



Section 55 Town and Country Planning Act

Design and Access Statement

1-5 PORTER STREET, BURY

Partial conversion of existing building to form 1x7 bedroom HMO and 1x 8 Bedroom HMO with associated car parking, system storage, refuse storage and external alterations to provide new windows and doors and lightwell.



Site Information

Consultant	Jonathan McDermott
Client	Owen Small
Site Address	1-5 Porter Street Bury
LA	Bury
Description of Development	Partial conversion of existing building to form 1x7 bedroom HMO and 1x 8 Bedroom HMO with associated car parking, system storage, refuse storage and external alterations to provide new windows and doors and lightwell.
Pathway (PD/Application/Appeal)	Application

Constraints Review

Flood Risk Zone	1
Contaminated Land	No
Tree Preservation Order	No
Heritage Assets	No
Noise Abatement Areas	No
Explosive Hazard Areas	No
National Landscape	No
Special Protection Area	No
Site of Special Scientific Interest	No
RAMSAR Convention Site	No
Site of Importance to Nature Conservation	No
Article 4(2) Directions	No

Local Policy Requirements

Local Plan/Core Strategy

Adopted Bury Unitary Development Plan 1997

Effective Policies in Development Control

H1 - Housing Land Provision
H2 - Housing Environment and Design
H2/1 - The Form of New Residential Development
H2/2 - The Layout of New Residential Development
H2/4 - Conversions
H3 - Incompatible uses in residential areas
H3/1 - Assessing Non-Conforming Uses
EN1 - Built Environment
EN1/1 - Visual Amenity
EN1/2 - Townscape and Built Design
S1/5 - Neighbourhood Centres and Local Shops
HT1 - A balanced transportation strategy
HT2/4 - Car Parking and New Development
HT4 - New development
HT6 - Pedestrians and Cyclists
HT6/1 - Pedestrian and Cyclist Movement

SPG/SPD's

None Relevant

Planning History

Relevant History

CONVERSION OF FIRST FLOOR TO 3 NO.
SELF-CONTAINED FLATS
1A PORTER STREET BURY

Ref. No: 95/31133 | Received: Thu 15 Jun 1995 | Validated:
Thu 15 Jun 1995 | Status: Decided

CHANGE OF USE OF FIRST FLOOR FROM CLASS D2
(GYMNASIUM) TO CLASS B1 (BUSINESS).
1 & 3 PORTER STREET BURY



Ref. No: 87/19904 | Received: Fri 10 Jul 1987 | Validated: Fri 10 Jul 1987 | Status: Decided

Report Date

16 February 2024



1. Introduction

1.1. The site, the subject of this application, relates to a short terrace of three properties located on the south side of Porter Street and at the junction with Back Walmersley Road. The property comprises four existing flats and three commercial units that have an authorised use as a Glazing Suppliers showroom, Carpet Fitter's showroom and a Launderette. The Launderette is permanently vacant. Unauthorised uses within the other two units have emerged however no planning permission has ever been granted for these uses.

About Town Planning Expert

1.2. Town Planning Expert is a general needs planning consultancy formed in 2012 and practising as a Chartered Planning Practice. Town Planning Expert is instructed to submit a planning application for development as set out below.

Our VICTORY © Framework

1.3. Our VICTORY Framework applies a policy, plan lead, approach to development with the intent of gaining planning permission in a manner that complies with National and Local Planning Policy in accordance with S38 of the Planning and Compulsory Purchase Act 2004.

The Development Proposed

1.4. Planning permission is sought for the partial conversion of existing building to form 1x7 bedroom HMO and 1x 8 Bedroom HMO with associated car parking, system storage, refuse storage and external alterations to provide new windows and doors and lightwell. Three of the four existing flats within the building are to be retained. The fourth flat will form part of the 8 bedroom HMO.

Executive Summary

1.5. The existing uses within the building fall outside of the protected uses within policy S1/5 - (Neighbourhood Centres and Local Shops) and are not employment uses as defined within the Local Plan. As such the loss of the retail units within this wholly residential area is considered acceptable. Furthermore, the creation of 2 larger HMO's would not result in the loss of family housing overall and would comply with the thrust policy H2/4 (Conversions). As such the proposed development is considered to accord with the Local Plan.

2. National and Local Development Frameworks.

National Planning Policy Framework

2.1. The National Planning Policy Framework was revised in response to the Levelling-up and Regeneration Bill: reforms to national planning policy consultation on 19 December 2023 and sets out the government's planning policies for England and how these are expected to be applied. On 5 September 2023 the Secretary of State for the Department for Levelling Up, Housing and Communities issued a written ministerial statement to update policy on planning for onshore wind development in England. This revised Framework replaces the previous National Planning Policy Framework published in March 2012, revised in July 2018, updated in February 2019, revised in July 2021 and updated in September 2023.

2.2. The policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication. However, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The relevant sections of the NPPF are set out below:

Introduction

1. The National Planning Policy Framework sets out the Government's planning

policies for England and how these should be applied. It provides a framework within which locally-prepared plans can provide for sufficient housing and other development in a sustainable manner. Preparing and maintaining up-to-date plans should be seen as a priority in meeting this objective.

2. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

3. The Framework should be read as a whole (including its footnotes and annexes). General references to planning policies in the Framework should be applied in a way that is appropriate to the type of plan being produced, taking into account policy on plan-making in chapter 3.

4. The Framework should be read in conjunction with the Government's planning policy for traveller sites, and its planning policy for waste. When preparing plans or making decisions on applications for these types of development, regard should also be had to the policies in this Framework, where relevant.

5. The Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy, and may be a material consideration in preparing plans and making decisions on planning applications.

Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised

as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

9. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).

11. Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

7 The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 187) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of

archaeological interest referred to in footnote 72); and areas at risk of flooding or coastal change.

8 This includes, for applications involving the provision of housing, situations where: (a) the local planning authority cannot demonstrate a five year supply (or a four year supply, if applicable, as set out in paragraph 226) of deliverable housing sites (with a buffer, if applicable, as set out in paragraph 77) and does not benefit from the provisions of paragraph 76; or (b) where the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous three years.

Development Contributions

34. Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.

Decision Making

38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Pre-Application engagement and front-loading

39. Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.

40. Local planning authorities have a key role to play in encouraging other parties to

take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.

41. The more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits. For their role in the planning system to be effective and positive, statutory planning consultees will need to take the same early, pro-active approach, and provide advice in a timely manner throughout the development process. This assists local planning authorities in issuing timely decisions, helping to ensure that applicants do not experience unnecessary delays and costs.

Determining Applications

47. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

48. Local planning authorities may give weight to relevant policies in emerging plans according to:

a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Planning conditions and obligations

55. Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

56. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

Delivering a sufficient supply of homes

60. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

61. To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance. The outcome of the standard method is an advisory starting-point for establishing a housing requirement for the area (see paragraph 67 below). There may be exceptional circumstances, including relating to the particular demographic characteristics of an area which justify an alternative approach to assessing housing need; in which case the alternative approach should also reflect current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for.

63. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with

disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).

70. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;*
- b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom build housing;*
- c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;*
- d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and*
- e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.*

72. Where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends. Plans should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

79. To maintain the supply of housing, local planning authorities should monitor progress in building out sites which have permission. Where the Housing Delivery Test indicates that delivery has fallen below the local planning authority's housing

requirement over the previous three years, the following policy consequences should apply:

a) where delivery falls below 95% of the requirement over the previous three years, the authority should prepare an action plan to assess the causes of under-delivery and identify actions to increase delivery in future years;

b) where delivery falls below 85% of the requirement over the previous three years, the authority should include a buffer of 20% to their identified supply of specific deliverable sites as set out in paragraph 77 of this framework, in addition to the requirement for an action plan.

c) where delivery falls below 75% of the requirement over the previous three years, the presumption in favour of sustainable development applies, as set out in footnote 8 of this Framework, in addition to the requirements for an action plan and 20% buffer.

80. The Housing Delivery Test consequences set out above will apply the day following the annual publication of the Housing Delivery Test results, at which point they supersede previously published results. Until new Housing Delivery Test results are published, the previously published result should be used.

83. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.

84. Planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply:

a) there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;

b) the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;

c) the development would re-use redundant or disused buildings and enhance its immediate setting;

d) the development would involve the subdivision of an existing residential building; or

e) the design is of exceptional quality, in that it:

- is truly outstanding, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and

- would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area

Promoting healthy and safe communities

97. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Promoting sustainable transport

108. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;*

and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

110. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*

d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area 42, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements;

and f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

111. 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.

112. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

113. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

116. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

Making effective use of land

123. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies

should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

124. Planning policies and decisions should:

a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;

b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

Achieving well-designed places

131. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these

will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

132. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

133. To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.

134. Design guides and codes can be prepared at an area-wide, neighbourhood or site specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

135. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Local Policy

2.3. The relevant policies are located within the significantly dated Adopted Bury Unitary Development Plan (1997). The LPA has undertaken an exercise to assess compatibility with the NPPF (2012) but has not repeated this exercise for the most recent NPPF (2023). As such the weight that can be afforded each policy must be considered in light of the most recent NPPF.

2.4. In addition to this the Council scored 46% Housing Delivery within the 2022 Housing Delivery Test. This places the council in Presumption and the tilted balance within para 11d of the 2023 Framework is engaged. The site is not within one of the policy areas set out within sub-para 7 (page 6) of the framework and therefore the weight that is afforded to a local plan policy restricting the development is reduced against the benefits of housing delivery as a whole.

2.5. In delivering 2 HMO's with a total of 15 bedrooms the HDT Rulebook confirms that the development would deliver an equivalent of 8.3 dwellings calculated as.

15 bedrooms / 1.8 = 8.3 new dwellings equivalent

2.6. Notwithstanding the lower weight afforded to the Local Plan by virtue of its age and the presumption status of the LPA the applicant sets out below their reasons why this development complies with the noted policies in full.

Policy	Comment
H1 - Housing Land Provision	The proposal provides an equivalent of 8.3 homes under the HDT Rulebook calculation and therefore complies in full.
H2 - Housing Environment and Design	The proposal provides for a high quality residential living environment.
H2/1 - The Form of New Residential Development	The proposal provides for a high quality residential living environment.
H2/2 - The Layout of New Residential Development	The proposal provides for a high quality residential living environment.
H2/4 - Conversions	The proposal complies with the broad thrust of the policy.
H3 - Incompatible uses in residential areas	The proposal complies.
H3/1 - Assessing Non-Conforming Uses	The proposal complies.
EN1 - Built Environment	The proposal complies.
EN1/1 - Visual Amenity	The proposal complies.
EN1/2 - Townscape and Built Design	The proposal complies.
S1/5 - Neighbourhood Centres and Local Shops	The proposal does not result in the loss of local shops for local need. The Proposal therefore complies.

HT1 - A balanced transportation strategy	The proposal complies.
HT2/4 - Car Parking and New Development	The proposal provides three off-street parking spaces for the proposed development.
HT4 - New development	The proposal provides three off-street parking spaces for the proposed development.
HT6 - Pedestrians and Cyclists	The proposal provides for 8 cycle parking spaces.
HT6/1 - Pedestrian and Cyclist Movement	The proposal provides for 8 cycle parking spaces.

3. The Planning History

3.1. The planning history of the site is as follows:

CONVERSION OF FIRST FLOOR TO 3 NO. SELF-CONTAINED FLATS
1A PORTER STREET BURY

Ref. No: 95/31133 | Received: Thu 15 Jun 1995 | Validated: Thu 15 Jun 1995 | Status: Decided

CHANGE OF USE OF FIRST FLOOR FROM CLASS D2 (GYMNASIUM) TO CLASS B1
(BUSINESS).
1 & 3 PORTER STREET BURY

Ref. No: 87/19904 | Received: Fri 10 Jul 1987 | Validated: Fri 10 Jul 1987 | Status: Decided

4. Site, Context and Comparable Forms of Development

4.1. The site comprises an enlarged end terrace corner block that was formerly used as a newspaper printers works and latterly as a Glazing Suppliers showroom, Carpet Fitter's showroom and a Launderette. The Launderette is permanently vacant. Unauthorised uses within the other two units have emerged however no planning permission has ever been granted for these uses.

4.2. The site has a substantial rear yard which is accessed from Back Walmersley Road and has a garage that will be removed in favour of off-street car parking.

4.3. The surrounding context is two-storey terraced housing with short yards accessed by back streets.

5. The Development Team

5.1. The developer in this case is a small development company operating with Bury.

6. Alternative Forms of Development Considered

6.1. The existing array of uses fall within either Class E or within sui-generis and benefit from prior approval allowances within Class MA and Class M of Part 3 of Schedule 2 of the GPDO 2015 respectively. As such this would comprise the appropriate fallback position for this building.

6.2. The existing flats are not subject to an Article 4 direction and can become HMO's under the provisions of Class L of Part 3 of Schedule 2 of the GPDO 2015

7. Constraints to Development

7.1. The site is not within any of the following constraints:

- A habitats site or designated as Sites of Special Scientific Interest;
- Land designated as Green Belt,
- Local Green Space,
- An Area of Outstanding Natural Beauty,
- A National Park (or within the Broads Authority) or defined as Heritage Coast;
- An Irreplaceable habitats;
- A designated heritage assets (and other heritage assets of archaeological interest
- Or areas at risk of flooding or coastal change.

8. The Social Benefit to Development

8.1. A sustainable development reduces their environmental impact and promotes health and well-being.

8.2. In 2015 the House Builders Federation reported that housebuilding nationally:

- Supports 600,000 jobs
- Contributes £19.2bn a year to the UK economy
- Spends £5.5bn with suppliers, 90% of which stays in the UK
- Generates £1.4bn per year in tax revenues for the Exchequer
- Provides 32,000 affordable homes – worth £2.3bn – built or financed by private house building with a further £1bn paid to local authorities as a contribution to more affordable housing
- Pays £576M towards community facilities including;
- £225M towards education facilities alone - enough to fund 52,000 classroom places;
- £131m in open spaces and community and sports facilities, and
- Generates a £3.8bn spend in local shops and services

8.3. A Sustainable building has the following ten advantages:

- **Efficiency in energy use:** One of the primary benefits of sustainable building is increased energy efficiency. It can reduce carbon footprints because they use less energy. In addition, energy-efficient technologies such as double-paned windows and insulation are utilised.
- **Water Efficiency:** Sustainable buildings also conserve water. They use low-flow toilets, showers, and faucets and implement rainwater harvesting systems. As a result, water is saved, water bills are reduced, and local water resources are less strained.
- **Enhanced indoor air quality:** Indoor air quality is improved by sustainable buildings. They use low-emission materials, have sound ventilation systems, and promote healthy indoor air by reducing pollutants and allergens.

- **Durability:** Durable materials are often used in sustainable buildings. The result is both a reduction in waste generation and a reduction in the need for frequent maintenance and repairs.
- **Better Health:** Sustainable buildings promote better health for those who use them. The air quality is better, natural light is encouraged, and green spaces are available. This can lead to reduced stress levels and improved mental and physical health.
- **Increased Productivity:** Sustainable buildings have been shown to increase productivity. A healthier, more comfortable work environment leads to higher motivation and engagement.
- **Cost Savings:** Although Sustainable buildings may have a higher upfront cost, they can result in significant cost savings in the long term. Energy-efficient buildings reduce energy bills, and water-efficient buildings reduce water bills.
- **An increase in property value:** Sustainable buildings are often more valuable than conventional ones. They are in high demand and can fetch a higher rent or sale price.
- **Environmental Sustainability:** Environmentally friendly buildings reduce the impact on the environment. They conserve resources, reduce waste, and promote sustainable practices.
- **Increased Market Demand:** There is a growing demand for sustainable buildings from consumers and businesses alike. As a result, sustainable building technologies and practices have attracted more investment.

8.4. Ultimately, sustainable building offers a multitude of benefits to both individuals and the environment. It promotes energy efficiency, water conservation, improved indoor air quality, durability, better health, increased productivity, cost savings, increased property value, environmental sustainability, and increased market demand.

8.5. To this end modern development on sites such as that as presented by this application assists the government in achieving the 18 global sustainability goals and improves the sustainability of the wider area as a whole.

9. The Principle of Development

9.1. The relevant policies are located within the significantly dated Adopted Bury Unitary Development Plan (1997). The LPA has undertaken an exercise to assess compatibility with the NPPF (2012) but has not repeated this exercise for the most recent NPPF (2023). As such the weight that can be afforded each policy must be considered in light of the most recent NPPF.

9.2. In addition to this the Council scored 46% Housing Delivery within the 2022 Housing Delivery Test. This places the council in Presumption and the tilted ballance within para 11d of the 2023 Framework is engaged. The site is not within one of the policy areas set out within sub-para 7 (page 6) of the framework and therefore the weight that is afforded to a local plan policy restricting the development is reduced against the benefits of housing delivery as a whole.

9.3. In delivering 2 HMO's with a total of 15 bedrooms the HDT Rulebook confirms that the development would deliver an equivalent of 8.3 dwellings calculated as.

15 bedrooms / 1.8 = 8.3 new dwellings equivalent

9.4. Notwithstanding the lower weight afforded to the Local Plan by virtue of its age and the presumption status of the LPA the applicant has set out their reasons why this development complies with the noted policies in full.

9.5. In absence of a clear reason for refusal locally or nationally and given the tilted ballance is in full effect in this case the development is considered acceptable in principle subject to detailed design and amenity considerations.

10. Site Capacity Assessment.

10.1. The proposal seeks to use the building in an as presented state with modest alterations to remove shopfronts and create a lightwell. As such the development does not give rise to a substantive change to the character and appearance of the host building.

Scale

10.2. The scale of the building is unchanged.

Layout

10.3. The layout of the site is unchanged.

Amount

10.4. The development results in the provision of a total of 5 dwellings on the site comprising the three existing flats which are unaffected by this development and the two proposed HMO's. All of the dwellings comply with the relevant standards for dwellings in C3 and Large Sui-Generis HMO's.

10.5. As the amount of development proposed is optimal and does not result in an overdevelopment.

Landscape

10.6. The landscape setting of the development is unaltered.

Amenity of adjoining, surrounding and proposed occupiers.

10.7. The proposal does not result in the increase in the size of the building and as such does not result in an effect to the amenity of adjoining and surrounding occupiers in terms of loss of light, outlook, privacy or the creation of a strong sense of enclosure.

10.8. HMO uses are wholly compatible with residential environments and do not, in themselves, result in significant noise or general disturbance to adjoining occupiers.

10.9. The proposed HMO's comply with the required standards for HMO's of this size and therefore present an appropriate living environment.

11. Appearance Assessment

11.1. The proposal makes modest alterations to the front, side and rear elevations of the building to insert domestic windows and doors to the property.

11.2. The proposal does seek to remove the contemporary shopfronts however the rendered reveals and pillars are retained as a nod to the buildings history.

11.3. Given these modest alterations the proposal is considered to preserve the appearance of the building within the streetscene.

12. Access Appraisal

12.1. The proposal includes 3 car parking spaces and up to 8 cycle storage spaces.

12.2. The Parking Standards for Bury Development Control Policy Guidance Note 11 specifies a maximum rather than a minimum number of spaces and is silent on HMO type development. As such the applicant has used the Sheltered Housing standard as a baseline and provides three spaces to meet the needs of the 5 residential units within the building.

12.3. The proposed cycle storage exceeds the minimum standards for dwellings within Bury.

12.4. In addition the site is within 700m of Bury Town Centre and is served by multiple bus services on Walmersley Road.

12.5. As such the proposal is considered to not result in an impact to the safety and convenience of the public highway.

13. Planning Obligations and Affordable Housing Statement

13.1. The development as proposed is not liable to any planning obligations.



14. Conclusion

14.1. Given the overriding benefits of bringing a vacant property back in to use and providing the equivalent of 8 homes the development is considered wholly acceptable and is not in conflict with the saved parts of the 1997 Local Plan.

14.2. As such the development should be granted planning permission and the applicant looks forward to discussing this scheme with the LPA.