



Proposed HMO Expansion, 156 Walmersley Road, Bury

Highways Technical Note

Prepared for

True Estates Ltd.

**February 2025
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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis has been appointed by True Estates Ltd. to provide highways and transport advice in relation to the proposed expansion of an existing 6-bed House in Multiple Occupation (HMO) (Use Class C4) to a 9-bed HMO (Sui Generis) with associated works (the 'proposed development'). The net change in HMO bedroom numbers at the site therefore amounts to an increase of 3 no beds.
- 1.1.2 The site is located at 156 Walmersley Road, Bury BL9 6LL. The site is in a highly accessible location, adjacent to a local bus stop that accommodates a range of high-frequency services and within a short walk from the centre of Bury, from where Metrolink tram services and a wide range of shops and services can be accessed.
- 1.1.3 The HMO does not provide any on-site car parking at present, and this arrangement would remain unchanged as part of the proposed development. This car-free arrangement is considered to be entirely appropriate for the site and is fully reflective of the high accessibility credentials of the site and the minimal requirement for private car travel amongst occupiers of the HMO. There would however be improvements made to the external area at the rear part of the site as part of the proposed development, including the provision of a new secure, covered cycle store that would further support car-free living.
- 1.1.4 This Highways Technical Note (HTN) has been prepared to inform Bury Metropolitan Borough Council (BMBC), as the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated transport-related implications of the proposed development.
- 1.1.5 In particular, it considers the suitability of the car-free strategy and the projected impact that the 3 additional HMO bedrooms could have in terms of potential additional car parking demand and the associated impacts.

1.2 Report Structure

- 1.2.1 The remainder of this HTN is structured as follows:



- i) **Chapter 2** describes the existing conditions at and around the site, including reference to the existing site use, access and servicing arrangements, and the local highway network;
- ii) **Chapter 3** provides a review of the accessibility of the site by non-car modes of transport;
- iii) **Chapter 4** describes the proposed development, including the proposed site access and servicing arrangements;
- iv) **Chapter 5** considers matters relating to car parking with reference to local and national standards and policy guidance and an assessment of the likely car parking impacts associated with the proposed development; and,
- v) **Chapter 6** summarises and concludes the report.



2.0 EXISTING CONDITIONS

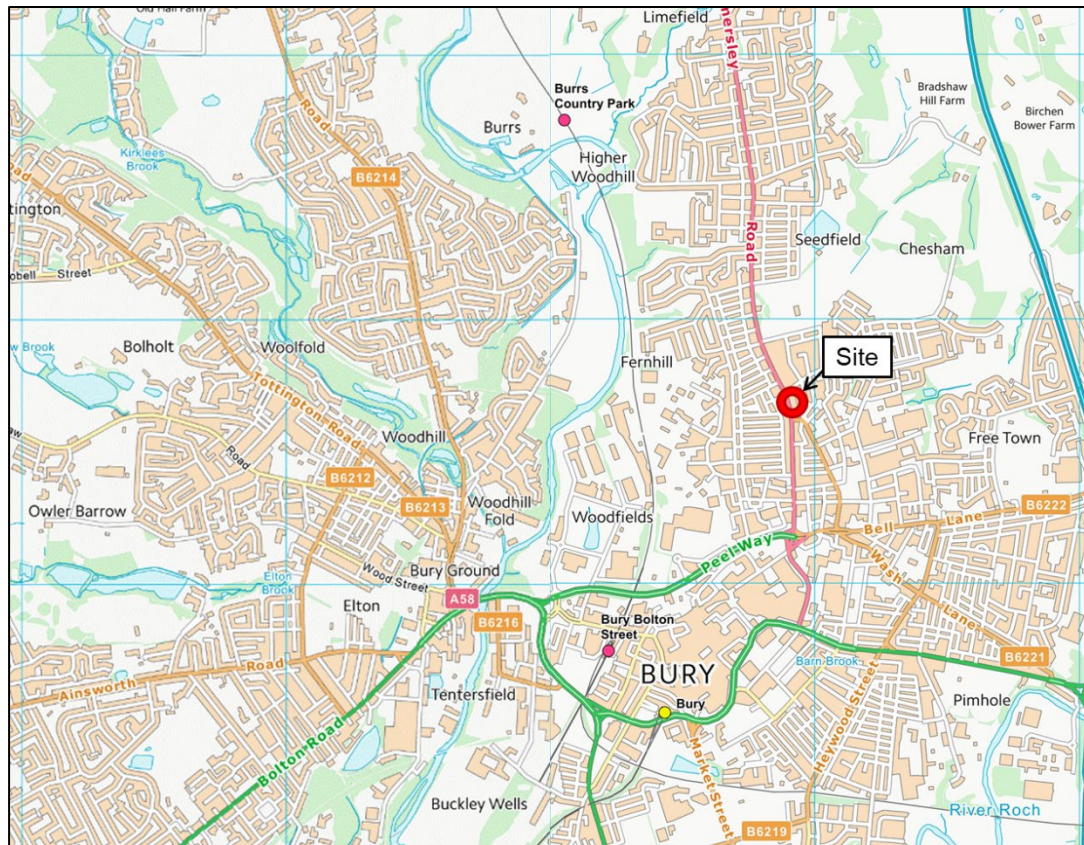
2.1 Introduction

2.1.1 This Chapter of the HTN describes the existing conditions at and around the site, focussing on the site location, its existing use, access arrangements, and the local highway network.

2.2 Site Location

2.2.1 The site is located at 156 Walmersley Road, Bury BL9 6LL, approximately 600 metres north of the edge of Bury town centre. The location of the site relative to the surrounding area is shown at **Image 2.1**.

Image 2.1 – Site Location Plan



- 2.2.2 The site fronts the A56 Walmersley Road, some 30 metres south of the Chesham Road / Walmersley Road priority junction and some 80 metres north of the Taylor Street / Walmersley Road signalised junction. The area surrounding the site is predominantly residential in use, although there are also a number of shops and services that front Walmersley Road close to the site, including a parade of shops located immediately north-east of the Chesham Road / Walmersley Road junction.

2.3 Existing Site Use and Access Arrangements

- 2.3.1 The site currently accommodates a 6-bed HMO (Use Class C4). There is no car parking provided on the site and no vehicular access provided on to the site.
- 2.3.2 Principal pedestrian access to the site is provided from the footway on the eastern side of Walmersley Road. An additional pedestrian access to the site is provided at the rear, by way of a gated entrance from Back Walmersley Road East that operates as one-way from Chesham Road to Ruth Street, between the row of properties fronting this section of Walmersley Road and the row of properties fronting Hilton Street.

2.4 Local Highway Network

A56 Walmersley Road

- 2.4.1 The A56 Walmersley Road operates in a broadly north-south alignment across the site's western frontage from its junction with A56 Manchester Road / M66 Junction 1 in the north and its junction with A56 Peel Way / B6222 Bell Lane / Derby Way at the edge of Bury town centre to the south.
- 2.4.2 Locally to the site, Walmersley Road is a lit, single carriageway, two-way road with footways on both sides that provide direct frontage access to a number of properties fronting the road, including the site. It also provides access to a number of adjoining streets on both sides. It is subject to a 30mph speed limit.
- 2.4.3 The section of Walmersley Road locally to the site is subject to double yellow line parking restrictions on both sides, although loading is permitted outside of 0730-0930 hours (Monday to Saturday) and 1600-1830 hours (Monday to Friday).



- 2.4.4 There is a bus stop and associated bus cage at the front of the site (eastern side of Walmersley Road) that is subject to 'no stopping' restrictions (except buses) between 0700-2300 hours.

Chesham Road

- 2.4.5 Chesham Road is a lit, single carriageway, two-way road. It operates in a broadly west-east alignment from its junction with Walmersley Road to Castle Hill Road. Footways are present on both sides of the carriageway and it is subject to a 20mph speed limit.
- 2.4.6 It is a predominantly residential road, although also provides access to the private car park serving the parade of shops some 50 metres north of the site.
- 2.4.7 Chesham Road locally to the site is subject to single yellow line parking restrictions on both sides (no restrictions in terms of loading) with parking not permitted between the hours of 0800-1830 hours Monday to Saturday.

Back Walmersley Road East

- 2.4.8 This road operates past the eastern edge of the site and is a lit, one-way road that is accessed from the southern side of Chesham Road and continues to Ruth Street further south. It is subject to a 20mph speed limit and includes '20mph' roundels and 'SLOW' markings on the carriageway.
- 2.4.9 It primarily serves as an access and servicing route to the rear of the properties that front Walmersley Road and Hilton Street, some of which benefit from vehicular access and limited on-plot parking. It is provided with narrow footways on both sides although in-practice it appears to generally operate as a shared surface environment.
- 2.4.10 There are no restrictions in terms of parking (or loading) and some ad-hoc instances of on-street car parking take place along the western side of the road with generally up to 5 or 6 cars parked at any one time. The carriageway width of the road is sufficient to allow vehicles to pass any parked cars.



2.5 Local TRO Regime

- 2.5.1 A plan that indicates the Traffic Regulation Order (TRO) parking regime on the local highway network in the vicinity of the site (within approximately 200 metres on-foot) is provided at **Image 2.2**.

Image 2.2 – Local TRO Parking Regime



3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

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

3.1.2 Paragraph 110 of the National Planning Policy Framework (NPPF) (December 2024) states:

“...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...”

3.1.3 Whilst the subject HMO scheme is not a ‘significant’ development, to demonstrate the site’s compliance with the above this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following:

- i) Accessibility on foot;
- ii) Accessibility by cycle; and,
- iii) Accessibility by public transport (bus and tram).

3.2 Accessibility on Foot

3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.



- 3.2.2 As shown at previous **Image 2.1**, it is evident that the site is well located to encourage trips to be made to and from the site on foot. The site is located close to Bury Town Centre, with the edge of the town centre - The Rock Shopping Centre (as defined by BMBC's Policy Map) - being just 600 metres away from the site by foot (a 7-minute walk).
- 3.2.3 A wide range of key day-to-day amenities, including Bury Town Centre and all of the amenities contained within it, are therefore easily accessible on foot and are located well within CIHT's recommended 2km walking distance.
- 3.2.4 The site is also within a short walking distance of various local shops and amenities that are even closer than those in the town centre. **Table 3.1** sets out a small selection of some of the key amenities that can be accessed within a short walk from the site.
- 3.2.5 This list is by no means exhaustive and includes only those amenities within 600 metres (a 7-minute walk) of the site, notwithstanding that walking journeys of up to 2km are commonplace and represent the generally recognised maximum acceptable walking distance for development planning purposes.

Table 3.1 – Selection of Local Amenities Within 600m of Site

Amenity	Walking Distance from Site	Journey Time from Site (@ 1.4 m/s)
Strachans Chemist	50m	1 minute
Co-op Foodstore (Walmersley Road)	100m	2 minutes
Chesham Post Office	100m	2 minutes
Walmersley Road Medical Practice	175m	2 minutes
Chesham Convenience Store	200m	2 minutes
Clarence Park Recreation Ground	250m	3 minutes
The Rock Shopping Centre (inc. M&S, Barclays, Vision Express, Superdrug)	600m	7 minutes

- 3.2.6 It is clear that a range of amenities are accessible within a 600m walking distance of the site, with even further amenities accessible from the very centre of Bury.
- 3.2.7 It should be noted that the local highway network provides a safe and realistic opportunity for prospective residents to reach the town centre and other key areas, via the existing high quality pedestrian infrastructure in the form of footways, street lighting and pedestrian crossing points equipped with dropped kerbs and tactile paving.

3.2.8 The town centre is directly accessible via Walmersley Road by way of the existing pedestrian connections, including a signal-controlled crossing facility across the A56 Peel Way on approach to the town centre.

3.2.9 On the basis of the above, the site is considered to be highly accessible by foot.

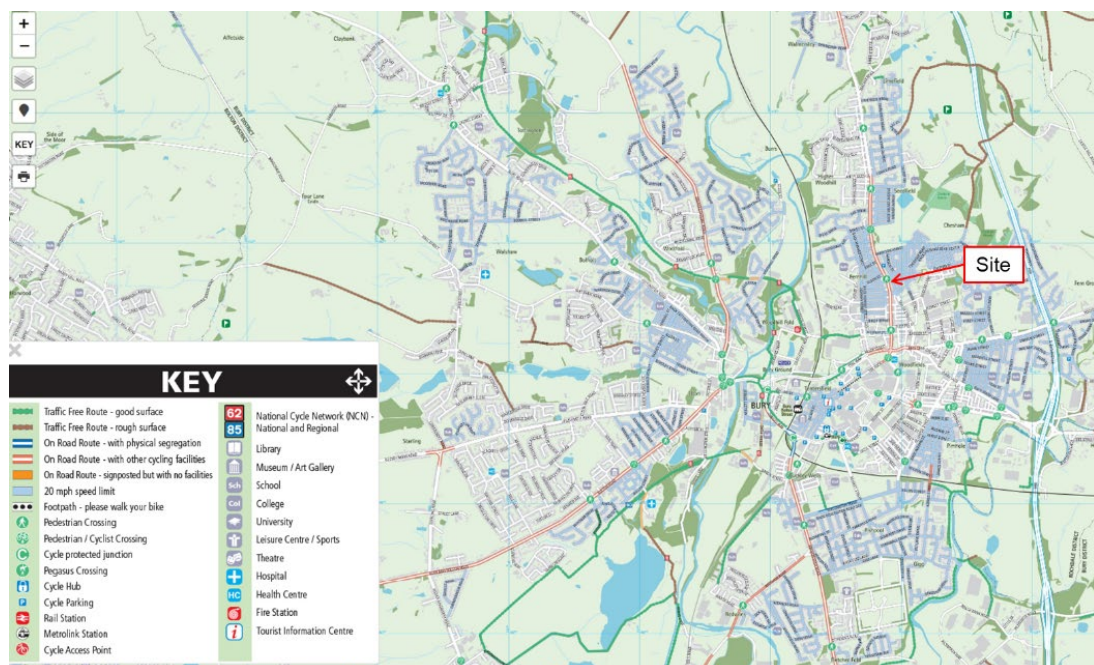
3.3 Accessibility by Cycle

3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.

3.3.2 A 5km cycling catchment incorporates the entirety of Bury as well as surrounding areas such as Tottington and Greenmount, amongst others. A number of cycle routes are within 5km of the site.

3.3.3 **Image 3.1** demonstrates the cycle infrastructure that is currently in place within the vicinity of the site from TfGM's online Cycle Map. This shows that the highway network locally to the site incorporates a number of cycle friendly facilities, including a mix of well surfaced traffic free routes and on-road cycle routes.

Image 3.1 – TfGM Online Cycle Map



- 3.3.4 The majority of Walmersley Road accommodates mandatory, on-carriageway cycle lanes on both sides of the road, enforceable between 0730-0930 hours and 1600-1830 hours, Monday to Saturday. Advanced Stop Lines (ASLs) are provided at a number of local signalised junctions, including the Taylor Street / Walmersley Road junction and the A56 Walmersley Road / A56 Peel Way / B6222 Bell Lane / Derby Way on the edge of the town centre.
- 3.3.5 It is also noteworthy that the site is located a short cycle (1 kilometre or so) from National Cycle Network (NCN) Route 6. NCN Route 6 is a long-distance cycle route, much of it being traffic-free, to destinations including Sheffield and Manchester.
- 3.3.6 On the basis of the above, the site is considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

Bus

- 3.4.1 Guidance from the CIHT document, *“Guidelines for Planning for Public Transport in Development”*, recommends that the walk distance for a new development should ideally be 300 metres to a bus stop, or a maximum of 400 metres.
- 3.4.2 The nearest bus stops to the site are the ‘Russell Street’ bus stops on Walmersley Road. The bus stops for both northbound and southbound services are located within 300 metres of the site, with the bus stop for southbound services located directly outside the site frontage on the eastern side of Walmersley Road (within 10 metres of the site) and the bus stop for northbound services being located some 100 metres further north on the western side of the road, accessible by way of a signalised crossing facility north of the site.
- 3.4.3 These bus stops serve a range of services, including routes 472, 474, 481, 483, and 487. **Table 3.2** summarises the abovementioned bus services and their typical daytime frequencies.



Table 3.2 – Local Bus Services and Frequencies

Service No.	Route Description	Typical One-Way Frequency		
		Weekdays	Saturdays	Sundays / Bank Holidays
472	Bury — Walmersley — Ramsbottom — Holcombe Brook circular	Every 20 Minutes	Every 20 Minutes	Every 30 Minutes
474	Bury — Holcombe Brook — Ramsbottom — Walmersley circular	Every 20 Minutes	Every 20 Minutes	Every 30 Minutes
481	Blackburn - Rawtenstall - Bury	Hourly	Hourly	Hourly
483	Bury - Edenfield - Rawtenstall - Whitewell Bottom - Burnley	Hourly	Hourly	Hourly
487	Bury - Fernhill - Chesham - Walmersley - Nangreaves	Hourly	Hourly	Every 2 Hours

3.4.4 It is evident that the existing local bus stops provide access to a range of bus services to key local destinations, including the centre of Bury. It should be noted that a wide range of further bus services are available from bus stops in the wider area, including services from the centre of Bury.

3.4.5 On the basis of the above, the site is considered to be highly accessible by bus.

Tram

3.4.6 Bury Metrolink Tram Stop is located some 1.4km from the site (a 16-minute walk) and is served by the Altrincham - Bury (Green Line) service and the Bury – Manchester Piccadilly (Yellow Line) service. Services typically operate every 10 – 12 minutes or so with tram journeys times into central Manchester of 30 minutes or so.

3.4.7 The site is therefore considered to be accessible by tram.

3.5 Accessibility Summary

3.5.1 In summary, the site is very well located to facilitate journeys by sustainable travel modes. The site is well located in the context of surrounding land uses and amenities which can be accessed within a reasonable walking and cycling distance.

3.5.2 The site is also highly accessible by public transport, being located adjacent to a bus stop serving a range of bus routes, along with being a short walk from Metrolink tram services into central Manchester.

3.5.3 Accordingly, it is evident that the site is highly accessible by sustainable transport modes and is therefore compliant with national and local policy on such matters.



4.0 PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 The proposed development comprises the expansion of an existing 6-bed House in Multiple Occupation (HMO) (Use Class C4) to a 9-bed HMO (Sui Generis) with associated works. The net change in HMO bedroom numbers at the site therefore amounts to an increase of 3 no. from existing.
- 4.1.2 The existing and proposed site plans are contained in **Appendix A** to the rear of this report.

4.2 Site Access and Servicing Arrangements

- 4.2.1 Access to the site would remain as per the existing arrangements set out at Chapter 2, with principal pedestrian access retained from the front of the site at Walmersley Road and the additional pedestrian access at the rear of the property retained.
- 4.2.2 Refuse would continue to be collected from the rear of the site with deliveries primarily made from the front of the site, or from Chesham Road, respective of existing TRO restrictions in relation to loading activity.

4.3 Proposed Cycle Parking Provision

- 4.3.1 There would be improvements made to the external area at the rear part of the site as part of the proposed development, including the provision of a new secure, covered cycle store that would further support car-free living.
- 4.3.2 This would accommodate up to 6 cycles, suitable to accommodate any cycle parking demands from the proposed additional 3 HMO bedrooms (there is currently no formal cycle parking at the site).

4.4 Proposed Car Parking Provision

- 4.4.1 The site would continue to operate as car-free with no on-site car parking provision, in line with the existing arrangements at the site. The appropriateness of this arrangement is discussed in the following chapter of this report.



5.0 CAR PARKING

- 5.1.1 This chapter reviews the suitability of the car-free strategy for the proposed development.

Context

- 5.1.2 It should be noted that the site already accommodates an HMO with 6 bedrooms and already operates as car-free. The proposed development does not therefore comprise a 'new' HMO, rather it comprises the existing HMO's expansion to provide 3 further bedrooms.
- 5.1.3 It is also significant that nearby property no. 148 Walmersley Road was subject to a planning application for a change of use from a single dwelling (Use Class C3) to a car-free, 8-bedroom HMO (Sui Generis) in March 2023 (reference 69452). The application was approved by BMBC in May 2023.
- 5.1.4 There are a number of additional existing HMOs in this area that also operate as car-free. The principle of a car-free HMO on this site, and at HMOs within the local area generally, is therefore already established.
- 5.1.5 Notwithstanding this, the remainder of this chapter of the report considers the appropriateness of the car-free nature of the scheme with reference to relevant local and national policy, likely car parking demands, and the associated impact resulting from 3 additional HMO bedrooms.

Review of Car Parking Standards and Policy

- 5.1.6 BMBC's Supplementary Planning Document (SPD) 11 ('Parking Standards in Bury') dated May 2007 states: *"All types of development proposals will be required to provide appropriate levels of parking in line with the standards set out in Section 5 – Table 2"* and goes on to clarify that *"the provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of a proposal"*.
- 5.1.7 The need for 'adequate' levels of car parking is also advocated at Policy HT2/4 of the Bury Unitary Development Plan (UDP) (Saved in 2007).



- 5.1.8 It should be noted that there are no car parking standards for HMOs set out in SPD 11, although it is noted that the site is within a 'high' access area, as defined in SPD 11, whereby reduced car parking standards are widely applicable to other land use classes.
- 5.1.9 SPD 13 ('Conversion of Buildings to Houses in Multiple Occupation') discusses matters of car parking at HMO sites and states that: *"the Council recognises that it is difficult to set actual car parking standards for HMO as this will often depend on the end user and the location of the property. Accordingly, the level of parking provision will be considered depending on the specific circumstances involved and location of the proposal."*
- 5.1.10 SPD 13 further states in this regard: *"Any proposal that is considered to have a detrimental impact on highway safety or harm to amenity will not be permitted."*
- 5.1.11 The proposed development does not relate to the *conversion* of a building to an HMO (it is already an HMO that is simply being sought to be expanded) and SPD 13 is not therefore strictly applicable. It is however clear that BMDC's general approach to car parking quantum associated with development proposals is such that the level of car parking proposed should be adequate and appropriate for the site in the context of its scale, end user, and its location relative to non-car modes of travel.
- 5.1.12 The above approach broadly reflects (albeit was prepared prior to) paragraph 112 of the NPPF which sets out the following:
- "If setting local parking standards for residential and non-residential development, policies should take into account:*
- a) the accessibility of the development;*
 - b) the type, mix and use of development;*
 - c) the availability of and opportunities for public transport;*
 - d) local car ownership levels; and*
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

- 5.1.13 It is evident therefore that local parking levels should not be applied strictly in all circumstances, rather that parking provision for new development should be considered on a case-by-case basis, considering factors such as the type and location of the development and local car ownership levels.
- 5.1.14 The following subsections of this report consider the appropriateness of the proposed parking arrangements, in accordance with the abovementioned local and national policy guidance.

Accessibility of the Site by Sustainable Travel Modes

- 5.1.15 As outlined at **Chapter 3** of this report, the site is sustainably located, being located a short walking and cycling distance from a wide range of amenities and public transport services, including the wide range of amenities within and around the centre of Bury.
- 5.1.16 The location of the site therefore aligns well with paragraph 112 of the NPPF, as well as with reference to BMBC's abovementioned policy guidance.

Measures to Encourage Non-Car Use

- 5.1.17 The use of sustainable travel modes would be encouraged amongst HMO residents through the provision of a new secure, covered cycle store on the site.
- 5.1.18 It should also be noted that when completed, the development will be marketed as car-free with no dedicated parking provided to prospective occupiers. This is already the case for the HMO at present.
- 5.1.19 This will further reduce the likely reliance on private car travel and fully aligns with the latest 'decide and provide' approach to managing transport impacts, as opposed to the longstanding 'predict and provide' approach.

Projected Car Parking Demands

- 5.1.20 In order to establish the projected levels of car ownership associated with the proposed development, 2021 Census data has been interrogated to determine the existing car ownership levels around the site.

- 5.1.21 The Census assessment has been undertaken with reference to Nomis search criteria '*RM001 - Accommodation type by car or van availability*' for the lower layer output area '*E01004979 : Bury 008C*' which incorporates the site and other surrounding areas north of the town centre. The search has been undertaken in relation to 'flatted properties' with 'one usual resident aged 17 or over', equating to a total sample size of 105 units.
- 5.1.22 The full Census outputs are included at **Appendix B** and summarised below at **Table 4.1**.

Table 4.1 – Local Car Ownership Levels (Single Occupancy Flats) – Census 2021 Data

Car or Van Availability	No. Properties	No. Cars / Vans
No cars or vans in households	86	0
1 car or van in household	16	16
2 or more cars or vans in household	3	6
Total	105	22

- 5.1.23 It is evident that average car ownership amongst equivalent properties in this area amounts to 0.23 cars per household. Applying this to the proposed 3 additional HMO bedrooms equates to a projected car parking demand of up to 1 car (rounded up from 0.69). This is an immaterial level of car parking demand.
- 5.1.24 It should be noted that the above figures are based on conventional flatted properties or similar (maisonettes etc.). This is a robust approach given that the subject site is an HMO. Car ownership would therefore arguably be even lower than that presented above when considering actual end users of the site, in accordance with the NPPF and BMBC policy.
- 5.1.25 It is also noteworthy that the above Census data includes some flatted properties that do incorporate on-site car parking – thereby increasing the chances of those properties being occupied by those who own a car.
- 5.1.26 As set out earlier, the proposed development will be marketed as a 'car-free' development and prospective residents would be aware of this before deciding whether or not to move in. Those with a car are unlikely to decide to move here.



- 5.1.27 It is not expected therefore that any material level of off-site parking demand will be generated by the site in-practice. Nonetheless, the existing double yellow line restrictions on the A56 Walmersley Road (and the single yellow line restrictions on Chesham Road) means that car parking would not take place along this higher status road which may otherwise impact the free flow of traffic and highway safety and be contrary to BMBC policy.
- 5.1.28 There is also a public car park (Brookshaw Street) located less than 200 metres east of the site and could also formally accommodate any car parking demands that may occur.
- 5.1.29 On the basis of the above assessments, it is considered that the proposed car-free parking arrangement is entirely appropriate for the scale, use, mix, location and projected parking demands of the site and is fully reflective of relevant local and national policy guidance on this matter.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis has been appointed by True Estates Ltd. to provide highways and transport advice in relation to the proposed expansion of an existing 6-bed House in Multiple Occupation (HMO) (Use Class C4) to a 9-bed HMO (Sui Generis) with associated works (the 'proposed development'). The net change in HMO bedroom numbers at the site therefore amounts to an increase of 3 no.
- 6.1.2 The site is located at 156 Walmersley Road, Bury BL9 6LL. The site is in a highly accessible location, adjacent to a local bus stop that accommodates a range of high-frequency services and within a short walk from the centre of Bury, from where Metrolink tram services and a wide range of shops and services can be accessed.
- 6.1.3 This Highways Technical Note (HTN) has been prepared to inform Bury Metropolitan Borough Council (BMBC), as the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated transport-related implications of the proposed development.
- 6.1.4 In particular, it considers the suitability of the car-free strategy for the proposed development and the projected impact that the 3 additional HMO bedrooms could have in terms of potential additional car parking demand and associated impacts.
- 6.1.5 In summary, the site is very well located to facilitate journeys by sustainable travel modes, being located a short walking distance from a number of amenities and public transport connections within and around the centre of Bury. This, alongside the very low projected car parking demands associated with the proposed development (up to 1 car), means that the car-free strategy is appropriate and in line with relevant local and national policy guidance.
- 6.1.6 Moreover, the proposed development will be marketed as car-free with no dedicated parking offered to prospective HMO occupiers, as per the existing arrangements for the existing HMO on the site. The proposed development would therefore primarily be occupied by those who do not own a car and would travel by active travel modes or public transport. A new secure, covered cycle store would be provided on the site to further support car-free lifestyles.

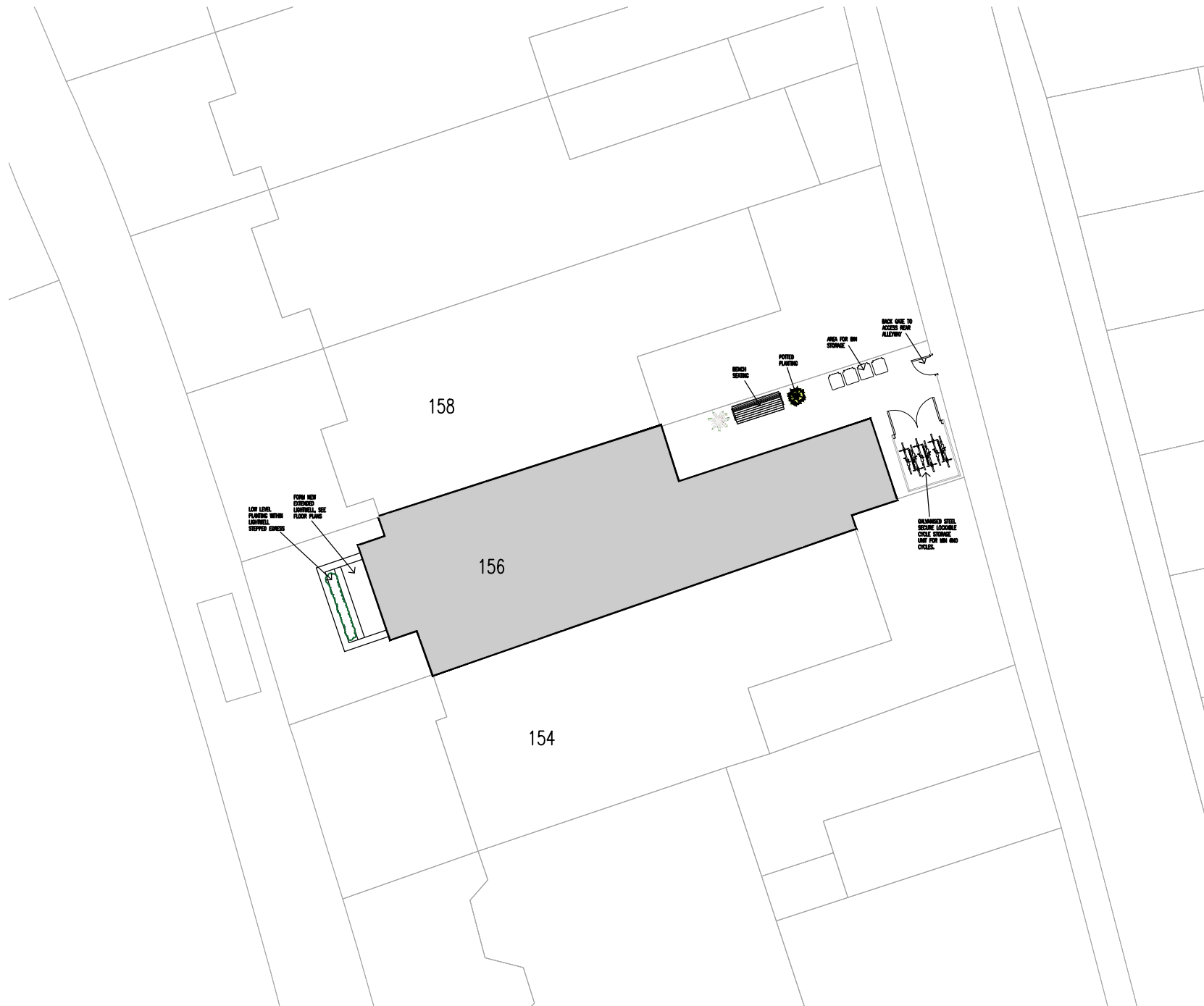


6.2 Conclusions

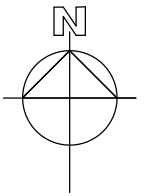
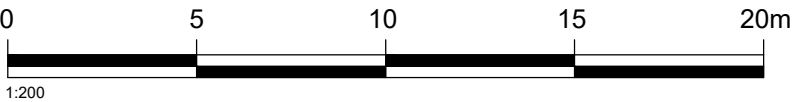
- 6.2.1 With regards to the evidence presented within this report, the proposals are considered to comply with relevant local and national planning policies in transport terms.
- 6.2.2 It is therefore considered that there should be no reason to withhold planning permission from a transport perspective.

Appendix A – Existing and Proposed Site Plans



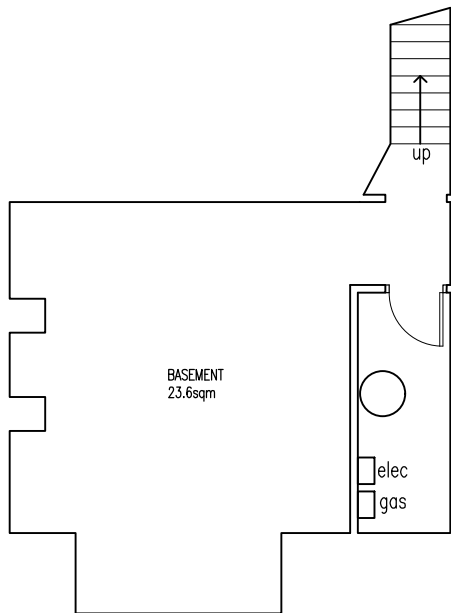


PROPOSED BLOCK SITE PLAN
1:200 @ A3

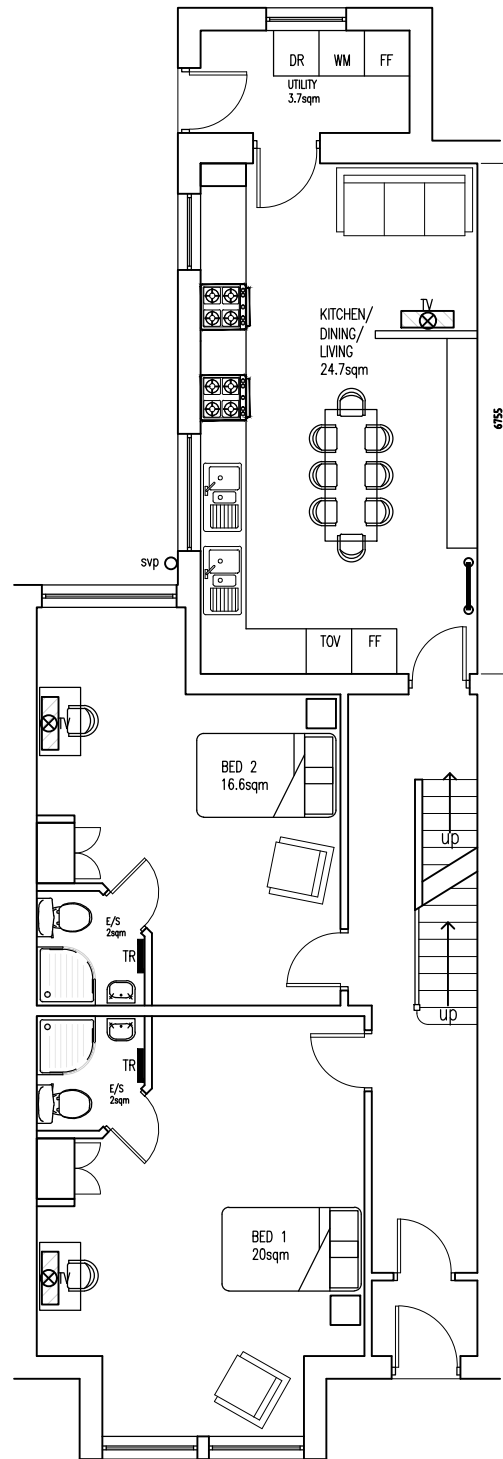


GALVANISED STEEL FRAMED CYCLE STORAGE SHELTER, FOR 6 CYCLES, 2150mm LONG x 2000mm WIDE x 2200mm HIGH, GATED FRAMES TO RECEIVE PERFORATED INFILL PANELS. PROVIDE 3no SHEFFIELD STANDS, FIXED TO TO HARD STANDING.

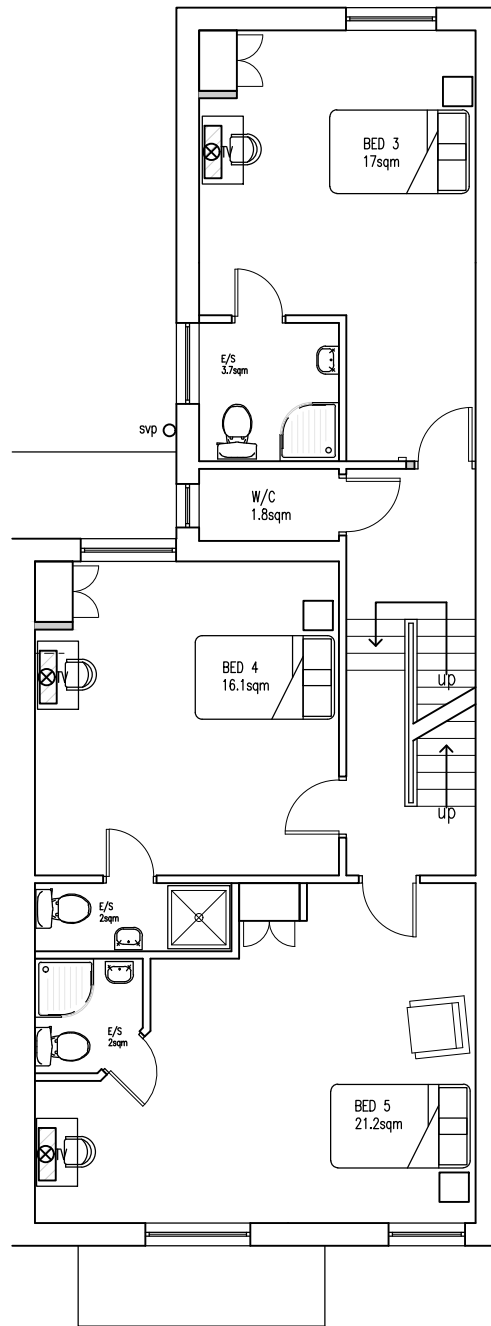
Rev	Amendments	Date	Ints
			
Project			
156 WALMERSLEY ROAD BURY, BL9 6LL			
Drawing Title			
SITE LOCATION PLAN PROPOSED SITE PLAN			
Drawn MG		Checked -	
Date AUG 2024		Scale@A3 1 : 100	
Drawing No. 156WR/300/PL		Rev.	



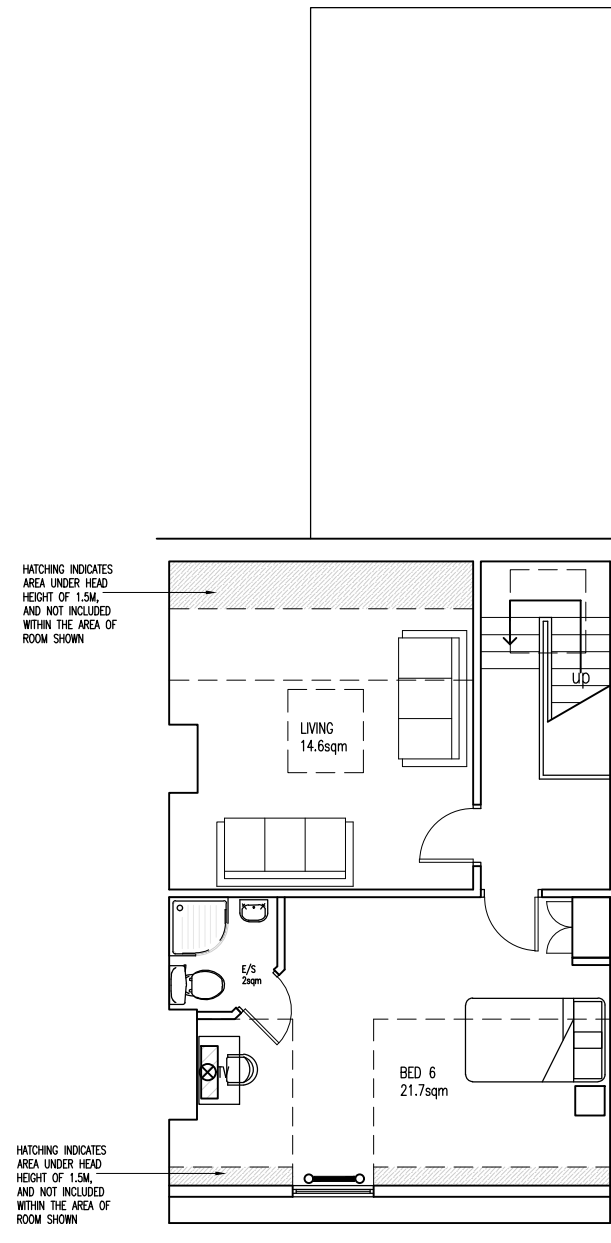
EXISTING BASEMENT FLOOR PLAN
1:100 @ A3



EXISTING GROUND FLOOR PLAN
1:100 @ A3



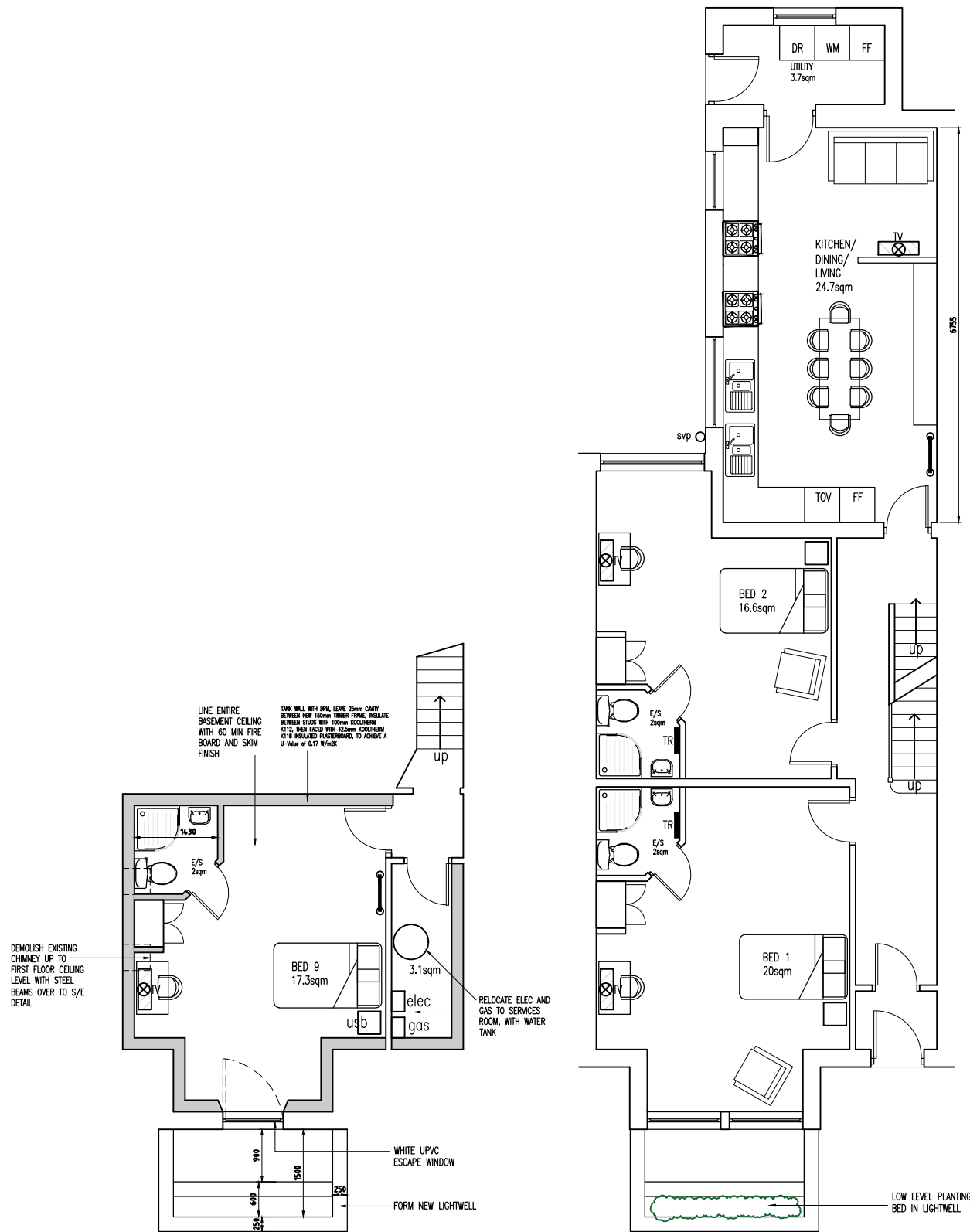
EXISTING FIRST FLOOR PLAN
1:100 @ A3



EXISTING SECOND FLOOR PLAN
1:100 @ A3

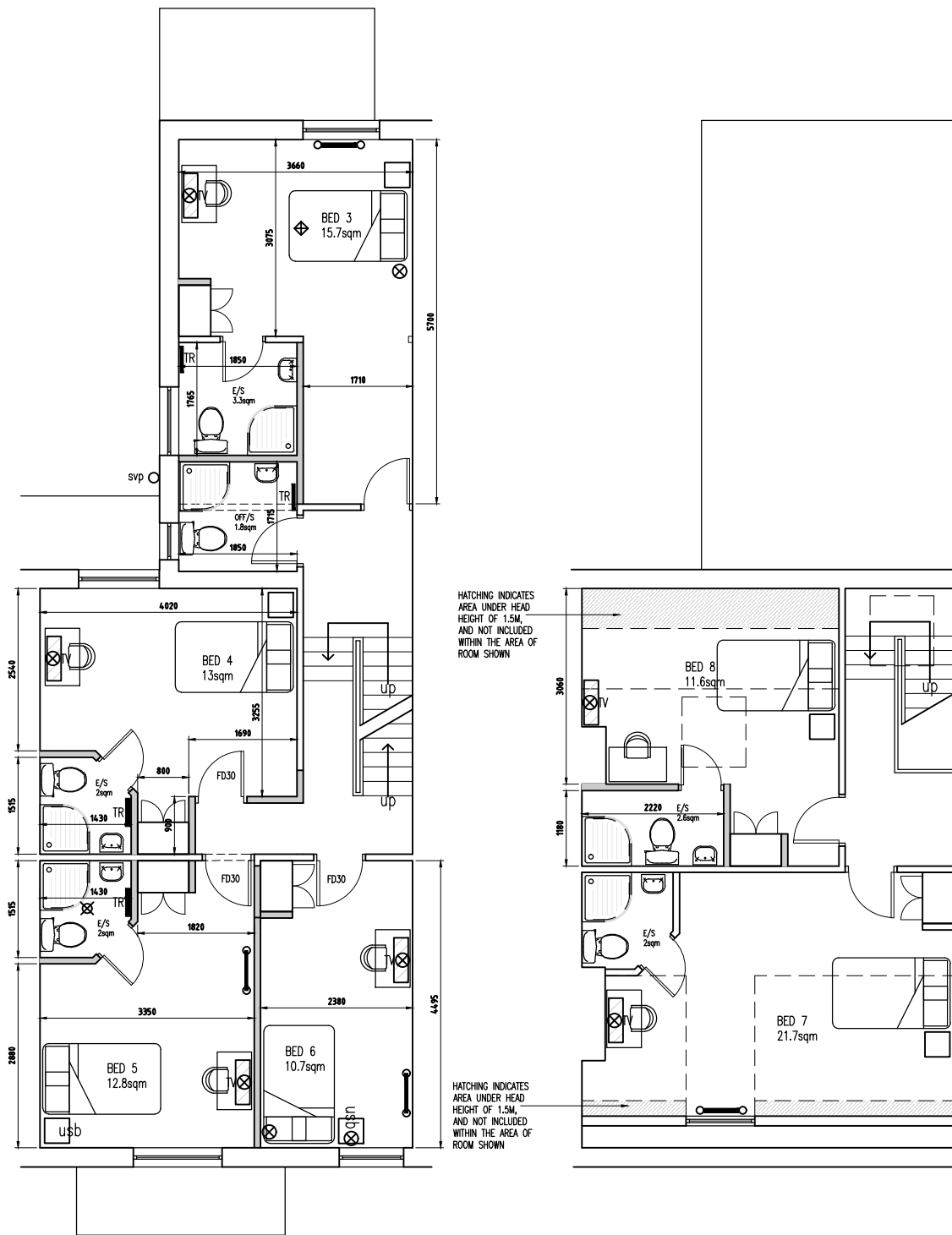


Rev	Amendments	Date	Ints
Mark Gordon Design + Associates			
Project 156 WALMERSLEY ROAD BURY, BL9 6LL			
Drawing Title EXISTING PLAN LAYOUTS			
Drawn	MG	Checked	—
Date	AUG 2024	Scale	A3 1 : 100
Drawing No.	156WR/301/PL	Rev.	



PROPOSED BASEMENT FLOOR PLAN
1:100 @ A3

PROPOSED GROUND FLOOR PLAN
1:100 @ A3



PROPOSED FIRST FLOOR PLAN
1:100 @ A3

PROPOSED SECOND FLOOR PLAN
1:100 @ A3



Rev	Amendments	Date	Ints
Mark Gordon Design + Associates			
Project			
156 WALMERSLEY ROAD BURY, BL9 6LL			
Drawing Title			
PROPOSED PLAN LAYOUTS			
Drawn	MG	Checked	—
Date	AUG 2024	Scale	A3 1 : 100
Drawing No.	156WR/303/PL	Rev.	

Appendix B – Census (2021) Car Ownership Data



RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

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population	All households
units	Households
date	2021
area type	2021 super output areas - lower layer
area name	E01004979 : Bury 008C
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure

Number of cars or vans	Total	One usual resident aged 17 years or over in household
Total	154	105
No cars or vans in household	103	86
1 car or van in household	42	16
2 or more cars or vans in house	9	3

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.