

Redrow Homes Ltd

Travel Plan

Residential Development, Bury New Road, Prestwich

250086

FEBRUARY 2025



SCP GENERAL NOTES

Project No.: 250086-TP (0.0)

Title: Travel Plan, Residential Development, Bury New Road, Prestwich

Client: Redrow Homes Ltd

Date: 19 February 2025

Office: Manchester

Author	<u>Tom King</u>	Reviewer	<u>Stacey Silverman</u>
Date:	<u>12/02/2025</u>	Date:	<u>19/02/2025</u>

Revision	Date	Status	Prepared by	Approved by
00	19/02/25	Draft	TK	SS

SCP (an RSK company) has prepared this report for the sole use of the client, showing reasonable skill and care, for the intended purposes as stated in the agreement under which this work was completed. The report may not be relied upon by any other party without the express agreement of the client and SCP. No other warranty, expressed or implied, is made as to the professional advice included in this report.

Where any data supplied by the client or from other sources have been used, it has been assumed that the information is correct. No responsibility can be accepted by SCP for inaccuracies in the data supplied by any other party. The conclusions and recommendations in this report are based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.

No part of this report may be copied or duplicated without the express permission of SCP and the party for whom it was prepared.

Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

CONTENTS

1	INTRODUCTION	3
	Site location	4
	The need for a travel plan.....	4
	Travel plan benefits	4
2	POLICY CONTEXT	6
	National policy	6
	National Planning Policy Framework (NPPF) February 2025	6
	Planning Practice Guidance (PPG)	6
	Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2023	7
	Good Practice Guidelines: Delivering Travel Plans through the Planning Process, 2009.	7
	Regional policy	7
	Places for Everyone Joint Development Plan Document.....	7
	Greater Manchester Transport Strategy, 2040 (GM2040)	8
	Local policy	8
	Bury Local Transport Strategy	9
	Conclusion	10
3	DEVELOPMENT PROPOSALS.....	11
	Background.....	11
	Proposed/approved development.....	11
	Parking.....	11
	Cycle parking	11
	Car parking	11
4	ACCESSIBILITY	12
	Access on foot	12
	Access by bike.....	15
	Access to Public transport	17
	Bus 18	
	Metrolink Accessibility.....	19
	National rail.....	19
	Summary	19
5	TRAVEL PLAN COORDINATOR	21
	Funding	21
6	OBJECTIVES AND TARGETS.....	22
	Objectives	22
	Targets.....	22
7	MEASURES	23
	Infrastructural measures	23
	Informational measures	23
	Management measures	24

8 ACTION PLAN	26
9 CONCLUSION.....	28

TABLES

Table 4-1 Amenities within 2km of the site	15
Table 4-2 Local Bus Services	18
Table 8-1 Outline of Action Plan	26

FIGURES

Figure 4-1 Public Rights of Way Map (Approximate).....	13
Figure 4-2- Walking Accessibility Map.....	14
Figure 4-3 Cycling Accessibility Map	16
Figure 4-4 Public Transport Accessibility Map.....	17

APPENDICES

APPENDIX 1 NOTICE OF PLANNING PERMISSION	29
APPENDIX 2 CORRESPONDENCE WITH BURY COUNCIL.....	30
APPENDIX 3 INDICATIVE SITE LAYOUT	31
APPENDIX 4 BURY LOCAL CYCLE MAP.....	32

1 INTRODUCTION

- 1.1 This travel plan has been prepared by SCP on behalf of Redrow Homes Ltd to support a development of up to 97 no. residential units on land at Valley Park Road/Clifton Road, Prestwich, Manchester, associated with planning reference 58655. This development was granted planning permission on 21st October 2015. See **Appendix 1** for notice of planning permission.
- 1.2 The site provides 97 no. residential units comprising 67 no. dwellings and 30 no. apartments with associated landscaping; access arrangements; car parking; substation; and creation of pond and woodland walk, and seating area.
- 1.3 This travel plan has been produced in association with the planning reference 58655, condition 13 for the development of the site, which states:

“Prior to first occupation of the development hereby approved, a detailed travel plan shall be submitted to and approved in writing by the Local Planning Authority. The approved travel plan shall be implemented in accordance with an agreed timetable. Reason. In order to promote the use of sustainable modes of transport and minimise the use of the private car and single occupancy vehicles pursuant to the National Planning Policy Framework”
- 1.4 As the travel plan was not produced prior to occupation, it was agreed on 29th January 2025, with Helen Leach, Team Leader – Development Management at Bury Council, that provision of a travel plan and travel information pack would be sufficient to discharge the above condition. The discussion and agreement is provided in **Appendix 2** of this report.
- 1.5 This report sets out Redrow Homes’s commitment to reducing the number of vehicular trips generated by the development and identifies the key principles which will be developed through the travel plan.
- 1.6 This report aligns with both national and local transport policy, in seeking to provide sustainable development with good access to jobs and facilities; to encourage the use of non-car modes of transport; to ensure that the highways impact of new developments is acceptable or mitigated against; and to promote good site design with appropriate parking levels.
- 1.7 As explored further in the following sections of this travel plan, it can be seen that the site has excellent levels of accessibility by all the main non-car modes of transport. Access to the site by foot and cycle is of an excellent standard, and both bus and tram connections are also available within close proximity, thereby enabling access to the site from a range of local destinations. The development therefore contributes towards the policy aims of being sustainably located.

Site location

- 1.8 The site is located on land at Valley Park Road/Clifton Road, to the south of the M60 Manchester ring road and close to the A56, a key strategic route into Manchester city centre. Manchester is approximately 6km to the south of the site, whilst Prestwich is within a 1km catchment.
- 1.9 The site is an irregular shaped parcel of land located adjacent to land associated with a Tesco supermarket, and Prestwich Hospital. Residential units are located to the north and east of the site, with the south and west of the site retained for green space.

The need for a travel plan

- 1.10 A travel plan is an important tool for supporting sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action.
- 1.11 There are a number of challenges that travel plans can contribute towards meeting. These include minimising the potential increase in traffic resulting from new development and helping to reduce carbon emissions, by reducing the proportion of car trips.
- 1.12 In addition, there is a need to promote healthier lifestyles and travel plans can help through increased walking and cycling. As a result, a travel plan forms a key stage in the forward planning process and is a 'living document' that needs to be regularly reviewed to ensure its effectiveness.

Travel plan benefits

- 1.13 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as addressing a range of issues, including:
- Saving money, enabling users to gain financial control of transport expenditure;
 - Reducing traffic congestion, aiding the local economy;
 - Improving the health, stress and wellbeing of users of a development;
 - Ensuring all users are able to reach the site, catering for a variety of mobility needs;
 - Improving the productivity of users;
 - Promoting positive Corporate Social Responsibility;
 - Enhancing the reputation and relations with local communities;
 - Reducing the demand for car parking, enabling more efficient land use;
 - Cutting carbon emissions and their contribution to climate change; and
 - Improving local air quality, while reducing noise pollution.
- 1.14 With specific reference to a travel plan for a residential development, improvements in accessibility to a site can help promote sustainability to residents and visitors

accessing the development, helping to maintain healthy lifestyles through commuting and a greener facility, as a whole.

- 1.15 The travel plan should provide benefits to all parties, including the developer, residents, visitors, and the local authority, which can help in gaining widespread commitment to its implementation and operation.

2 POLICY CONTEXT

National policy

National Planning Policy Framework (NPPF) February 2025

- 2.1 Travel plans are currently secured within the planning system within the context of the government's National Planning Policy Framework (NPPF).
- 2.2 The NPPF aims to provide a framework within which locally-prepared plans for housing and other development can be produced. The framework aims to streamline the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.
- 2.3 The NPPF aims to promote sustainable transport, and ensure that transport issues are considered from the earliest stages of plan making and development proposals so that:
 - The potential impacts of development on transport networks can be addressed.
 - Opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised.
 - Opportunities to promote walking, cycling and public transport use are identified and pursued.
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account.
 - Patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 2.4 Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.
- 2.5 The document states that all developments which generate significant amounts of movement should be required to provide a travel plan, and that the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Planning Practice Guidance (PPG)

- 2.6 Planning Practice Guidance (PPG) is in place to support the NPPF. The PPG on "Travel Plans, Transport Assessments and Statements" was provided in 2014. The PPG provides advice on when these documents are required, and what they should contain.
- 2.7 The document states that travel plans should, where possible, be considered in parallel to development proposals, and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.
- 2.8 The primary purpose of a travel plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public

transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.

- 2.9 Travel plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements, all of which should be proportionate.
- 2.10 Travel plans should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should fit in with wider strategies for transport in the area.

Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2023

- 2.11 The Town and Country Planning Order identifies Active Travel England as a statutory consultee for planning applications for any development that exceeds the following thresholds:
 - 150 residential units
 - 7,500 sqm
 - Site area of 5 ha

Good Practice Guidelines: Delivering Travel Plans through the Planning Process, 2009.

- 2.12 A further key national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled “Good Practice Guidelines: Delivering Travel Plans through the Planning Process”. This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.
- 2.13 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.

Regional policy

Places for Everyone Joint Development Plan Document

- 2.14 In terms of regional planning policy, Bury Council adopted the **Places for Everyone (PfE) joint development plan document (DPD)** in March 2024. This is a long-term plan for nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford Tameside, Trafford and Wigan) for jobs, new homes and sustainable growth.

- 2.15 The PfE DPD sets out a clear spatial strategy up to 2039 for delivering sustainable, inclusive growth through growth in jobs and housing. It incorporates several other policies including the Greater Manchester 5-year environmental plan and the Greater Manchester Transport Strategy.
- 2.16 It identifies, as part of Greater Manchester's Strategy's ten priorities, the need to *"deliver an integrated [transport] network with world-class connectivity."* It also identifies the role of transport within achieving GM's carbon target of being carbon neutral by 2038.
- 2.17 The PfE DPD highlights that a significant change is required in people's travel behaviour so walking and cycling replace the car as the natural choice for short journeys and public transport for long trips. As part of this, the **Greater Manchester Transport Strategy 2040** sets out a target of 50% of all daily trips being via sustainable and active travel by 2040.

Greater Manchester Transport Strategy, 2040 (GM2040)

- 2.18 The GM2040, last updated in 2021, recognises the crucial role of transport in supporting Greater Manchester's (GM) vision *"to make Greater Manchester one of the best places in the world to grow up, get on and grow old"*.
- 2.19 Of particular importance to achieving Greater Manchester's ambition is its goal of achieving carbon neutrality by 2038. The GM2040 sets out the long-term transport strategy for the GM region in order to achieve this role.
- 2.20 The GM2040's vision is for GM to have *"World class connections that support long-term sustainable economic growth and access to opportunity for all"*. This is framed around four goals;
 - Supporting sustainable economic growth;
 - Protecting our environment;
 - Developing an innovative city-region;
 - Improving quality of life for all.
- 2.21 As part of achieving these goals, and the over-arching vision of the GM2040, the strategy sets out what it terms the "Right Mix". This refers to the ambition, that by 2040, 50% of all journeys made in GM will be made by public transport or active travel, which it expects to help achieve zero net growth in motor vehicle traffic in GM.
- 2.22 In addition to the GM2040, there are a series of **Five-Year Transport Delivery Plans**. These Delivery Plans set out Local Implementation Plans (LIP) for each of GM's ten local authorities (LA). These LIP's build on the main Delivery Plans, setting out further details to inform each LA's transport ambitions, targets and priorities.

Local policy

- 2.23 As Local Planning Authority, Bury Council (BC) are responsible for the local planning policies that apply to the development. The current prevailing planning policy document that is relevant to the development is the **Bury Local Transport Strategy (LTS)**, adopted in October 2023. This is a non-statutory document that sets out the

transport investment in the Borough for the next approximately twenty years. It aligns with the transport aspirations of the Greater Manchester Transport Strategy (GM2040).

Bury Local Transport Strategy

- 2.24 The Bury Local Transport Strategy (LTS) is driven by the following vision:
- 2.25 *“By 2040, the Borough’s townships will be connected to each other, to Greater Manchester and beyond by an affordable, safe, reliable and well-maintained low carbon transport system. It will be easy to get around by public transport, on foot and by bike. Walking and cycling will be the first choice for short journeys for those who are able to walk and cycle. Investment in transport will help grow the economy, reduce deprivation and improve the health and well-being of residents.”*
- 2.26 The LTS identifies six strategic objectives to achieve this vision. These are:
1. To support sustainable and inclusive economic growth and regeneration
 2. To reduce the impact of transport on the environment.
 3. To support healthy and active lifestyles.
 4. To improve connectivity.
 5. To provide a well-maintained, reliable and resilient transport system.
 6. To provide a transport system that is safe, secure and accessible to all.
- 2.27 These objectives are structured around the following themes of:
- Bus;
 - Walking, Wheeling and Cycling;
 - Highways;
 - Metrolink.
- 2.28 In regards to Prestwich, the LTS recognises the existing Metrolink and highway connections the area benefits from. This includes the strategic role of the A56 Bury New Road and M60 orbital motorway.
- 2.29 It recognises that the compact nature of the town centre, meaning amenities are within short walking distance of each other.
- 2.30 It acknowledges that there is a lack of cycle and public transport infrastructure in parts of Prestwich, affecting accessibility and increasing congestion on the existing highway corridors.
- 2.31 To address these challenges, it proposes a number of improvements including to the Prestwich Metrolink stop, high frequency bus routes including the 97 and 98 services, bikeability cycle training, and active travel improvements in Prestwich town centre. A full outline of these specific measures can be found in Appendix 1E of the LTS.

Conclusion

- 2.32 In general, the national, regional and local transport policy documents set out above follow similar themes and promote common aims which are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against, and to promote good site design with appropriate parking levels.
- 2.33 This travel plan has been developed in line with national, regional and local transport policy and guidance.

3 DEVELOPMENT PROPOSALS

Background

- 3.1 The development has been fully built, following approval of planning permission in October 2015.

Proposed/approved development

- 3.2 The development consists of 97 no. residential units (Class C3) comprising 67 no. dwellings and 30 no. apartments.
- 3.3 An indicative site layout is contained in [Appendix 3](#).

Parking

- 3.4 Parking levels have been obtained from Bury's Supplementary Planning Document (SPD11) as of 2015.
- 3.5 Maximum standards state that between 1.5 – 2.5 parking spaces should be provided for 2-bed units; 2 to 3 car parking spaces per 3-bed unit; and 3 spaces per unit for 4-beds and above. A minimum of 5% of apartment car parking should be provided as blue badge parking. Car parking for visitors is also required.

Cycle parking

- 3.6 A minimum of 28 cycle parking spaces were required at the time of application to support the apartments, in a long stay secure compound or locker.
- 3.7 The development complies with the required parking standards, with parking for the apartments provided in the form of a secure cycle store to the rear of the apartment blocks. Cycle parking for houses was provided within garden sheds and garages.

Car parking

- 3.8 The development complies with the required parking standards which were in place in 2015, with parking for vehicles across the development provided in a mixture of driveway and garage spaces for individual houses, and shared parking facilities for the apartments.

4 ACCESSIBILITY

- 4.1 This chapter provides an appraisal of how accessible the site is by the three main non-car modes of transport: walking, cycling and public transport.
- 4.2 The accessibility of the site has been assessed in comparison with the widely accepted threshold distances of 2km (the distance for which walking offers the greatest potential to replace short car trips), 5km for cycle journeys and 60 minutes for public transport trips.
- 4.3 The site has good pedestrian and cycle facilities, and is located within a 6 minute walking distance of frequently served bus stops and within an approximate 13-minute walking distance of Prestwich Metrolink (tram) station.

Access on foot

- 4.4 Walking is the most important mode of transport at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.5 The Manual for Streets (Department for Transport, 2007) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.6 The site is located within 300m of the nearest Public Right of Way (PROW). This provides routes towards Prestwich Forest Park to the south-west and Whitefield to the north.
- 4.7 There are two PROWs in close proximity to the site; numbers 24 and 25. The approximate routes are illustrated in **Figure 4.1**. PROW no.24 extends from Bury New Road, past Prestwich Hospital to Mere Clough, and on to Clifton Road. PROW no.25 connects Clifton Road to the south with PROW no.24. It is approximately 300m from the site.
- 4.8 As shown in **Figure 4.1**, route no.25 connects with further PROWs which provide access to Whitefield to the north. Route no.24 connects with various PROWs around Prestwich Forest Park, Prestwich Clough and the disused sewage works.

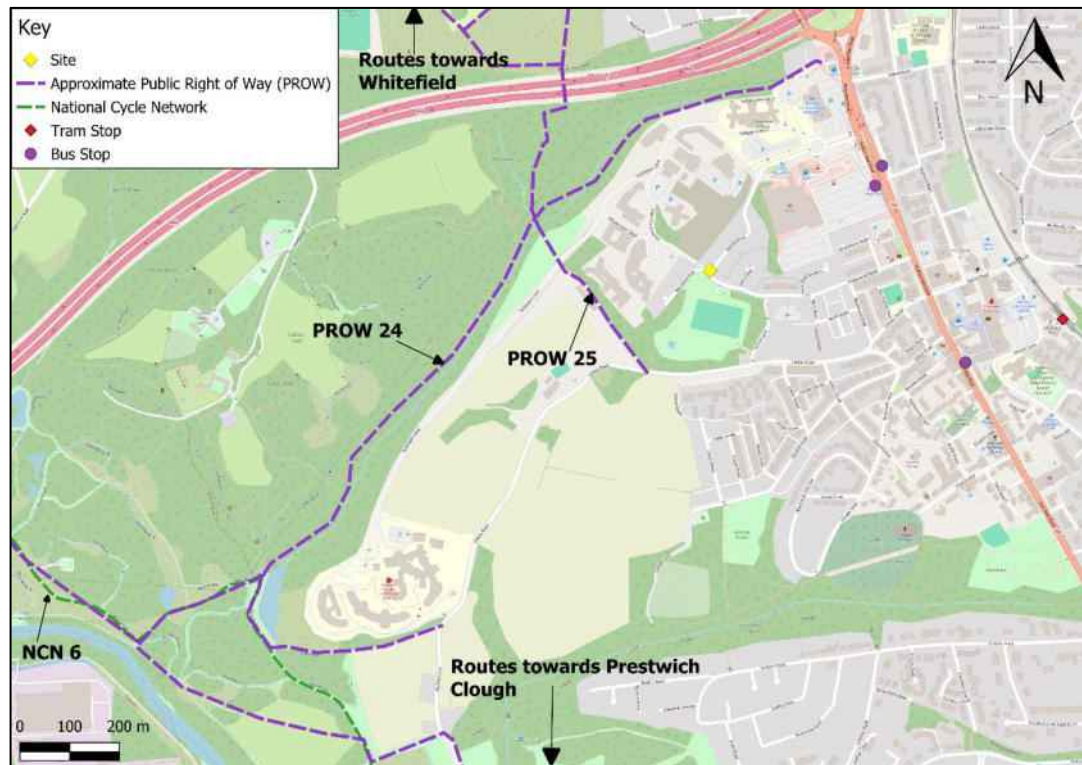


Figure 4-1 Public Rights of Way Map (Approximate)

Source: Bury Council Definitive Map, correct as of 11th of February, 2025

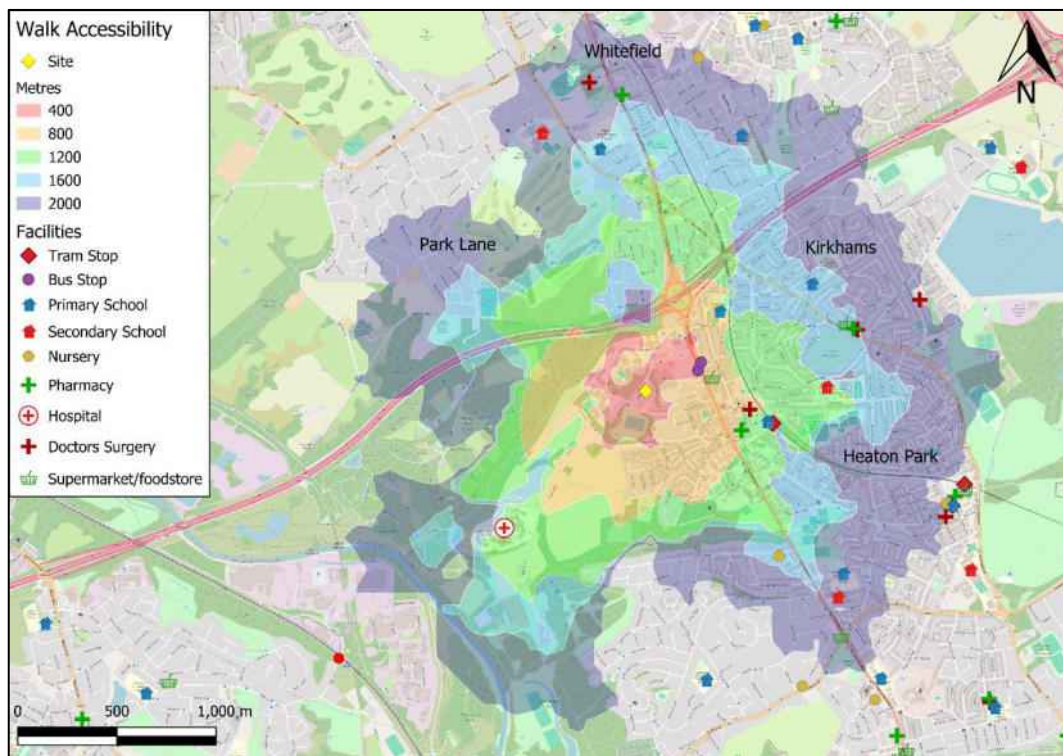


Figure 4-2- Walking Accessibility Map

Source: TRACC, correct as of 6th of February, 2025

- 4.9 As shown in **Figure 4.2**, properties are within an 800m walk of Prestwich town centre. Two walking routes are available from the site: one following Pinfold Drive to the north, along Valley Park Road and out onto Bury New Road; and a further route from the south-eastern end of Pinfold Drive which provides a walking / cycling route to West Road, Kingswood Road and then on to Bury New Road.
- 4.10 Both walking routes have good pedestrian infrastructure, with dropped kerbs at junctions, and wide footways, along with street lighting through the development.
- 4.11 A further route is available which follows Pinfold Drive onto Clifton Road via an off-road footpath; Bury New Road can be accessed to the east of the exit on Clifton Road.
- 4.12 Prestwich provides a range of quality services including banking, an optician, a library, food and non-food retail, a GP and emergency 'drop-in' centre, a pharmacy, dry cleaning service, bars and restaurants, and so on. All services are within walking distance due to the compact nature of Prestwich Village, thereby greatly reducing the need to own a vehicle. Some of the provided amenities, along with walking distance from the site, can be found in **Table 4.1**. High quality public transport is also provided within Prestwich, including bus and Metrolink services.
- 4.13 The topography of the area is conducive to walking. There is good pedestrian infrastructure with dropped kerbs at junctions, wide, street-lit footways throughout,

and natural surveillance in the area by virtue of the residential and commercial properties that abut the routes.

- 4.14 High quality green space is also available in close proximity to the development, with St. Mary's Park and Philips Park both within walking distance, providing a range of routes for leisure purposes.

Type	Description	Location	Distance (m)	Walk time (mins)
Access to cash	Tesco Bank ATM	Valley Park Rd	400	6
Supermarket	Tesco Superstore	Valley Park Rd	500	7
Access to an outdoor open space	Prestwich Country Park	Off Clifton Rd	700	10
Community facility	Church Lane Community Centre	Church Ln	750	10
Over the counter services associated with a pharmacy	Prestwich Pharmacy	Longfield Centre	800	11
GP Surgery	Longfield Medical Practice	Fairfax Rd	800	11
Primary School	St Marys C of E Primary School	Rectory Ln	850	12
Secondary School	The Heys School	Heys Road	1200	17

Table 4-1 Amenities within 2km of the site

Source: Google Maps, correct as of 6th of February, 2025

Access by bike

- 4.15 Cycling is an inexpensive, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport, and is subject to fewer traffic and congestion delays.
- 4.16 Cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey, or as part of a longer journey by public transport.
- 4.17 There are several cycle routes in close proximity to the development site. Of particular interest is National Cycle Network (NCN) Route 6, which passes through

Manchester, Blackburn, Preston, Lancaster, along with a number of other further afield locations, and links to the west of the development site. This serves as an excellent commuter and leisure route for residents.

- 4.18 NCN Route 6 can be accessed from PROW no.24. The quickest route from the site is approximately 1.5km and follows Clifton Road to the south of the site, turning right just before Buckley Lane, from here PROW no.24 connects with NCN 6.
- 4.19 Direct routes into the nearby centres can be achieved by cycling on-road. Cycle lanes are provided along much of the length of Bury New Road into Manchester, and along Manchester Road into Bury. For a full local cycle map of the Borough, see **Appendix 4.**

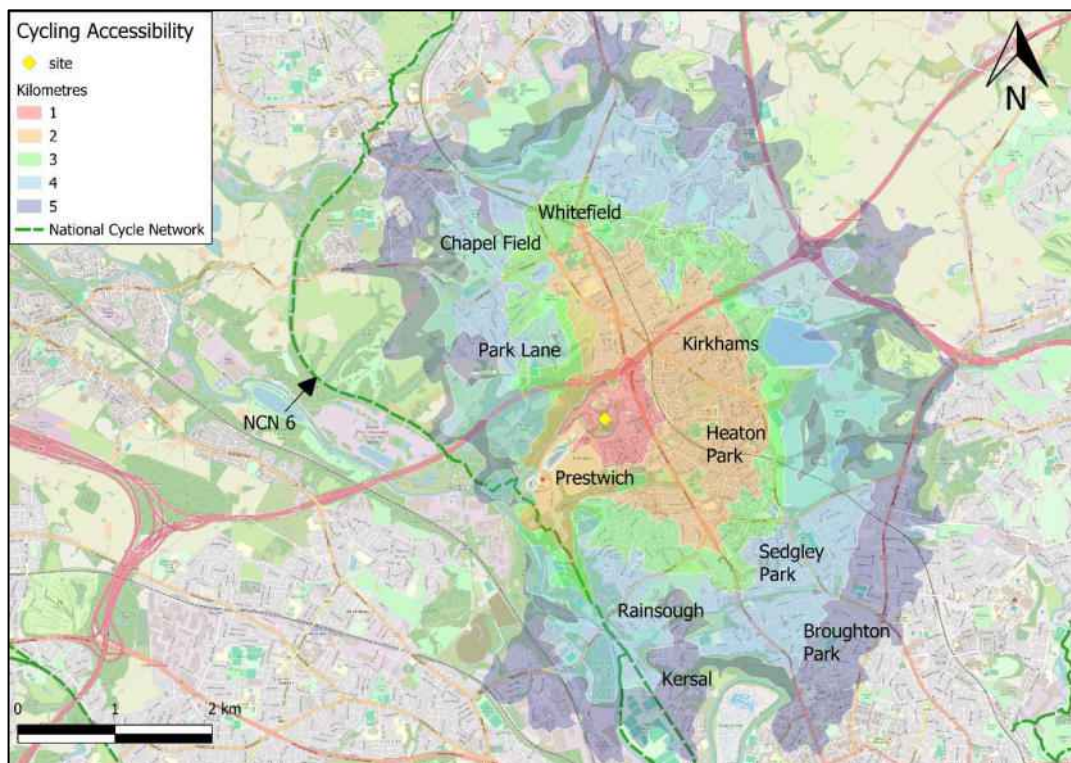


Figure 4-3 Cycling Accessibility Map

Source: TRACC, correct as of 6th of February, 2025

- 4.20 **Figure 4.3** demonstrates that a number of areas within Greater Manchester can be reached within a 5km cycle. This includes Prestwich, Whitefield, Kirkhams and Kersal.
- 4.21 As such the site is considered to be well located for cycle access to the surrounding area.

Access to Public transport

- 4.22 The site has excellent public transport accessibility, with a number of options available via tram, bus and national rail.

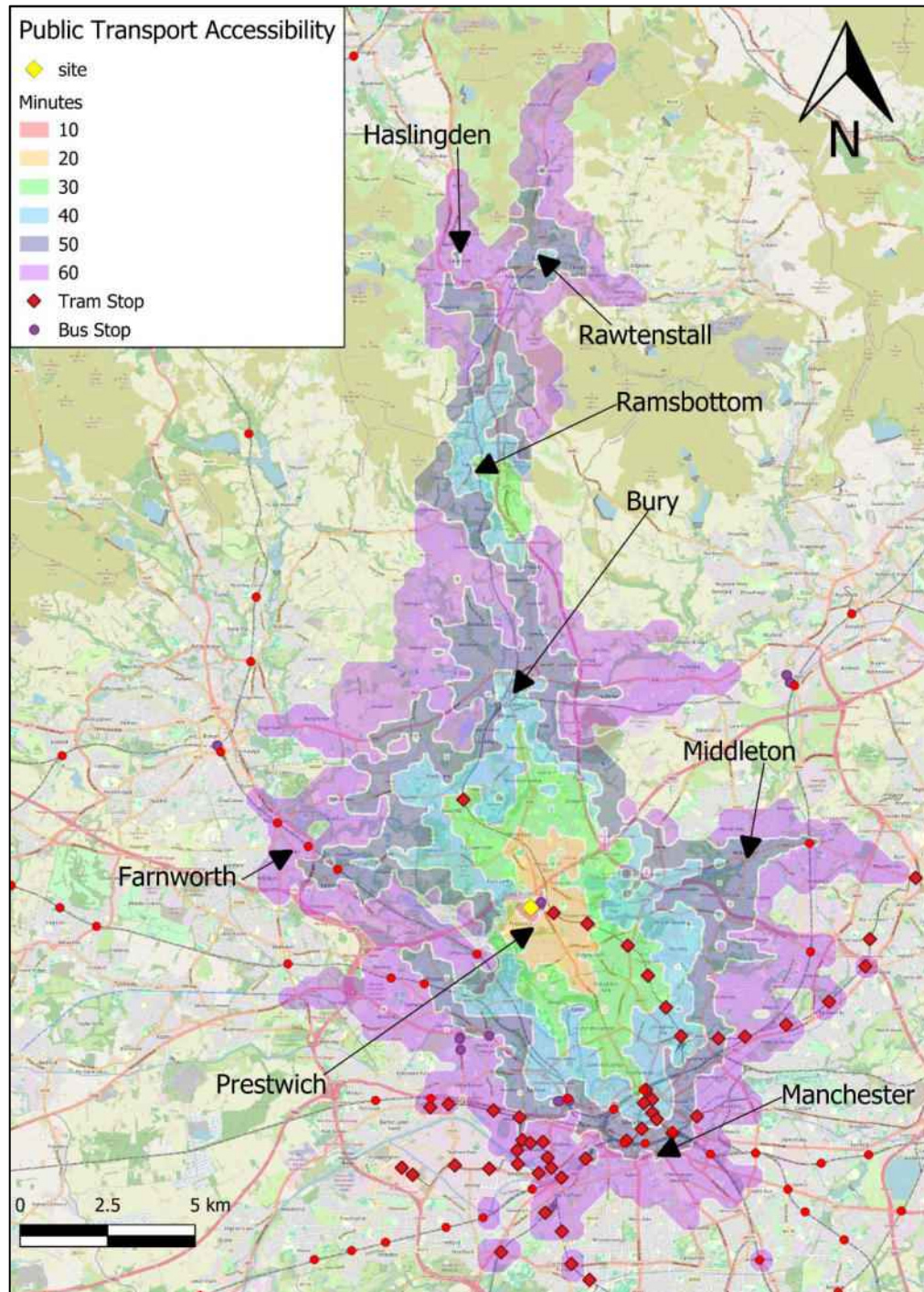


Figure 4-4 Public Transport Accessibility Map

Source: TRACC, correct as of 6th of February, 2025

- 4.23 **Figure 4.4** demonstrates that a number of areas within Greater Manchester can be reached within 60 minutes by public transport, including Bury, Farnworth and Middleton. Areas in parts of Lancashire are also accessible by public transport including Ramsbottom, Haslingden and Rawtenstall.

Bus

- 4.24 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.25 The nearest bus stop is located on Stanhope Avenue, outside the Tesco Superstore, approximately 400m from the residential development.
- 4.26 In addition, bus stops located at Longfield Centre, approximately 550m from the site, which are served by a large range of services, including a number of limited-stop express buses which provide a quicker journey time into Manchester city centre.

Table 4-2 Local Bus Services

Service	Route	First arr.	Last dep.	Days	Frequency
Stanhope Avenue					
95	Bury - Pendleton	05:44	22:13	Mon – Fri	30 - 60 mins
97	Bury - Shudehill	05:57	23:34	Mon – Fri	30 – 60 mins
98	Bury - Shudehill	05:16	23:03	Mon – Fri	30 – 60 mins
Longfield Stop B					
X41	Accrington – Manchester	06:18	22:38	Mon - Fri	30 – 60 mins
X43	Burnley - Manchester	05:25	00:23	Mon - Fri	30 – 60 mins
66	Prestwich - Eccles	07:04	22:16	Mon - Fri	Hourly
90	Simister - Simister	07:27	18:24	Mon - Fri	Hourly
94	Bury – Higher Crumpsall	07:09	21:05	Mon - Fri	Hourly
99	Prestwich Hospital - Shudehill	06:18	19:18	Mon - Fri	30 mins

NB Saturday/Sunday service first-bus/last-bus and frequencies may differ to table

Source: Traveline, correct as of 6th of February, 2025

- 4.27 The Bury Local Transport Strategy, in partnership with Transport for Greater Manchester seeks to make significant improvements to the bus route frequency, inline with the Greater Manchester's Bus Service Improvement Plan (BSIP). This aims to increase frequency to at least every 10 minutes per hour Monday – Saturday daytimes. Relevant services affected include the 97 and 98.

Metrolink Accessibility

- 4.28 The Bury and Manchester Metrolink line has a station in Prestwich, providing quick and easy access to Bury and Manchester, along with a number of other destinations on the network such as Oldham and Salford Quays.
- 4.29 The station is located to on Rectory Lane, adjacent to Prestwich Job Centre. The station provides 33 car parking spaces, 2 blue badge parking bays and 18 cycle stands. As noted above, the station is in close proximity to the development site and is considered to be accessible on foot and by bicycle.
- 4.30 Services run from approximately 6am to 11pm on weekdays, and to midnight or 1am over the weekend.
- 4.31 The Bury Local Transport Strategy, in partnership with Transport for Greater Manchester seeks to make significant improvements to the Prestwich Metrolink stop. This includes:
- Provide better crossing facilities to make it safer for pedestrians and cyclists to get to the tram stop.
 - Refurbish and modernise the tram stop.
 - Enhance wayfinding from the Metrolink stop around Prestwich village to key destinations in the town centre.

National rail

- 4.32 The closest rail station to the site is Manchester Victoria, located around 6km to the south of the site, on the edge of Manchester city centre. This station can be accessed using the Metrolink or bus network, which also provide access to Manchester Piccadilly rail station from where a number of local and national locations can be reached, including Leeds, Liverpool, Birmingham and London.

Summary

- 4.33 Having regard to the above, it is considered that the site has good levels of accessibility by all the main non-car modes of transport. Access to the site by foot and cycle is of a reasonable standard, and both bus and tram connections are also available within close proximity, thereby enabling access to the site from a range of local destinations. The provision will support residents in making journeys by a range of forms of transport.
- 4.34 Further to this, the proposed improvements, outlined in the Bury LTS, to the Prestwich Metrolink and the frequency of the 97 and 98 bus routes will result in increased usage of public transport in making journeys.

- 4.35 The development therefore contributes towards the policy aims of being sustainably located.

5 TRAVEL PLAN COORDINATOR

- 5.1 The travel plan will be managed by a travel plan coordinator (TPC). The TPC will provide a key role in managing and delivering a successful travel plan.
- 5.2 The TPC will be appointed by the developer to take responsibility for the development and management of the residential travel plan, thereby ensuring its successful delivery.
- 5.3 A TPC is not a full-time role but requires an individual with time to implement the travel plan and associated travel information pack, with the requisite communication skills to deliver information to all residents.
- 5.4 A list of the key components of the TPC role are provided below:
 - Act as a primary point of contact for all travel related matters;
 - Promote and implement the travel plan measures, such as the travel information pack;
 - Develop travel information and keep resources up to date;
 - Update the action plan which will record the initiatives taken to meet the identified targets;
 - Identify and develop active travel initiatives as required; and
 - Liaise with the respective authorities and stakeholders to maximise the benefits of sustainable travel information and provisions.
- 5.5 The TPC will be supported in the delivery of the travel plan by the developer who will assist in the promotion of the measures delivered by the TPC and report to the TPC with updates about the site.

Funding

- 5.6 Appropriate funding will be allocated at the start of the travel plan process to cover the costs involved in administering the travel plan and travel information over an agreed time period.
- 5.7 The funding covers costs relating to the TPC, including marketing of the travel plan along with marketing materials. The funding stream will allow development and implementation of the travel plan and travel information pack, in line with planning condition 13. The funding for the travel plan is incorporated into the site's operating budget.
- 5.8 Travel plan success is dependent on ownership of the plan being taken, alongside commitment to implement the contained measures. To ensure any difficulties encountered are addressed efficiently, contact details for the travel plan coordinator are identified below.
- 5.9 Travel Plan Coordinator:
 - Name: Stacey Silverman, Principal Transport Planner, SCP Transport
 - Email: Stacey.Silverman@scptransport.co.uk
 - Phone: Office - 0161 832 4400 / Direct Dial - 0161 819 7413

6 OBJECTIVES AND TARGETS

- 6.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high-level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.
- 6.2 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

Objectives

- 6.3 The development of this travel plan has been prepared to achieve the following objectives:
- To reduce the impact and frequency of single-occupancy car travel on the local community;
 - To encourage greater use of sustainable transport in preference to the use of the private car, including walking and cycling for local journeys;
 - To increase the accessibility of the site to a wide range of people including those who are less mobile;
 - To protect and enhance the environment in and around the site;
 - To provide a unique selling tool, promoting the site; and
 - To promote a lifestyle to residents which includes healthy and sustainable living.

Targets

- 6.4 The setting of targets is key to ensuring that the objectives of the travel plan are met. Targets should therefore be linked to the objectives. For this travel plan, actions which represent milestones have been included as targets.
- 6.5 Targets will be measurable through the use of indicators, which represent the results of monitoring. Indicators may also be used to highlight the progress of the travel plan, and have been set out in an action plan at the end of this strategy.
- 6.6 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

7 MEASURES

- 7.1 A travel plan is a tool that seeks to implement measures to promote and encourage travel by sustainable modes of transport.
- 7.2 A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development. As such, the following bespoke set of measures is proposed for the development. These are made up of 'hard' (infrastructural) measures and 'soft' (informational) measures. A third category provides for the management measures which will ensure processes are in place to deliver the travel plan.
- 7.3 This travel plan has been developed to satisfy condition 13 of planning permission, reference 58655. This travel plan and the associated measures will be limited to an initial travel information pack provided to residents. This is reflective of the retrospective nature of this document. The scope of this travel plan has been agreed with Bury Council. See [Appendix 2](#) for further information on this.

Infrastructural measures

- 7.4  The site has been developed to ensure it is permeable from local residential developments, and accessible for all modes of transport, with wide footways alongside all roads, dropped kerbs at junctions and for all private drives, and is street lit throughout. The infrastructure will facilitate a range of journeys, including those to be made on foot and by bicycle.

Informational measures

7.5 Travel information



To promote the different opportunities for sustainable travel to and from the development, all users of the development will be provided with access to travel information (also known as a travel information pack (TIP)). The travel information will include:

- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and tram station, and key local facilities along with walking and cycling routes within close proximity of the site;
- Information highlighting the health benefits of walking and cycling;
- Details of local bus services and rail routes;
- Information on how to obtain concessionary bus and rail passes;
- Information about the benefits of car sharing;
- Links to useful websites for further information, such as Sustrans, local authority and TfGM transport pages, journey planning websites, PRow network, car share schemes etc.

Other information to be included for residents:

- Information about the benefits of working from home and online shopping;
- Location of parking; and
- Access points to the site.

The packs will be printed and posted to each residential unit, to ensure that all residents are aware of the various ways they can travel to and from the site.

7.6 Flexible working and working from home policies



Promoting flexible working policies can assist staff in working effectively and achieving work-life balance through reduced commuting times and greater autonomy at work. Promotion and encouragement of working from home, where this is appropriate, can also save on commuting costs which can be a limitation to using sustainable modes of travel, particularly in the context of the cost of living crisis. Flexibility can also enable higher levels of productivity and motivation.

Flexible working and working from home will be promoted through the travel information pack.

7.7 Personalised Journey Planning



Targeting individual journeys can be the most effective way of reducing car travel and encouraging use of sustainable modes. This initiative is most effective for those who currently travel by car and have no constraints to travel by sustainable modes.

The TPC will assist residents in the development of a personalised journey plan for regular journeys. This will be achieved through provision of information on journey planning services such as Traveline (<https://www.traveline.info/>) and the TfGM journey planner (<https://tfgm.com/plan-a-journey>).

Journey planning advice could include:

- Maps showing the location of the bus stops in close proximity to the site;
- Details of how and where to buy tickets, including the current cost for travel;
- Suggestions of how to incorporate elements of the journey to sustainable modes; and
- Timetable information for public transport services used on their journey.

Management measures

7.8 Car share scheme



Car sharing can play an essential role in reducing the use of cars, and consequently congestion levels and CO2 emissions. As more people travel together, less car trips take place. Resultant benefits include, among others, less congestion and possible reductions in vehicle-based CO2 emissions.

The TPC will promote car sharing to residents, through the travel information pack. This will include any locally available schemes, including those provided by www.blablacar.com and <https://liftshare.com/uk>, along with guidance on car sharing and FAQs.

7.9 Cycle Parking



Cycle parking provision for apartments is in the form of a secure cycle store, which is located to the rear of the apartments' car park. Access to the cycle store is via key code, therefore ensuring the security of bicycles parked in this location. Cycle parking is provided for houses in the form of garden sheds and garages.

7.10 Alternatives to Travel



Alternatives to regular trips, such as the commute to work and supermarket visits, present the potential to reduce single occupancy trips greatly. Residents will be encouraged to consider all journeys they make and identify whether an alternative is present.

For full-time office workers, working from home even just one day per week can reduce individual traffic and personal emissions; this is made possible by high-speed internet connections, multiple points within the homes for telephone and internet, and home office space.

Similar provisions enable a vast majority of shopping goods to be ordered from the home and delivered. Home shopping represents significant opportunities for reducing the need to travel.

Working from home and internet shopping will be promoted to residents through the travel information welcome pack.

8 ACTION PLAN

- 8.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.
- 8.2 As outlined previously, due to the retrospective nature of this travel plan and travel information pack, all measures will be / have been implemented post occupation.

Table 8-1 Outline of Action Plan

Action	Target Date	Responsibility	Budget Indication
Provide all highway and transport measures as agreed with Bury Council (BC)	As per S106 agreements with BC	Developer / BC	Developer
Appointment of TPC	In place	Developer	Salary
Exchange contact details with relevant officers	TPC contact details are identified within this TP	TPC	Staff time
Populate travel information pack	Completed	TPC	Staff time + materials
Issue access to travel information pack to residents	Completed	TPC	Staff time + printing
Promote local area cycle and walking maps and routes	Within travel information pack	TPC	Staff time
Promote any local area cycle training and maintenance courses	Within travel information pack	TPC	Staff time
Provide bus, tram and rail timetables for local routes	Within travel information pack	TPC	Staff time
Promote available PT discounts to residents	Within travel information pack	TPC	Staff time
Promote car sharing to residents	Within travel information pack	TPC	Staff time

Provide journey planning support	Within travel information pack	TPC	Staff time
Encourage residents to reduce the need to travel e.g. work from home / alternatives to regular journeys	Within travel information pack	TPC	Staff time
Produce full travel plan document and submit to BC	Enclosed	TPC	Staff time
Liaise with BC to agree final travel strategy, objectives & targets	Enclosed – for agreement	TPC / BC	Staff time
Annual Monitoring / Review			
Continue regular monitoring as set out and agreed with BC	As agreed with BC	TPC	Staff time

9 CONCLUSION

- 9.1 This residential travel plan reviews the existing transport facilities at the site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 9.2 Through the delivery of the measures described within this travel plan, the objectives identified should be fulfilled. These include:
- To reduce the impact and frequency of single-occupancy car travel on the local community;
 - To encourage greater use of sustainable transport in preference to the use of the private car, including walking and cycling for local journeys;
 - To increase the accessibility of the site to a wide range of people including those who are less mobile;
 - To protect and enhance the environment in and around the site;
 - To provide a unique selling tool, promoting the site; and
 - To promote a lifestyle to residents which includes healthy and sustainable living.
- 9.3 This document therefore ensures that sustainable access to the development is facilitated.

APPENDIX 1

NOTICE OF PLANNING PERMISSION

NOTICE OF PLANNING PERMISSION

Town and Country Planning Act 1990 Town and Country Planning (Development Management Procedure) Order 2015

To:

Mr Chris Mills
Redrow Homes (Lancashire) Ltd
Redrow House
14 Eaton Avenue, Matrix Office Park
Buckshaw Village
Chorley
PR7 7NA

PART 1 - Particulars of Application

Application Number: 58655

Date of Registration: 06/05/2015

Proposal:

Erection of 97 no. residential units (Class C3) comprising 67 no. dwellings and 30 no. apartments with associated landscaping, access arrangements and car parking and substation and creation of pond and woodland walk and seating area

Location:

Land at Valley Park Road/Clifton Road
Prestwich, Manchester, M25 3TG

PART 2 - Particulars of Decision

Bury Metropolitan Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been **GRANTED** for the carrying out of the development referred to in Part 1 hereof in accordance with the application and plans submitted subject to the following conditions:-

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
- 2 This decision relates to drawings numbered Location plan, DSL-01 C, DSL -02 C, DSL-03 C, DSL-04 C, DSL-05 C, DSS-01, L4521APT2-901 D, L4521APT2-902 D, EF_HARR_DM.2.0 Rev A, EF_BROD_EM.1.0, EF_OXFD_DM.1.0, EF_STRA_DM.1.0, EF_WELN_DM.1.0 - elevations, EF_WELN_DM.1.0 - floor plan, EF_CAMB_DM.1.0, EF_BROD_EM.1.0 - floor plan, EF_BROD_EM.1.0 - elevations, EF_WORC_DM.1.0, EF_CANT_DM.2.0 - floor plan, EF_CANT_DM.2.0 - elevations, RED/LH/BCS01 B, C-DG03 1 001 B, C-SG01 1 001 B, ENG250-01 A, PRE/ENG001, PRE/ENG026, PRE/ENG039, PRE/ENG040, 4364/VSP-02, 4962.03 4962.04 A, 4962.05 A and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

3 The materials for the proposed development shall be:

Facing brick

- Ibstock Western red multi stock
- Ibstock dorket head balmoral
- Ibstock - marlborough stock
- Ibstock - Sandringham
- Ibstock New Cavendish Stock
- Ibstock - dorket head windsor

Detail brick

- Ibstock leicester red stock

Render

- Monocouche-Weber with rough cast finish
- Ashlar render (apartment blocks only)

Roof tiles

- Forticrete Gemini - slate grey
- Forticrete Gemini - mixed russet
- Russell Highland tile - Slate Grey

Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.

4 No development shall commence unless and until:-

- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
- Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
- Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

5 Following the provisions of Condition 4 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

6 Prior to any construction works relating to an individual dwelling, including excavations for foundations commencing, calculations to support the Drainage and SuDS Strategy shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved

calculations and the submitted Flood Risk Assessment, Drainage and SuDS Strategy and Drainage Layout drawing.

Reason. The scheme does not provide calculations to support the chosen design and to ensure a satisfactory means of drainage pursuant to Policy EN7/5 - Waste Water Management of the Bury Unitary Development Plan.

- 7 No development shall commence until full details of a scheme for the eradication and/or control of Japanese Knotweed (*Fallonia Japonica*, *Rosa Decraene*, *Polygonum Cuspidatum*) and Himalayan Balsam (*Impatiens Glandulifera*) is submitted to and approved in writing by the Local Planning Authority. The approved management plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.

Reason. The scheme does not provide full details of the actual extent of Japanese Knotweed and Himalayan Balsam in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

- 8 Prior to any construction works relating to an individual dwelling, including excavations for foundations commencing, a five year habitat management plan shall be submitted to and approved in writing by the Local Planning Authority. The habitat management plan will include:

- Mitigation for loss of trees including tree replacement, shrubs and the enhancement of the ground layer;
- Details of any tree thinning works;
- Provision of bird boxes;
- Control of invasive species;
- Enhance the ecological linkage with Mere Clough
- A timetable for the proposed works

The approved plan shall be implemented in accordance with the approved timetable.

Reason. The scheme does not provide full details of the measures to preserve and enhance the habitat and features of ecological importance pursuant to Policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

- 9 No works shall be carried out to the trees that would disturb nesting birds between 1st March and 31st August inclusive in any year.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

- 10 All trees to be retained on site shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.

Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

- 11 No trees subject to a Tree Preservation Order, unless indicated otherwise on the

approved plans, shall be felled, lopped or topped before, during or after the construction period.

Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

- 12 The landscaping scheme hereby approved shall be implemented to the written satisfaction of the Local Planning Authority not later than 12 months from the date the building(s) is first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming seriously diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted to the written satisfaction of the Local Planning Authority.
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policy EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.
- 13 Prior to first occupation of the development hereby approved, a detailed travel plan shall be submitted to and approved in writing by the Local Planning Authority. The approved travel plan shall be implemented in accordance with an agreed timetable.
Reason. In order to promote the use of sustainable modes of transport and minimise the use of the private car and single occupancy vehicles pursuant to the National Planning Policy Framework.
- 14 Minimum hardstandings lengths of 5.5 metres measured between the highway boundary and any proposed garage doors or 5.0m at dwellings without garages shall be provided and thereafter maintained.
Reason. To enable a vehicle to stand clear of the highway whilst the garage doors are opened and to allow adequate space to maintain a vehicle clear of the highway in the interests of road safety pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.
- 15 Notwithstanding the details indicated on the approved plans, no development other than remediation works, shall commence unless and until full details of the following have been submitted to and agreed in writing with the Local Planning Authority:
- The configuration of the proposed turning head in the vicinity of Plots 77/80;
 - Visibility splays and forward visibility envelopes plotted at all junctions and bends within the development in accordance with the standards in Manual for Streets for a design speed of 20mph, with no obstructions above the height of 0.6m within them;
 - Revised driveway/access arrangements for Plots 96 and 97 to ensure that adequate forward visibility of vehicles entering and leaving the proposed driveways is provided;
 - The layout and construction details of the proposed emergency access connection to Kingswood Road/West Road
 - The 20mph traffic calming scheme for the new residential development including details of proposed materials, road markings and signage.
- The details subsequently approved shall be implemented to an agreed programme.
Reason. The scheme does not provide details and to ensure good highway design and maintain the integrity of the adopted highway in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:
Policy EN1/2 - Townscape and Built Design
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development.
- 16 The development shall not be first occupied unless and until a scheme for the introduction of traffic regulation measures on the existing highway in the vicinity of

the site access from Valley Park Road has been submitted to and approved in writing by the Local Planning Authority, The measures approved shall be implemented in accordance with an agreed timetable.

Reason. To mitigate the impact of the traffic generated by the proposed development on adjacent streets and to ensure that traffic travelling to and from the proposed development is not obstructed by parked vehicles, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy EN1/2 - Townscape and Built Design

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development.

- 17 No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period and shall provide for:
- Access route for construction traffic from the adopted highway;
 - Hours of operation and number of vehicle movements;
 - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
 - Provision for parking on site of operatives and construction vehicles;
 - Areas for storage of construction materials.
- Reason. The scheme does not provide details of the route for construction and to mitigate the impact of the construction traffic generated by the proposed development on the adjacent streets, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:
- Policy EN1/2 - Townscape and Built Design
- Policy H2/1 - The Form of New Residential Development
- Policy H2/2 - The Layout of New Residential Development.
- 18 The turning facilities on the proposed adopted highways and private driveways indicated on the approved plans shall be provided before the areas of the development to which they relate are first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.
- Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to the following Policies of the Bury Unitary Development Plan:
- Policy EN1/2 - Townscape and Built Design
- Policy H2/1 - The Form of New Residential Development
- Policy H2/2 - The Layout of New Residential Development.
- 19 Before the development is commenced, details shall be submitted to and approved by the Local Planning Authority to cover measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations. The approved details shall be implemented and maintained thereafter during the period of construction.
- Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the National Planning Policy Framework.

The following policies of the Bury Unitary Development Plan, National and Regional Government were considered relevant:

H1/1	H1/1 - Housing Land Allocations
H1/2	H1/2 - Further Housing Development
H2/1	H2/1 - The Form of New Residential Development
H2/2	H2/2 - The Layout of New Residential Development
H4/1	H4/1 - Affordable Housing
EN1/1	EN1/1 - Visual Amenity
EN1/2	EN1/2 - Townscape and Built Design
EN1/3	EN1/3 - Landscaping Provision
EN1/5	EN1/5 - Crime Prevention
EN5/1	EN5/1 - New Development and Flood Risk
EN6	EN6 - Conservation of the Natural Environment
EN6/3	EN6/3 - Features of Ecological Value
EN6/4	EN6/4 - Wildlife Links and Corridors
EN7	EN7 - Pollution Control
EN7/5	EN7/5 - Waste Water Management
EN8	EN8 - Woodland and Trees
EN8/1	EN8/1 - Tree Preservation Orders
EN8/2	EN8/2 - Woodland and Tree Planting
RT1/1	RT1/1 - Protection of Recreation Provision in the Urban Area
RT2/2	RT2/2 - Recreation Provision in New Housing Development
HT2/4	HT2/4 - Car Parking and New Development
HT4	HT4 - New Development
HT5/1	HT5/1 - Access For Those with Special Needs
HT6/2	HT6/2 - Pedestrian/Vehicular Conflict
SPD1	Supplementary Planning Document 1 - Open Space, Sport and Recreation Provision in New Housing Development
SPD5	Development Control Policy Guidance Note 5: Affordable Housing Provision in New Residential Developments
SPD6	Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties.
SPD11	Development Control Policy Guidance Note 11 - Parking Standards in Bury
SPD16	Development Control Policy Guidance Note 16 - Design and Layout of New Development in Bury
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guide

This decision relates only to the Town and Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

Applicant Plan Numbers:

Location plan
DSL-01 C
DSL -02 C

DSL-03 C
DSL-04 C
DSL-05 C
DSS-01
L4521APT2-901 D
L4521APT2-902 D
EF_HARR_DM.2.0 Rev A
EF_BROD_EM.1.0
EF_OXFD_DM.1.0
EF_STRA_DM.1.0
EF_WELN_DM.1.0 - elevations
EF_WELN_DM.1.0 - floor plan
EF_CAMB_DM.1.0
EF_BROD_EM.1.0 - floor plan
EF_BROD_EM.1.0 - elevations
EF_WORC_DM.1.0
EF_CANT_DM.2.0 - floor plan
EF_CANT_DM.2.0 - elevations
RED/LH/BCS01 B
C-DG03 1 001 B
C-SG01 1 001 B
ENG250-01 A
PRE/ENG001
PRE/ENG026
PRE/ENG039
PRE/ENG040
4364/VSP-02
4962.03 B
4962.04 A
4962.05 A

NOTES TO APPLICANT

1. This planning permission needs to be read in conjunction with the binding S106 Planning Agreement signed on 21 October 2015.

Signed:



.....
On behalf of the Council

7 of 7

Date of Decision: 21/10/2015

APPENDIX 2

CORRESPONDENCE WITH BURY COUNCIL

Stacey Silverman

From: Leach, Helen <H.Leach@bury.gov.uk>
Sent: 29 January 2025 10:30
To: Stacey Silverman
Cc: Holmes, Paul
Subject: RE: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

CAUTION: This email originated from outside the Organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Stacey

Yes – anyone can apply to discharge the condition.

I think your suggestion of producing the travel plan and sending a pack to the residents is a good idea and should be sufficient to discharge the condition.

Regards

Helen
Helen Leach
Team Leader – Development Management
Department for Business, Growth & Infrastructure



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

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

From: Stacey Silverman <stacey.silverman@scptransport.co.uk>
Sent: 29 January 2025 10:23
To: Leach, Helen <H.Leach@bury.gov.uk>
Cc: Holmes, Paul <P.Holmes@bury.gov.uk>
Subject: RE: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

Hi Helen,

Thanks for this, no problem re the delay.

Can Redrow submit to discharge the condition even though they've not done any work on the travel plan / coordination? If so, I will let them know to submit the discharge application.

If not, how would you suggest they proceed to discharge the below condition; would you be accepting of a departure from the norm in terms of the travel plan delivery, to address and expedite the discharge of condition 13? The site is now complete.

13 Prior to first occupation of the development hereby approved, a detailed travel plan shall be submitted to and approved in writing by the Local Planning Authority. The approved travel plan shall be implemented in accordance with an agreed Reason. In order to promote the use of sustainable modes of transport, the use of the private car and single occupancy vehicles pursuant to

As a starter for ten, I'd suggest they write the travel plan and submit to yourselves, and focus on production of a travel information pack to be disseminated to all residents. Would that be acceptable to enable discharge of the condition?

Any feedback – or a quick chat if possible – to discuss whether the above is acceptable would be much appreciated.

Many thanks

Kind regards
Stacey

Stacey Silverman B.Sc. (Hons) CMILT MTPS (she/her)
Principal Transport Planner – Sustainable Travel Lead



Fourways House • 57 Hilton Street • Manchester • M1 2EJ
Telephone: 0161 832 4400 • Direct dial: 0161 819 7413 • email: stacey.silverman@scptransport.co.uk

www.scptransport.co.uk

My usual working days are Tuesday, Wednesday and Thursday.

SCP is the trading name for Singleton Clamp & Partners Ltd which is an ISO 9001:2015 accredited consultancy and part of RSK Group Limited registered in England at Spring Lodge, 172 Chester Road, Helsby, Cheshire, WA6 0AR, UK
Registered number: 03761340

This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required, please request a hard-copy version.

Before printing think about your responsibility and commitment to the ENVIRONMENT!

From: Leach, Helen <H.Leach@bury.gov.uk>

Sent: 29 January 2025 10:10

To: Stacey Silverman <stacey.silverman@scptransport.co.uk>; Holmes, Paul <P.Holmes@bury.gov.uk>

Subject: RE: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

CAUTION: This email originated from outside the Organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Stacey

Apologies – this is on my list to respond to but haven't had chance.

You can submit an application to discharge the condition in 2 ways.

You can send a covering letter along with the documents to discharge the condition to development.control@bury.gov.uk and you would need to pay a fee of £145 by card by calling 0161 253 5432 and quoting the application reference number – 58655.

Or you can apply online by completing the condition discharge form on the planning portal – www.planningportal.co.uk You would pay the fee to the planning portal who transfer the application to the Council once it is complete.

Regards

Helen
Helen Leach
Team Leader – Development Management
Department for Business, Growth & Infrastructure



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

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

From: Stacey Silverman <stacey.silverman@scptransport.co.uk>

Sent: 29 January 2025 09:58

To: Holmes, Paul <P.Holmes@bury.gov.uk>; Leach, Helen <H.Leach@bury.gov.uk>

Subject: RE: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

Hi Paul,

Many thanks for this.

[@Leach, Helen](#) are you able to provide any guidance please? Your assistance is much appreciated.

Many thanks

Kind regards

Stacey

Stacey Silverman B.Sc. (Hons) CMILT MTPS (she/her)
Principal Transport Planner – Sustainable Travel Lead



Fourways House • 57 Hilton Street • Manchester • M1 2EJ
Telephone: 0161 832 4400 • Direct dial: 0161 819 7413 • email: stacey.silverman@scptransport.co.uk

www.scptransport.co.uk

My usual working days are Tuesday, Wednesday and Thursday.

SCP is the trading name for Singleton Clamp & Partners Ltd which is an ISO 9001:2015 accredited consultancy and part of RSK Group Limited registered in England at Spring Lodge, 172 Chester Road, Helsby, Cheshire, WA6 0AR, UK
Registered number: 03761340

This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required, please request a hard-copy version.

Before printing think about your responsibility and commitment to the **ENVIRONMENT!**

From: Holmes, Paul <P.Holmes@bury.gov.uk>
Sent: 29 January 2025 09:55
To: Stacey Silverman <stacey.silverman@scptransport.co.uk>
Cc: Leach, Helen <H.Leach@bury.gov.uk>
Subject: RE: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

CAUTION: This email originated from outside the Organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As confirmed below and for the reasons given, I/the Highway Authority would have no further comments to make on this.

Regards,

Paul

From: Stacey Silverman <stacey.silverman@scptransport.co.uk>
Sent: 29 January 2025 09:33
To: Holmes, Paul <P.Holmes@bury.gov.uk>; Leach, Helen <H.Leach@bury.gov.uk>
Cc: Development Control <Development.Control@bury.gov.uk>
Subject: RE: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

Hi Paul, Helen,

I hope you're well.

I've been asked by my client if there's been any progress regarding the below matter, so they know how you wish them to proceed. Can you please advise if you've heard anything?

Would it be helpful if a travel plan was written and submitted, to help get the matter logged on your system, and then discussions about the future / delivery of the travel plan could take place following that?

Any guidance would be much appreciated.

Many thanks

Kind regards
Stacey

Stacey Silverman B.Sc. (Hons) CMILT MTPS (she/her)
Principal Transport Planner – Sustainable Travel Lead



Fourways House • 57 Hilton Street • Manchester • M1 2EJ
Telephone: 0161 832 4400 • Direct dial: 0161 819 7413 • email: stacey.silverman@scptransport.co.uk

www.scptransport.co.uk

My usual working days are Tuesday, Wednesday and Thursday.

SCP is the trading name for Singleton Clamp & Partners Ltd which is an ISO 9001:2015 accredited consultancy and part of RSK Group Limited registered in England at Spring Lodge, 172 Chester Road, Helsby, Cheshire, WA6 0AR, UK
Registered number: 03761340

This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required, please request a hard-copy version.

Before printing think about your responsibility and commitment to the **ENVIRONMENT!**

From: Stacey Silverman <stacey.silverman@scptransport.co.uk>
Sent: 21 January 2025 09:28
To: Holmes, Paul <P.Holmes@bury.gov.uk>; Leach, Helen <H.Leach@bury.gov.uk>
Cc: Development Control <Development.Control@bury.gov.uk>
Subject: RE: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

Thanks Paul, the information you've provided is great to know.

I'll wait for Helen / the LPA to advise on what needs to happen to enable discharge of the condition.

[@Leach, Helen](#) please do give me a call if that would be easiest for you.

Many thanks

Kind regards
Stacey

Stacey Silverman B.Sc. (Hons) CMILT MTPS (she/her)



Fourways House • 57 Hilton Street • Manchester • M1 2EJ

Telephone: 0161 832 4400 • Direct dial: 0161 819 7413 • email: stacey.silverman@scptransport.co.uk

www.scptransport.co.uk

My usual working days are Tuesday, Wednesday and Thursday.

SCP is the trading name for Singleton Clamp & Partners Ltd which is an ISO 9001:2015 accredited consultancy and part of RSK Group Limited registered in England at Spring Lodge, 172 Chester Road, Helsby, Cheshire, WA6 0AR, UK
Registered number: 03761340

This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required, please request a hard-copy version.

Before printing think about your responsibility and commitment to the ENVIRONMENT!

From: Holmes, Paul <P.Holmes@bury.gov.uk>

Sent: 21 January 2025 09:25

To: Stacey Silverman <stacey.silverman@scptransport.co.uk>; Leach, Helen <H.Leach@bury.gov.uk>

Cc: Development Control <Development.Control@bury.gov.uk>

Subject: RE: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

CAUTION: This email originated from outside the Organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Emails crossed, Stacey.

I would have no further comments to make on this so would leave it to Heln/the LPA to decide on the best way forward.

Paul

From: Stacey Silverman <stacey.silverman@scptransport.co.uk>

Sent: 21 January 2025 09:23

To: Holmes, Paul <P.Holmes@bury.gov.uk>; Leach, Helen <H.Leach@bury.gov.uk>

Cc: Development Control <Development.Control@bury.gov.uk>

Subject: RE: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

Good Morning Paul, Helen,

Many thanks for forwarding my email on, Paul.

@Leach, Helen please find enclosed a short email chain between myself and Paul Holmes, regarding a residential development on Valley Park Road / Clifton Road, Prestwich.

As Paul notes, the development is completed. We were approached by the developer late last week for assistance in getting Condition 13 discharged; no travel plan has taken place to date.

Would you be available for a quick chat about the site please, to identify what the developer would need to do to discharge the condition? As the site is complete, I wonder if you might be accepting of a departure from the normal process, to address and expedite the discharge?

Any assistance you can provide in this matter would be much appreciated.

Many thanks

Kind regards

Stacey

Stacey Silverman B.Sc. (Hons) CMILT MTPS (she/her)
Principal Transport Planner – Sustainable Travel Lead



Fourways House • 57 Hilton Street • Manchester • M1 2EJ
Telephone: 0161 832 4400 • Direct dial: 0161 819 7413 • email: stacey.silverman@scptransport.co.uk

www.scptransport.co.uk

My usual working days are Tuesday, Wednesday and Thursday.

SCP is the trading name for Singleton Clamp & Partners Ltd which is an ISO 9001:2015 accredited consultancy and part of RSK Group Limited registered in England at Spring Lodge, 172 Chester Road, Helsby, Cheshire, WA6 0AR, UK
Registered number: 03761340

This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required, please request a hard-copy version.

Before printing think about your responsibility and commitment to the **ENVIRONMENT!**

From: Holmes, Paul <P.Holmes@bury.gov.uk>

Sent: 20 January 2025 09:19

To: Leach, Helen <H.Leach@bury.gov.uk>

Cc: Development Control <Development.Control@bury.gov.uk>; Stacey Silverman <stacey.silverman@scptransport.co.uk>

Subject: RE: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

CAUTION: This email originated from outside the Organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

FYI, Helen, in relation to this development that was approved several years ago and adopted nearly 4 years ago now (so a bit late to consider the discharge of this condition):

[58655 | Erection of 97 no. residential units \(Class C3\) comprising 67 no. dwellings and 30 no. apartments with associated landscaping, access arrangements and car parking and substation and creation of pond and woodland walk and seating area | Land at Valley Park Road/Clifton Road Prestwich, Manchester, M25 3TG](#)

Regards,

Paul

From: Holmes, Paul
Sent: 20 January 2025 07:35
To: Stacey Silverman <stacey.silverman@scptransport.co.uk>
Cc: Development Control <Development.Control@bury.gov.uk>
Subject: RE: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

Hi Stacey,

You would have to raise this particular condition discharge issue with the Local Planning Authority, I am afraid, especially as the development has been completed. I would not be in a position to comment much further other than confirm that there is currently no officer in place in Highways to advise you further on these type of transportation matters, but there may be in Planning.

Regards,

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

Bury
Council

From: Stacey Silverman <stacey.silverman@scptransport.co.uk>
Sent: 16 January 2025 16:55
To: Holmes, Paul <P.Holmes@bury.gov.uk>
Subject: [EXTERNAL] Redrow development at Valley Park Road / Clifton Road, Prestwich

CAUTION: This email originated from outside the organisation. Be cautious of the email content, if in doubt do not click on any links or open any attachments.

Dear Paul,

I hope you're well. Happy new year.

A client has got in touch to ask for travel plan support for the above site, planning reference 58655 / Alternative reference PP-04103009 (Decision Notice attached).

The following condition is being sought for discharge, but it seems that no travel plan work has taken place to date.

13 Prior to first occupation of the development hereby approved, a detail shall be submitted to and approved in writing by the Local Planning Authority. The approved travel plan shall be implemented in accordance with an agreed Reason. In order to promote the use of sustainable modes of transport, the use of the private car and single occupancy vehicles pursuant to

I lead on travel plans and TPC delivery for SCP, so I know what they typically need to include, however as all on-site construction is complete I wondered if you might be accepting of a departure from the norm, to address and expedite the discharge of condition 13 of the attached.

Would it be possible to have a quick call with you next week please to discuss? Alternatively, please do provide some email guidance, to identify the key tasks you'd like the developer to do, to address the condition, if you'd prefer.

I look forward to hearing from you.

Many thanks

Kind regards
Stacey

Stacey Silverman B.Sc. (Hons) CMILT MTPS (she/her)
Principal Transport Planner – Sustainable Travel Lead



Fourways House • 57 Hilton Street • Manchester • M1 2EJ
Telephone: 0161 832 4400 • Direct dial: 0161 819 7413 • email: stacey.silverman@scptransport.co.uk

www.scptransport.co.uk

My usual working days are Tuesday, Wednesday and Thursday.

SCP is the trading name for Singleton Clamp & Partners Ltd which is an ISO 9001:2015 accredited consultancy and part of RSK Group Limited registered in England at Spring Lodge, 172 Chester Road, Helsby, Cheshire, WA6 0AR, UK
Registered number: 03761340

This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required, please request a hard-copy version.

Before printing think about your responsibility and commitment to the **ENVIRONMENT!**

Why not visit our website www.bury.gov.uk

Incoming and outgoing email messages are routinely monitored for compliance with our information security policy. The information contained in this email and any files transmitted with it is for the intended recipient(s) alone. It may contain confidential information that is exempt from the disclosure under English law and may also be covered by legal, professional or other privilege. If you are not the intended recipient, you must not copy, distribute or take any action in reliance on it. If you

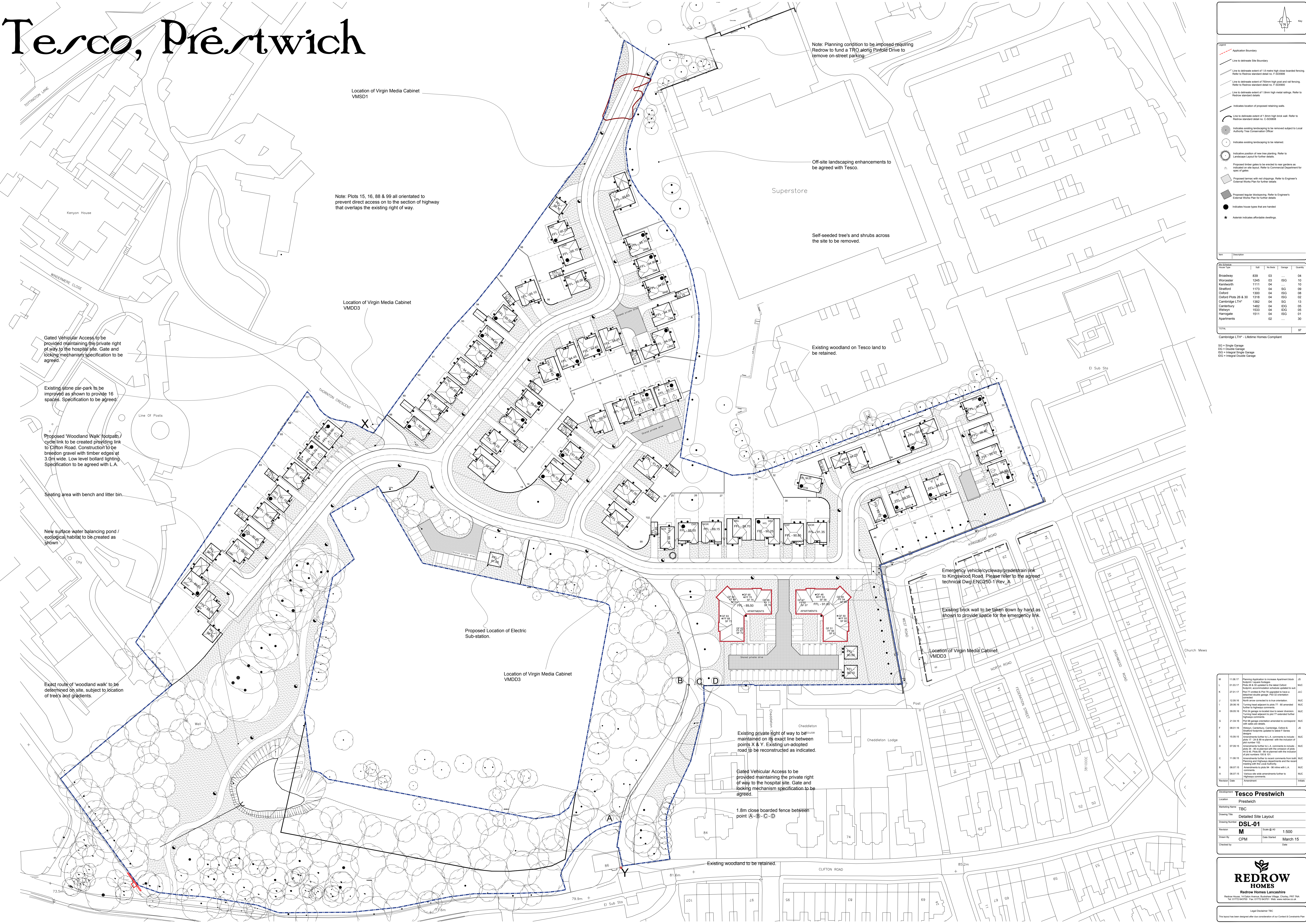
have received this email in error, please notify us immediately by using the reply facility on your email system. If this message is being transmitted over the Internet, be aware that it may be intercepted by third parties. As a public body, the Council may be required to disclose this email or any response to it under the Freedom of Information Act 2000 unless the information in it is covered by one of the exemptions in the Act. Electronic or fax service of documents is not accepted. New legislation governing the way we protect your personal data is now in force from the 25th May 2018. For information on how we protect and look after your personal data and to find out more about your individual rights about personal data we hold on you please go to our website:

<https://www.bury.gov.uk/privacy>

APPENDIX 3

INDICATIVE SITE LAYOUT

Tesco, Prestwich



North

Key

Legend

- Application Boundary
- Line to delineate Site Boundary
- Line to delineate extent of 1.8m high close boarded fencing Refer to Redrow standard detail no. F-SC0000
- Line to delineate extent of 750mm high post and rail fencing. Refer to Redrow standard detail no. F-SC0000
- Line to delineate extent of 1.8m high metal railings. Refer to Redrow standard detail no. F-SC0000
- Indicates location of proposed retaining walls.
- Line to delineate extent of 1.8m high brick wall. Refer to Redrow standard detail no. C-SC0000
- Indicates existing landscaping to be removed subject to Local Authority Tree Conservation Order
- Indicates existing landscaping to be retained.
- Indicative position of new tree planting. Refer to Landscape Layout for further details.
- Proposed timber gates to be erected to meet gardens as indicated on site plan. Refer to Commercial Department for spot of gates.
- Proposed terrace with roof cladding. Refer to Engineer's External Works Plan for further details.
- Proposed regular landscaping. Refer to Engineer's External Works Plan for further details.
- Indicates house types that are handed.
- Indicates house types that are handed.

Table

Apartment	Apartment Type	Sub	No. Units	Garage	Quantity
Broadway	839	03	ISG	04	
Worcester	1245	03	ISG	10	
Kensworth	1111	04	ISG	10	
Stapleford	1172	04	ISG	09	
Oxford	1300	04	ISG	08	
Oxford Phase 26 & 30	1318	04	ISG	02	
Cambridge LTH*	1382	04	ISG	13	
Canterbury	1482	04	ISG	05	
Weymouth	1533	04	ISG	05	
Harrington	1511	04	ISG	01	
Apartment	62	---	---	30	
TOTAL				97	

Cambridge LTH* - Lifetime Homes Compliant

ISG = Single Garage

DS = Double Garage

ISG = Integral Single Garage

DSG = Integral Double Garage

M	11.08.17	Planning Application to increase Apartment count	JIS
L	01.03.17	Redrow's Square Scheme	MUC
K	27.01.17	Plot 26 & 30 update to the latest Oxford	AJC
		Redrow's accommodation scheme updated to suit	
		Plot 17 revised & Plot 18 approved to have a	
		revised double garage. Plot 18 conversion	
		North annex converted to a true operation.	MUC
		Further to highway comments.	MUC
		Plot 24 garage-increase due to sewer diversion.	MUC
		Further to highway comments.	MUC
		Plot 27 garage conversion amended to correspond	MUC
		with latest site plan.	
		Weymouth, Canterbury, Cambridge, Oxford &	JIS
		Stapleford Redrow's updated to latest scheme	
		Amendments further to L.A. comments to include	MUC
		plots 17, 24 & 30 to be planned with the inclusion of	
		plot number 102.	
		Amendments further to L.A. comments to include	MUC
		plots 24 & 30 to be planned with the inclusion of plots	
		24 & 30. Plot 27 - all confirmed with the inclusion	
		of plot number 102.	
		Amendments further to recent comments from both	MUC
		Planning and Highway departments and the recent	
		meeting with the Local Authority.	
		Amendments to plots 16, 88 & 99 with L.A.	MUC
		comments.	
		Amendments to plots 16, 88 & 99 with L.A.	MUC
		comments.	
		Amendments to plots 16, 88 & 99 with L.A.	MUC
		comments.	
		Amendments	MUC

Development

Tesco Prestwich

Location

Prestwich

Planning Name

TBC

Drawing Title

Detailed Site Layout

Drawing Number

DSL-01

Revision

M

Scale

1:500

Drawn By

CPM

Date Started

March 15

Checked by

Date

Logo

Redrow Homes

Redrow Homes

Redrow Homes Lancashire

Redrow Homes, 1st Floor, Avenue, Redrow, Chester, CH11 7AA

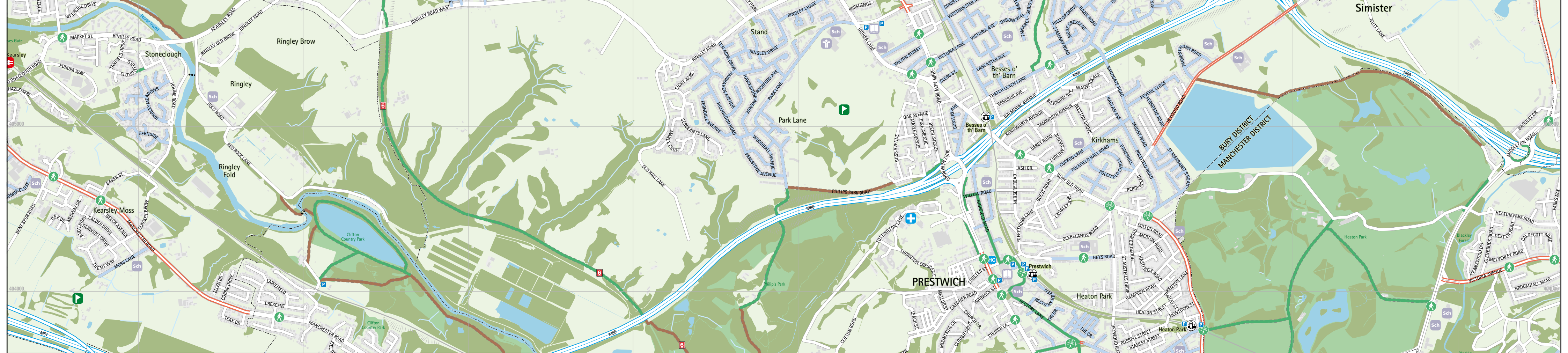
Tel: 01712 842020 Fax: 01712 842071 Web: www.redrow.co.uk

Legal Disclaimer

TBC

This report has been designed after our consideration of our Control & Compliance Plan

APPENDIX 4 BURY LOCAL CYCLE MAP



Why cycle?

- To save money**
Cycling costs 85% less than driving.
- To save time**
For journeys from 3 to 5 km cycling is often the quickest form of transport.
- For health and fitness**
Cycling helps to reduce high blood pressure and your chance of having a stroke.
- For enjoyment**
Cycling is an easy and enjoyable activity with friends and family.
- For the environment**
Cycling produces virtually no atmospheric pollution or noise.

Cycle Training

Whatever your level, we can help you get the best from riding your bike. We offer a range of courses across Greater Manchester, led by expert instructors to get you up-to-speed whether that be learning to ride, building skills and confidence, looking after your bike or becoming a ride leader.

Visit the website beenenetwork.com/cycle-training to find out more.

Please note that this mapping shows location and type of infrastructure. It is not an indication of any particular standard of infrastructure, or for whom the infrastructure may be suitable (beginner cyclist, experienced cyclist etc). In Greater Manchester we have now adopted a clear standard of route provision for which all new active travel infrastructure in GM must comply, as articulated through our Design Guide. This standard is intended that it is suitable for an unaccompanied 12 year old, following completion of level 2 Bikeability, which is offered in most Greater Manchester schools during Year 6. Future versions of this mapping, to be published during 2023, will include an indication of where infrastructure comes up to this adopted standard.

Useful Contacts

For public transport information
0161 244 1000
7am – 8pm Monday to Friday
8am – 8pm Saturday, Sunday & public holidays.
beenenetwork.com

For cycling Information

British Cycling
The governing body for cycle sport in the UK.
britishcycling.org.uk

Cycling UK
The national cycling charity.
cyclinguk.org

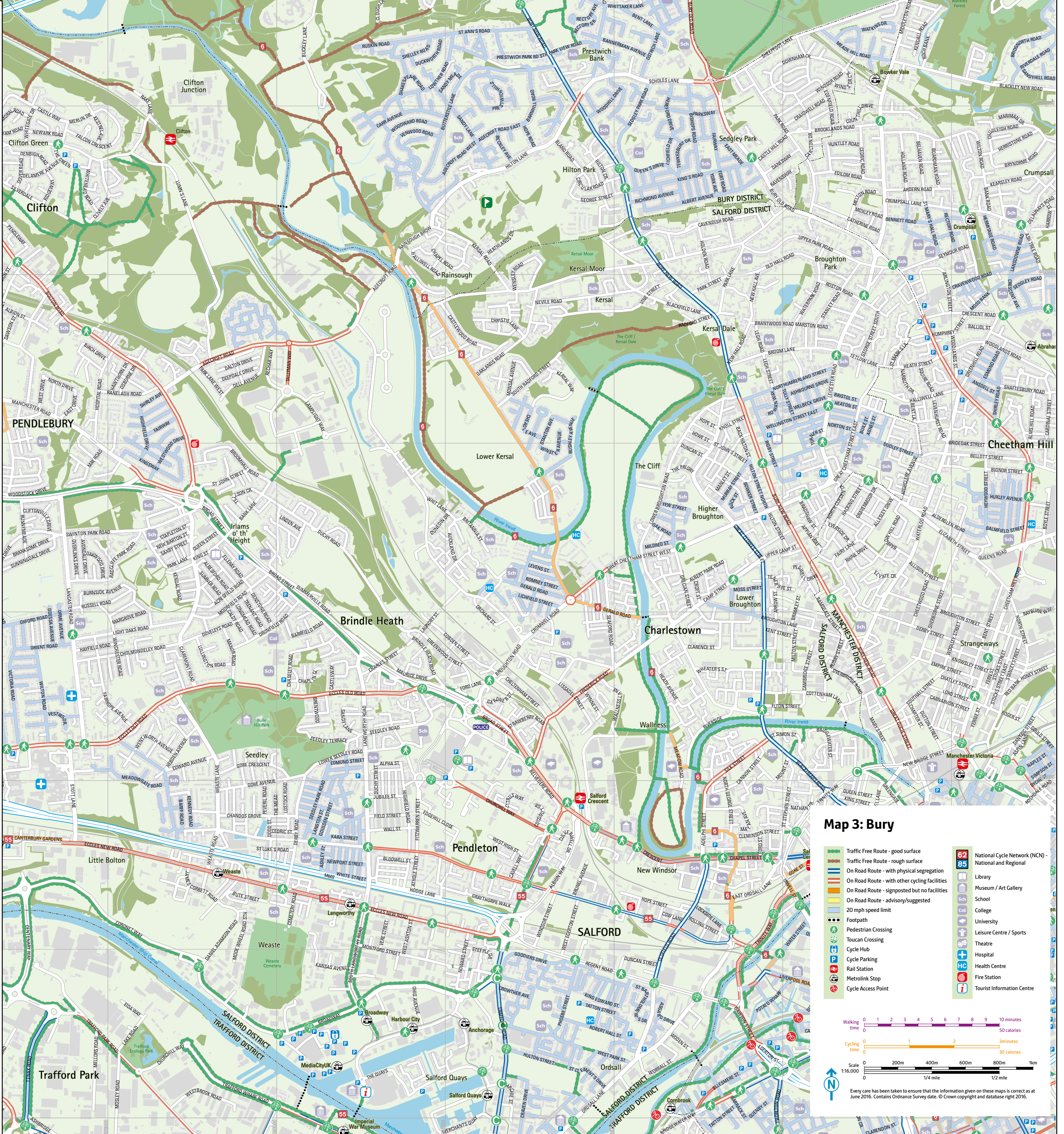
Trans Pennine Trail
A multi-user route, coast-to-coast across the north of England.
transpenninetrail.org.uk

Canal and River Trust
The charity entrusted with the care of 2000 miles of inland waterway network in England.
canalrivertrust.org.uk

Sustrans
The charity enabling people to travel on foot, by bike or public transport for more everyday journeys.
sustrans.org.uk

To find out more information about cycling, including courses, guides and other routes, visit: beenenetwork.com/cycling

Highway defects
To report potholes or any other surface problems that are a hazard to cyclists please contact your Local Highway Authority
0161 234 5000 / contact@manchester.gov.uk



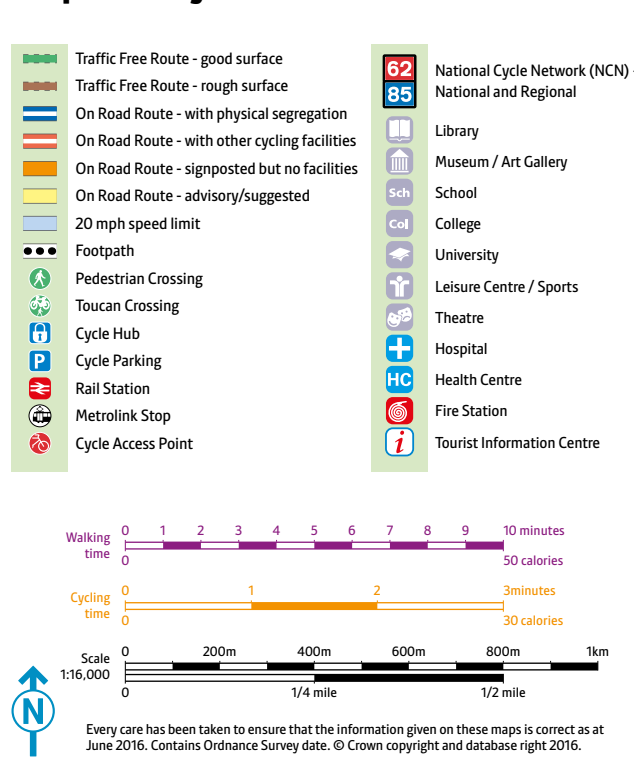
Map 3: Bury

- Traffic Free Route - good surface
- Traffic Free Route - rough surface
- On Road Route - with physical segregation
- On Road Route - with other cycling facilities
- On Road Route - signposted but no facilities
- Cycle Parking
- 20 mph speed limit
- Footpath
- Pedestrian Crossing
- Toucan Crossing
- Cycle Hub
- Rail Station
- Metrolink Stop
- Cycle Access Point
- National Cycle Network (NCN) - National and Regional
- Library
- Museum / Art Gallery
- School
- College
- University
- Leisure Centre / Sports
- Theatre
- Hospital
- Health Centre
- Fire Station
- Tourist Information Centre

Walking time 0 1 2 3 4 5 6 7 8 9 10 minutes
Cycling time 0 1 2 3 4 5 6 7 8 9 10 minutes
Scale 0 200m 400m 600m 800m 1000m
1/4 mile 1/2 mile 1 mile

Every map has been taken to ensure that the information given on these maps is correct as at June 2016. Contains Ordnance Survey data. © Crown copyright and database right 2016.

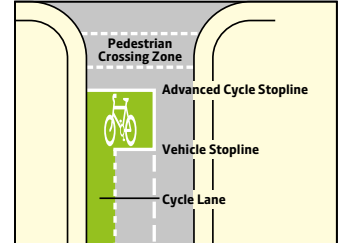
Map 3: Bury



Road signs

-  Route for cycles only
 -  Route shared with pedestrians (no separation)
 -  Route shared with pedestrians (cycle track & footpath are separate)
 -  Mandatory cycle lane (motor vehicles must not enter the lane during hours of operation)
 -  Advisory cycle lane (cycle vehicles should not enter this lane unless it is unavoidable)
 -  Bus and cycle lane
 -  Tram and cycles only
 -   Directions on recommended route
 -  National Cycle Network (NCN) Route number
 -  National Cycle Network Regional Route number
 -  Cycle parking
 -  No motor vehicles (cycling permitted)
 -  No cycling

Advanced



Contains Ordnance Survey data © Crown copyright and database right 2016

The information shown on this map has been collated from a number of different sources by Transport for Greater Manchester and cannot be guaranteed to be fully correct.

see ov