

JC238 Parking and Accessibility Statement

Site: 263 Bury Old Road, Prestwich, Manchester M25 1JA

1. Proposal

The conversion of part ground floor and all first floor to a 4-bed HMO (Use Class C4). A portion of the ground floor is proposed to be retained in commercial use under Class E. No car parking is proposed. A small secure, on-site cycle store is to be provided for residents. Refuse is to be contained on site with a direct route to the kerb.

2. Applicable policies

- 2.1. Bury UDP HT2/4 requires applications to make adequate provision for parking and servicing in accordance with the Council's standards.
- 2.2. SPD11 updates HT2/4 and Appendix 4 to a maximum-standards approach and requires parking levels appropriate to the scale, nature, location and users of the proposal.
- 2.3. SPD11 permits lower thresholds and shared parking where justified, and defines high-access areas around frequent bus corridors and Metrolink.
- 2.4. Appendix 4 to the UDP allows a flexible approach with reduced provision acceptable in locations with good access to modes other than the private car, particularly on main public transport corridors and in centres.
- 2.5. SPD11 states smaller developments in local and neighbourhood centres that are accessible by other modes can have reduced car parking.
- 2.6. SPD11 requires secure cycle parking, with long-stay provision integral to communal accommodation.

3. Site Travel Context

- 3.1. The site is 1 minutes walking distance to the nearby bus stops going north and south on Bury Old rd with multiple buses every hour.
- 3.2. The site is 1-2 minutes walk from the Heaton Park Metrolink Tram Stop

4. GMAL evidence

- 4.1. Greater Manchester Accessibility Levels measure public transport accessibility using service frequency, operating span, walk distance to stops and mode weighting.
- 4.2. The site records GMAL Score 11.47 and GMAL Level 5 with BusScore 5.44 and MetroScore 6:03
- 4.3. This evidence shows a high-access location served by frequent buses and the nearby Metrolink Tram.

5. Compliance

- 5.1. As a high-access location the site records GMAL Level 5 with strong bus and Metrolink access, meeting SPD11's definition of high accessibility where lower parking thresholds apply; setting provision at zero spaces is appropriate to the scale, nature, location and users of a 4-person HMO.
- 5.2. UDP Appendix 4 expressly allows reduced provision in public-transport-corridor and centre locations; this site satisfies those criteria, so no on-site car parking is acceptable.
- 5.3. A secure, covered residents' cycle store is included in line with SPD11 long-stay cycle requirements.

- 5.4. A screened refuse store in the rear outrigger provides a direct route to the kerb, so routine operations do not rely on on-street space.

6. Conclusion

In a high-access public-transport location with integrated long-stay cycle parking, no on-site car parking is justified for this small HMO and complies with SPD11, UDP HT2/4 and UDP Appendix 4.

Yours faithfully,

Joseph Chelms MCIAT

Director,

JCD Architecture and Planning,

Monday 17th November 2025

Appendix:

GMAL Site Data:

Greater Manchester Accessibility Levels

Zoom to

GMALScore	11.47
GMALLevel	5
BusScore	5.44
MetroScore	6.03
RailScore	0.00
LLinkScore	0.00
LocalLink	No

Site Context:

