

PLANNING STATEMENT



For: Kanes Group Limited

Regarding: 527 Manchester Road
Bury
Lancashire
BL9 9SH

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Surveyor: Mark Newman BSc MRCS
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Contents

Introduction	3
1.0 Purpose of Statement	3
2.0 Application Description	3
3.0 Application Documents	3
Existing Buildings, Site and Surrounding Area	4
4.0 Description	4
5.0 Location and Surrounding Area	4
6.0 Planning History	5
The Proposals	6
7.0 Application Description	6
National and Local Planning Context	7
8.0 Relevant Policies	7
9.0 National Planning Policy Framework	7
10.0 The Development Plan for Bury	9
Planning Appraisal	12
11.0 Key Considerations	12
12.0 Principle of Development	12
13.0 Design Considerations	14
14.0 Potential Impact on Amenity	14
15.0 Neighboring Uses	14
16.0 Proposed Accommodation	15
17.0 Sustainable Development: Economic, Social and Environmental Benefits	15
18.0 Highways, Accessibility and Parking	16
Conclusion	17
APPENDIX I – General Photographs	18

Introduction

1.0 Purpose of Statement

- 1.1.1 This statement demonstrates that the site is suitable for HMO conversion and in a sustainable location for a proposed 8 bed HMO with no known adverse impact arising from the development that would significantly outweigh its benefits.
- 1.1.2 We are of the view that no material planning considerations exist that would justify refusal of planning permission.

2.0 Application Description

- 2.1.1 This Planning Statement has been prepared by Building Sense Limited on behalf of the applicant, Kanes Group Limited, to accompany a full planning application for the conversion of a dwellinghouse (C3) into an 8 bed HMO (Sui Generis), with the following application description:

CHANGE OF USE FROM A DWELLINGHOUSE (C3 USE) TO A 8 BEDROOM HMO (SUI GENERIS) WITH A PROPOSED REAR DORMER EXTENSION, AND NEW ROOFLIGHTS TO FRONT, AND MINOR FENESTRATION ALTERATIONS TO THE REAR.

3.0 Application Documents

- 3.1.1 To assist in understanding the application, this Planning Statement includes:
- A description of the application site and surrounding area;
 - A review of the relevant planning history;
 - A description of the proposed scheme;
 - A review of national and local planning policies relevant to the proposed scheme
 - An appraisal of the scheme against relevant planning policies and an assessment of the scheme in relation to its immediate and surrounding context; and,
 - A conclusion
- 3.1.2 In addition to this statement, the application includes:
- Plans and Elevations as Existing and Proposed.
 - Completed application forms.

Existing Buildings, Site and Surrounding Area

4.0 Description

- 4.1.1 A large two-storey two-bedroom mid terrace Victorian dwelling house with two storey outrigger, of traditional brick and slate construction, with a gross internal area of 146.1m² (including the basement which is 24.25m²).
- 4.1.2 The house is located on a level plot with an enclosed front garden, with a building line of 3.8m from the public footpath, and an enclosed rear yard, and communal alley to the rear. The section of the alley behind each of the houses in the terrace is owned by the subject properties and used for wheelie bin storage.



Front elevation

Rear alley

5.0 Location and Surrounding Area

- 5.1.1 The property is located on Manchester Road, the main arterial route into Bury from the south, along which it is a 36-minute walk to Bury Metrolink station, or 9 minutes by bus, from the stop almost directly opposite the property.
- 5.1.2 The surrounding area is predominantly residential, though there is a petrol station with Asda local supermarket 30 metres to the south, immediately to the rear (east) there is a commercial unit in use as a gymnasium, and diagonally opposite there is a large commercial premises used for self-storage.
- 5.1.3 There are two commercial areas within 10 minute's walk providing employment opportunities, being Bury South Business Park, and Bracken Trade Park, and access to the walkable toepath to the River Irwell is adjacent the same.

6.1.1 A review of the site's planning history was undertaken on 5th April 2025 using the council's website. No previous application history was found relating to the subject property.

The Proposals

7.0 Application Description

- 7.1.1 As stated above, the application description is “change of use from a dwellinghouse (c3 use) to a 8 bedroom HMO (sui generis) with a proposed rear dormer extension, and new rooflights to front, and minor fenestration alterations to the rear and provision of cycle storage.”
- 7.1.2 The scheme will provide a high standard of accommodation and will be targeted at young professionals, blue collar and key workers.
- 7.1.3 The proposed layout comprises bedrooms at ground, first and second floor level. All bedrooms will be for single occupation and comply with or exceed the space standards in the Bury’s HMO Licensing Conditions document. All bedrooms will comprise ensuite shower rooms.
- 7.1.4 Communal amenity space for residents will be provided in a spacious kitchen / diner on the ground floor, and a laundry located in the basement, comprising two washing machines, two dryers, the boiler and hot water cylinder.
- 7.1.5 A new dormer extension will be constructed to the rear, weathered with vertical hanging slates to the elevations to complement the surrounding roof finishes, and will be compliant with permitted development rights set out in Schedule 2, Part 1, Class B of the GPDO (2015) as amended.
- 7.1.6 Secure cycle parking for eight bikes (100% provision) will be provided with a secure log lap shed built in the rear garden and fitted with a Stashed SpaceRail hanging system:

<https://www.stashedproducts.co.uk/pages/technical-drawings>
- 7.1.7 No off-road car parking is possible, however plentiful unrestricted on-street car parking is available Hampson Mill Lane, 10 metres to the south. The road is unusual in that it has no residential addresses, both sides being the rear fences of the houses to either side on Hendon Drive and Leyton Drive.

National and Local Planning Context

8.0 Relevant Policies

8.1.1 Planning policy guidance of relevance to the proposed scheme, and which provides the context for its assessment, is set out within the following:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Bury.

9.0 National Planning Policy Framework

9.1.1 The National Planning Policy Framework (NPPF), revised in December 2023, sets out the government's planning policies and how these should be applied. It supersedes the Framework published in September 2023, though a presumption favouring sustainable development remains, ensuring development is pursued in a positive and sustainable way.

9.1.2 Development proposals that accord with an up-to-date Development Plan should be promptly approved. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

9.1.3 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

9.2 Delivery Sustainable Development

9.2.1 The NPPF outlines the purpose of the planning system – being to contribute to the achievement of sustainable development. 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.

9.2.2 These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

9.2.3 Delivering a sufficient supply of homes (Chapter 5) – paragraph 60 explains that in order to support the government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development 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.

9.2.4 Paragraph 69 highlights that small to medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. Paragraph c) emphasises the importance of windfall sites and states local authorities should support their

development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

- 9.2.5 Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth. It recognises that a poor environment and a lack of housing can act as a potential barrier to investment.
- 9.2.6 Promoting healthy communities (Chapter 8) - the planning system should aim to achieve healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.
- 9.2.7 Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.
- 9.2.8 Paragraph 111 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.
- 9.2.9 Making effective use of land (Chapter 11) – the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. 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.
- 9.2.10 Paragraph 120 (c) details that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Further, sub-section (d) of this paragraph explains that planning should also 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.
- 9.2.11 The chapter continues to discuss how appropriate densities can be achieved. Paragraph 124 sets out that the planning system should support development that makes efficient use of land, considering the following:
- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) local market conditions and viability;
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) the desirability of maintaining an area’s prevailing character and setting or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places.
- 9.2.12 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 130 that planning policies and decisions should aim to ensure that developments:

- 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.
- Are visually attractive as a result of good architecture and appropriate landscaping.
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation.
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.
- Create places that are safe, inclusive and accessible and which promote health and well-being.

9.2.13 Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

9.2.14 Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible. It should also prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

9.2.15 Decision making – guidance in paragraph 38 states that local planning authorities should approach decisions in a positive and creative way, making use of the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants. Decision - makers at all levels should seek to approve applications for sustainable development where possible.

10.0 The Development Plan for Bury

10.1.1 The Development Plan for Bury comprises the following documents:

- Saved policies of the Bury Unitary Development Plan;
- Bury Local Plan; and,
- Supplementary Planning Documents.

10.2 Saved Policies of the Bury Unitary Development Plan (Adopted August 1997)

10.2.1 The Unitary Development Plan (UDP) for Bury was adopted on 29 August 1997 and is the key Development Plan Document against which proposals should be judged. UDP objectives and policies of particular relevance to the proposed scheme are summarised below:

- Housing Objective 1 'To identify sufficient land for housing to meet the housing requirement set for the Borough' is for the provision for the building of 7200 dwellings over the period mid-1986 to mid-2001. It is acknowledged that this is now out of date, however the 'Bury Five Year Supply of Deliverable Housing Land (April 2017) confirms that Bury's housing target should be set at 625 dwellings per annum (running from 2015/16 to

2034/35), based on the evidence set out in the Greater Manchester Strategic Housing Market Assessment.

- Housing Objective 2 'To develop a housing stock which reflects the guiding principles of Strategic Guidance' includes locating residential development within and well related to the urban area; and resisting housing development on protected open space.
- Housing Objective 3 'To develop a housing stock which reflects the needs and demands of the Borough's population' includes developing a wide range of housing types and tenures.
- Policy H1/2 'Further Housing Development' states the Council will have regard to the following factors when assessing proposals for housing development on sites not identified on the Proposals Map:
 - the need to direct development towards the urban area;
 - the availability of infrastructure;
 - the need to avoid the release of peripheral open land, unless this can be shown to be consistent with urban regeneration;
 - the suitability of the site in land use terms with regard to amenity, the nature of the local environment and surrounding land uses;
 - other policies and proposals of the Plan.
- Policy H2/1 'The Form of New Residential Development' states that all new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. Factors to be considered when assessing proposals will include:
 - the height and roof type of adjacent buildings;
 - the impact of developments on residential amenity;
 - the density and character of the surrounding area;
 - the position and proximity of neighbouring properties;
 - the materials to be used in proposed developments, especially their colour and texture
- Policy H2/2 'The Layout of New Residential Development' which states new residential development will be required to demonstrate acceptable standards of layout. Factors to be considered when assessing proposals will include:
 - car parking provision;
 - access for both vehicles and pedestrians, and provision for public transport;
 - the possible need for traffic calming measures;
 - density;
 - space about and between dwellings;
 - landscaping and screening;
 - protection/provision of trees and hedgerows;
 - open space/children's play areas;
 - design for safety and security;
 - access/facilities for the disabled;
 - the existence of any public rights of way.
- Policy H2/3 'Extensions and Alterations' states that applications for house extensions and alterations will be considered with regard to the following factors:
 - the size, shape, design and external appearance of the proposal;
 - the character of the property in question and the surrounding area;
 - the amenity of adjacent properties;

- o visibility for pedestrians, cyclists and drivers of motor vehicles.
 - 'H2/4 Conversions' states that conversions of a building into a house of multiple occupation need to ensure that dwelling standards are maintained and to ensure that, generally, an over provision of such property does not adversely affect the need to maintain a good mix of housing types, or adversely affects the character and amenity of residential areas.
 - HT2/4 - 'Car Parking and New Development' The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.
 - Policy EN1/2 'Townscape and Built Design' states that the Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:
 - o the external appearance and design of the proposal in relation to its height, scale, density and layout;
 - o the relationship of the proposal to the surrounding area;
 - o the choice and use of materials;
 - o access and other design features for the mobility impaired;
 - o the design and appearance of access, parking and service provision;
 - o landscaping, including the use of natural landscape features, and open space provision;
 - o the use of lighting.
 - EN7/2 'Noise Pollution' in seeking to limit noise pollution the Council will not permit:
 - o development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users;
 - o development close to a permanent source of noise.
- 10.2.2 The detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the above UDP policies.
- 10.2.3 Bury Council is currently in the process of preparing a new Local Plan, and once adopted it will replace the existing UDP document. Consultation on the Key Issues and Policy Framework for the new Bury Local Plan ended on 30th November 2018 and the Council is now assessing all comments and taking these into account when moving on to the preparation of a draft Local Plan for Bury. The Plan is not yet adopted, therefore limited weight can be given to policies within it.
- 10.3 Supplementary Planning Documents (SPDS) and Guidance
- 10.3.1 There are also various Supplementary Planning Documents of relevance to the proposed scheme, which include:
- SPD 11: Parking Standards in Bury (May 2007);
 - SPD 13: Conversion of Buildings to Houses in Multiple Occupation (January 2020); and,
 - SPD 6: Alterations and Extensions to Residential Properties (May 2007).
- 10.3.2 The proposed redevelopment scheme has been designed in accordance with the policies of the UDP and the above SPDS.

Planning Appraisal

11.0 Key Considerations

11.1.1 Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Development
- Design Considerations
- Potential Impact on Amenity
- Sustainable Development: Economic, Social and Environmental Benefits
- Highways, accessibility, and Parking
- Waste Management

12.0 Principle of Development

12.1.1 The application site comprises a mid-terraced residential property located on Manchester Road, Bury. The proposal is for the change of use from a single dwelling (C3) to an 8 bedroom HMO (Sui Generis) which will support the Council's housing targets for development of housing in Bury and more widely in Greater Manchester.

12.1.2 Given that the application building is located in a residential area, adjacent to residential properties and within a sustainable/accessible location in proximity to amenities and public transport, it is considered that the proposed HMO use is acceptable.

12.1.3 Housing Objectives 1 and 2 of the UDP relate to meeting housing demand within the Borough, and developing housing stock which is related to the urban area. The proposed change of use to provide an 8-bedroom HMO directly responds to these objectives and will make a positive contribution to Bury's housing target.

- The proposed HMO properties will provide a valuable source of accommodation which is attractive to a range of occupiers including young professionals, blue collar and key-workers.

12.1.4 Housing Objective 3 of the UDP states that a wide range of housing stock should be provided to reflect the demands and needs of the borough. This includes the provision of smaller housing units and provision for those unable to compete financially in the housing market sector. The Council recognise that properly managed and regulated Houses in Multiple Occupation can offer good quality affordable accommodation to people who cannot afford to buy their own homes and are not eligible for social housing.

- Market research confirms a strong local demand for HMO accommodation. The proposals therefore directly respond to Housing Objective 3.

12.1.5 Saved UDP Policy H2/4 'Conversions' is the key policy relating to HMO accommodation. The policy states that applications for the conversion of a building into an HMO will be considered against various factors. These factors are set out below, and addressed in greater detail below.

- 12.2 The effect on the amenity of neighbouring property through noise, visual intrusion, the position of entrances, impact of parking areas, extensions and fire escapes:
- 12.2.1 The proposed residential use will not result in any conflict with neighbouring properties in relation to noise or visual intrusion. The property will provide residential accommodation and will not result in significantly greater noise generation than the existing C3 Use.
- 12.2.2 Whilst the requirement for car parking is expected to be low due to the highly sustainable nature of the site and the nature of the accommodation proposed, ample on-street car parking provision on Hampson Mill Lane will ensure there is no conflict with neighbouring uses. The front and rear entrances to the HMO will use the existing entrances. The proposed rear dormer and front rooflights will not overlook residential uses, and the dormer could be built using Permitted Development rights.
- 12.3 The general character of the area and the existing concentration of flats:
- 12.3.1 The area surrounding the site is residential in nature and therefore the proposed HMO property would not be at odds with the character of the area.
- 12.4 The amenity of occupants:
- 12.4.1 All occupants will have a high standard of amenity. The proposed HMO will be delivered to a high quality design in terms of living accommodation, sound proofing, natural lighting and ventilation. Future residents will benefit from high specification bedrooms and good provision of communal amenity space.
- 12.5 The effect on the street scene of any changes to the external appearance of the building; car parking and servicing requirements:
- 12.5.1 The proposals involve alterations to the front and rear elevation of the property. This will include the provision of a new rear dormer and front rooflights. The proposed rear dormer will have limited visibility from the commercial property behind and from Hampson Mill Lane and has a permitted development fallback, which establishes such alterations are acceptable to the rear of dwellinghouses.
- 12.5.2 These various considerations are discussed in further detail in the following sections of this appraisal.
- 12.5.3 Paragraph 3.12 of SPD 13 states that HMOs are often best located in vibrant areas that are near a relatively busy highway, well served by public transport, cycle routes and a range of services including shopping and leisure. The application site is situated in close proximity to the services and amenities available with the nearby business parks, and commercial uses, and Manchester Road is a main arterial route into the town centre, and is well served by bus routes. On this basis, the application site is wholly appropriate for use as an HMO.
- 12.5.4 The conversion of a vacant dwellinghouse, to a HMO which will provide eight units of valuable accommodation would be wholly compliant national policy provided at paragraph 120 of the NPPF which states planning should promote and support the development of under-utilised 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.

- 12.5.5 Overall, the principle of the development is considered to be entirely acceptable, and the proposals are in accordance with considerations for Saved UDP Policy H2/4, the guidance within SPD 13 and the NPPF.

13.0 Design Considerations

- 13.1.1 The site is not located within a conservation area, nor are there any listed buildings in proximity of the site which could potentially be affected by the development proposals.
- 13.1.2 A flat roofed dormer is proposed to the rear, and two velux rooflights to the front, to support the conversion of the second floor into living accommodation. It will comprise slate cladding to the elevations and a flat roof weathered with GRP. The materials used complement the existing and surrounding buildings.
- 13.1.3 The proposed rear dormer is compliant with permitted development rights, which represents a fallback position for this element of the proposal.
- 13.1.4 Windows proposed on the new dormers will comprise white uPVC which will match the existing windows. The external alterations are in keeping with the character of the existing properties and surrounding context.
- 13.1.5 Internally, the existing layout will be adapted to accommodate the creation of new bedrooms and shared amenity space.
- 13.1.6 The proposals are in accordance with saved UDP policies EN1/2, H2/1, H2/3, H2/4 part d and, guidance within SPD 13 and SPD 6, and the relevant provisions of the NPPF.

14.0 Potential Impact on Amenity

- 14.1.1 With regards to the scheme's potential impact on residential amenity, two issues require consideration: whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring uses; and, whether the design will ensure that future occupants are able to enjoy a satisfactory level of amenity.

15.0 Neighboring Uses

- 15.1.1 The application site has residential dwellings either side. The proposed 8 bed HMO is considered to be compatible with the neighbouring uses given the dwelling will also remain in residential use. It is accepted that there will be some additional activity associated with a fully occupied 8 bed HMO, however there is no evidence to substantiate that any additional noise and disturbance would be so great as to materially harm the residential character of the area or have an unacceptable impact on the amenity of neighbouring occupiers.
- 15.1.2 A dormer is proposed at the rear and two rooflight to the front slope. No side windows are proposed on the dormers and no overlooking issues will be created, due to the position of both the subject and neighbouring properties outriggers and no issues of overbearing, overshadowing or loss of privacy result.

16.0 Proposed Accommodation

- 16.1.1 All of the bedrooms in the proposed accommodation will exceed the space standards for single occupancy rooms set out in the Bury Council HMO Licensing Conditions document. The communal facilities will provide an appropriate and functional layout to cater for eight residents in accordance with standards.
- 16.1.2 Future residents will be provided with a good level of amenity with all bedroom windows rooms achieving a good level of outlook and being free from overlooking. The proposed scheme will be of a high standard of design in terms of living accommodation, natural lighting and ventilation. It should also be noted that an HMO license will be required for the property. The HMO will not be able to operate unless the Council's HMO license team are satisfied with the standard of accommodation, and a licence has been issued.
- 16.1.3 Communal areas proposed within the properties include the kitchen / dining area at ground floor and the laundry room to the basement.
- 16.1.4 Residents will also have access to shared external amenity space, which can be used for sitting out and bike storage. In addition, future residents will also benefit from access to nearby high quality public open spaces and other sports/recreation facilities as set out above.
- 16.1.5 The proposed scheme will not have a detrimental impact on the amenity of existing residents or future occupants of the scheme, and as such complies with Saved UDP Policy H2/4 part a and part c, and the guidance within SPD 6 and SPD 13.

17.0 Sustainable Development: Economic, Social and Environmental Benefits

- 17.1.1 The proposal will have high sustainability credentials as a result of the economic, social, and environmental benefits that it will bring.
- 17.1.2 **Economic Benefits:** The proposed development will bring several economic benefits during and post construction. The shortage of housing can act as a barrier to people accessing job opportunities, thus preventing the Borough from achieving its economic potential. The proposed HMO accommodation will help meet the needs of local people and those moving to the Borough, thereby contributing to Bury District' economy. Ministerial statements refer to the pressing need of ensuring that the planning system does everything it can to help sustain economic growth, urging planning authorities to make every effort to identify and meet the housing needs of their areas. It is accepted that house building is a driver of the local economy.
- 17.1.3 **Social Benefits:** The proposals will provide HMO bedrooms, which are an important form of housing for several people, particularly young professionals, blue collar workers, key workers and lower income groups. The site is located within an established residential area and has access to the amenities it has to offer, as well as being nearby to open space and recreation facilities which will provide for the needs of future occupants of the scheme. The proposed development will deliver good quality housing and contribute to the creation of a mixed and sustainable community.
- 17.1.4 **Environmental Benefits:** The proposals will provide additional accommodation within an existing building, in a sustainable urban location. The proposed scheme will have significant environmental benefits since it involves the redevelopment of a brownfield site, thereby reducing development pressure on greenfield sites. Future residents will benefit from the highly sustainable and accessible

nature of the development, thereby reducing the need to travel by car and helping to reduce carbon emissions and air quality impact.

- 17.1.5 There are no flood risks associated with the development.

18.0 Highways, Accessibility and Parking

- 18.1.1 The site is located in a sustainable and accessible location on a main arterial route into Bury Town Centre, and is within walking distance if required, and in the immediate vicinity there are various businesses, amenities and services.
- 18.1.2 The site benefits from good public transport links, including frequent bus services from the stop immediately opposite. This is confirmed by the site's allocation as an 'Area of High Accessibility in Bury' as per the map included at Appendix 1 of SPD 11 (Parking Standards in Bury).
- 18.1.3 Due to its high level of sustainability and accessibility, it is not considered necessary for future residents to own a car, furthermore SPD 11 states that lower parking thresholds will be applied to areas of high accessibility. The nature of the accommodation also means that it will be less likely that future residents will own a car. The property can lawfully be occupied as a HMO with up to six occupiers; this application seeks consent for an additional two occupiers. There are no specific car parking standards for HMO use, and adequate on road parking is available in very close proximity.
- 18.1.4 The proposals will accommodate a secure and covered cycle store with space for eight bikes (100%) provision as indicated on the submitted drawings. This will promote cycling as a viable and attractive means of travel. The level of provision proposed within the scheme will also help to support a reduction in reliance upon the private car and help to encourage use of more environmentally friendly and sustainable modes of transport amongst future residents.
- 18.1.5 In terms of assessing highways matters paragraph 111 of the NPPF is relevant which advises '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'. This is a high policy test and it is not considered that the development would be associated with severe adverse highway impacts which would warrant a refusal.
- 18.1.6 It has been demonstrated that the scheme accords with the transport requirements of the NPPF; Saved Policy HT2/4 and would be acceptable when assessed against part e of Saved Policy H2/4 and the relevant guidance within SPD 11.

18.2 Waste Management

- 18.2.1 The proposed scheme includes the provision of bins within the rear alley (as existing) which will allow for the segregation of refuse and recyclable waste and ensures the storage of bins does not adversely impact on the street scene. The number of bins provided has been shown as eight, which is considered ample.
- 18.2.2 Bins will be collected from Hampson Mill Lane as they are currently and it is therefore considered that there would be a no detrimental effect on the safety and operation of the local highway network, as it would operate in the same manner as the existing site and nearby properties

Conclusion

- 18.2.3 The proposed scheme accords with national and local planning policy guidance, conforming with saved policies of the UDP and relevant supplementary planning documents/guidance.
- 18.2.4 The proposed scheme will deliver a range of significant positive planning benefits as discussed within this report, including:
- The proposed change of use to provide a 8-bedroom HMO directly responds to housing demand in Bury, and will make a meaningful contribution to Bury's housing target of 625 dwellings per annum.
 - The proposed HMO properties will provide a valuable source of accommodation which is attractive to a range of occupiers including young professionals and key-workers.
 - The proposed development will bring a number of economic benefits during and post construction. The shortage of housing can act as a barrier to people accessing job opportunities, thus preventing the Borough from achieving its economic potential.
 - The proposed accommodation will be furnished to a high standard and will provide housing in an accessible and sustainable location within walking distance of everyday services, amenities and employment opportunities.
 - The provision of a development with high quality sustainability credentials that will deliver economic, social, and environmental benefits.
- 18.2.5 As evidenced in this statement, the site has been shown to be suitable and a sustainable location for a proposed 8 bed HMO with no known adverse impact arising from the development that would significantly and demonstrably outweigh its benefits. Indeed it is our view that no material planning considerations exist that would justify refusal of planning permission.

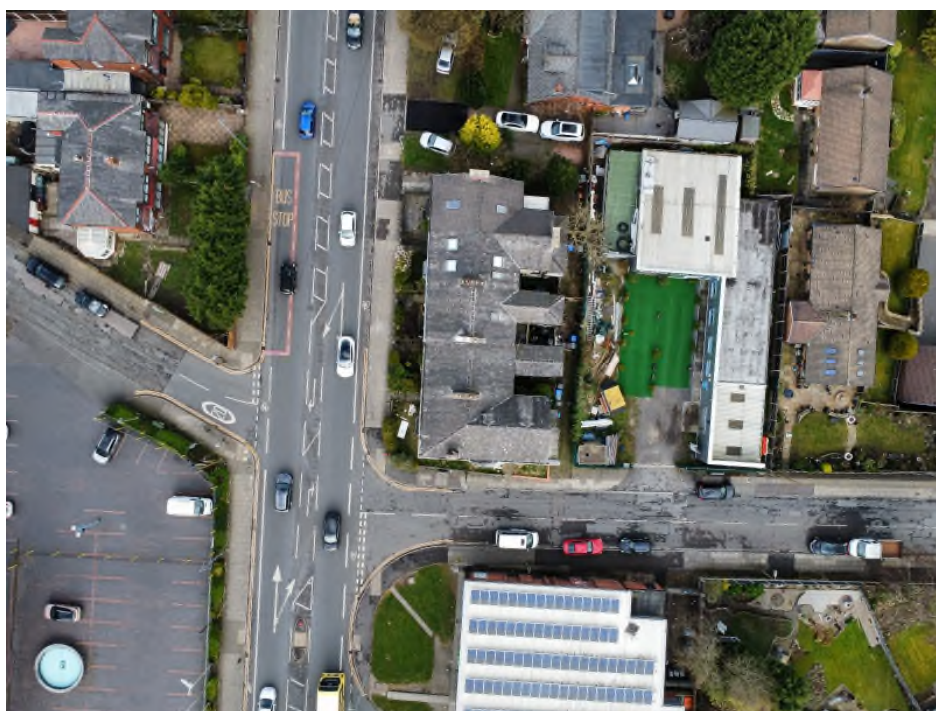
APPENDIX I – General Photographs



Photograph 1. Unrestricted plentiful parking on Hampson Mill Lane



Photograph 2. Rear roof slope and proposed dormer will not create overlooking issues.



Photograph 3. Aerial view of the site



Photograph 4. Front elevation



Photograph 5. Rear alley currently used for the storage of wheeled bins, leading out onto Hampson Mill Lane.



Photograph 6. Street scene context view, showing gymnasium behind, and Asda to the right, on the opposite side of Hampson Mill Lane.