



240 Bolton Road, Bury, BL8 2PA

Design and Access Statement

Change of Use from C3 Dwelling to 9-
Bed Large HMO (Sui Generis)

May 2025

Prepared by HAD

1. INTRODUCTION

1.1 The aim of this Design and Access Statement for 240 Bolton Road, Bury, BL9 2PA, is to support and provide a justification for the proposed changes that will occur within the structure and design of the property. The property has been previously used as a C3 dwelling, and following the recent Permitted Development roof changes, now has 6 bedrooms.

1.2 The applicant now wishes to convert the property into a House of Multiple Occupation (HMO), by converting the available rooms on the ground floor to increase the bedrooms from 6 to 9. There will also be the additional slight increase in the roof height over the existing garage to further improve the building's appearance and usability.



Figure 1: Front Elevation (Google Street View dated Aug 2023, Accessed May 2025)

1.3 This design and access statement will aim to demonstrate how the changes to the property will be effectively done, considering the Design aspects and also the Access arrangements for the proposal. It should be read in conjunction with the other supporting statements: Planning Statement, Travel Plan, HMO Management Statement and submitted planning drawings numbered HAD3912-02-01 to HAD3912-02-11.

2. PROPOSAL

2.1 The main proposed changes to occur at the gable end property of 240 Bolton Road Bury will be the change of use from a C3 Dwelling with 6 bedrooms, to a Large 9-bed HMO via minor internal layout changes to the ground floor which require a Full Planning Change of Use Application to Sui Generis use.

2.2 The additional raising of the existing rear attached garage flat roof by 530mm will also enhance the property and the proposed scheme by providing a more consistent and tidy appearance of the property along the street scene of adjacent Glenboro Avenue and enabling better head room within the internal spaces beneath.



Figure 2: Rear existing garage access of property, HAD&CO 2024

2.3 The majority of the property is remain as is, with limited internal structural changes to work with the existing layout. Each bedroom is to host its own ensuite and a large communal space will be provided for cooking and dining for all residents to share. The bedroom spaces will be designed to follow the space standard guidelines of the Local Planning Authority "Bury Metropolitan Borough Council" and include enough space for living with single occupancy per room, as will the communal space as well as further property enhancements to follow fire and security safety upgrades as per the LACORS guidance.

2.4 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).

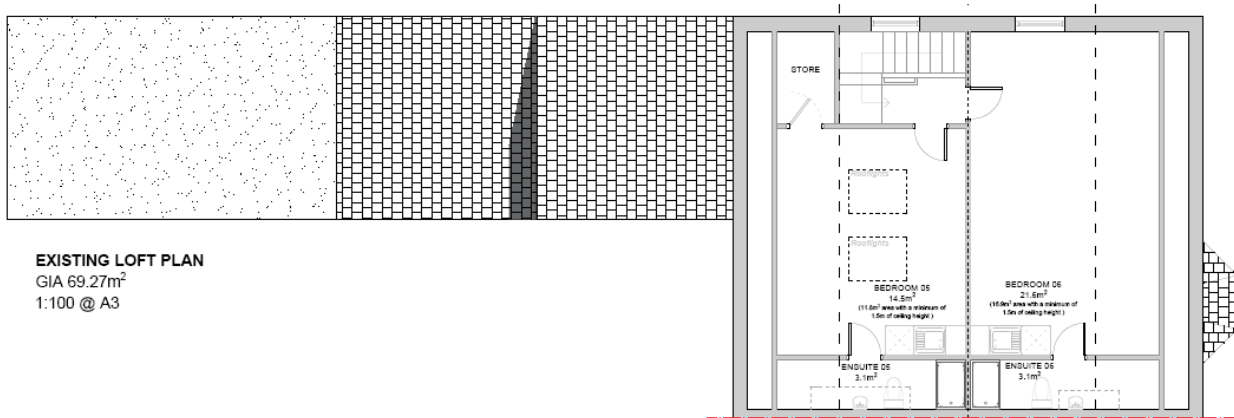


Figure 3: Loft Plan (no changes proposed), HAD&Co 2025

2.5 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 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.

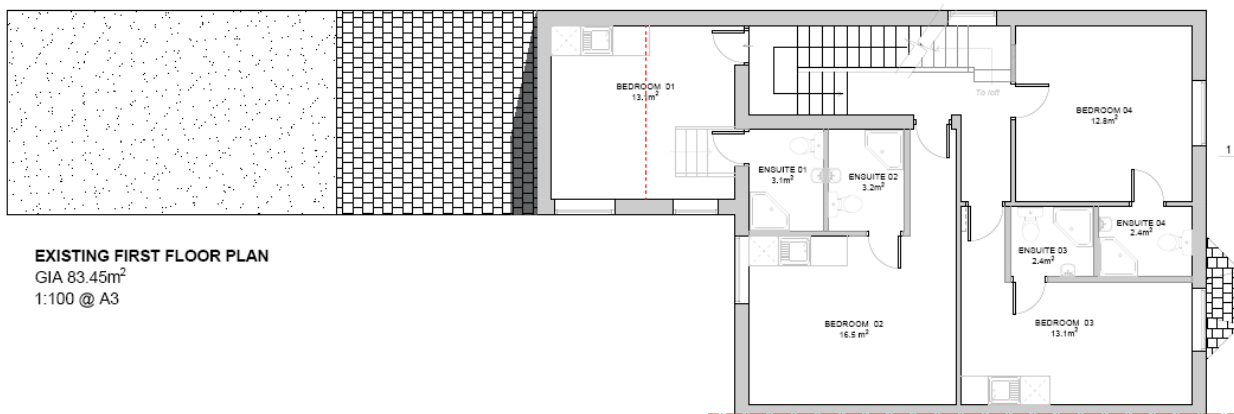


Figure 4: First Floor Plan (no changes proposed), HAD&Co 2025

2.6 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.

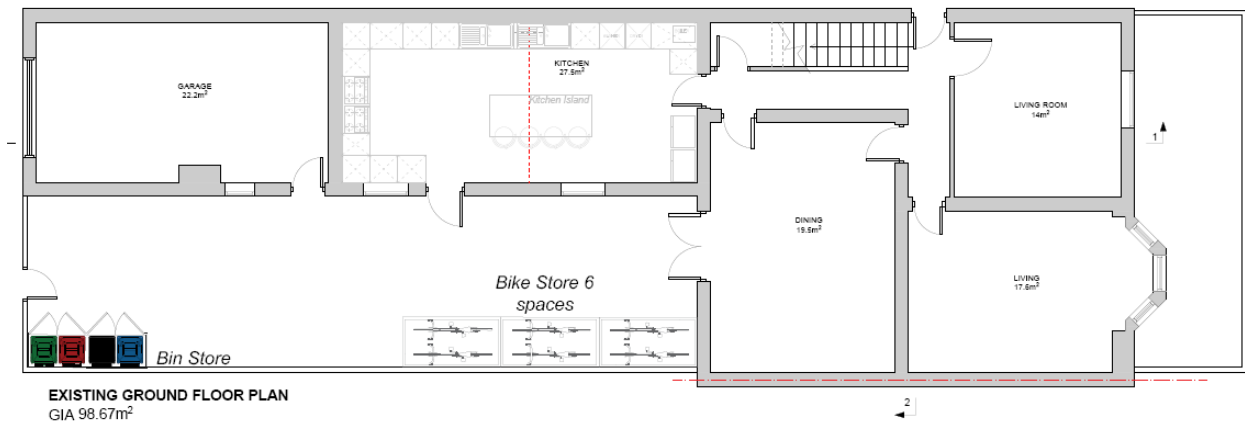


Figure 5: Existing Ground Floor Plan, HAD&Co 2025

2.7 The ground floor is the only level to undergo changes to meet the applicant's proposal. Each of the living rooms and the dining room is to be converted into a bedroom created 3 additional HMO rooms, 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, 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.

2.8 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 seeking 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.

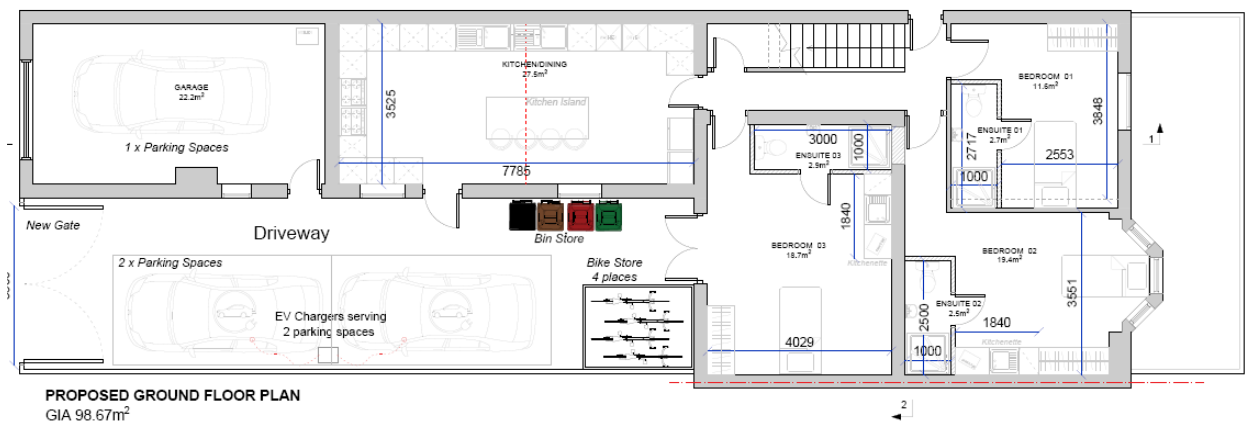


Figure 6: Proposed Ground Floor Plan, HAD&Co 2025

2.9 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.

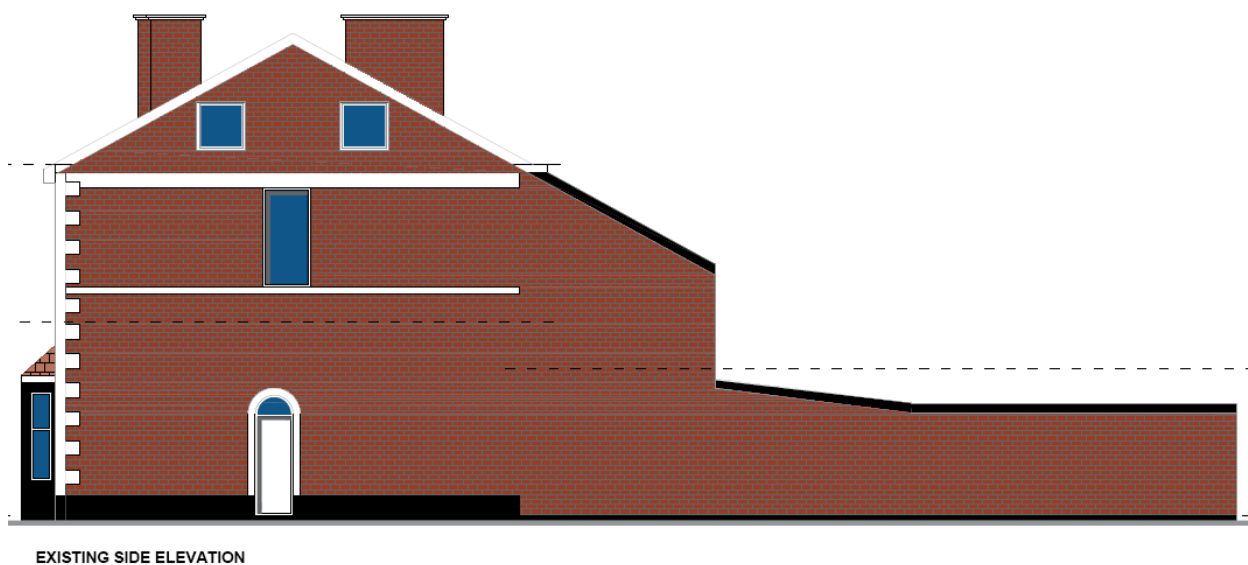


Figure 7: Existing Side Elevation along Glenboro Ave, HAD&Co 2025

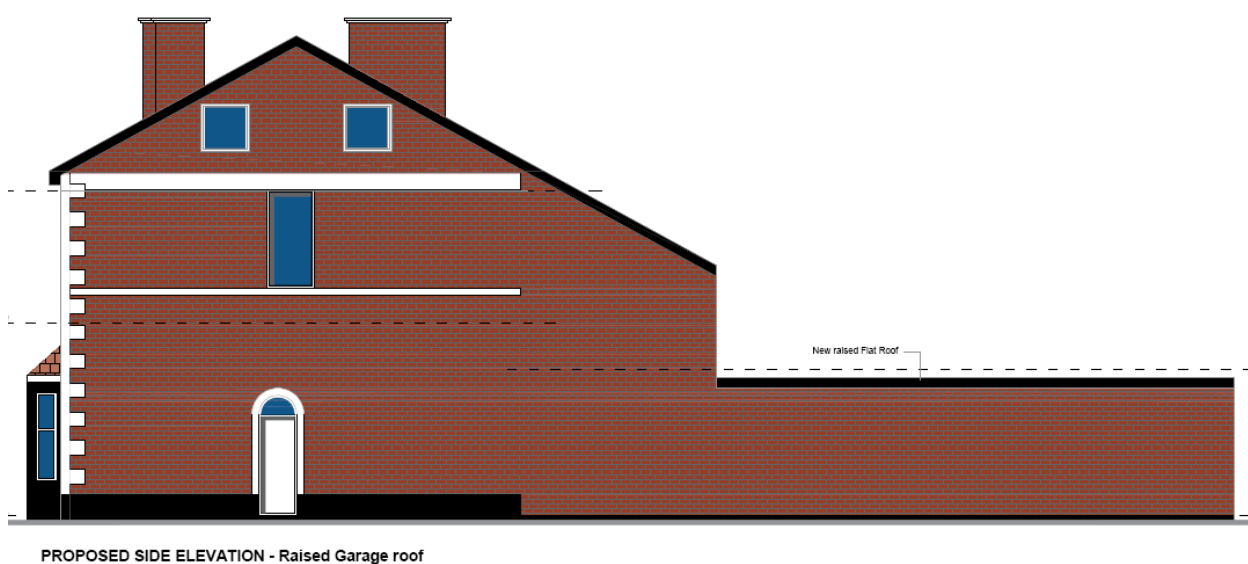


Figure 8: Proposed Side Elevation along Glenboro Ave, HAD&Co 2025

2.10 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.

3.SITE

3.1 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.



Figure 9: Location of site in red (Google maps satellite view, accessed January 2025)

3.2 Due to its location as well as providing quick access to green space for recreation, the area surrounding the site is easily navigable and provides ease of pedestrian movement through its residential street arrangement, allowing the local community to effortlessly access nearby services at short walking distances.

3.3 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.

4. DESIGN

4.1 The following paragraphs will go through the CABE Design and Access headings to discuss the Process through Assessment, Involvement, Evaluation and Overall Design; as well as the Use, Amount, Layout, Scale, Landscaping and Appearance. The final Section will go through the Access to and from the property as well as considering the internal access and inclusivity arrangements.

4.2 PROCESS-

4.3 Assessment: the applicant has judged the maximum potential for the property and how make best use of the space. Previous to the roof works and conversion of the loft under Permitted Development; the building hosted 2 large living rooms, a dining room and kitchen in the outrigger on the ground floor. The kitchen was split into 2 compartments due to the original rear wall of the outrigger being accessed only through a small doorway space into a single storey rear extension. The attached garage followed the single storey extension to the end of the site's boundary.

4.4 The first floor had 3 large bedrooms, with the rear bedroom having access to a large ensuite; and a 4th small bedroom located in the outrigger adjacent to the shared bathroom situated at a lower level off the mid-landing of the staircase to compensate for the lower roof height.

4.5 To improve the existing layout, internal changes were completed to have a larger accessible kitchen space on the ground floor by removing the separating elements and having 1 access into the rear yard. Ensuites were introduced for all bedrooms on the first floor meaning no need for a shared bathroom that enabled the rear outrigger bedroom becoming larger and more equal in size to the others.

4.6 Further enhancements were made to convert the original hipped roof by utilising the Permitted Development rights to extend the hip to gable form and installing a staircase above the existing ground floor to first floor stairs to create access to a second level for the house. This then created an additional floor and 2 sizeable bedrooms within the roof space.

4.7 Involvement: to ensure the proposed changes were feasible and Lawful, the applicant submitted plans to the Local Planning Authority and received a Lawful Development Certificate for the proposed works. This was received 2nd May 2025 and works were completed.

CERTIFICATE OF LAWFUL USE OR DEVELOPMENT (PROPOSED)

**Town and Country Planning Act 1990: Section 192
(as amended by Section 10 of the Planning and Compensation Act 1991)
Town and Country Planning (Development Management Procedure) Order
2010: Article 35**

To:
Miss Nixie Edwards
HAD & Co Properties Ltd
44 Standish Street
Burnley
BB11 1AP

On Behalf Of:
Mr James Sherlock
Jaguar Paw Properties LTD
27 Hopwood Avenue
Heywood
OL10 2AX

Application Number: 71521

Date of Registration: 15/01/2025

First Schedule

Second Schedule

Lawful development certificate for proposed
loft conversion with hip to gable roof
extension solar panels at front and rooflights
at rear

240 Bolton Road, Bury, BL8 2PA

Bury Metropolitan Borough Council hereby certifies that on 15/01/2025 the matter described in the First Schedule in respect of the land specified in the Second Schedule and edged red on the plan attached to this certificate is **Lawful Development** within the meaning of Section 192 of the Town and Country Planning Act 1990 (as amended), for the following reason(s):

Figure 10: Extract of CLD received for the roof works

4.8 Evaluation: following the completed works, the now 6-bed property was appropriate enough to lend itself and be used as a House of Multiple occupation under C4 class use for planning. All bedrooms and communal space requirements were exceeded according to the guidance set by Bury Council, with additional communal space provided on the ground floor through 2 living rooms and a separate dining room.

4.9 The additional communal spaces were deemed excessive for such a use, and the layouts for the ground floor were considered as potential additional bedrooms for the HMO.

4.10 Overall Design: after revisions of the layout plans showed an additional 3 HMO bedrooms could be accommodated on the ground floor, and the required shared communal spaces still met the standards; it was decided to pursue a Full Planning application for the change of use of the current C3 property to a Large 9-bed HMO, under Sui Generis planning use.

4.11 USE-

4.12 Whilst the use will be changing from planning class use C3 for residential dwellings, the proposed use will still be residential in nature. However, the number of occupants will be limited to 9 persons and will thus come under Sui Generis as a Large HMO.

4.13 Class C3, Dwellinghouses

Use as a dwellinghouse (whether or not as a sole or main residence) by -

- (a) a single person or by people to be regarded as forming a single household;
- (b) not more than six residents living together as a single household where care is provided for residents; or
- (c) not more than six residents living together as a single household where no care is provided to residents (other than a use within Class C4).

Interpretation of Class C3

For the purposes of Class C3(a) "single household" shall be construed in accordance with section 258 of the Housing Act 2004(3).

"The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010"

<https://www.legislation.gov.uk/uksi/2010/653/made>

4.14 Sui generis: "Depending on how they are used, buildings and land fall into different 'use classes' in the planning system. These 'use classes' are set out in the Use Classes Order 1987. For example, Use Class E covers commercial, business and services uses (such as shops, restaurants and offices).

Some uses are not defined in legislation; they are 'sui generis' (a class of their own). Pubs, cinemas and betting shops are examples of 'sui generis' uses.

Changing the use of buildings and land between the use classes set out in the 1987 Order, or from or to a 'sui generis' use, is usually considered to be a 'material change of use' which requires planning permission from the LPA."

"Planning in England: Permitted development and change of use"

<https://commonslibrary.parliament.uk/research-briefings/sn00485/#:~:text=Pubs%2C%20cinemas%20and%20betting%20shops,planning%20permission%20from%20the%20LPA.>

4.15 To accompany the application a separate Planning Statement has been submitted that gone into further detail on National and Local planning policies that have been considered as part of the design of this proposed development.

4.16 AMOUNT-

4.17 The scheme has been designed with the existing limitations of the property in mind. The existing structure of the building has been retained where possible and the available space has been maximised to produce the ideal and most efficient use of space. Altogether, the proposal features 9 large bedrooms providing living space for the occupants as well as a private ensuite for each bedroom. There is communal space in the form of a shared kitchen-diner and available external amenity space in the front and rear garden areas. There's a garage that will house one of the three car parking spaces proposed to the rear as well as storage in the rear yard for bins and four bicycles. All hallways and stair accesses are also available for all residents to use.

4.18 The room sizes have been designed in line with Bury Council's "Houses in Multiple Occupation Guidance and Amenity Standards" ensuring there is adequate and comfortable space for those who will reside in the property. This includes: all 9 single-let bedrooms above 10m² which will also provide the occupant living and storage space, each bedroom has access to a private ensuite inclusive of toilet, hand-basin and a shower, all habitable spaces have access to natural light and ventilation via window provision, the shared kitchen-diner exceeds the 19.5m² required for 9 occupants with a total of 27.5m² and will ensure at least 2 sets of cooking facilities and 2 kitchen sinks, with space for dining and inclusion of laundry facilities. Parking and external amenities are also available for the residents to share and freely use. The below table summarises how the scheme meets the criteria:

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

	Number of persons	
Where the room is for the sole use of occupier(s)	1	2 (cohabiting)
Bedroom	6.5m ²	10.2m ²
Kitchen	4m ²	5m ²
Combined kitchen and living room	11m ²	15m ²
Combined bedroom and kitchen	11m ²	15m ²
Combined bedroom and living room	10m ²	14m ²
Combined bedroom, living room & kitchen	13m ²	20.5m ²

	Number of persons					
Minimum sizes of other shared rooms	2-3	4	5	6-10	11-15	16+
Kitchen	5m ²	6m ²	7m ²	10.2m ²	13.5m ²	16.5m ²
Living rooms or dining rooms which are additional to kitchen area	8.5m ²	11m ²	11.2m ²	16.7m ²	21m ²	24m ²
Combined kitchen and dining area	10m ²	11.5m ²	11.6m ²	19.5m ²	24m ²	29m ²
Combined Kitchen, living & dining rooms (where bedrooms are less than 10.2m ²)	13.5m ²	17m ²	18.2m ²	26.9m ²	34.5m ²	40.5m ²

Uploaded April 2025 Short HMO guidance for landlords v5 24

Figure 11: Extract of HMO Space Standards– Bury Council, Accessed May 2025

4.19 LAYOUT-

4.20 The layout has been arranged using the existing structural integrity of the building, with minimal changes to incorporate the adequately sized bedrooms and ensure enough communal space can be provided for the proposed number of occupants. The existing layout of the property meant that all major rooms were already accessed from the centrally located stairs and hallways, and with a few tweaks to partition walls, the maximum floor space of each level could be achieved.

4.21 There is access to amenities internally and externally due to the central entrance off Glenboro Ave and direct stair location in the main entrance hallway. From all hallways, the rooms can be easily identified and accessed so escape in an emergency will also be simple and easy to use.

4.22 The ensembles for each room have been designed so they do not obstruct the existing window locations and accesses into the rooms. There is also adequate space retained for wardrobe storage, desk space and TV locations for the residents to enjoy a comfortable and high quality life.

4.23 SCALE-

4.24 As building is not changing dramatically externally, the scale of use and number of occupants can be considered. As the property already exists as a 6-bed C3 dwelling; it can be argued the number of residents occupying the private property could be unrestricted.

4.25 Each of the 6-bedrooms could occupy 2 individuals as part of an extended family under the class use of C3. This would mean a potential 12 people living in one building. As people are remaining at home for longer after reaching adulthood, with some adult children moving in their partners whilst saving for their own home, and elderly relatives also moving in for easier care provision; could all be the outcome for a large family living in the 6-bed property. This would be unmonitored and unenforceable, whereas the 9-bed 9-person HMO will require a license from the Local Authority and will undergo regular inspections with an accredited property agent responsible for maintenance and management of the property and its occupants.

4.26 The scale of raising the garage roof to 3m can be considered an appropriate scale for the development and the site. The new roof level will be no higher than the rest of the building, as it follows the building line along the existing boundary along Glenboro Ave, and would constitute only approximately a 21% increase to existing height of walls.

4.27 LANDSCAPING-

4.28 As is the typical occurrence with terrace properties, there is limited garden space to landscape. However, the property does have a rear yard alongside the outrigger and single storey garage, and also has a small front garden along Bolton Road.

4.29 As the rear already has vehicular access from the main highway, this is to be retained and utilised to offer 3 off-street car parking spaces for the residents. One of which will be housed inside the existing garage, and the other two within the yard accessed through a new set of double-gates opening into the site. These two will also be provided with EV charging points to further promote economic options of travel. As well as parking for cars, there will be secure bike storage for up to 4 bicycles, and the bin storage provision will also be sited in the rear yard away from frontal view.



Figure 12: Existing access from highway– Google Street View, dated Aug 2023, accessed May 2025

4.30 The front garden has a small amount of vegetation that can offer the residents an alternative spot for enjoying outdoor amenity and provides the house with some greenery to soften the overall urban feel of the area. The small front garden will be landscaped to be easy to maintain so residents can enjoy the space without having to be responsible for it.



Figure 13: Existing front garden– Google Street View, dated Aug 2023, accessed May 2025

4.31 As well as being able to add greenery to the rear yard via potted plants and wall climbers, residents will be allowed and encouraged to own house plants internally to provide more green features within the house and give the property a connection to nature for their health and wellbeing.

4.32 APPEARANCE-

4.33 The main change to the appearance of the property will be the raising of the garage roof. With this only being raised 530mm and being limited to the single storey element of the building, it will have minimal impact on the overall street scene and character of the area. The materials will match, and the flat roof will also be built using the latest technologies and manufacturers to ensure water-tightness and internal comfort.



Figure 14: Indicative sketch showing proposed changes against existing form– Google Street View, dated Aug 2023, accessed and edited May 2025 by HAD&Co

4.34 The shared property will undergo a full Building Regulation application to ensure compliance with the latest regs and will be subject to an HMO licensing application prior to occupation. This will include the security and fire safety measures which are to be upgraded to a higher specification than if the property was to remain as C3. These stringent measures will mean the property will be made safer for the residents, and all rooms and ensuites will be renovated to a high standard to attract the best tenants who will also be vetted appropriately prior to tenancy arrangements to ensure suitability.

4.35 The HMO Guys employed to manage the HMO are well-established and accredited with years of experience: please refer to the supporting HMO Management Statement that also includes their HMO Management Plan for further information. This includes the inspection arrangements, their responsibilities and actions to take should any negative occurrences happen during the tenancies which includes cleanliness, repairs reporting and maintenance.

5. ACCESS

5.1 VEHICULAR & TRANSPORT LINKS-

5.2 The site's location along the A58 of Bolton Road makes it a sustainable and easy to access property. The supporting Travel Plan statement submitted goes into more thorough detail on transport options and ease of access to local services and amenities for the proposed residents.

5.3 Overall, the proposal complies with the policy outlined by the NPPF (National Planning Policy Framework) of "Promoting sustainable transport" through the well-designed transport network and parking availability included within the site. Furthermore, it meets with policy JP-C1 of providing an integrated travel network as outlined by Greater Manchester 'Places for Everyone' spatial framework and JP-C4 streets for all, the analysed travel arrangements, streets and routes demonstrate that the needs of all road users have been acknowledged within the local area providing safety and efficiency of travel use. Policy JP-C5 of Walking and cycling has also been well-met by the proposal as the area offers multiple services located at a short walking and cycling distance.

5.4 The proposal is suitable with its effective transport methods and routes. The urban planning of the site is favourable as it provides clear legibility that will aid in ease of commuting. Moreover, the site has health benefits as the green infrastructure further encourages recreational activities that can be done through cycling and walking.

5.5 The site's connection to local amenities, transport and services alongside the area's urban design means that increasing potential tenants to nine individuals will not lead to an intensification of the site as it is already very well served.

5.6 The development aims to promote sustainable methods of transportation by increasing cycling and walking. The location of the site has a wide variety of public transport links with the addition of critical amenities within a walkable proximity to the property. Residents of the building won't have to travel far meaning personal motorised vehicles won't be a necessity for many of the occupants. The tenants of the building will also be encouraged to use more sustainable transportation, creating an overall positive impact on the surrounding area.

5.7 Parking has been provided on site in the form of cars and bicycles, however it is anticipated that the residents will opt for this style and location of accommodation due to its close links to services and amenities, as well as public transport links.

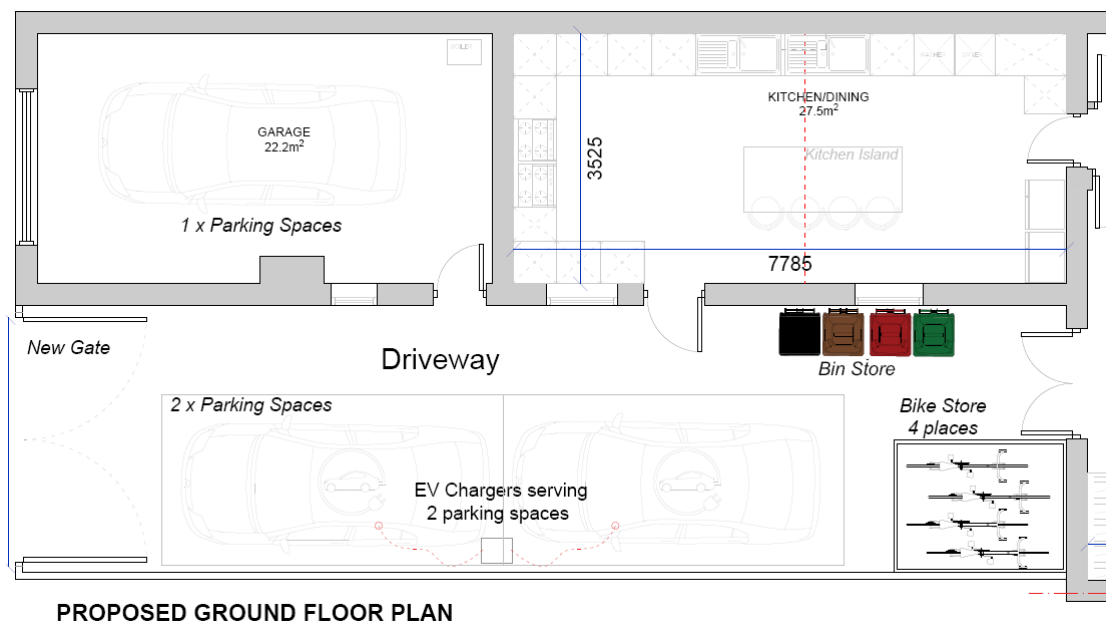


Figure 15: Parking arrangements proposed, HAD&Co 2025

5.8 INCLUSIVE ACCESS-

5.9 The proposal concerns the conversion and change of use of an existing structure, as such there are limitations with the existing formation that would make the scheme difficult to adapt as it stands. The existing access into the building will not be changed and the majority of the main structure will remain intact to retain the stability and integrity of the property.

5.10 The existing entrance, which is to be retained, has a step up from the pavement level access at around 155-200mm. As has the access from the kitchen to the rear yard. It would not be possible or practical to install an access ramp to the main entrance off Glenboro Avenue, as the applicant does not own the pavement here to be able to do so. There would be scope to install an access ramp to the external kitchen door, however this would mean having to go through the kitchen-diner area to access the house and would potentially affect the arrangement of the rear yard storage areas.

5.11 There are however 3 ground floor bedrooms, with the rear-most bedroom having direct access to the rear yard through double patio doors. An access ramp could be put here should the needs of a potential tenant warrant this, yet tight corridors and sharp turns of the existing layout of the corridors may make it difficult to manoeuvre a wheelchair to access the other communal spaces.

5.12 The three storey property is accessed at all levels through a means of steps. The first and second floors have their own staircases with turning on mid-landings and access to rooms from these landings, making the installation of a stair lift very difficult. Furthermore, by utilising the existing walls and structural layout, the corridor widths would not accommodate a wheelchair user comfortably.

5.13 Other adaptations for other disabilities can be considered such as blindness and deafness. The upgraded fire alarm system will be installed with sounders at all levels and interconnected with all rooms to alert the occupier of a fire. A flashing beacon can also be installed and should the need arise, the applicant has the sole discretion of further upgrades to tenant's rooms to further assist them with their living arrangements and will be dependant on their individual needs.

5.14 Should there be a proposed tenant in need of adaptations to a room for them to live comfortably, the applicant is willing to consider this and is open to accepting all types of people without discrimination.

6. CRIME PREVENTION

6.1 As well as inputting upgraded security features to the building such as lockable windows and CCTV to external areas, the property will be robustly managed by an accredited property management company: "The HMO Guys". The accompanying HMO Management Statement and their management plan have more details on how this property will be managed and potential for crime and Anti-Social Behaviour appropriately dealt with.

6.2 Additional crime prevention measures will include the following:

- Upgrades to follow Designed for Security Silver standard as a minimum
- Ensuring external storage for bins and cycles are secured and kept locked
- No climbable features for access to upper levels from outside the property's boundaries
- Locks on windows and a key-fob system for shared access
- Push-pads for exits in emergencies and thumb lock style locks for each bedroom
- CCTV installed to communal areas and external areas
- Security PIR lighting to dark external areas
- Notices and reminders of security considerations and behaviour for the tenants displayed in common areas

6.3 The property management company will be responsible for the overall maintenance of the property and will provide their contact details to all tenants and nearest neighbours in case of emergencies or concerns. They will also manage the bin collection and storage arrangements as well as performing frequent property inspections to ensure living conditions are kept to a high standard.

6.4 As well as having a professional and accredited property management company being held accountable for the proposed HMO, it will also require a HMO license to ensure all standards are met and adhered to throughout its use.



HMO – Management Plan

Produced by:

The HMO Guys
St James House
Pendleton Way
Salford
M6 5FW

PURPLE SAND GROUP Purple Sand Group Limited
St James House, Pendleton Way, Salford, M6 5FW
T: 0330 043 1170 E: hello@thehmoguys.com W: www.thehmoguys.com
The HMO Guys is a trading style of Purple Sand Group Limited, Registered in England: 10945992
Registered Office: 1 Strands Barn, Strands Farm Lane, Lancaster, LA2 8TF



Figure 16: Front page of HMO Management Plan– The HMO Guys 2025

7. CONCLUSION

7.1 Through this Design and Access Statement, it is hoped the reasons for the proposed change of use and raising of the garage roof have been justified and can be accepted by the Local Planning Authority: Bury Metropolitan Borough Council.

7.2 Other supporting statements have been provided to be read alongside this and should be considered in conjunction with the submitted planning drawings. These include:

- Planning Statement
- HMO Management Statement
- Travel Plan

7.3 The applicant is hopeful for the success of this Full Planning Application and welcomes any discussions should the scheme require minor changes for it to become acceptable.