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Mr Taylor-Smith

193 Walmersley Road, Bury, BL9 5DF

Planning Statement

20 October 2023

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Appendix 1: Photos of the site and surrounding area

1. Introduction

- 1.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of our client, Mr Taylor-Smith, in support of a full planning application for the conversion of a dwellinghouse (C3 use) into a 9 bed HMO (Sui Generis) at 193 Walmersley Road, Bury, Greater Manchester, BL9 5DF. The application description of development is 'change of use from a dwellinghouse (C3 Use) to a 9 bedroom HMO (Sui Generis) with a proposed front and rear dormer extension, enlargement of an existing lightwell and other associated works'.
- 1.2 To provide a clear understanding of this application proposal, this 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
- 1.3 In addition to this statement, the application is also supported by the completed Application Forms and Ownership Certificates, and a suite of drawings prepared by Mark Gordon Design + Associates.

2. The Site and Surrounding Area

The Application Site

- 2.1 The application site is located at 193 Walmersley Road, Bury, Greater Manchester, BL9 5DF (see figure 2.1 below). The site is bounded by Walsmersley Road to the east, beyond which is Clarence Park, and to the west by Back Walsmersley Road West. Residential properties bound the site to the north and south. The site is rectangular in shape and approximately 0.02 hectares in size.



Figure 2.1: Aerial view of application site (outlined in red)

- 2.2 The application property is a traditional two storey mid-terrace house, constructed of red brick with a large ground floor bay window and a slate roof. To the rear, the property has a two storey outrigger with double height bay windows.

2.3 The property benefits from garden areas to the front and rear. To the front, the house is setback from the road behind a small, landscaped garden area which is bounded by a low rise brick wall and hedging. This provides defensible space between the house and Walmersley Road. To the rear, the garden comprises hardstanding bounded by timber fencing on both sides. An single rubber ply flat roofed garage, constructed of brick is situated at the end of the garden and fronts Back Walmersley Road West.

Site Photos



Figure 2.2: Front elevation of application property



Figure 2.3: Bay window and existing lightwell



Figure 2.4: View of application property and neighbouring properties from Walmersley Road



Figure 2.5: Rear elevation of application property



Figure 2.6: View of rear gate, bin storage and outbuilding



Figure 2.7: View of neighbouring properties from rear garden



Figure 2.8: Back Walmersley Road West and view of outbuilding



Figure 2.9: View of application property and neighbouring properties from Clifton Road



Figure 2.10: View of Clifton Road from junction joining Walmersley Road

- 2.4 No site specific policy designations apply. The site is not located within a conservation area and does not contain any statutorily or locally listed buildings. There are no trees within the application site. The application site is situated within flood zone 1 (lowest level of risk).

The Surrounding Area

- 2.5 Land to the north, west and south of the application site is predominantly residential in nature, being densely developed with two storey terraced housing. To the east of the site is Clarence Park which adjoins to Miss Walker's Field, both of which are located within the greenbelt.
- 2.6 In terms of amenities, a Co-op convenience store is circa 5 minutes' walk to the south of the site along with other retail and takeaway stores which include a florist, chemist, pizza takeaway and fish and chip shop. As previously mentioned, Clarence Park is located opposite the site which provides great amenity in terms of green space. There are also various footpaths within 10 minutes' walk of the site, which lead to 'The Lido', a large lake and Lower Lee Woods.

- 2.7 Bury Town Centre is located approximately 1km away from the site (12 minutes' walk). It is therefore a highly sustainable and accessible location with convenient access on foot to a full range of shops, services, amenities, and employment opportunities available in Bury Town Centre and other areas nearby.
- 2.8 Bury Metrolink Station and Bury Interchange are both located approximately 1.9km away from the site (25 minutes' walk). Regular bus services depart from Walmersley Road, and bus stops are located adjacent to the site. Bus services travel to destinations including Bury Town Centre, Blackburn, Burnley, Ramsbottom and Nangreaves.

Planning History

- 2.9 In accordance with best practice a review of the site's planning history was undertaken on 10.10.2023 using the Council's online database. No planning history for the site was identified.

3. The Proposed Scheme

- 3.1 The application proposal is for the 'change of use from a dwellinghouse (C3 Use) to a 9-bedroom HMO (Sui Generis) with a proposed front and rear dormer extension, enlargement of an existing lightwell and other associated works'. The scheme will provide a high standard of accommodation and will be targeted at young professionals and key workers. All rooms will be for single occupation and are generously sized. The majority of the bedrooms (7 out of 9) comprise ensembles and all bedrooms ? adhere to the space standards set out in Bury's HMO Licensing Conditions document. A shower room is available on the same floor level for the two bedrooms which don't have an ensuite.
- 3.2 Two new dormers will be constructed at the front and rear of the property which will support converting the attic space into two new bedrooms. A small pitched roof dormer, similar to that of neighbouring properties, will be constructed on the front elevation comprising timber cladding cheeks faced with grey hanging vertical tiles. The rear dormer will be compliant with permitted development rights set out in Schedule 2, Part 1, Class B of the GPDO (2015) as amended. It will comprise grey tile cladding on its cheeks and a flat roof constructed from single ply membrane. Windows will be white uPVC frames to match the existing.
- 3.3 At the basement level, the existing lightwell will be enlarged to provide an escape route and to ensure that bedroom 9 achieves a good standard of outlook and natural light. A plant room will also be created in the basement to house 2 washing machines, 2 dryers and the boiler. A large kitchen / dining area will be created on the ground floor.
- 3.4 Minor landscaping works will be undertaken to provide a pleasant space for residents to sit out and dry clothes. A designated bin store will be created in the rear garden area and the existing garage space will provide secure cycle parking for 9 bicycles. The existing pedestrian gate at the rear boundary will remain.
- 3.5 There is no car parking provided with the proposed scheme. On-street car parking is available on the adjacent Clifton Street. It is considered that car ownership is not necessary

because the site is located in a sustainable and accessible location with close links to a variety of public transport options.

4. National and Local Planning Context

4.1 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.

National Planning Policy Framework

4.2 The National Planning Policy Framework (NPPF) was revised in September 2023, and sets out the government's planning policies and how these are expected to be applied. It replaces the Framework published in July 2021, however a presumption in favour of sustainable development continues to be at the heart of the NPPF which ensures that development is pursued in a positive way.

4.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. 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.

4.4 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.

Delivery Sustainable Development

- 4.5 The NPPF explains that the purpose of the planning system is 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. 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.
- 4.6 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.
- 4.7 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.
- 4.8 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.
- 4.9 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.
- 4.10 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.

- 4.11 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.
- 4.12 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. Paragraph 120 (c) explains 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.
- 4.13 The chapter goes on 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, taking into account 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
 - e) the importance of securing well-designed, attractive and healthy places.

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.

4.14 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.

4.15 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.

- 4.16 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.

The Development Plan for Bury

- 4.17 The Development Plan for Bury comprises the following documents:
- Saved policies of the Bury Unitary Development Plan;
 - Bury Local Plan; and,
 - Supplementary Planning Documents.

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

- 4.18 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;
 - 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:
 - the external appearance and design of the proposal in relation to its height, scale, density and layout;
 - the relationship of the proposal to the surrounding area;
 - the choice and use of materials;
 - access and other design features for the mobility impaired;
 - the design and appearance of access, parking and service provision;
 - landscaping, including the use of natural landscape features, and open space provision;
 - the use of lighting.
- EN7/2 'Noise Pollution' in seeking to limit noise pollution the Council will not permit:
 - development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users;
 - development close to a permanent source of noise.

4.19 The detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the above UDP policies.

4.20 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.

Supplementary Planning Documents (SPDS) and Guidance

4.21 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).

4.22 The proposed redevelopment scheme has been designed in accordance with the policies of the UDP and the above SPDs.

5. Planning Appraisal

5.1 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

Principle of Development

5.2 The application site comprises a mid-terraced residential property located at Walmersley Road, Bury. The proposal is for the change of use from a dwellinghouse (C3 Use) to a 9 bedroom HMO (Sui Generis) which will support the Council's housing targets for development of housing in Bury and more widely in Greater Manchester. 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 entirely acceptable in principle.

5.3 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 a 9-bedroom HMO directly responds to these two objectives, 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.

5.4 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. The applicant has undertaken market research and identified a strong local demand for HMO accommodation. The proposals therefore directly respond to Housing Objective 3.

5.5 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 a HMO will be considered against various factors. These factors are set out below, and addressed in greater detail in the following sections of this appraisal:

a) the effect on the amenity of neighbouring property through noise, visual intrusion, the position of entrances, impact of parking areas, extensions and fire escapes;

5.6 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. 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, the available on-street car parking provision in the surrounding area will ensure there is no conflict with neighbouring uses. The front and rear entrances to the HMO will use the existing entrances. The proposed front dormer will not overlook residential uses, whilst the proposed rear dormer will retain circa 24m from the boundary of 2 Clifton Street which is sufficient to avoid any undue loss of amenity to the rear yard of this property. Notwithstanding, the proposed dormer could be built using permitted development rights)

b) the general character of the area and the existing concentration of flats;

- 5.7 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. Reviewing the Register of Licensed HMOs Revised 2023, there are no HMOs present within neighbouring properties on Walmersley Road.

c) the amenity of occupants;

- 5.8 All occupants will have a high standard of amenity. The proposed HMO will be delivered to a high quality standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation.

d) the effect on the street scene of any changes to the external appearance of the building; car parking and servicing requirements

- 5.9 The proposals involve alterations to the front and rear elevation of the property. This will include the provision of a new front and rear dormer, and enlargement of the existing lightwell. The proposed front dormer involves a small pitched design using materials that respond to the host dwelling. This is considered to be an appropriate design response given the siting to the front of the dwelling and visibility from Walmersley Road. It is also noted that neighbouring properties in the same terrace row also have similar front dormer extensions, whilst the terrace row immediately to the south of the application site features small pitched front dormers as an original feature, and therefore the proposals are in keeping with this existing characteristic of the area. The proposed rear will have some limited visibility from the 'back' streets to the rear of the site including Back Walmesley Street West and Back Clifton Street, although these will be partially obscured by built form and the arrangement of the existing outrigger in shorter range views. The dormer has a permitted development fallback, which establishes such alterations are acceptable to the rear of dwellinghouses. The proposed enlargement of the lightwell will not result in any unacceptable visual impacts, and will be largely screened by the existing boundary treatment and vegetation to the front garden.

- 5.10 No car parking is proposed and servicing arrangements will tie into the existing arrangements for the site.
- 5.11 These various considerations are discussed in further detail in the following sections of this appraisal.
- 5.12 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 within Bury Town Centre, located on Walmersley Road which is a main arterial route into the town centre, and is well served by non-car modes of transport. On this basis, the application site is wholly appropriate for use as an HMO.
- 5.13 The conversion of 193 Walmersley Road, a vacant dwellinghouse, to a HMO which will provide nine 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.
- 5.14 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.

Design Considerations

- 5.15 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 in terms of setting.
- 5.16 Externally, a front dormer is proposed to support the conversion of the second floor into living accommodation. The front dormer will be constructed from timber cladding with a pitched

roof and cheeks faced with grey hanging vertical tiles. The size and appearance will be similar to front dormers on neighbouring properties and the dormer will be built in line with existing windows on the level below. It is therefore considered appropriate in terms of design.

- 5.17 At the rear, a flat roofed dormer is proposed to also support the conversion of the second floor into living accommodation. It will comprise grey tile cladding on its cheeks and a flat roof constructed from single ply membrane. The materials used complement the existing property and the grey tile cladding will match the existing grey slate roof tiles on the property. The proposed rear dormer is compliant with permitted development rights, which represents a fallback position for this element of the proposal.
- 5.18 Windows proposed on the new dormers will comprise white uPVC which will match the existing windows. An upgraded lightwell is proposed in the basement room which will also comprise white uPVC window frames to the escape window. The nature of the proposed works to the lightwell, being at ground level, will mean there is a minimal impact on the appearance of the building or indeed the site. The external alterations are in keeping with the character of the existing properties and surrounding context.
- 5.19 Internally, the existing layout will be adapted to accommodate the creation of new bedrooms and provision of high quality shared amenity space.
- 5.20 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.

Potential Impact on Amenity

- 5.21 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.

Neighbouring Uses

- 5.22 The application site is bounded on both sides by residential dwellings. The proposed 9 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 9 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.
- 5.23 A dormer is proposed at the front and rear elevations of the property. No side windows are proposed on the dormers and the front dormer will look onto Clarence Park. The rear dormer will be in view of an adjacent property located at 2 Clifton Street however no habitable windows are present on this property's side elevation. Furthermore, sufficient separation distances between the dwellings will result in no issues of overbearing, overshadowing or loss of privacy.

Proposed Accommodation

- 5.24 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 nine residents in accordance with standards.
- 5.25 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.

- 5.26 Communal areas proposed within the properties include the kitchen / dining areas at ground floor. The proposals will therefore provide an area of valuable amenity space and also offer opportunity for future residents to interact. Residents will also have access to shared external amenity space, which can be used for sitting out and drying clothes. In addition, future residents will also benefit from access to nearby public open spaces and other sports/recreation facilities such as Clarence Park which is located opposite the site.
- 5.27 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.

Sustainable Development: Economic, Social and Environmental Benefits

- 5.28 The proposal will have high sustainability credentials as a result of the economic, social, and environmental benefits that it will bring.
- 5.29 Economic Benefits: 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 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.
- 5.30 Social Benefits: The proposals will provide HMO bedrooms, which are an important form of housing for a number of people, particularly young professionals, 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.

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

Highways, Accessibility and Parking

- 5.32 The site is located in a sustainable and accessible location close to Bury Town Centre with access to commercial businesses, amenities and services within the surrounding area. The site also benefits from good public transport links, including frequent bus services and close proximity to Bury Metrolink and Bury Interchange. 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).
- 5.33 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. However, there is on street car parking available particularly along Clifton Road which is adjacent to the property.
- 5.34 The proposals will accommodate a secure and covered cycle store with space for nine 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.

- 5.35 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.
- 5.36 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.

Waste Management

- 5.37 The proposed scheme includes the provision of bins within the rear yard/garden area 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.
- 5.38 Bins will be collected by collection crews from Clifton Road / Back Walmersley Road West in accordance with the servicing arrangements of the existing property. As such it is confirmed 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.

6. Conclusion

- 6.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of Mr Taylor-Smith in support of a full planning application at 193 Walmersey Road for the change of use from a dwellinghouse (C3 Use) to a 9 bedroom HMO (Sui Generis) with a proposed front and rear dormer extension, enlargement of an existing lightwell and other associated works’.
- 6.2 The proposed scheme accords with national and local planning policy guidance, conforming with saved policies of the UDP and relevant supplementary planning documents/guidance.
- 6.3 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 9-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 within Bury Town Centre.
 - The provision of a development with high quality sustainability credentials that will deliver economic, social, and environmental benefits.

6.4 As evidenced in this statement, the site has been shown to be suitable and a sustainable location for a proposed 9 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 1: Photos of site and surrounding area



Photo 1: Basement



Photo 2: Kitchen area



Photo 3: Living area



Photo 4: Dining room



Photo 5: Master bedroom



Photo 6: Bedroom 2



Photo 7: Main bathroom



Photo 8: Bedroom 3



Photo 9: Hallway area



Photo 10: View of Clarence Park from application property