

SUSTAINABLE TRAVEL POLICY

Prepared on behalf of: Praveen Videlpap

Site address: 29 Cartmel Close, Unsworth, Bury, BL9 8JA

Application type: Full Planning Permission

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

1.0 Introduction

This Sustainable Travel Policy has been prepared by Inhaus Planning on behalf of Praveen Videlpap in support of the application for Full Planning Permission for the proposed children's care home at 29 Cartmel Close, Unsworth, Bury, BL9 8JA. It sets out the travel arrangements for staff, residents, and visitors and should be read alongside the accompanying Parking Management Plan, which addresses the management of the two off-street parking spaces and any residual on-street demand during shift changeovers.

The policy has been prepared having regard to the NPPF (December 2024), paragraph 116 of which provides that development should only be 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.

2.0 Site Accessibility

The application site at 29 Cartmel Close is located within Unsworth, a residential settlement in the Metropolitan Borough of Bury, Greater Manchester. The site is within a short walk of bus stops on Parr Lane and Sunny Bank Road, served by Bee Network routes 95 and 97 (Bury–Manchester via Unsworth), which operate at approximately 15-minute frequency on route 97. The nearest Metrolink connection is at Besses o'th' Barn, on the Bury line, accessible via bus route 97. Bury town centre is approximately 4 miles north, accessible by bus. Unsworth Academy is approximately 820 yards from the site.

3.0 Staff Travel Arrangements

The extended shift pattern of 24 to 48 hours means that staff changeovers occur at most once per day. This is significantly fewer vehicle movements than a conventional care home or shift-based employment. Staff will be actively encouraged to travel by public transport, cycling, or on foot. Bee Network routes 95 and 97 provide direct connections from Bury, Whitefield, and Manchester city centre, making sustainable travel a realistic option for many staff members.

Any staff member who travels by car will be required, as a condition of employment, to use the two off-street driveway spaces in the first instance. During the brief daily changeover window, the management of any third vehicle is governed by the accompanying Parking Management Plan.

4.0 Parking Provision

Two off-street parking spaces are provided on the private driveway at 29 Cartmel Close. These spaces accommodate all operational parking needs outside of the brief daily changeover window. The management of parking during changeovers — including the location, duration, and constraints applying to any vehicle that parks on Cartmel Close — is set out in the accompanying Parking Management Plan.

The two off-street spaces are considered appropriate for a two-place home with an extended shift model. The total number of vehicles associated with the home at any given time is low, and the driveway provision meets routine operational needs in full.

5.0 Cycle Storage

Secure cycle storage for three bicycles is provided within the curtilage, available to staff and to young people, including older residents developing independent travel skills. Staff who cycle to work will use this storage. The availability of cycle storage reduces overall parking demand and supports the home's commitment to sustainable travel.

6.0 Visitor Arrangements

All professional visits will be managed through an appointments-based system. No two visits will be scheduled to overlap. Visitors will be directed to use the off-street driveway. The full visitor management arrangements, including the scheduling protocol that prevents visitor arrivals coinciding with changeover windows, are set out in the Parking Management Plan.

7.0 Resident Travel

The two young people will not hold driving licences. School transport or taxi vehicles will collect from the private driveway and are coordinated with the daily changeover schedule to prevent simultaneous presence of vehicles on Cartmel Close. Older residents will be supported to develop safe independent travel skills using local bus services, including routes 95 and 97.

8.0 Monitoring and Review

The Registered Manager will maintain a travel log recording staff travel modes and vehicle movements, reviewed annually. This Policy will be reviewed annually or sooner in response to any operational change, and will be made available to the Council on request.

9.0 Conclusion

The proposed two-place children's care home will generate minimal vehicular activity. Two off-street parking spaces accommodate all routine operational needs. The Parking Management Plan governs any residual on-street parking during brief daily changeovers, ensuring it is managed, time-limited, and positioned so as not to obstruct the footway or the turning head. The residual cumulative impact on the highway network does not meet the severe threshold in paragraph 116 of the NPPF (December 2024). Bury Metropolitan Borough Council is invited to conclude that the transport arrangements are appropriate, proportionate, and consistent with national and local planning policy.