

Supporting Statement

Project: Haslam Brow Dorma Bungalow	Client: Mr L. Khan
Subject: Planning - Public Comment Response	Job Number: 22065
Date: 06.01.23	Notes By: JDS Project Team

ITEM №	ITEM
1.00	Overview
1.01	Following receipt of two Public Comments, both of which object to the proposal, the below response from the project team seeks to address the points raised. The team response is noted in Blue directly below each point raised.
2.00	Bury CE High School (Objection) 14.12.22
2.01	I am emailing on behalf of school we have concerns about:
2.02	The close proximity of the site access to the school's gates which may impinge on access for emergency vehicles to school.
2.03	Off street parking is aligned with planning policy SPD 11 & HT2/4 - Car Parking and New Development. This ensures that adequate spaces are provided within the curtilage of the site. For a three-bedroom dwelling, based upon high access areas, this equates to 2No. spaces. Therefore, no vehicles are expected to park on the road which would impinge access to the school. In addition, Haslam Brow is controlled by double yellow lines which indicate a prohibition of parking, stopping, or waiting at any time.
2.04	Increasing traffic on a single track road which would increase the risks to pupils and staff moving from the school.
2.05	Comments received from the planning department following the pre-application enquiry informed drawing SI-00-DR-A-1020B - External Works extents including Highways. This drawing adopts a relocated & lowered stone wall, increased footpath depth into the curtilage of the site, and visibility splays. All designed with pedestrian safety in mind. Also, vehicles are able to enter and exit the site curtilage in a forward gear to provide a safe and suitable access. The site is ideally situated within walking distance of the town centre which discourages the use of a car. Therefore, residents are just as likely to cycle or walk to work or the nearest bus / Metrolink station. Worth bearing in mind is that a typical working day with a commute factored in, starts before the school opens and finish after the school closes. Therefore, there should be very little impact due to these times not overlapping / clashing.

	The real impact in terms of vehicle movement is generated by the 'school-run' (pick-up / drop-off). This is evident during school holidays when congestion eases greatly. We understand the academic year is 39-weeks which equates to approximately 75% of the 52-week calendar year. Lastly the school recently obtained planning permission to extend their car parking with an additional 29 spaces (Reference 68591). This represents almost 50% increase on the existing. Therefore, in terms of vehicle numbers and pedestrian safety, the proposed dormer bungalow will have minor implications, which remain largely outside School hours.
2.06	Construction schedule and material deliveries that may cause an issue with the single road making it dangerous.
2.07	Like any construction site this would need to be managed with a Management Construction Plan. Material deliveries could be agreed to be outside of school hours including weekends, or not before 9.30 / after 2.30 to allow the staff and pupils safe access before and after deliveries are made. This could be agreed by way of condition. As a small build dormer bungalow this should be more than manageable. We are also considering alternative off site construction methods such as timber frame to ease the pressure on Haslam Brow.
2.08	The next house has become an MOH under the same ownership and this has the potential to cause a safeguarding risk to pupils, how are tenants being vetted on a site with a shared access to a high school.
2.09	The house next door (number 8 Haslam Brow) was occupied by a single family from 2015 to 2020 but due to COVID and the higher costs of living the family moved. Since 2020 two other families have occupied the home. However, the large property does not appeal to many people due to the high running costs. Every attempt is being made to retain this property as a single dwelling. As a fall back a HMO license has been obtained as an interim solution.
2.10	The house is proposed as three bedrooms and only two parking spaces - should this, like the house in the grounds at present become an MOH there would no parking in the area.
2.11	As noted above the parking allocation is aligned with planning policy SPD 11 & HT2/4 for a three-bedroom single dwelling in a high access area. The small nature of the property does not lend itself to being a HMO property and the client team are happy for this to be conditioned as a restriction on any approval notice.
3.0	Email (Objection) 30.11.22
3.01	There are already significant traffic problems on Haslam Bank and Wells Street due to the traffic to the Bury Church School by teaching staff, by school run parents and from the existing buildings on Haslam Brow. The local community cannot cope with any further increase.
3.02	As noted above the school recently obtained planning permission to extend their car parking with an additional 29 spaces (Reference 68591) which increases the capacity by almost 50%. Once completed this will greatly improve congestion in the area. The addition offroad spaces proposed within this development have minor implications, which remain largely outside School hours.

3.03	Mr Khan already owns 8 Haslam Bank. When he first applied for permission, it was stated the house would be for personal use. It has in fact been rented out to a succession of tenants bringing no stability to the area. It now seems to have numerous occupants leading to suspicions it may now have become a HMO without due planning permission.
3.04	As noted above the client team are happy for this to be conditioned as a restriction on any approval notice. Our design brief did not ask us to consider this as a potential HMO which would have been inappropriate in a property of this size. The HMO license obtained for 8 Haslam Brow is an interim solution to avoid the property being left unoccupied.
3.05	There are concerns the same might occur with the bungalow if allowed to develop.
3.06	As noted above.
3.07	Laburnham House, which Mr Khan also owns is a HMO and there have been some problems with anti-social behaviour from some but not all of its residents over time. Buckley Wells has seen a number of domestic homes converted into HMOs in recent years and I do not believe the neighbourhood is able to sustain anymore.
3.08	It is not the intention that this dorma bungalow proposal is to become a HMO and as stated above we are happy for this to form a restriction / condition as part of the approval. Having spoken with Mr Khan he has not been made aware of any anti-social behaviour. We understand the residents at Laburnham House are largely long term having stayed at the property for over 4 years. In terms of the numbers of HMOs within the area and council policy we are not best placed to comment. This should be addressed to the Councils HMO Licensing department.