

PLANNING STATEMENT

Proposed Conversion of 1no. C3 Dwelling to
9-Bed Large HMO (Sui Generis)

240 Bolton Road
Bury
BL8 2PA

V1, 22nd May 2025
NME



Planning Statement

For:

Conversion from 1no. C3 Dwelling to 9-Bed Large House of Multiple Occupation (HMO) under Sui Generis Use

At:

240 Bolton Road, Bury, BL8 2PA



Figure 1: Front and Side Elevation and Entrance of 240 Bolton Road, Bury- Google Street View, Dated Aug 2023, Accessed May 2025

1- Introduction:

- 1.1- The Planning Statement has been written to support the planning application for the conversion of 240 Bolton Road, Bury from 1x 6-Bed C3 dwelling into a Large 9-Bed HMO under Sui Generis use.
- 1.2- It will briefly discuss the proposed changes and assess these against the relevant planning policies and guidance supplied by the National Planning Policies Framework (NPPF) and the Local Planning Authority: Bury Metropolitan Borough Council. It should be read in conjunction with the accompanying statement submitted alongside the planning drawings. These include: a Design & Access Statement, a HMO Management Statement and Travel Plan.
- 1.3- The property is an end-terrace 2-storey building including a converted and extended attic space which has recently been granted a Lawful Development Certificate by Bury Council, reference no.: 71521. The area is predominantly residential with the majority of this block and neighbouring terraced rows being houses with similar residential properties opposite and along Glenboro Avenue the property also fronts.
- 1.4- The development has been designed using the limitations of the existing structure to provide more housing options for the area utilising the space available. Designs have been completed using the HMO Space Standards guidance of the council whilst also considering the NPPF and other relevant local planning policies specific to HMOs.
- 1.5- The resulting proposal of a 9-bed 9-person HMO complies with the standards set, ensuring all bedrooms are over 10.22m² to include comfortable living space and that adequate communal space is provided for cooking and eating.



Figure 2: Location of site- Google Satellite Maps, Accessed 21/05/2025

2- Site:

- 2.1- The property situated at 240 Bolton Road, Bury, BL8 2PA is located in close proximity to the town of Bury in the Greater Manchester area within a residential neighbourhood. The town of Bury itself is well served by transport connections to other regions and has ample access to green space, as well as a variety of services such as retail, educational, recreational and religious sites, this area can be classed as 'Urban'.
- 2.2- The site sits on the A58 (Bolton Road), a road that provides easy access into Bury as well as to Bolton and Rochdale by both car and bus, demonstrating how future occupants of the HMO will be able to travel to a variety of locations with ease. The corner location of the brick-built gable-end terraced property means it fronts Bolton Road as well as Glenboro Avenue and it has the advantage of a prominent corner location and also 3 available elevations for windows to encourage natural light and ventilation throughout the building.
- 2.3- The style of the property dates to the early 1900's, with red brick walls in a Flemish bond pattern, and stone detailing for the quoins and plinths and sills with some stretching the full length of the original form of the 2-storey dwelling. The frontage along Bolton Road hosts 2 large portrait windows at first floor level with a similar style window to the ground floor on the right hand side looking from the highway and an angled 3-bay window to the left. There is a small front garden, bounded by a small red-brick wall with access via steps at the corner of the property down the side on Glenboro Avenue. The elevation along Glenboro Avenue hosts the main entrance, positioned central to the original structure of the house and brick detailed pillars and archway above painted to match the stone detailing and add contrast. The first floor hosts another large portrait window aligning with the entrance door at ground floor level. There is a slight step up from the pavement access, with very short pillar caps bounding the steps into the property. The original building of 240 Bolton Road is covered with a traditional slate-tiled hipped roof and looks to host two brick chimneys.



Figure 3: Features of the property: bay window to the Bolton Road elevation (Google Street View, dated Aug 2023, Accessed 22/05/2025)



Figure 4: Features of the property: entrance door and steps along Glenboro Ave (Google Street View, dated Aug 2023, Accessed 22/05/2025)



Figure 5: Features of the property: end of original form (Google Street View, dated Aug 2023, Accessed 22/05/2025)

- 2.4- There has been a double storey extension add to the rear historically forming the outrigger and lining with the Glenboro Ave elevation. This is evident from the change in the brick colouring and bond pattern and the abrupt finish of the full-length sills. There is also evidence there was a window at ground floor level here but this is now bricked up and painted to match the brick colouring. There is a mono-pitched slate roof over the first floor extending from the original rear eaves of the main roof.



Figure 6: Side showing extensions along Glenboro Ave, Google Street View dated Aug 2025, Accessed May 2025

- 2.5- Another extension looks to have been added at a single storey level that connects to the rear garage structure. This garage is accessed via the rear alley street, named Back Bolton Road North, and has just a single up and over metal garage door for a car to enter. The walls are built using an aged red brick that seems to be older than that of the double storey due to its texture and colouring, however all the bricks tie in together to form one long elevation along the boundary on Glenboro Avenue. The garage hosts a flat roof which then connects to a shallow angled roof over the single storey part that meets the double storey outrigger. The single storey roof uses a flat roof covering coloured to match the slate tile on the main roof.



Figure 7: Roofs over the extensions and garage access from Back Bolton Road North, Google Street View dated Aug 2025, Accessed May 2025

- 2.6- The rear of the property is bound by the attached neighbour and a tall brick wall securing the rear yard space. The party boundary wall has vegetation and trees lining it from the neighbouring property providing additional screening between the neighbours.

3- Proposal:

- 3.1- Internally the ground floor currently has 2 large living rooms at the front, a dining room to the rear and a large kitchen space in the outrigger and single storey rear extension with direct access to the rear yard. There is also an existing single storey garage attached to the end of the kitchen; this can also be accessed via a personnel door from the rear yard, and extends to the end of the site's boundary with vehicular access from the rear alley off Glenboro Avenue. The main access to the property is found on the side of the building on the Glenboro Avenue elevation and opens directly to the main hallway with access to all the main rooms and the staircase to the first floor level.

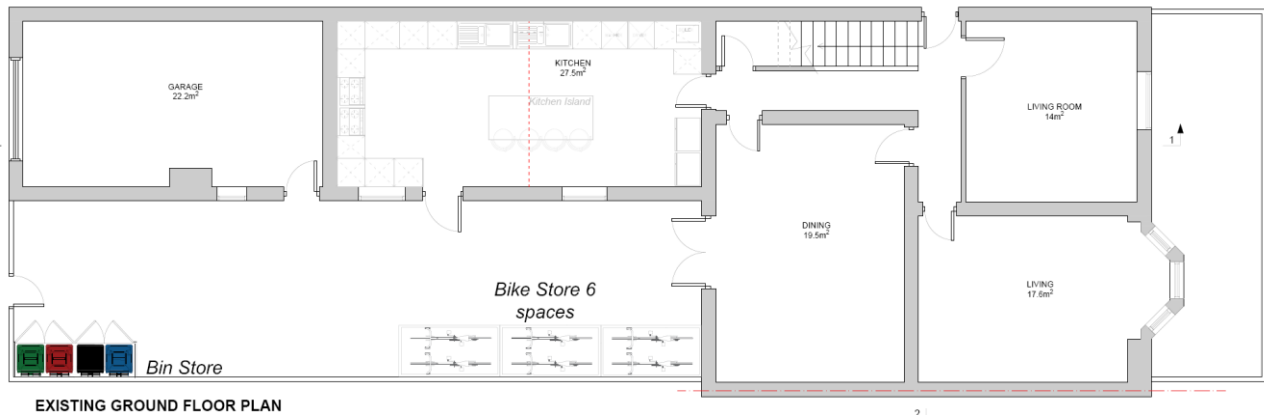


Figure 8: Existing Ground Floor layout, HAD&Co 2024

- 3.2- For the proposal the ground floor is the only level to undergo changes to meet the applicant's brief. Each of the 2 living rooms and the dining room is to be converted into a bedroom created 3 additional HMO bedrooms, and each will also have its own ensuite. The smallest floor space of these 3 new bedrooms will be bedroom 1 at 11.6m². The access to the shared kitchen and dining space will remain, so anyone entering the property through the main entrance can get access straight to the shared communal spaces. The kitchen dining space will be located in the existing kitchen area where the current split space between the outrigger and single storey element will be fully opened up to provide a larger kitchen-diner, with at least 2 sets of cooking, storage and cleaning units for the 9 proposed residents. There will also be space for eating and access to the rear yard will be retained.

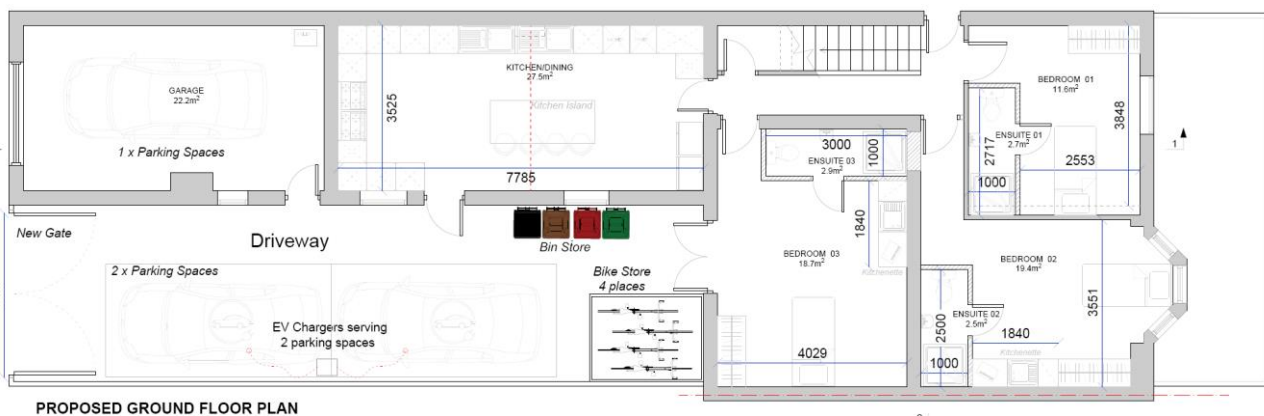


Figure 9: Proposed Ground Floor layout, HAD&Co 2025

- 3.3- The first floor hosts 4 bedrooms, each with its own ensuite. The smallest room has a floor area of 12.8m², and each has access to a large window for natural daylight and ventilation. This layout is to remain the same. The stair access to the converted loft floor level follows over the existing stair access from the ground floor and has access to natural light and ventilation from side windows on the gable elevation.

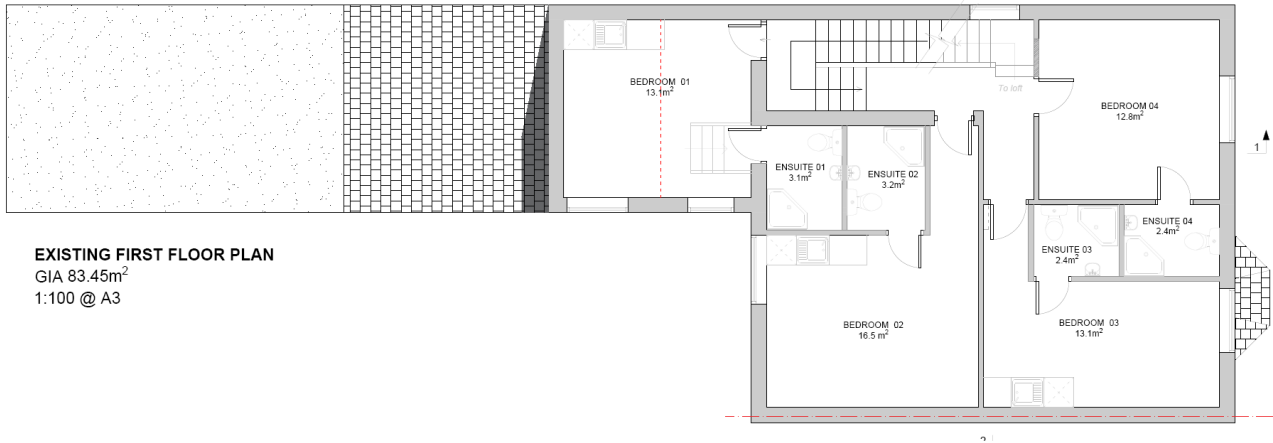


Figure 10: First Floor layout to remain unchanged physically, HAD&Co 2025

- 3.4- As the property exists, the recently converted loft space with Permitted Development roof extension provides 2 bedrooms each with an ensuite. The applicant received a Certificate of Lawful Development on 2nd May 2025, reference number: 71521 for the approved roof works. Each bedroom has access to natural light and ventilation, Bedroom 8 hosts two roof lights and has a usable floorspace of 11.8m² (this is for all floor space above 1.5m head height and does not include the ensuite floor space). Bedroom 9 has access to a side window installed on the gable and has a usable floor space area of 16.9m² (total floor space with at least 1.5m head height and not including the ensuite floor space).

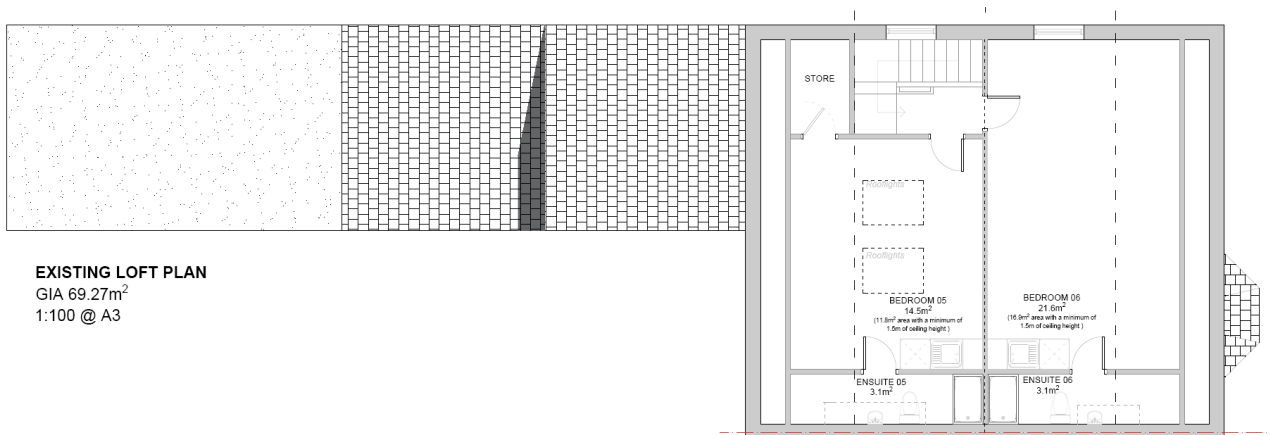
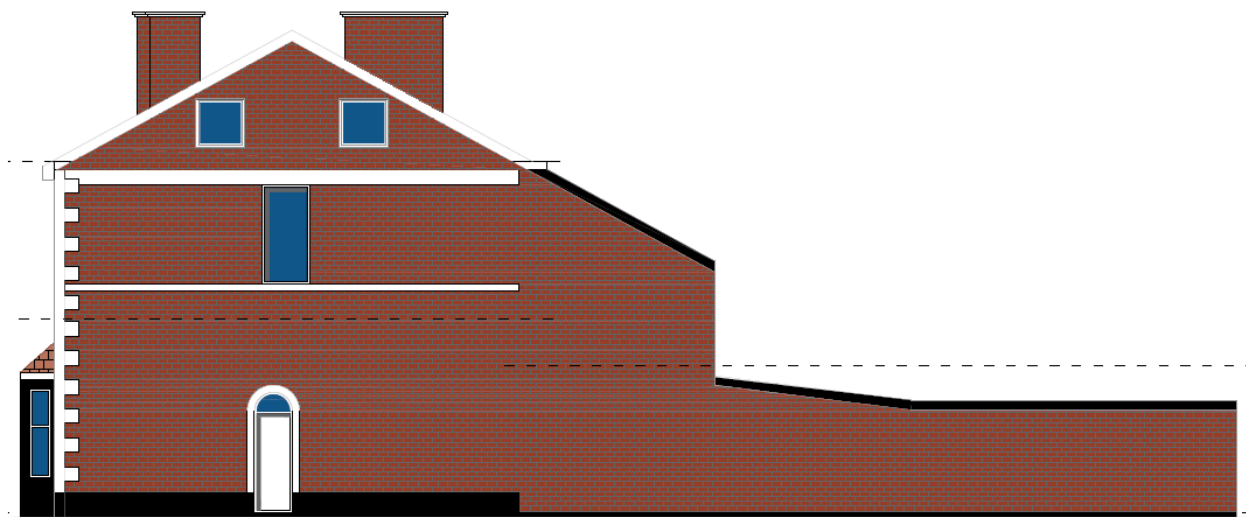


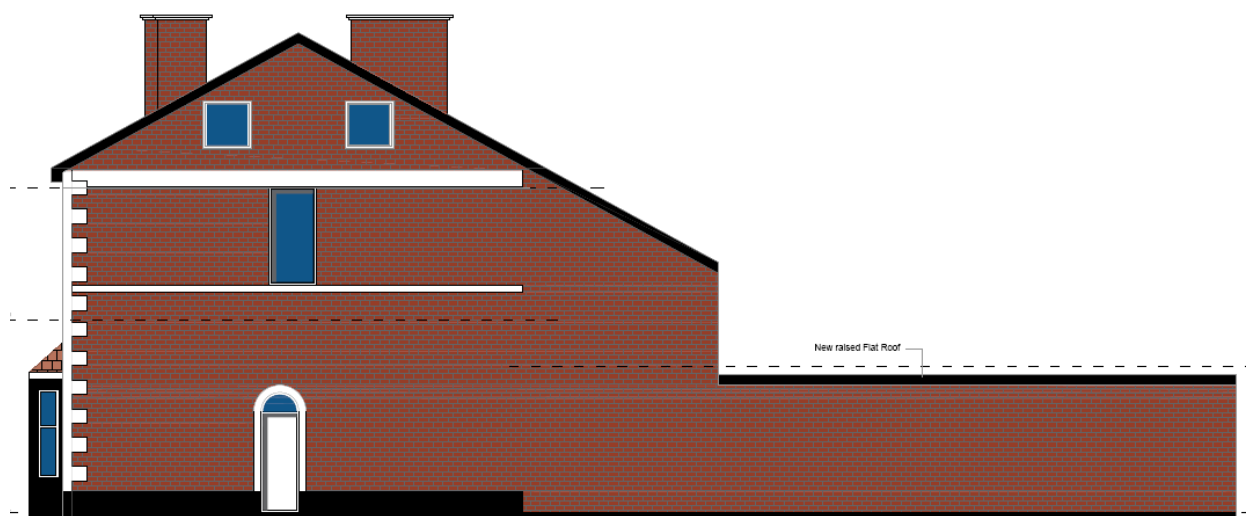
Figure 11: Attic Floor layout to remain unchanged physically, HAD&Co 2025

- 3.5- The rear yard will have space for 2 cars, a secure bike storage for up to 4 bicycles and the bins will also be housed here. The garage will also be used as the 3rd car parking space and a new access gate will be put on the rear boundary opening into the rear yard for security measures. There will be EV chargers installed for at least 2 vehicles making the scheme future proof, as there is more encouragement for the use of Electric Vehicles. Although it is the case that those seeing accommodation in an HMO do not normally own a vehicle, these provisions have been made to alleviate the potential impact of increase cars parking in the area and on the Highway. Please refer to the submitted Travel Plan for more detail on how the travel of the proposed occupants is to be appropriately managed.

- 3.6- To improve the appearance and street scene along Glenboro Avenue, the existing roof over the single storey element to the rear will be replaced with a new flat roof construction and raised 530mm to ensure comfortable head height in the habitable spaces underneath. The extension of the height of the walls will use brick to match the existing construction of the property, and the flat roof will be coloured to match the existing roof slates to ensure consistency.



EXISTING SIDE ELEVATION



PROPOSED SIDE ELEVATION - Raised Garage roof

Figure 12: Comparable side elevations along Glenboro Ave showing the garage roof changes, HAD&Co 2025

- 3.7- The proposal has been designed in line with the planning and HMO guidance available, and the proposed changes will be subject to a Building Regulations application for approval and compliance sign off once the planning has been granted.

4- Previous Planning:

- 4.1- A brief planning search on the Local Authority's planning database shows there are only 2 previous planning applications submitted for this site, one which was for a rear single storey extension and another for a Lawful Development Certificate which has already been mentioned.

Ref: 02/39525

Single storey extension at rear for use as granny flat

Approved, 05/09/2002

Result- this may have been built but not used as the description states, no available documents to view online due to the age of the application.

Ref: 71521

LDC for proposed loft conversion with hip to gable roof extension solar panels at front and roof lights at rear

Granted, 02/05/2025

Result- development implemented.

- 4.2- Other applications within the vicinity include:

No.497 Bolton Road, BL8 2DJ: two storey side extension and single storey extension at side/rear, **Approved**, 2025

Ref: 71684

No.301 Bolton Road, BL8 2NZ: Dropped kerb, **Refused**, 2024

Ref: 71123

No.115 Bolton Road, BL8 2NW: Installation of 1no. internally illuminated digital LED advertisement, **Refused**, 2024

Ref: 71209

No.464 Bolton Road, BL8 2DA: Lawful development certificate for proposed single storey rear extension, **Granted**, 2023

Ref: 69896

- 4.3- These applications relate to a mix of uses but mainly are residential. Those refused were so on Highway Safety grounds due to access directly onto the busy A58 highway, and visual detriment an overly large advertisement would cause to visual amenities in the area.

5- National Planning Policies:

- 5.1- The provision of turning this single dwelling into a 9-bed HMO, means the accommodation options for Bury and the surrounding area will be increased. Albeit a small number, it will still help to contribute to the alternative mix of housing supply for the Local Authority and goes in line with the National Planning Policy Framework (NPPF) policies “Delivering a sufficient supply of homes” and “achieving well-designed places”.
- 5.2- The proposals have been designed using the National Described Space Standards (NDSS), and each unit will include the following amenities: bedroom, bathroom, kitchen and living space, as well as the HMO space standards set out by Bury Council in SPD 13 “Conversion of Buildings to Houses in Multiple Occupation”.
- 5.3- In addition, the existing location close to the town centre catchment for Bury and being within a residential area means it is a sustainable choice for such development with existing infrastructure ready and available to serve the prospective tenants. The number of proposed residents may be considered to be increasing however it can be comparable with what the existing house can accommodate, as a C3 private dwelling may not be as stringently managed and policed with the number of tenants per room as a licensed HMO would be. This could mean that as a 6-bed dwelling, each bedroom could house 2 people sharing which could indicate a potential for 12 people living in one household. However, the proposal is for single-let rooms so a maximum of 9 people will inhabit the proposed HMO.
- 5.4- **Achieving Well-designed Places-** Paragraph 130 states that a proposal should meet the criteria set out and this proposal does so in the following ways:
 - a- Will function well- even providing longevity to the site as the proposed changes can also be reversed in the future
 - b- Visually attractive- the external appearance will remain with minor aesthetic repairs and changes for improvement where necessary only
 - c- Sympathetic to local character- will remain recognisable as a dwelling as intended
 - d- Strong sense of place- the retained residential use will enable the building to remain as it currently does within the terraced row of houses
 - e- Optimise potential of site- the available space has been maximised to ensure all areas where possible can be utilised and nothing is wasted whilst still achieving comfortable and adequate quality of living
 - f- Safe, inclusive and accessible- the multi-layered property and provision of affordable accommodation means the proposal will add to a range of options for local people to live and work in the area, in an existing safe residential environment
- 5.5- **Promoting Sustainable Transport-** The proposal is in accordance with this policy as it is positioned to offer various sustainable transport methods. The site is located near several amenities that can be accessed via short walking distances or through other sustainable travelling methods such as buses and cycling, reducing heavy car reliance. The limited availability of vehicle parking on site (3 car spaces, 4 cycle spaces) will encourage tenants to use alternative forms of transport, and the close proximity of nearby facilities for work, education and leisure means it will also appeal to those looking for such an ideal location.

- 5.6- **Making effective use of Land-** The proposal makes effective use of land by changing the property from a single house to a 9-bed 9-person HMO. This change allows for increased accommodation capacity and maximizes the usage of the land/property without requiring new land development.
- 5.7- **Delivering a sufficient supply of homes-** Recent developments in Bury showed high demand for new homes as is the pattern in most UK towns and cities. This demonstrates a need for additional housing to accommodate the increasing population and change in demographics where more flexible and affordable housing options should be available to growing communities.
- 5.8- **Contributing to Sustainable Communities-** By increasing the number of bed spaces, the proposal helps create a vibrant and sustainable community. New residents can contribute to the local economy, support local services, and enhance community diversity. The use of an existing residential space supported by present infrastructure is also a more sustainable option than to start from scratch.
- 5.9- The proposal offers 9 individual bed spaces with space for living, each with its own ensuite and adequate shared communal space. The scheme meets the space criteria in the Council's "Houses in Multiple Occupation Guidance and Amenity Standards" as follows:

Room	Floor	Size Proposed	Size Required	Acceptable?
Bed 1	G Floor	11.6m ²	10m ²	Y
Bed 2	G Floor	19.4m ²	10m ²	Y
Bed 3	G Floor	18.7m ²	10m ²	Y
Kitchen/Dining	G Floor	27.5m ²	19.5m ² (9 ppl)	Y
Bed 4	1 st Floor	13.1m ²	10m ²	Y
Bed 5	1 st Floor	16.5m ²	10m ²	Y
Bed 6	1 st Floor	13.1m ²	10m ²	Y
Bed 7	1 st Floor	12.8m ²	10m ²	Y
Bed 8	2 nd Floor	11.8m ²	10m ²	Y
Bed 9	2 nd Floor	16.9m ²	10m ²	Y

Table 1: Room sizes and compliance with space standards, HAD&Co 2025

6- Local Planning Policies:

- 6.1- As well as expanding on the NPPF with their own Unitary Development Plan and Draft Local Plan, Bury Metropolitan Borough Council also offer Supplementary Planning Documents that give additional guidance for developments proposed within their borough. They are also included in the wider area of Greater Manchester that follows the “Places for Everyone Joint Development Plan”. Using these available documents, the proposal has been analysed to show how it complies with certain requirements.
- 6.2- Bury Council are currently undergoing the process to implement their new Local Plan that was drafted in March 2025: “Draft Bury Local Plan”. However, as stated on the Council’s planning pages on their website: “Until the new Local Plan is produced the UDP will continue be used to make planning decisions”, meaning that currently planning applications will be assessed using “The Bury Unitary Development Plan” adopted in August 1997 as the Local Plan is not due to be adopted until 2026.
- 6.3- However, to ensure the proposed scheme is future-proof; the draft policies from the Draft Local Plan will also be considered below. It is understood that this is not yet finalised and could be subject to changes.

Bury Unitary Development Plan:

- 6.4- **H2: Housing environment and design-** The proposed conversion will retain the character and appearance of the building as a residential property. The area is already well served by amenities and infrastructure and there is a small increase in potential occupants that will not be dramatic enough to cause strain on the existing services for the area. The amenity and comfort of the residents will be of a high quality allowing for comfortable living, and management policies and procedures will ensure any negative aspects can be appropriately dealt with and prevented. (See HMO Management Statement)
- 6.5- **H4: Housing need-** Nearly all towns and cities in the UK require more housing provision, and affordable housing is also at a high demand. This policy also demonstrates that: “Single person accommodation is also highly demanded - forming 55.6% (1,153) of applicants” and “Further, it is clear that through social change, changes in lifestyle and the move towards independent living, the demand for single person accommodation will continue to be an important issue”. This scheme can help provide those in-demand single person living arrangements, whilst also appealing to the social inclusion issue with the shared communal spaces.
- 6.6- **HT3: Public transport-** Through a limited availability of car parking on site, and accessible location- it will be a very viable option for the residents of the HMO to use public transport as a preferable means of travel. It will also be encouraged through information provided to the residents at the start of their tenancy from the Managing Agents. See supporting Travel Plan for more details.
- 6.7- **HT6: Pedestrians and cyclists-** Whilst this policy focuses more on the overall infrastructure of the Borough, the scheme will encourage more walking and cycling with the nearby amenities and sustainable location to employment and educational facilities as well as providing secure cycle storage on site to further offer alternative means of transport for the residents. See supporting Travel Plan for more details.

- 6.8- **EN1: Built environment-** The proposal seeks to convert an existing residential dwelling, into an HMO that will still be occupied as residential use. The overall character of the building and the area will not change, and only minor improvements are proposed to the external garage roof that will enhance the street scene and still retain the appearance and amenity of the Borough. A Design and Access Statement has also been provided.

Supplementary Planning Documents:

- 6.9- **SPD 5: Affordable Housing Provision-** This document details how the Council aim to have a 25% requirement for affordable housing on any new residential developments. Although this scheme at 240 Bolton Road concentrates on a conversion, it will provide 9 bed spaces at an affordable level where a person can pay for a furnished room with bills paid instead of securing a single house at perhaps double the rent, no bills included and all furnishings to buy.
- 6.10- **SPD 11: Parking standards in Bury-** As there are 3 car parking spaces proposed for the HMO, it has been considered against this SPD to ensure it meets the Council's standards. There is one space to be provided in the existing garage, and two space in tandem inside the rear yard via a new driveway gate to open into the site with access at the rear from Back Bolton Road North. The table in the SPD doesn't specify the amount of parking required for Large HMOs, but could be comparable to that of the "sheltered housing" category of 3 spaces per unit. This scheme meets this requirement and also hosts 4 cycle spaces in secure storage in the rear yard. It could also be argued there is ample space inside each bedroom to store a bicycle too. The position of the parking to the rear also means the characteristics of the front of the property is not impeded by cars parked outside. In addition to securing the rear yard via a lockable un-climbable driveway gate, there will be PIR security lighting installed in the external access spaces for visual aid and crime deterrence during the darker hours. Each space measures 2.4m x 4.8m as a typical car parking standard, and the rear alley already has adequate access off the main highway of Glenboro Ave with the garage on site already existing and other houses along the same back street also hosting accessible garages to their rears.
- 6.11- **SPD 12: Travel Plans-** Whilst this document outlines what type of development will require Travel Plans; an accompanying Travel Plan for this proposal at 240 Bolton Road has been provided to justify the property's sustainable location and what alternative options the residents will have to travel in place of private motorised vehicles, thus reducing the reliance on using cars as their main mode of transport.
- 6.12- **SPD 13: Conversion of Buildings to Houses in Multiple Occupation-** It has been thoroughly discussed in the supporting documents for the proposed 9-bed HMO at 240 Bolton Road, as to how the scheme has been designed, will be managed and how travel and access will be considered in: the Design and Access Statement, HMO Management Statement and Travel Plan. Following the SPD, the scheme has also been designed to meet the council's requirements and guidance. The scheme will come under the definition of a HMO as 9 unrelated individuals will be living together in one property sharing communal kitchen and dining spaces.
- 6.13- The council will not accept HMO proposals on properties with less than 115m² floor space. 240 Bolton Road as existing hosts 251.39m². The council will also limit HMOs up to 10 bed spaces, this scheme meets this with the proposal of 9. The location is sustainable and

suitable against the council's requirements, with access to public transport on the doorstep and easy walking and cycling distances to services and amenities.

- 6.14- The HMO Management Statement justifies how the character and arrangements will be monitored and controlled to ensure no effects on the existing visual amenities and comfort of surrounding neighbours. It will also be maintained and managed by a reputable Property Managing Agent with extensive experience and accreditation in dealing with HMOs.
- 6.15- There is also external space provided to the front of the property and some space in the rear yard for residents to enjoy external space, with links to close green spaces provided in the Travel Plan. Parking has been provided, and all habitable spaces have adequate access to daylight and natural ventilation.
- 6.16- Drying clothes will be achievable in the rear yard and through the laundry provisions inside the kitchen-diner. Bin storage has been included in the scheme and the management agency will also assist in ensuring the bins are put out for collection and returned to stores once emptied on the appropriate days.
- 6.17- As well as the internal works to convert the ground floor living rooms into HMO bedrooms with ensembles, the building will undergo the appropriate upgrades for security and fire safety measures. It will be subject to a Building Regulations application and HMO licensing application to ensure all safety aspects for the Large HMO have been implemented.

"Places for Everyone Joint Development Plan 2022 to 2039"

- 6.18- **JP-S1: Sustainable Development-** In addition to utilising an existing building and creating the maximum capacity possible, the property takes advantage of Photovoltaic installation on the roof to improve and enhance the energy use for the building. The sustainable location and accessibility has also been proven in the Design and Access Statement and Travel Plan supporting the proposed 9-bed HMO at 240 Bolton Road.
- 6.19- **JP-J1: Supporting Long-Term Economic Growth-** It is usually the case that those seeking such accommodation in HMOs do so due to the close proximity the house has to employment and educational facilities. The availability of such means that those housed here will also work, shop and use local services thus contributing to the immediate economy on a long-term basis. The house is close to the town centre on Bury, identified in the PfE document as an area of Key Growth .
- 6.20- **JP-H2: Affordability of New Housing-** Supporting the need for more affordable housing options and adding to the mix of diverse housing types for the Borough, the scheme meets this policy as previously identified in paragraph 6.9.
- 6.21- **JP-P1: Sustainable Places-** The following elements of the 9-bed HMO scheme will contribute the following to support the area as a sustainable place: use of an existing structure, easily accessible location, encouraging more efficient and alternative travel options than private cars, conserves and retains the residential characteristic of the site and the property, allows single people to live and have their own space whilst also offering inclusion with communal shared spaces within.
- 6.22- **JP-C1: An Integrated Network-** Encouragement of using public transport, walking and cycling as methods of Travel has already been discussed in paragraph 6.6, 6.7 and 6.11. The accompanying Travel Plan also provides further information.

6.23- **JP-C3: Public Transport-** See paragraph 6.6 and supporting Travel Plan.

6.24- **JP-C6: Walking and Cycling-** See paragraph 6.7 and supporting Travel Plan.

“Draft Bury Local Plan (March 2025)”

6.25- **LP-CC1: Climate change-** See paragraph 6.18.

6.26- **LP-H11: Houses in Multiple Occupation-** All elements of the new policy have been considered in regards to: noise, visual intrusion, entrances, parking, fire escapes, residential character, waste, occupant amenity, internal layout, street scene, cycle storage, servicing and management with maintenance. These are discussed in depth in the Design & Access Statement and HMO Management Statement which is also accompanied by the proposed managing agency’s HMO Plan.

6.27- **LP-H3: Housing Mix-** The conversion of 240 Bolton Road will offer an alternative housing option for the area and the Borough with more demand for single-person spaces and affordable accommodation.

6.28- **LP-H4: Affordable Housing Provision-** See paragraph 6.9 and 6.20.

6.29- **LP-TR1: Sustainable Transport-** See paragraphs 6.6, 6.7 and 6.11. The accompanying Travel Plan also provides further information.

6.30- **LP-TR2: Walking, wheeling and cycling-** See paragraph 6.7 and supporting Travel Plan.

6.31- **LP-TR3: Public Transport-** See paragraph 6.6 and supporting Travel Plan.

6.32- **LP-TR6: Parking provision and drop-off facilities-** See paragraph 6.10 and supporting Travel Plan.

6.33- **LP-TR7: Electric vehicle charging infrastructure-** To help future-proof the scheme, two of the three car parking spaces will be provided with an Electric Vehicle charging point. This will further promote more economic travel should the residents opt for personal vehicles as their mode of transport.

6.34- **LP-BE8: Amenity-** The proposed 9-bed HMO at 240 Bolton Road will not overshadow or cause loss of light. The only external change will be the 530mm raising of the existing garage roof which does not impact any neighbours. The HMO Management Statement has outlined how potential issues can be appropriately dealt with, and parking has been considered with highway safety in mind utilising an existing access for vehicles.

6.35- As part of the design and layout, the following documents have also been consulted:
 “Houses in Multiple Occupation Guidance and Amenity Standards”- Bury Council
 “Houses in Multiple Occupation Licensing conditions”- Bury Council
 “Houses in multiple occupation and residential property licensing reform: guidance for local housing authorities”- UK Government (gov.uk)

7- Summary:

- 7.1- The proposal is in line with relevant policies of the NPPF and Bury Metropolitan Borough Council. It takes use of an existing C3 space to increase the number bedrooms for a proposed shared 9-bed 9-person HMO diversifying the housing options within the area, and sustainably utilises an existing space rather than developing on spare land.
- 7.2- The character and appearance of the building is not to change, and so the street scene will not be interrupted, and the property will still be recognisable as a dwelling reflecting the rest of the residential terraced row. Only minor improvements will be made to the garage roof to ensure the building is water-tight and draught-proofed to safeguard adequate upkeep for future use which will also allow for better headroom internally.
- 7.3- Although the use class for the property will be changing, the total amount of potential occupants will remain comparable or perhaps less, due to the unrestricted nature of a C3 dwelling with 6-beds capable of hosting 2 persons per bedroom whereas the 9-bed licensable HMO will be under strict regulations and regularly inspected to limit the occupancy number to 9 individuals.
- 7.4- The building can comfortably accommodate the 9 bedrooms and meets the requirements set out by the HMO guidance from the council including the shared communal kitchen-dining area. The scheme also provides shared external space for additional amenity, bin storage and secure car and cycle parking.