

Design and Access Statement

82 AINSWORTH ROAD BURY
BL8 2RS

m83

Architecture | Interior design | project management

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1. Introduction

Introduction

This Design and Access Statement has been prepared by m83 Associates Ltd on behalf of the applicant in support of the planning application at 82 Ainsworth Road, Bury, BL8 2RS.

The application proposes the change of use of the existing dwellinghouse from Use Class C3 to a small House in Multiple Occupation (HMO) accommodating five occupants in five bedrooms (Use Class C4), together with a single-storey rear extension and a rear dormer extension.

The statement explains the design rationale, site context, access arrangements and the way in which the proposal responds to the character of the area, neighbouring amenity, residential accommodation standards, parking, cycle and refuse storage, sustainability and the Council's request for further information.

The principal built form remains that of the existing dwelling. The external additions are concentrated to the rear and roof and provide additional accommodation required for the proposed HMO.

Submitted drawings and documents:-

- P1 Location Plan
- P2 Existing and Proposed Site Plan
- P3 Existing and Proposed Ground Floor Plans
- P4 Existing and Proposed First Floor Plans
- P5 Existing and Proposed Loft Floor Plans
- P6–P9 Existing and Proposed Elevations
- P10 Bike and Bin Store Detail
- P11- Existing and Proposed Back Ainsworth Road North Details 1 of 2
- P12- Existing and Proposed Back Ainsworth Road North Details 2 of 2



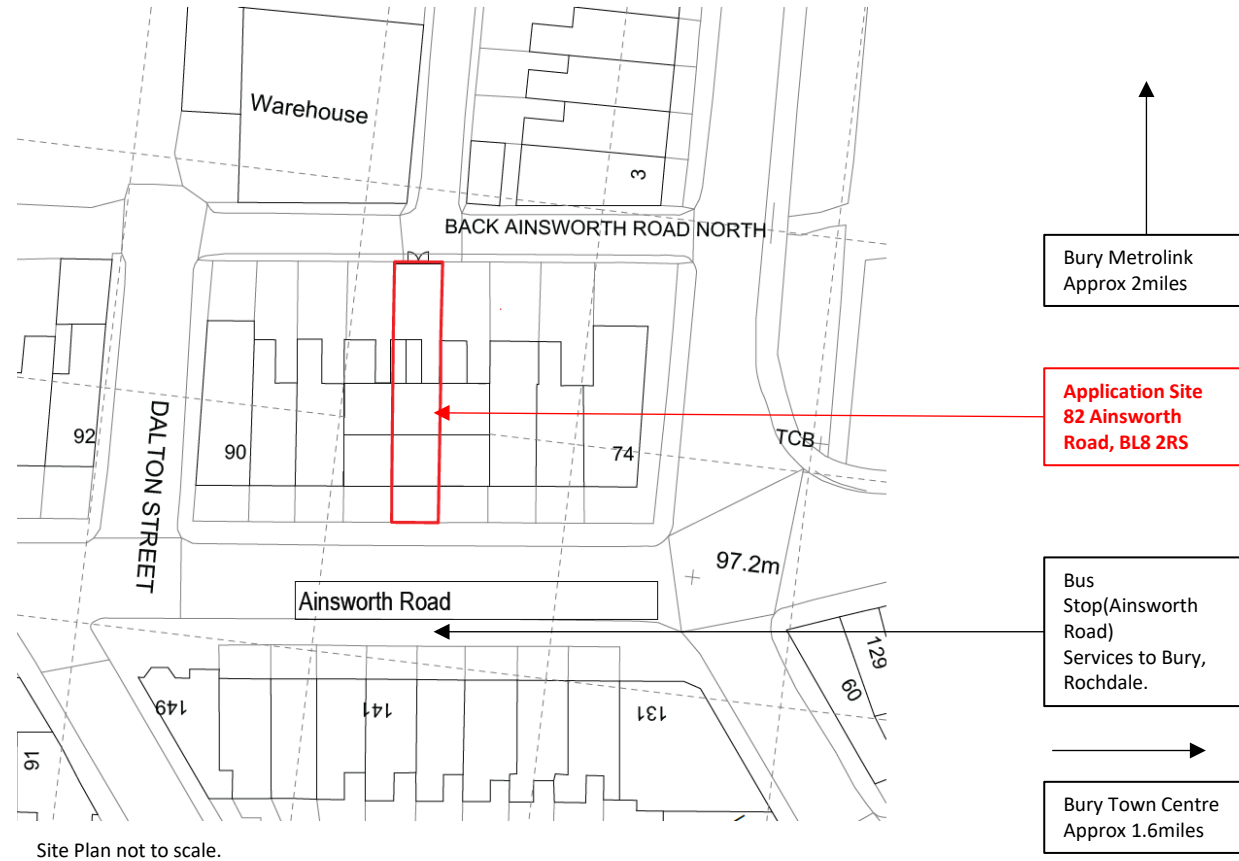
2. Site + Surrounding

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82 Ainsworth Road is an established residential property on Ainsworth Road, Bury. The site forms part of an established residential street frontage, with neighbouring residential properties immediately adjoining the property. The rear of the property has a secondary relationship with Back Ainsworth Road. The wider surroundings include residential properties together with commercial/warehouse activity to the north. This mixed urban context is relevant when considering parking demand, servicing and the relationship between the rear of the dwelling and the surrounding highway network. The proposal is an adaptation of an existing dwelling within an established urban area rather than a new-build development. Existing dwellinghouse with established residential frontage to Ainsworth Road.

Rear curtilage adjoining Back Ainsworth Road.
Neighbouring residential properties on both sides.
Commercial/warehouse activity immediately to the north of the rear access environment.

Existing public highway parking in the surrounding area; no public highway space is treated as dedicated HMO parking.





3. Planning History

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No planning history for the property.



4. Proposal

4. Proposal

4.1 Use

The proposal is to change the use of the existing dwellinghouse from Use Class C3 to a small HMO within Use Class C4, providing five bedrooms for a maximum of five occupants. The accommodation includes shared communal facilities, three shower rooms and a communal WC.

The proposed use remains residential in character. The intention is to provide good-quality shared accommodation while retaining the appearance and established residential character of the property.

4.2 Internal layout

The proposed accommodation is arranged over ground, first and loft levels. The plans provide five bedrooms, a communal lounge, kitchen and shared sanitary facilities.

The proposed bedroom areas shown on the drawings are approximately 14m², 11m², 18m², 14m² and 19m² respectively. Occupancy and room use will comply with applicable HMO licensing and planning standards.

4.3 Rear extension and dormer

A modest single-storey rear extension is proposed at ground-floor level. A rear dormer is proposed within the roof slope to provide usable loft accommodation. Three rooflights are also proposed.

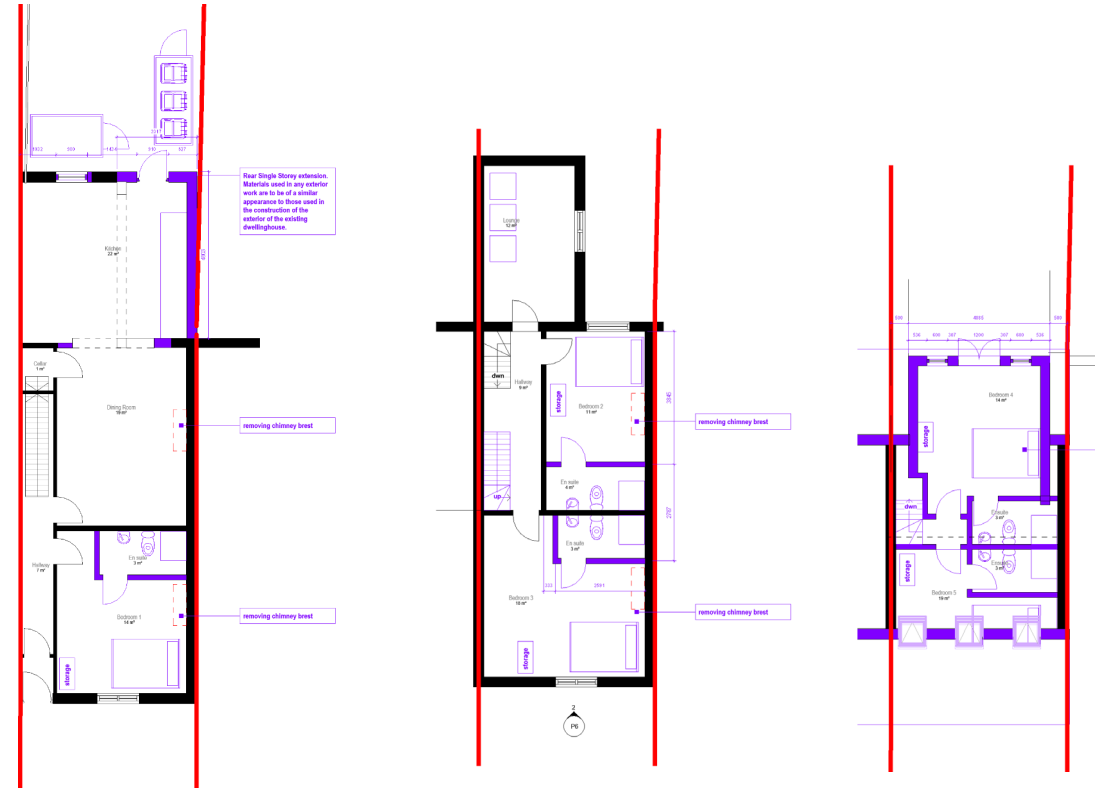
4.4 External appearance

External materials will match or closely complement the existing dwelling. Windows and doors will be compatible with the existing property and the rear dormer and extension will use materials similar to those already present.

4.5 Cycle and refuse storage

A combined bike/bin storage arrangement is proposed within the rear curtilage. The cycle storage will be secure and covered. The refuse storage will be located so that bins can be presented for collection without creating an inappropriate feature on the principal street frontage.

The revised arrangement will demonstrate capacity for five cycle spaces and appropriate domestic waste/recycling storage.



Proposed Ground Floor Plan

Proposed First Floor Plan

Proposed Loft Floor Plan



5. Design Response

5.1 Amount

The proposal retains the existing dwellinghouse and introduces only the accommodation necessary to provide five bedrooms and shared facilities. The external additions are principally to the rear and roof, avoiding unnecessary enlargement of the principal front elevation.

5.2 Layout

The internal layout separates private bedrooms from communal accommodation while providing convenient access to the shared kitchen, lounge and sanitary facilities. The external layout balances parking, cycle storage, refuse storage and outdoor amenity.

One dedicated parking space is proposed within the rear curtilage. The public highway along Dalton Street is not identified as a dedicated parking space and is not relied upon as private parking for the HMO.

5.3 Scale and massing

The rear extension remains single storey. The rear dormer is contained within the existing roof form and is positioned to reduce its visual prominence from the principal street frontage. The scale of the additions is proportionate to the existing dwelling and its surroundings.

5.4 Landscaping and outdoor amenity

Outdoor space within the rear curtilage will be retained. The revised site plan will clearly distinguish outdoor amenity space from parking, refuse and cycle storage.

5.5 Appearance

The proposal retains the established residential appearance of the property. The front elevation is largely unchanged, while the principal external alterations occur to the rear and roof. Materials and detailing will complement the existing building and neighbouring properties.

5.6 Neighbouring amenity

The design considers outlook, privacy, daylight, sunlight, enclosure and perceived bulk. The single-storey rear extension and roof dormer are deliberately limited in scale. Windows will be arranged to avoid unnecessary overlooking.

5.7 Inclusive design

The principal entrance remains from the established residential frontage. The proposal does not introduce a public building or new public access arrangement. The entrance and internal circulation will remain safe and legible, subject to the constraints of the existing dwelling.



6. Access and Parking

6.1 Vehicular access

One dedicated parking space is proposed within the rear curtilage, accessed via a proposed gate from Back Ainsworth Road. The final drawing should confirm the dimensions, gate arrangement, ownership and highway relationship before submission.

The public highway along Dalton Street is not identified as a dedicated parking space.

6.2 Parking strategy

Bury's current HMO guidance requires applicants to set out parking provision and allows the appropriate level to be considered having regard to the site's location, existing parking conditions, public transport accessibility, availability and suitability of parking within the curtilage and likely parking demand.

The application therefore provides one dedicated off-street space rather than relying exclusively upon unrestricted on-street parking. Surrounding public highway parking is acknowledged as part of the wider parking context but is not treated as allocated HMO parking.

The commercial/warehouse activity to the north is a relevant local circumstance because parking demand in the surrounding highway environment may vary.

Providing a dedicated space within the site helps reduce potential parking demand generated by the HMO on surrounding residential streets.

The exact parking zone applicable to the property should be confirmed before the final Planning Statement is issued. The proposed one-space arrangement should then be justified against the adopted parking standard and the site's individual circumstances.

6.3 Cycle storage

Secure and covered cycle storage is proposed within the rear curtilage. The revised arrangement will demonstrate capacity for five cycle spaces, consistent with the current HMO guidance for a five-bedroom property where no garage or equivalent secure cycle facility is available.

6.4 Pedestrian access

Pedestrian access remains from the established front entrance to Ainsworth Road. No new pedestrian access onto the public highway is proposed.

7. Sustainability and Environmental Considerations

7.1 Energy and carbon

The proposed development will seek to improve the energy performance of the existing dwelling through the incorporation of energy-efficient construction, insulation and building services as part of the proposed extension and loft accommodation.

The new elements of the development will be designed and constructed to meet or exceed the applicable requirements of the Building Regulations, including the relevant requirements of **Approved Document L – Conservation of Fuel and Power**. Particular consideration will be given to the thermal performance and continuity of the building fabric, including walls, roof construction, floors, windows and external doors, in order to reduce heat loss and energy demand.

Where reasonably practicable, energy-efficient lighting and heating systems will be incorporated within the development. The design will also seek to reduce unnecessary energy consumption through appropriate levels of insulation, airtightness and efficient building services.

As the proposal involves the adaptation and improvement of an existing dwelling rather than the construction of a new building, the approach seeks to improve the energy performance of the property whilst responding proportionately to the constraints of the existing building.

A separate **Energy Statement** has been prepared in response to the Council's request for further information under **Policy JP-S2 – Carbon and Energy** and provides the detailed assessment of the development's energy and carbon performance.

7.2 Thermal performance

The new extension and dormer will incorporate appropriate insulation and construction details. New windows and doors will provide appropriate thermal performance.

7.3 Natural daylight and ventilation

The proposed bedrooms and communal rooms are provided with windows and/or rooflights appropriate to their position within the building. The design seeks to provide good natural daylight and ventilation while avoiding unnecessary overlooking.

7.4 Water and drainage

A separate drainage strategy will identify foul and surface water arrangements and demonstrate that the development will not create unacceptable drainage or flood-risk impacts.

7.5 Digital connectivity

The proposal will provide high-speed digital connectivity for future residents. In accordance with Policy JP-C2 of the Places for Everyone Joint Development Plan, provision will be made for a full-fibre-to-the-premises connection where technically feasible and viable.

The availability of high-speed and gigabit-capable broadband infrastructure within the BL8 2RS postcode has been confirmed, with current data indicating that 76.9% of premises have access to a gigabit-capable service. The precise availability at the application property will be confirmed with the relevant telecommunications provider prior to implementation.

Where available, the full-fibre connection will be brought into the property and distributed internally to provide reliable high-speed connectivity to all bedrooms and communal areas.

8. Planning Policy Context

Bury Council confirms that saved policies in the Bury Unitary Development Plan continue to be used alongside adopted development plan documents. Places for Everyone was adopted by Bury Council with effect from 21 March 2024. The emerging Bury Local Plan was subject to Publication consultation in 2026 and is not treated in this statement as an adopted development plan policy.

8.1 HMO policy

Bury Council adopted SPD13 – Houses in Multiple Occupation with effect from 30 June 2026. SPD13 provides detailed guidance on the implementation of Policy H2/4 of the Bury UDP and addresses location, concentration, internal accommodation, outdoor amenity, management, waste, parking, cycle storage, noise and design.

The proposal has therefore been designed as a five-person HMO with particular regard to bedroom sizes, communal accommodation, access to sanitary facilities, outdoor amenity, cycle storage, waste storage, parking and the appearance of the existing residential property.

8.2 Article 4

Bury Council's borough-wide Article 4 Direction removing permitted development rights for C3 to C4 changes of use took effect on 16 July 2026. Planning permission is therefore required for the proposed HMO use. The Direction does not itself prevent HMO applications; it enables the Council to assess proposals through the planning process.

8.3 Design and amenity

The proposal seeks to accord with the principles of good design by retaining the established residential character, limiting external additions, protecting neighbouring amenity and providing a satisfactory standard of accommodation.

10. Conclusion

The proposal provides a modest adaptation of an existing dwelling to a five-person HMO, together with a single-storey rear extension and rear dormer. The design retains the established residential character of the property and concentrates the principal external changes to the rear and roof. The proposed layout provides five bedrooms with shared communal accommodation and sanitary facilities, together with secure cycle storage, refuse storage, outdoor amenity space and one dedicated off-street parking space within the rear curtilage.