

<b>Application Ref.</b>	PA/2026/0050 – C-1965886
<b>Location</b>	32 Cecil Street, WORSLEY, MANCHESTER, M28 3LE
<b>Proposal</b>	Continued use as a 4 bedroom, 4 person House in Multiple Occupation (HMO) (use class C4) including external alterations to windows and doors on the side and rear elevations.
<b>Consultee</b>	Salford Highways Officer (DM)
<b>Date</b>	18/02/2026

**Highway Comments:**

The application is for the change of use from an existing 2-bedroom dwelling (C3) to a 4-bedroom HMO (C4). The property is a terraced 2 storey dwelling house.

**Site Sustainability**

The site is located on Cecil Street, within a residential neighbourhood. There are bus stops on Bolton Road within 200m walk away from the site which provide frequent services to Salford Shopping City, Bolton, Manchester City Centre and other destinations. Additionally there is the Walkden train station within 900m walk from the site which provides frequent connections to Swinton, Salford, Manchester City centre and many other destinations. Therefore, the site can be considered to be located within a sustainable location.

**Parking Provision**

From a desktop review it is noted that on this section of Cecil Street there are no on street parking restrictions. There are also no parking restrictions on the streets surrounding the site, therefore, it is anticipated that any parking associated with the development will take place on Cecil Street and on the surrounding roads where there is parking availability, similar to the current property.

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While the development is likely to increase the usage of the property, as the proposal intends to increase the occupancy by only 2 bedrooms, it is unlikely to have a noticeable impact upon the surrounding streets as there is capacity on the surrounding roads to accommodate additional vehicles associated with the site.

**Cycle Parking**

The property has a small rear yard and there is no cycle parking proposed in relation to this development. Usually we would recommend that the applicant provides cycle parking in accordance with annex c of the adopted local plan which states HMO properties should provide 1 cycle parking space per 2 bedrooms.

However there is limited space within the rear yard with the bin store taking up the space that could be used for cycle parking and insufficient space to provide cycle parking in an alternative location therefore the proposal can be considered acceptable without cycle parking in this circumstance.

**Recommendations:**

Due to the minor scale and sustainable location of the development it is considered to be in accordance with Policy A6 of the adopted local plan, it would not be considered to have a "severe" impact on local highway network and therefore the LHA has raised no objection to the planning application.

Kind Regards,

Louis Kennedy  
Transport Support Officer