



8-BED HOUSE IN MULTIPLE OCCUPATION (HMO)

109 WALMERSLEY ROAD, BURY

HIGHWAYS TECHNICAL NOTE

Prepared for

KIPSIE PROPERTIES LTD

**September 2025
5296-HTN01**



Document Control

Revision	Date	Prepared By	Reviewed / Approved By
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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by Kipsie Properties Ltd ('the Applicant') to provide highways and transport advice in relation to [Planning Type] for the conversion of an existing 3-bed property to an 8-bed House in Multiple Occupation (HMO), ('the Proposed Development'), located at 109 Walmersley Road, Bury ('the Site'). The net change in bedroom numbers at the site therefore amounts to an increase in 5 no beds.
- 1.1.2 The site is located at 109 Walmersley Road, Bury BL9 6LL. It 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 There is currently one on-site car parking bay at present for the existing 3-bed property, and this arrangement would remain unchanged as part of the proposed HMO development. This arrangement is regarded as wholly suitable for the site, reflecting both its excellent accessibility and the limited need for private car use among HMO residents. 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 The purpose of this Highways Technical Note (HTN) is to inform Bury Metropolitan Borough Council (BMBC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related matters associated with the Proposed Development.
- 1.1.5 In particular, it assesses the suitability of the proposed development's parking arrangements and any potential effects relating to additional parking demand and 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 on and around the Site, including the Site location, the local highway network, and a review of the accident data on the local highway network;
- ii) **Chapter 3** provides a high-level review of the accessibility of the Site by sustainable, non-car modes of travel;
- iii) **Chapter 4** describes the Proposed Development in detail, including reference to the proposed access, parking and servicing arrangements;
- iv) **Chapter 5** forecasts the likely traffic generating potential of the Proposed Development; and
- v) **Chapter 6** summarises and concludes the report.



2.0 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section of the HTN describes the existing conditions on and around the Site, focussing on the Site location, its existing use, access arrangements and the local highway network, including its accident record.

2.2 Site Location

2.2.1 The Site is situated at 109 Walmersley Road, Bury approximately 600 metres north of the edge of Bury town centre. It is bound by Back Walmersley Road West to the west, Canning Street to the north, Walmersley Road to the east and the neighbouring terraced house to the south.

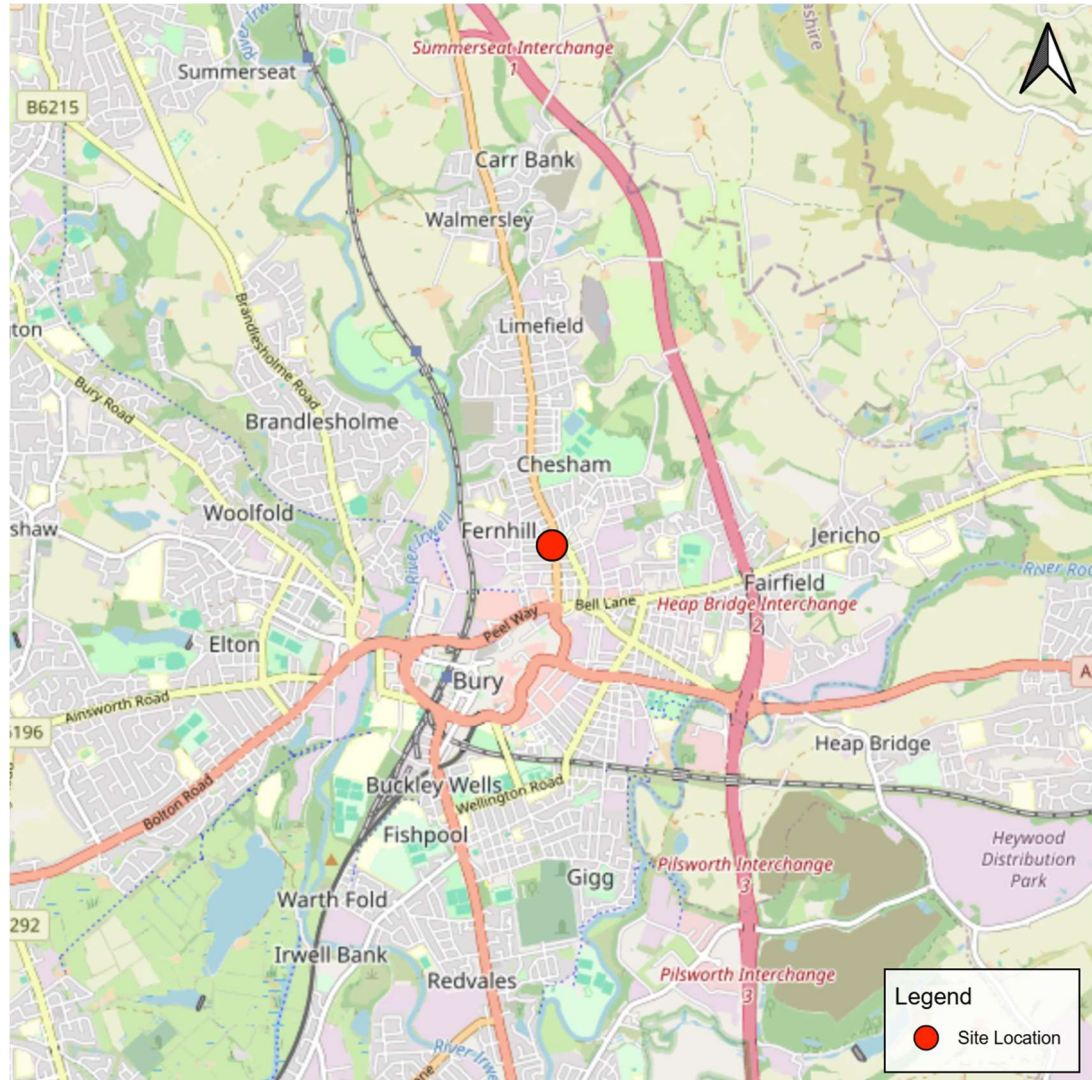
2.2.2 **Image 2.1** below illustrates the Site's location in relation to the local highway network.

Image 2.1 – Site Location (Local Context)



- 2.2.3 The location of the site in relation to the wider highway network is shown on **Image 2.2**.

Image 2.2 – Site Location (Wider Context)



- 2.2.4 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 Use

- 2.3.1 The Site currently comprises a 3-bed residential property. The Site is therefore capable of generating a level of and parking demand pertaining to the above use,



and this thereby represents a 'fallback' position, against which the parking demand of the Proposed Development should be assessed.

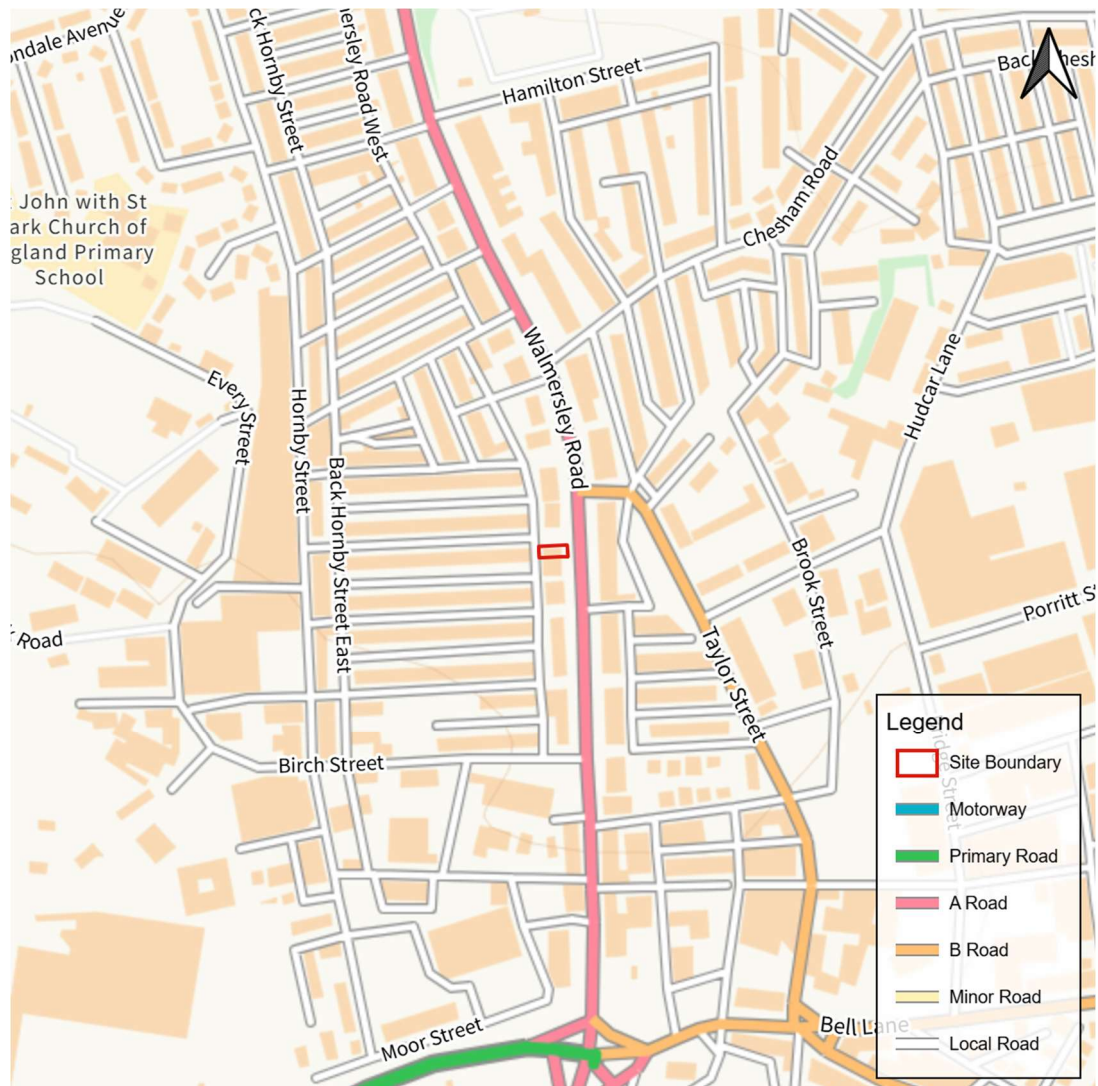
2.4 Existing Access Arrangements

- 2.4.1 Pedestrian access can be achieved via Walmeresly Road, and vehicular and pedestrian access to the Site can currently be achieved via a driveway located off Back Walmeresley Road West, to the West of the Site.

2.5 Local Highway Network

- 2.5.1 The following subsections describe the local highway network in the vicinity of the Site, with reference to **Image 2.3**.

Image 2.3 – Local Highway Network



Walmersley Road

- 2.5.2 Along the site's frontage Walmersley Road (classified 'A56') has a carriageway width of approximately 12 – 13m and features 2.5 – 3m wide footways on both sides of the carriageway. There is also a pedestrian refuge island crossing (including dropped kerbs) on Walmersley Road directly to the east of the Site.
- 2.5.3 In the vicinity of the site there are double yellow line road markings along both sides of Walmersley Road restricting on-street car parking at all times. There are opportunities for unrestricted on-street car parking on the other roads (outlined below) to the north and west of the site which are nearby residential roads, most notably Canning Street and Back Walmersley Road West.
- 2.5.4 Walmersley Road benefits from street lighting, is subject to a 30mph speed limit and intersects with various other residential streets and roads within the area.

Canning Street

- 2.5.5 Canning Street is a residential road accessed from Hornby Street to the west. It is subject to a 20mph speed limit and has parking available on both sides. At its eastern end, it connects with Walmersley Road, although the vehicular link has been closed.

Back Walmersley Road West

- 2.5.6 Back Walmersley Road West is a residential road located parallel to the western side of Walmersley Road. It is approximately 4.5 metres wide with very narrow footways on both sides.

2.6 Highway Safety

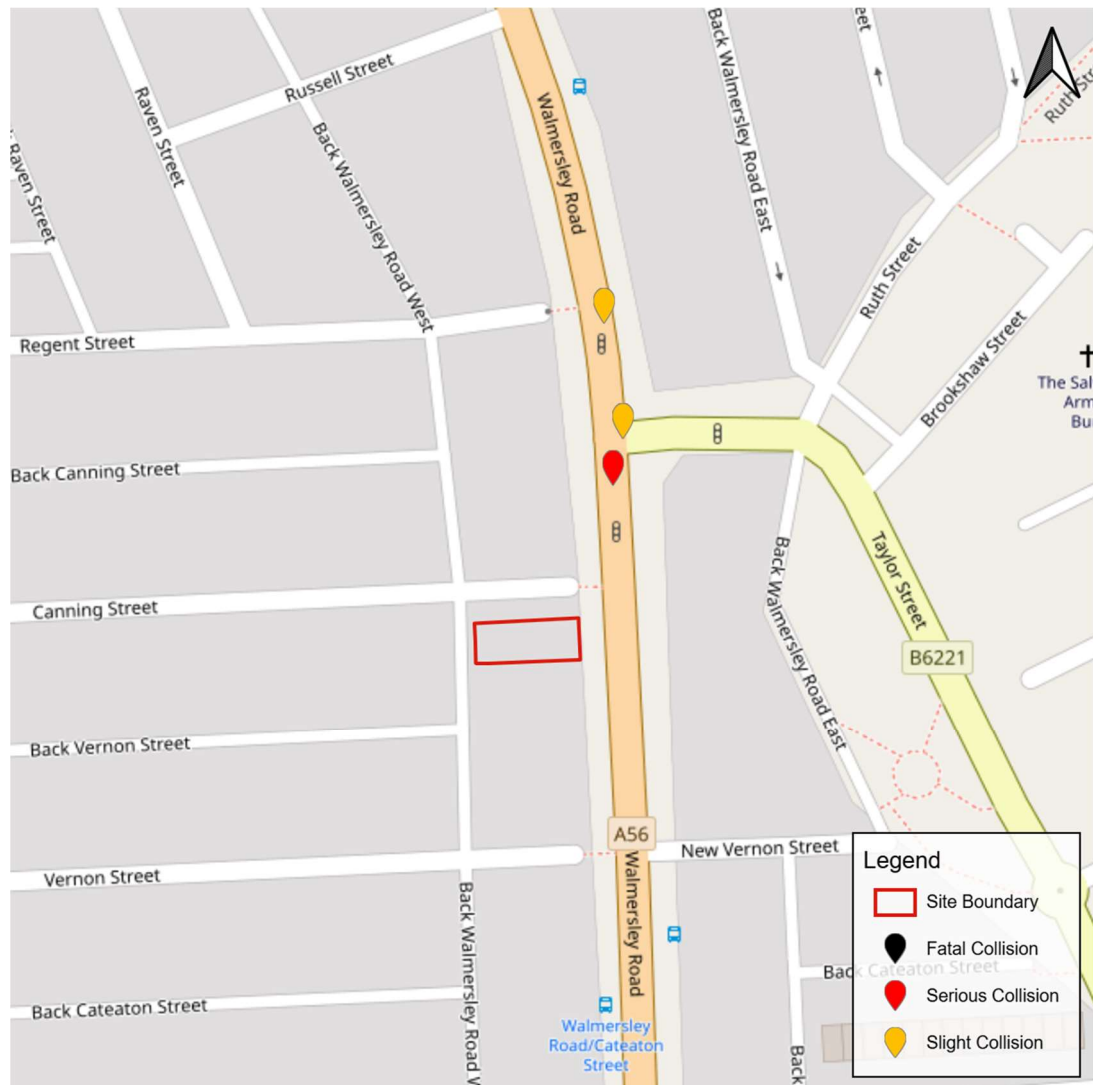
- 2.6.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the Department for Transport Road Safety Statistics. Data has been extracted for the most recently available complete 3-year period, which is 2021-2023 inclusive. The location and severity of the accidents are shown on



2.6.2 Image 2.4.



Image 2.4 – Personal Injury Accident Map Extract (2021-2023 Inclusive)



2.6.3 Review of demonstrates that a total of 3 incidents have been recorded within the general vicinity of the Site (i.e. 100m radius) between 2021 and 2023 (inclusive). Of these:

- i) 2 'slight' severity accidents were recorded;
- ii) 1 'serious' severity accidents were recorded; and
- iii) 0 were recorded as fatal.

2.6.4 **Table 2.1** highlights the overall incidents in the vicinity of the site.

Table 2.1 – Total PIA Collisions

Study Area	Slight Collisions	Serious Collisions	Fatal Collisions	Total Collisions
0.3 km	2	1	0	3

2.6.5 The accident record does not indicate any concentration of accidents or unusual patterns when compared to the wider highway network. Road safety does not therefore cause a material concern in the context of the Proposed Development.

2.7 Local TRO Regime

2.7.1 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 2.5**.

Image 2.5 – Local TRO Parking Regime



3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the 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 Specifically, Paragraph 110 of the National Planning Policy Framework (NPPF) states that:

“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 Accordingly, and 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 modes of transport.

- i) Accessibility on foot;
- i) Accessibility by cycle; and,
- ii) Accessibility on public transport

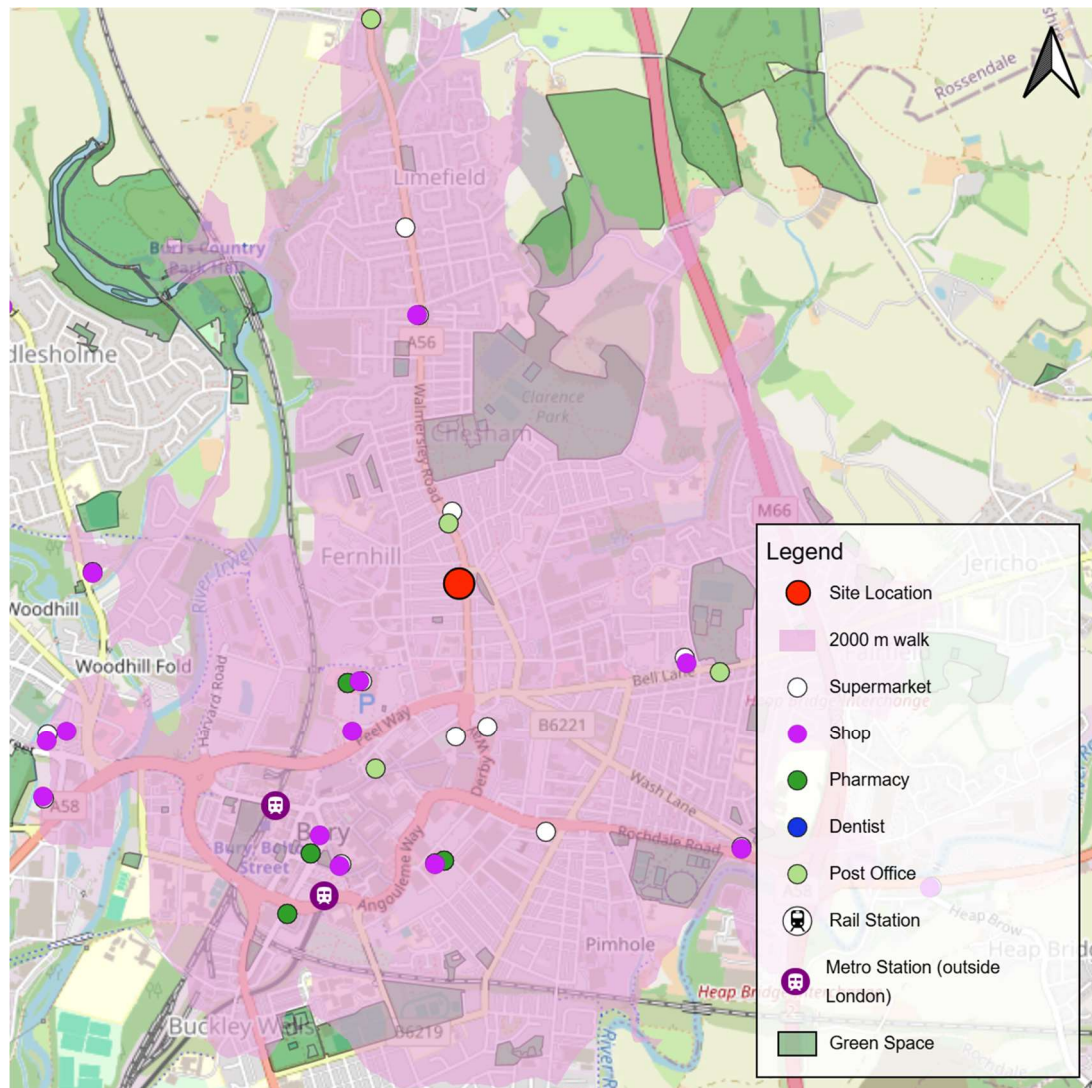
3.2 Accessibility on Foot

3.2.1 The Chartered Institute of Highways and Transportation (CIHT, formerly IHT) in their document ‘*Providing for Journeys on Foot*’, recognises that although acceptable walking distances will vary between individuals and circumstances, for commuting, school and sight-seeing trips, a walk distance of 2km can be considered as the ‘preferred maximum’.

3.2.2 With regard to the above, **Image 3.1** shows an indicative 2km walking catchment measured from the centre of the Site. This provides an indication of the areas which can be reached within a 24-minute walk of the Site, assuming an average walk speed of 1.4m/s.



Image 3.1 – 2km Walking Catchment



- 3.2.3 As shown on **Image 3.1**, 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).
- 3.2.4 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.
- 3.2.5 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.

- 3.2.6 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)
Walmersley Road Medical Practice	80m	1 minute
Strachans Chemist	180m	2 minutes
Co-op Foodstore (Walmersley Road)	230m	3 minutes
Chesham Post Office	230m	3 minutes
Chesham Convenience Store	350m	4 minutes
Clarence Park Recreation Ground	500m	6 minutes
The Rock Shopping Centre (inc. M&S, Barclays, Vision Express, Superdrug)	600m	7 minutes

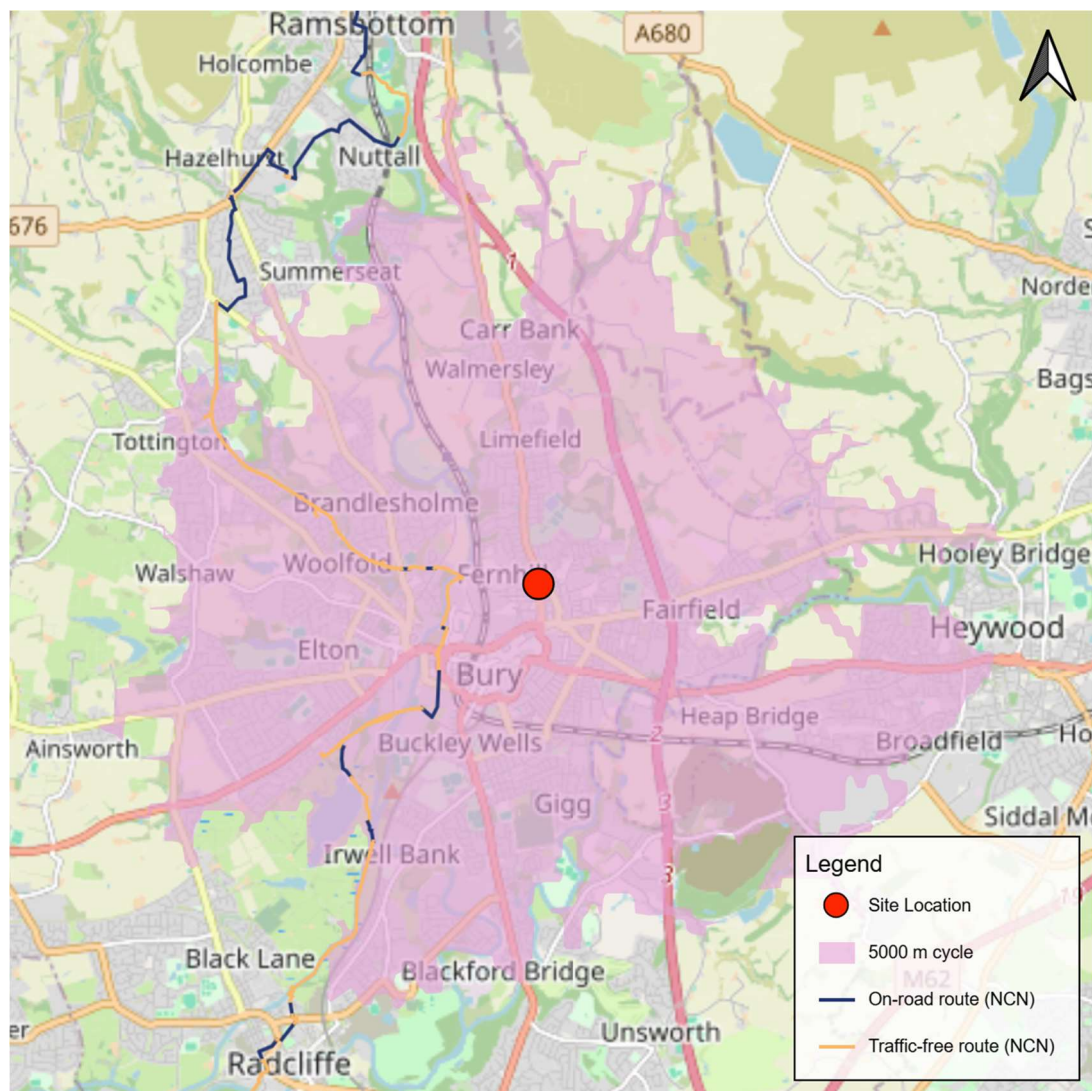
- 3.2.7 It is clear that a range of amenities are accessible within a 600m walking distance of the site, with even further amenities accessible from the very centre of Bury.
- 3.2.8 It should be noted that the local highway network provides a safe and realistic opportunity for prospective residents to 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.
- 3.2.9 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.
- 3.2.10 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 In order to determine the accessibility of the site by cycle, **Image 3.2** shows a 5km cycle catchment from the centre of the Site, including the National Cycle Network within the vicinity of the Site.



Image 3.2 – 5km Cycling Catchment



- 3.3.3 **Image 3.2** shows that the 5km catchment incorporates the entirety of Bury and reaches until Radcliffe to the southwest and Heywood to the east.
- 3.3.4 The 5km catchment also incorporates a number of cycle routes, including NCN Route 6. NCN Route 6 is a long distance cycling route which starts from London and cuts off to the west of Sheffield, restarting in Manchester to the West of Peak District. From there, the route passes through Manchester City Centre, Salford and Bury, before continuing north towards Preston, then through Lancaster, and terminating in the Lake District.
- 3.3.5 Bury Tram Stop is also located within a 1.6km cycle distance of the site which therefore provides residents with the opportunity to access the site by a multi-modal journey by rail and cycle.

3.3.6 It should also be noted that the local highway network surrounding the Site is well-lit by street lighting and the topography of the area is generally flat, thereby providing conditions which are conducive for cycling. The local highway network is also well equipped with shared foot/cycleways which provides an off-road route for cyclists travelling locally.

3.3.7 With regards to the above, the Site is considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

By Bus

3.4.1 The Chartered Institution of Highways and Transportation (CIHT) previously recommended a maximum walking distance of 400 metres to a bus stop in 'Planning for Public Transport in Developments' (1999). However, 'Buses in Urban Developments' (CIHT, 2018) provides updated guidance, setting walking distance thresholds based on service frequency and urban context. It states that in town and city centres, the preferred maximum distance is 250 metres, increasing to 300 metres for less frequent routes and 400 metres for single high-frequency services (every 12 minutes or better). For core bus corridors with multiple high-frequency services, a distance of up to 500 metres may be acceptable. The guidance also highlights that acceptable walking distances depend on factors such as walking route quality, local demographics, and overall journey convenience.

3.4.2 As illustrated on **Image 3.3**, the nearest bus stops are Cateaton Street Bus Stops and can be reached within a circa 63m walk distance from the Site. The bus stops are therefore well located within the CIHT's lower recommended walk distance threshold.



[illegible]

3.4.3 **Table 3.1** summarises the bus services that call at the nearest bus stops to the Site, including their respective frequencies.

Table 3.1 – Bus Services

Bus Stop	Bus Route No.	Route Description	Typical One-way Frequencies		
			Weekdays	Saturdays	Sundays / Bank Holidays
Cateaton Street	474	Ramsbottom - Bury	1 per day	1 per day	1 per day
Cateaton Street	474	Bury - Bury	3 per hour	2 per hour	1 per hour
Cateaton Street	481	Blackburn Town Centre - Bury	2 per hour	1 per hour	1 per hour
Cateaton Street	481	Haslingden - Bury	2 per day	2 per day	No service
Cateaton Street	481	Rawtenstall - Bury	No service	1 per day	1 per day

Cateaton Street	483	Burnley - Bury	1 per hour	1 per hour	1 per hour
Cateaton Street	483	Rawtenstall - Bury	4 per day	1 per day	No service
Cateaton Street	487	Nangreaves - Bury	15 per day	1 per hour	4 per day
Cateaton Street	472	Bury - Bury	3 per hour	2 per hour	1 per hour
Cateaton Street	481	Bury - Blackburn Town Centre	2 per hour	1 per hour	1 per hour
Cateaton Street	483	Bury - Rawtenstall	1 per day	No service	No service
Cateaton Street	483	Bury - Burnley	2 per hour	1 per hour	1 per hour
Cateaton Street	487	Bury - Nangreaves	1 per hour	1 per hour	4 per day

3.4.4 **Table 3.1** demonstrates that the multiple bus services operate at the nearest bus stops to the Site, and cumulatively provide services approximately every 10 min on weekdays and on Saturdays, and up to 1 per hour services on Sundays.

3.4.5 These services provide connections to various destinations, such as Ramsbottom, Bury, Blackburn amongst others.

3.4.6 The Site is therefore considered to be accessible by bus.

By Rail

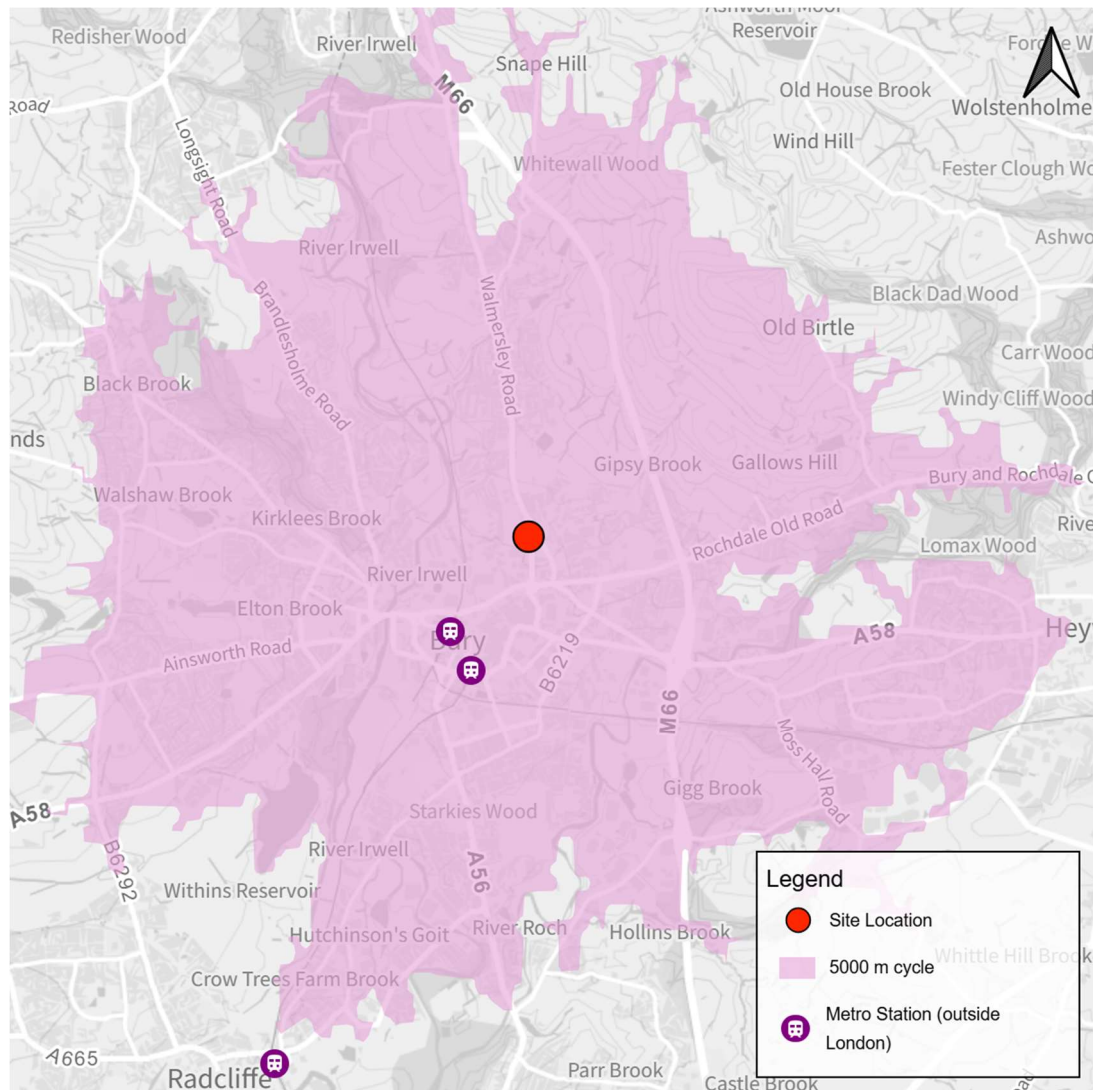
3.4.7 **Image 3.4** following shows the nearest tram stations to the Site.

3.4.8 Bury Tram Station is the closest station, approximately 1.6 km from the Site. It can be accessed within an approximate 22 mins walk or 7 mins cycle time.

3.4.9 Green and Yellow Line can be access from Bury Tram Station. These services run approximately every 12 min; also complementing each other (i.e. running every 6 min cumulatively). Both Lines follow the same route until Piccadilly Gardens passing through Manchester Victoria Railway Station. From this point on, Yellow Line Routes towards Manchester Piccadilly Railway Station and terminate and Green Line continues south to Altrincham. National Rail Services can be access from Manchester Victoria Railway Station and Manchester Piccadilly Railway Station.



Image 3.4 – Location of Nearest Rail Stations to the Site



3.4.10 The Site is therefore considered to be accessible by rail.

3.5 Accessibility Summary

3.5.1 In summary, the Site is well located to facilitate resident journeys to be made to and from the Site by sustainable travel modes. The surrounding area is well equipped with pedestrian infrastructure and provides conditions which are conducive for cyclists.

3.5.2 The Site is also highly accessible by public transport, being located within a circa 63m walk / cycle distance of bus stops and an approximate 1.6 km walk / cycle from Bury Tram Station, all of which provide frequent services to a number of local destinations and opportunities to access services to other national destinations.

3.5.3 Accordingly, it is evident that the site is accessible by sustainable transport modes and is therefore compliant with national (NPPF) and local policies.



4.0 PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 This planning application seeks approval for the conversion of the existing three-bedroom terraced dwelling into an eight-bedroom House in Multiple Occupation (HMO). The proposal has been designed to make efficient use of the property while ensuring that it meets relevant planning, housing, and amenity standards.
- 4.1.2 The existing and proposed site layout plans are provided in **Appendix A** at the end of this report, illustrating both the current arrangement and the changes required to facilitate the proposed development.”

4.2 Proposed Site Access and Servicing Arrangements

- 4.2.1 Site access will remain unchanged from the existing arrangements described in Chapter 2, with the main pedestrian access continuing from the front of the property on Walmersley Road, and the rear pedestrian access and single vehicle parking space also 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 Back Walmersley Road West, respective of existing TRO restrictions in relation to loading activity.

4.3 Proposed Cycle Parking Provision

- 4.3.1 The cycle parking standards currently adopted by BMBC are set out in ‘*Supplementary Planning Document 11: Parking Standards in Bury*’. These require the provision of one secure, covered cycle storage space per bedroom where no garage or secure area is available within the curtilage of the dwelling.
- 4.3.2 As part of the Proposed Development, enhancements will be made to the external area at the side of the Site, including the installation of a new secure, covered cycle store. This facility will accommodate up to eight bicycles, thereby fully complying with the Council’s standards for an 8-bedroom HMO and supporting sustainable travel to and from the Site..



4.4 Proposed Car Parking Arrangements

- 4.4.1 The Site will continue to provide a single car parking space, consistent with the existing arrangements. The suitability of this provision is considered in the following chapter of this report.



5.0 CAR PARKING

5.1.1 This chapter reviews the suitability of the car parking arrangements of the Proposed Development.

5.2 Review of Car Parking Standards and Policy

5.2.1 BMBC's Supplementary Planning Document 11: Parking Standards in Bury dated June 2025 states: *"All types of development proposals will be required to consider providing levels of parking in line with the standards set out within Chapter 4 of this SPD. The provision of adequate parking facilities will also be required to meet appropriate design standards as set out in Chapter Six of this SPD. The provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of a proposal."*

5.2.2 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).

5.2.3 The Proposed Development is located within 'Zone 2' as defined in Supplementary Planning Document 11 (SPD11). This area is categorised as having a 'high' level of accessibility, second only to Zone 1, where reduced car parking standards are generally applicable. The relevant car parking standards for three-bedroom houses and HMOs within Zone 2 are as follows:

- i) **Houses in Multiple Occupancy (HMO) (C4) and Sui Generis HMOs:** 0.25 unallocated spaces per bedroom - Alternative provision levels to be considered on a case-by-case basis.
- ii) **General Residential (C3):** 1.5 space per three bed dwelling and greater.

5.2.4 Under the adopted standards, the Proposed Development would ordinarily require two parking spaces, although alternative provision may be considered on a site-specific basis depending on location and circumstances. The existing three-bedroom dwelling generates a requirement for 1.5 spaces, typically rounded up to two. Accordingly, both the existing and proposed uses generate the same parking requirement, and in principle the change of use should not give rise to any parking concerns.

5.2.5 **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.”*
- 5.2.6 **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.”*
- 5.2.7 It is clear that BMBC’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.
- 5.2.8 The above approach broadly reflects (albeit was prepared prior to) paragraph 112 of the NPPF which sets out the following:
- 5.2.9 “If setting local parking standards for residential and non-residential development, policies should consider:
- 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.”*
- 5.2.10 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.
- 5.2.11 The following subsections of this report consider the appropriateness of the proposed parking arrangements, in accordance with the abovementioned local and national policy guidance.

5.3 Context

- 5.3.1 It should be noted that the site already accommodates a 3-bed semi-detached house. The Proposed Development changes the use from C3 to C4, however it remains a residential property.
- 5.3.2 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.
- 5.3.3 Also, nearby property no. 156 was subject to a planning application for a change of use from a 6-bedroom HMO (Sui Generis) to a car-free, 8-bedroom HMO (Sui Generis) in February 2025 (reference 71619). The application was approved by BMBC in April 2025.
- 5.3.4 There are a number of additional existing HMOs in this area that also operate as car-free. The principle of reduction in car parking standards at HMOs within the local area generally, is therefore already established.
- 5.3.5 In planning terms **SPD 13** also states: *“Planning permission is not required when a unit of residential accommodation (e.g. house, bungalow, flat, maisonette) continues to operate as a dwelling house. To operate as a dwelling house one of the following must apply: It is used by no more than six persons living on a communal basis as a single household (includes people with an impairment or disability living together and other small groups who chose to live together on a communal basis, such as students) - Please note that under Class C3 of the Town and Country Planning Use Classes Order a house used for multiple occupation for six or less residents will not require planning permission, as identified above. However, if there are more than six residents living together in multiple occupation, planning permission will normally be required”*.
- 5.3.6 Consequently, the fallback position likewise constitutes a 6-bed HMO.
- 5.3.7 Notwithstanding this, the remainder of this chapter of the report considers the appropriateness of the car parking arrangements of the scheme with reference to relevant local and national policy, likely car parking demands, and the associated impact resulting from the Proposed Development.

5.4 Accessibility of the Site by Sustainable Travel Modes

- 5.4.1 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.
- 5.4.2 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.

5.5 Measures to Encourage Non-Car Use

- 5.5.1 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.
- 5.5.2 It should also be noted that when completed, the development will be marketed as car-free apart from a single room with only 1 dedicated parking space available prospective occupiers.
- 5.5.3 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.

5.6 Projected Car Parking Demands

- 5.6.1 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.
- 5.6.2 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.
- 5.6.3 The full Census outputs are included at **Appendix B** and summarised below at **Table 5.1**.



Table 5.1 – 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

- 5.6.4 It is evident that average car ownership amongst equivalent properties in this area amounts to 0.20 cars per household. Applying this to the proposed 8 HMO bedrooms equates to a projected car parking demand of up to 1.6 cars, in comparison to the fallback demand of 1.2 cars (for a 6-bed HMO). This is an immaterial level of additional **(0.4)** car parking demand.
- 5.6.5 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.
- 5.6.6 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.
- 5.6.7 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.
- 5.6.8 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.
- 5.6.9 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.

5.6.10 On the basis of the above assessments, it is considered that the proposed car 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 have been appointed by Kipsie Properties Ltd ('the Applicant') to provide highways and transport advice in relation to a planning application for an 8-bed House in Multiple Occupation (HMO) ('the Proposed Development'), located at 109 Walmersley Road, Bury ('the Site').
- 6.1.2 The Site is situated 109 Walmersley Road, Bury. It is bound by Back Walmersley Road West to the west, Canning Street to the north, Walmersley Road to the east and the neighbouring terraced house to the south.
- 6.1.3 Vehicular and pedestrian access to the Site can currently be achieved via a driveway located off Back Walmersley Road West, to the West of the Site.
- 6.1.4 The purpose of this Highways Technical Note (HTN) is to inform Bury Metropolitan Borough Council (BMBC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related matters associated with the Proposed Development.
- 6.1.5 In particular, it considers the suitability of the car parking arrangements for the proposed development and the projected impact that the Proposed Development could have in terms of potential additional car parking demand and associated impacts.
- 6.1.6 Analysis of accident data has been undertaken for the local highway network within the most recently available 3-year period. Overall, it is considered that there are no discernible clusters of accidents that would be cause for concern. Therefore, the existing accident record does not present a material concern in the context of the Proposed Development and the local vehicular access route.
- 6.1.7 The Site is highly accessible by sustainable, non-car modes of transport, being within walking and cycling distance of a number of settlements and well served by both bus and rail connections. Its location therefore enables residents to travel to and from the Site primarily by sustainable transport modes.
- 6.1.8 This, alongside the very low projected car parking demands associated with the proposed development (circa 1.6 cars), means that the proposed car parking



strategy (i.e. 1 parking bay) is appropriate and in line with relevant local and national policy guidance.

- 6.1.9 In addition, the development will be promoted as car-free, with only a single parking space provided for the entire 8-bedroom HMO. As a result, the Proposed Development is expected to primarily attract occupiers who do not own a car and will travel by active travel modes or public transport. To further support car-free lifestyles, a new secure, covered cycle store will be provided, offering one cycle space per bedroom.

6.2 Conclusions

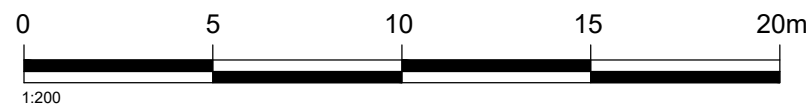
- 6.2.1 Based on the evidence presented in this report, the proposals are considered to be in compliance with relevant local and national planning policies relating to transport.
- 6.2.2 Accordingly, there are no transport-related grounds that would justify withholding planning permission for the Proposed Development.

Appendix A – Proposed Site Plans





EXISTING BLOCK SITE PLAN
1:200 @ A3

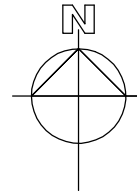
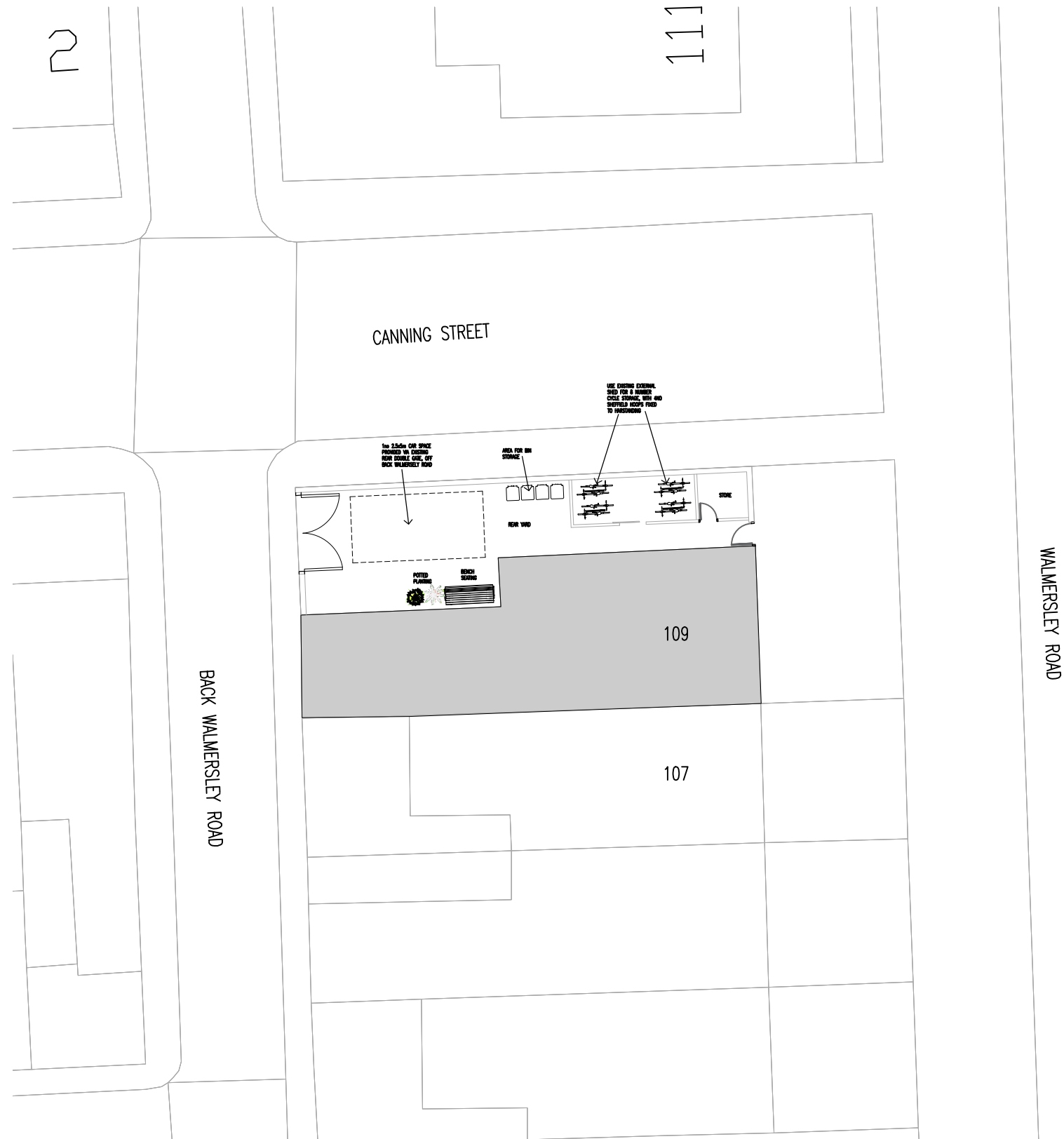


WALMERSLEY ROAD

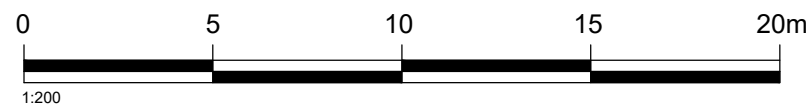


SITE LOCATION PLAN (200sqm AREA)
1:1250 @ A3

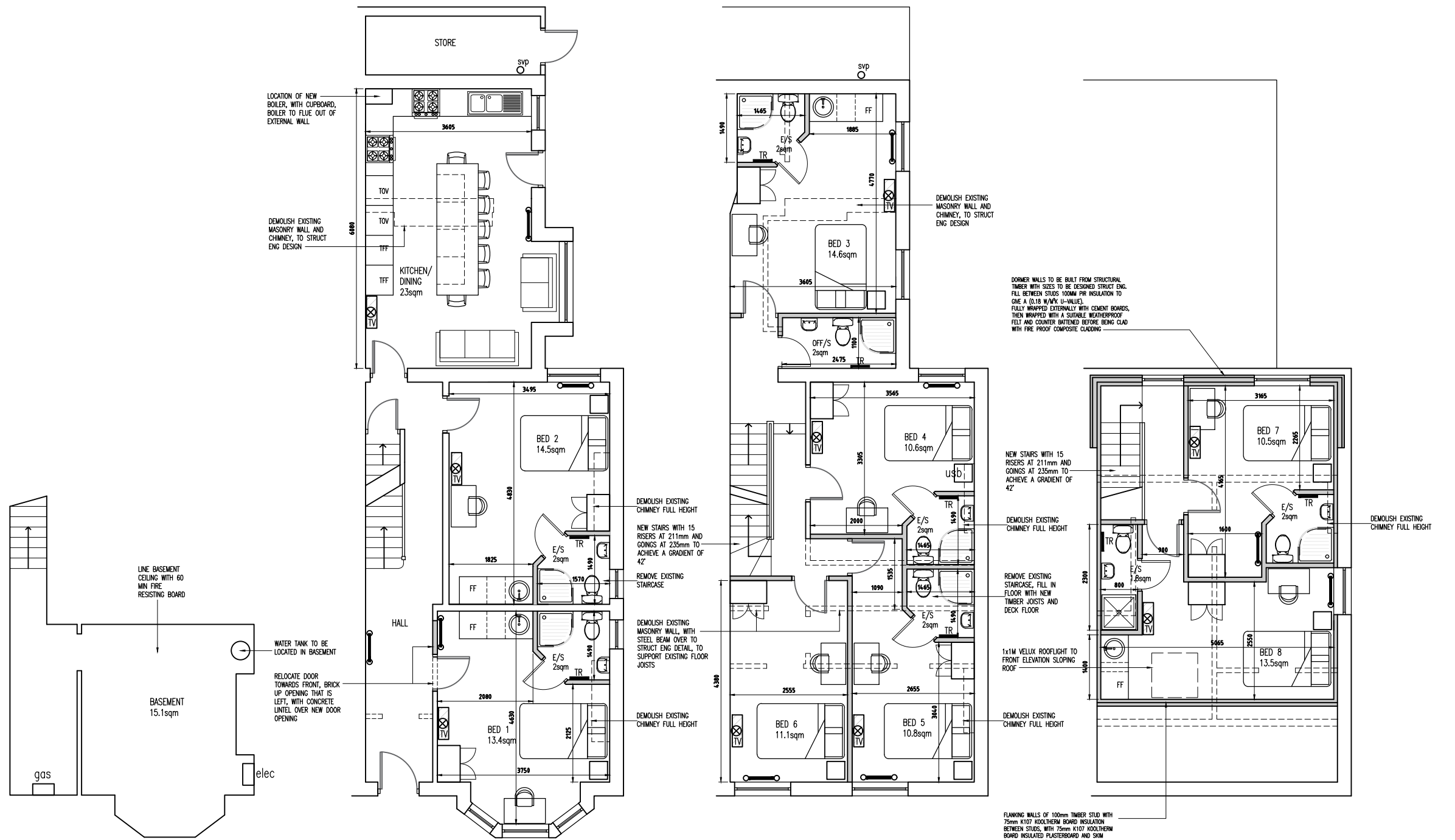
Rev	Amendments	Date	Ints
Mark Gordon Design + Associates			
Project			
109 WALMERSLEY ROAD, BURY, BL9 5AN			
Drawing Title			
SITE LOCATION PLAN EXISTING SITE PLAN			
Drawn	MG	Checked	—
Date	JUN 2025	Scale	A3 1 : 100
Drawing No.	109WR/299/PL		Rev.



PROPOSED BLOCK SITE PLAN
1:200 @ A3



C1	1 no car space provided to rear yard	30.08.25	MG
Rev	Amendments	Date	Ints
Mark Gordon Design + Associates			
Project 109 WALMERSLEY ROAD, BURY, BL9 5AN			
Drawing Title PROPOSED SITE PLAN			
Drawn	MG	Checked	—
Date	JUN 2025	Scale	A3 1 : 100
Drawing No.	109WR/300/PL	Rev.	C1

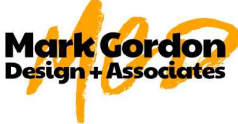


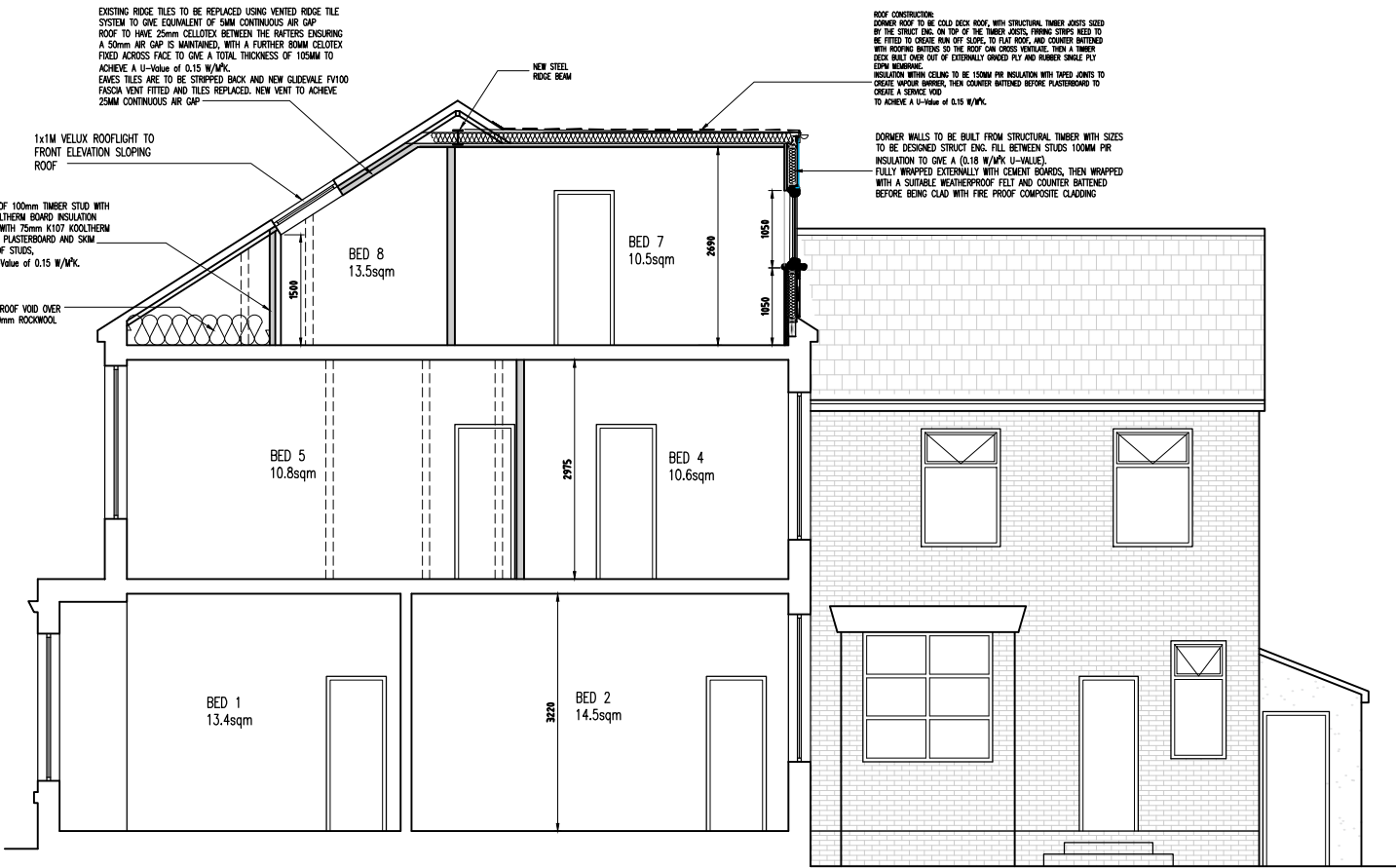
PROPOSED BASEMENT FLOOR PLAN
1:100 @ A3

PROPOSED GROUND FLOOR PLAN
1:100 @ A3

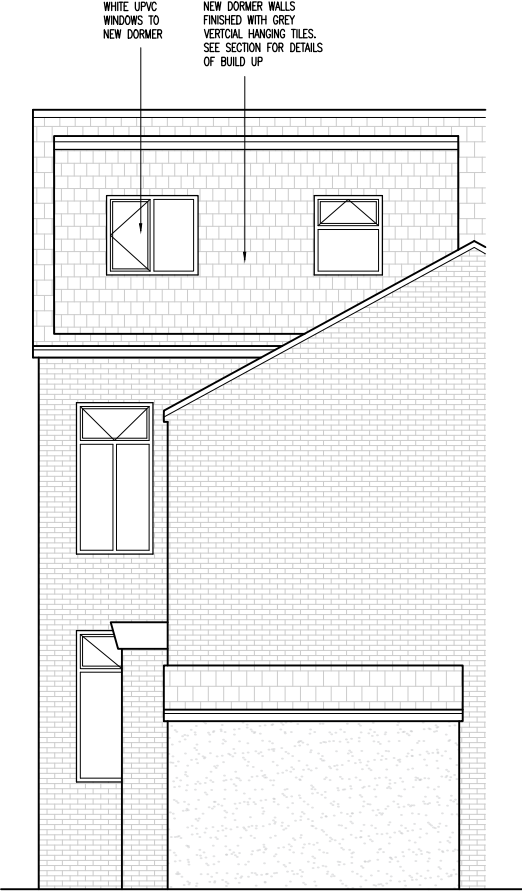
PROPOSED FIRST FLOOR PLAN
1:100 @ A3

PROPOSED SECOND FLOOR PLAN
1:100 @ A3

Rev	Amendments	Date	Ints
			
Project			
109 WALMERSLEY ROAD, BURY, BL9 5AN			
Drawing Title			
PROPOSED PLAN LAYOUTS			
Drawn MG		Checked -	
Date JUN 2025		Scale A3 1 : 100	
Drawing No. 109WR/303/PL		Rev.	



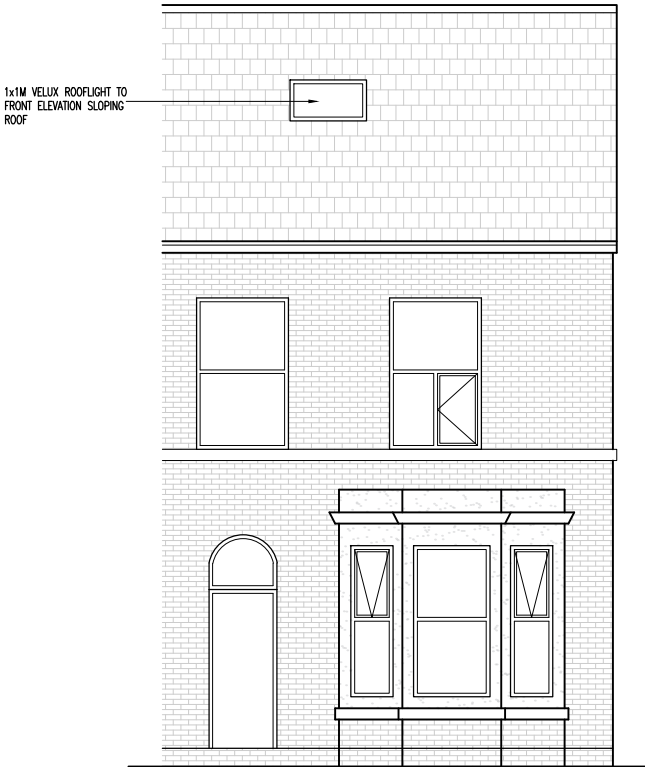
PROPOSED SECTION
1:100 @ A3



PROPOSED REAR ELEVATION
1:100 @ A3



PROPOSED SECTION
1:100 @ A3



PROPOSED FRONT ELEVATION
1:100 @ A3



Rev	Amendments	Date	Ints
Mark Gordon Design + Associates			
Project			
109 WALMERSLEY ROAD, BURY, BL9 5AN			
Drawing Title			
PROPOSED ELEVATIONS AND SECTION			
Drawn	MG	Checked	—
Date	JUN 2025	Scale	A3 1 : 100
Drawing No.	109WR/304/PL	Rev.	

Appendix B – Local Car Ownership Levels (Single Occupancy Flats) – Census 2021 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.