEY**
- APPLICATION BOUNDARY
 - ST JOSEPH'S RC CHURCH OWNERSHIP

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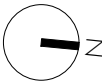
31 Blackfriars Road, Salford, Manchester, M3 7AQ
+44(0)161 832 3242 / info@omiarchitects.com / www.omiarchitects.com

PROJECT	CARITAS RED DOOR, BURY					
DRAWING	PROPOSED SITE PLAN					
DATE	NOV' 25	DRAWN BY	CAW	SCALE	1:250	@A3
JOB NO.	1454	DWG.NO.	L0003			



REVISION	DATE	DESCRIPTION
P01	04/11/2025	PLANNING PRE-APPLICATION ISSUE
P02	17/11/2025	PLANNING ISSUE

LEVEL 00 **GROUND FLOOR**

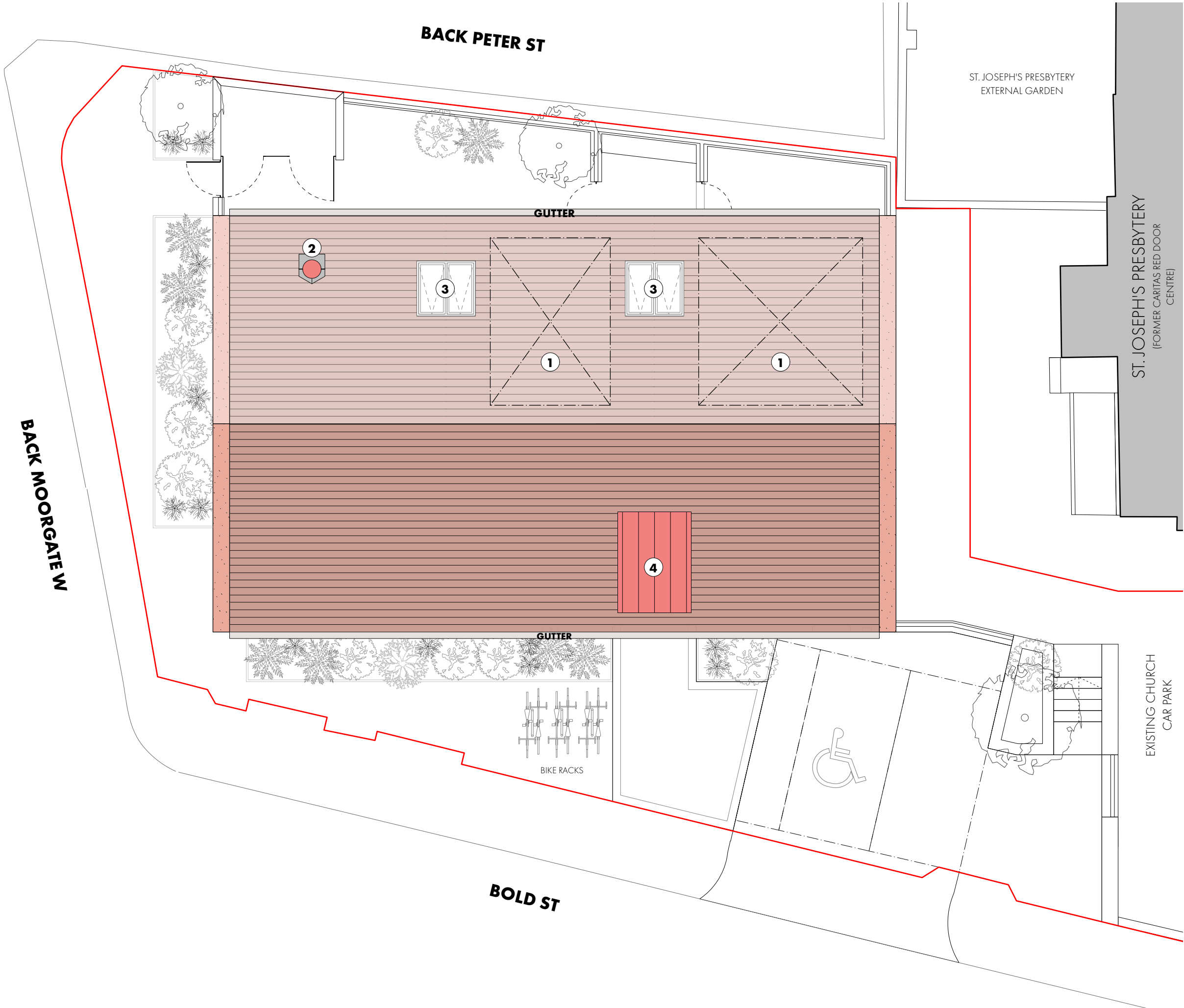


- KEY**
- 1 ENTRANCE LOBBY
 - 2 CAFE
 - 3 MEETING ROOM
 - 4 OFFICE
 - 5 ACTIVITY ROOM
 - 6 ACCESSIBLE WC
 - 7 ACCESSIBLE SHOWER & WC
 - 8 KITCHEN
 - 9 LAUNDRY / SLUICE
 - 10 STORE
 - 11 PLANT
 - 12 SMOKING AREA
 - 13 ACCESSIBLE PARKING SPACE
 - 14 PARKING SPACE

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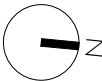
31 Blackfriars Road, Salford, Manchester, M3 7AQ
+44(0)161 832 3242 / info@omiarchitects.com / www.omiarchitects.com

PROJECT	CARITAS, RED DOOR BURY					
DRAWING	PROPOSED LEVEL 00 PLAN					
DATE	NOV' 2025	DRAWN BY	CAW	SCALE	1:100	@A3
JOB NO.	1454	DWG.NO.	L1000			



REVISION	DATE	DESCRIPTION
P01	04/11/2025	PLANNING PRE-APPLICATION ISSUE
P02	17/11/2025	PLANNING ISSUE

ROOF PLAN

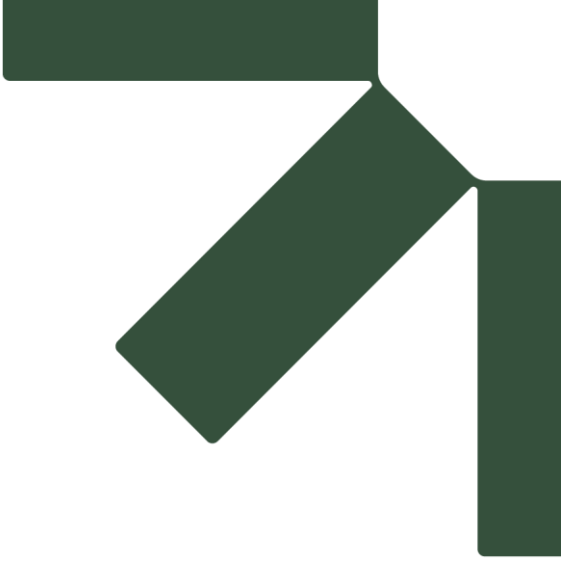


- KEY**
- 1 PV ARRAY
 - 2 KITCHEN EXTRACT
 - 3 ROOFLIGHT
 - 4 ZINC STANDING SEAM DORMER

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PROJECT	CARITAS, RED DOOR BURY					
DRAWING	PROPOSED ROOF PLAN					
DATE	NOV' 2025	DRAWN BY	CAW	SCALE	1:100	@A3
JOB NO.	1454	DWG.NO.	L1001			



Appendix E

Project No. 415.064623.00001

Date: 10 July 2024

Caritas Day Care Centre, Bury – Red Door

Technical Statement - Parking Beat Surveys

Parking Beat Surveys Completed to Date

We have currently completed the following parking beat surveys to support the application for a new single storey day centre located on land adjacent to St Joseph's Presbytery in Bury. In order to capture existing Red Door operations and Church Mass services the following surveys have been completed to date:

- Tuesday 11th June 2024 between 08:30 – 12:00; and
- Sunday 9th June 2024 08:00 – 12:00.

The parking survey / study area has included the Church car park (which the Red Door operations currently have access to) together with the local highway network within 200m of the site (with a plan of the parking survey study area attached to the rear of this statement). The parking beat surveys were undertaken in 20-minute intervals.

We consider that these surveys provide an accurate snapshot of parking conditions associated with the Church, Red Door and conditions on the adjoining highway network during the key / critical time periods.

Further Parking Beat Surveys to be Undertaken

During our meeting on Tuesday 2nd July 2024, Highway Officers indicated that the surveys completed to date were limited and, in their opinion, not sufficient to demonstrate the current parking situation in the vicinity of the site.

Based on our discussions, the following additional surveys are proposed, to enhance the data that has been collected to date:

- 1 x additional weekday survey (*Monday to cover the other weekday Mass*): 06:00 – 20:00;
- 1 x Saturday survey: 15:30 – 19:00 (to cover Saturday Vigil Mass); and
- 1 x additional Sunday survey: 06:00 – 20:00.

Again, the surveys will be conducted on days that correspond with Church / Mass services being held and current weekday Red Door operations.

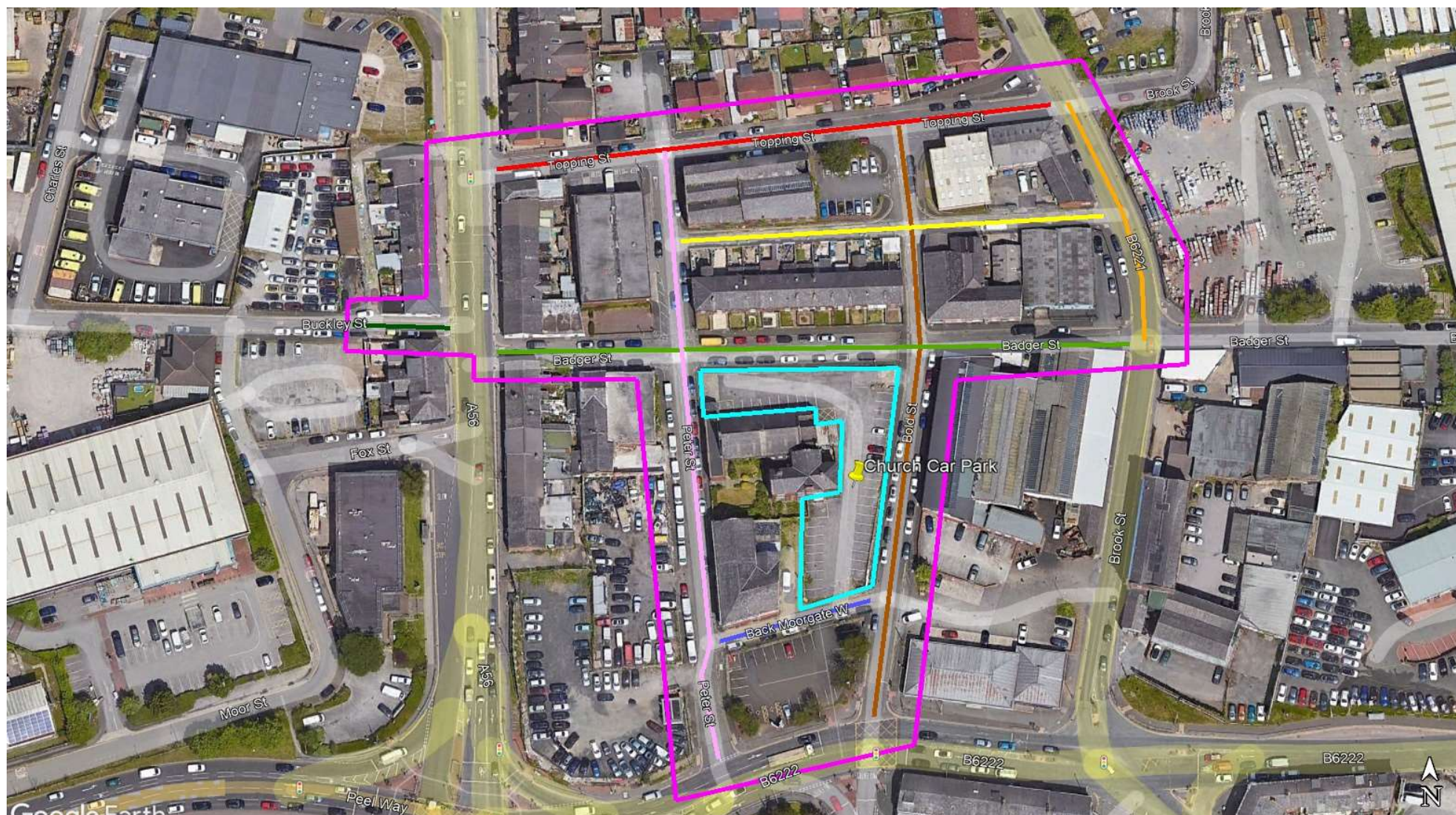
By undertaking these additional surveys, we will then have a total of 5 days' worth of survey work (two weekday, two Sundays and a Saturday); this approach in line with widely adopted parking survey guidance (ie. the Lambeth methodology) and is considered to be more than sufficient to indicate the current parking conditions.

With the proposed additional surveys, we have extended the survey times to show the potential drop off with commuter parking on the streets (rather than resident parking), particularly on the weekdays.

The survey study area will remain the same, but we also propose to incorporate the Moorgate car park into the study area just for data collection purposes only. However, this car park will not be included or relied upon as 'available spaces' within our analysis and Transport Statement submission, notwithstanding that there are no proposals for its redevelopment in the public domain and as such it remains operational 24/7 all year round in line with Bury Council's stated parking management arrangements. In addition to the above parking surveys, the Transport Statement will be supplemented by an analysis of sustainable transport and active travel facilities and infrastructure in the vicinity of the site, to demonstrate that the site is highly accessible by means other than the private car.

Mindful that the proposed applicant is a registered charity with limited resources and budget, we would be grateful if you could confirm your agreement on the proposed scope of the additional surveys.





Emilia Gosden

From: Traffic <Traffic@bury.gov.uk>
Sent: 11 July 2024 10:53
To: Holmes, Paul
Cc: Foudy, John; Traffic; Beirne, Thomas; Emilia Gosden
Subject: FW: Pre-application Enquiry No. 02979/E: Land adjacent to St Josephs Presbytery, Peter Street, Bury, BL9 6AB/Caritas Red Door, Bury - Scope of Additional Parking Beat Surveys
Attachments: Red Door_Technical Statement_Parking Beat Surveys_Issued.pdf

You don't often get email from traffic@bury.gov.uk. [Learn why this is important](#)

Hi Paul,

The proposed additional surveys appear to cover a range of days/time periods. I have no further observations.

Thanks,

Katie Vincent-Mercer
Network & Asset Management
Bury Council

From: Holmes, Paul <P.Holmes@bury.gov.uk>
Sent: Thursday, July 11, 2024 8:02 AM
To: Foudy, John <J.Foudy@bury.gov.uk>; Traffic <Traffic@bury.gov.uk>
Cc: Beirne, Thomas <T.Beirne@bury.gov.uk>; Emilia Gosden <Emilia.Gosden@slrconsulting.com>
Subject: Pre-application Enquiry No. 02979/E: Land adjacent to St Josephs Presbytery, Peter Street, Bury, BL9 6AB/Caritas Red Door, Bury - Scope of Additional Parking Beat Surveys

Hi John/Katie,

Please see the attached in relation to a proposal we have discussed recently. Do you think that the scope is sufficient from your perspectives? I am on leave next week until 23/07/24 so would appreciate it if you could copy Emilia and Tom in on any observations you might have.

I have also asked Tom to confirm, after our further discussions, that the proposed, direct access onto Bold Street that results in the loss of on-street parking provision will not be supported by the Highway Authority, so revised proposals will be required to access all parking associated with the development from the existing communal car park access, along with a detailed scheme of works to the perimeter of the site surrounded by adopted highways.

Many thanks,

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

Bury Council
Department of Operations
Engineering Services
Bradley Fold Depot,
Bradley Fold Road,
Bolton, BL2 6RS

From: Emilia Gosden <Emilia.Gosden@slrconsulting.com>
Sent: Wednesday, July 10, 2024 4:03 PM
To: Holmes, Paul <P.Holmes@bury.gov.uk>
Cc: Beirne, Thomas <T.Beirne@bury.gov.uk>
Subject: Caritas Red Door, Bury - Scope of Additional Parking Beat Surveys

Good Afternoon Paul,

Following from our meeting last week regarding Caritas Red Door in Bury, please find attached a technical statement outlining the additional parking beat surveys we propose to undertake.

Considering that the applicant is a registered charity with limited resources and budget, we would appreciate it if you could review and confirm if you agree with the contents of the technical statement and the scope of additional surveys that we intend to undertake?

Many thanks in advance.

Kind regards

Emilia

Emilia Gosden

Senior Transport Planner - Transport and Mobility Planning

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