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Planning, Development & Heritage Consultants

Mr Zvi Portnoy

17 Belle Vue Terrace, Bury, BL9 0SY

Planning Statement

10 September 2024

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Appendix 1: Photos of the existing HMO accommodation

1. Introduction

1.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of our client, Mr Zvi Portnoy, in support of a full planning application for the conversion of a 6 bed HMO (use class C4) to a 9 bed HMO (Sui Generis) at 17 Belle Vue Terrace, Bury, BL9 0SY. The application description of development is 'conversion of a 6 bed HMO (use class C4) to a 9 bed (Sui Generis) with associated car parking, bin and bike storage'.

1.2 To provide a clear understanding of the application proposal this statement includes:

- A description of the application site and surrounding area;
- A review of the site's relevant planning history;
- A description of the proposed scheme;
- A review of national and local planning policies of relevance to the 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 The following information has been submitted in support of this application:

- Completed Application Forms and Ownership Certificates;
- Planning Statement (prepared by Paul Butler Associates);
- Covering Letter (prepared by Paul Butler Associates); and,
- Application drawings.

2. The Site and Surrounding Area

- 2.1 The application site is located at 17 Belle Vue Terrace, Bury, BL9 0SY (see figure 2.1 below). The site comprises a mid-terrace property fronting Belle Vue Terrace and it is bounded by a service road to the south and residential properties to the east and west. 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 mid-terrace property, constructed with brick and a slate roof. To the rear, the property has been extended with a single storey outrigger and a rear dormer has been created using permitted development rights. Accommodation is provided across basement, ground, first and second floor levels.
- 2.3 The property occupies an elongated plot which spans from Belle Vue Terrace to the service road at the rear of the site. As such, the property benefits from a generously sized rear garden which is circa 16m in length. To the front, the house is set back from the pavement by a generously sized front garden and enclosed with a low rise brick wall with copings to

the front boundary and post and panel fencing to the shared side boundary. The primary access to the site via Belle Vue Terrace, with a secondary access via the rear site boundary. The rear yard accommodates space to park a car and bin storage, with external amenity space accommodated at a raised level.



Figure 2.2: Application property, front elevation.

- 2.4 The lawful use of the application building is a 6 bed HMO (C4 use), having previously been from C3 dwellinghouse to HMO use via permitted development rights. The applicant has received a high level of demand for the HMO accommodation, and the 6 bedroom HMO is at full occupancy. The applicant therefore wants to make more efficient use of the property by providing additional bedrooms within the unused rooms within the building.

- 2.5 The site is located within the Bridge Road/Buckley Wells area of the Town Centre, as identified on the UDP policy map. No other site-specific policy designations apply. The site is not located within a conservation area and does not contain any statutorily or locally listed buildings.
- 2.6 There are no trees within the application site. The application site is situated within flood zone 1 (lowest level of risk).

The Surrounding Area

- 2.7 The immediate vicinity of the site is residential in nature, comprising primarily terraced houses. The site is located close to Bury Town Centre and is located in an area where land uses transition from housing to more community and civic uses, to the north of Belle Vue Terrace is a public car park, while to the west there is a railway line with playing fields and educational uses beyond. The wider area is therefore mixed in character, reflective of the site's town centre location.
- 2.8 In terms of amenities, the application site is a short walk from the core of Bury Town Centre. It is therefore a 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.
- 2.9 In addition, the site is close to various green open spaces which include Whitehead Garden, Manchester Road Park and Pyramid Park. In terms of public transport, Bury Metrolink stop is located 500 metres (7-minute walk) away from the site and travels to destinations including Manchester City Centre. Bury Bolton Railway Station is located 750 metres (10-minute walk) away from the site and travels to destinations including Heywood and Rawtenstall. Additionally, bus stops are located on Jubilee Way 750 metres (10-minute walk) from the site and travel to destinations including Shudehill, Tottington and Walshaw.

3. The Proposed Scheme

- 3.1 The lawful use of the application building is as a 6 bed HMO (use class C4). The scheme proposes conversion to a 9-person, 9-bed HMO (sui generis). The scheme will provide a high standard of accommodation and will be targeted at young professionals and key workers. All bedrooms will be for single occupation, and benefit from an ensuite. All bedrooms exceed Bury's space standards for both single and double occupation rooms.
- 3.2 The existing 6 bed-6 person HMO is currently at full occupancy with all six bedrooms being occupied. Photographs of the HMO accommodation is provided within Appendix 1 of this Statement, and demonstrates the high quality of accommodation that the applicant strives to provide for his tenants. The application proposes to use three surplus rooms located on the ground floor to provide an additional three bedrooms for single occupancy, thereby increasing the capacity of the HMO to 9 persons. The additional three bedrooms would enable more efficient use of the property, to provide much needed affordable accommodation for single occupiers. The proposed bedrooms would not impact upon the existing communal facilities within the house and the existing kitchen / dining / living room on the ground floor and the kitchen / diner on the first floor would remain unchanged.
- 3.3 Internally, three new ensuite bathrooms will be installed to the proposed new bedrooms, one at ground floor level and two at the basement floor level. Currently, two rooms at ground floor level, two rooms at first floor level and two rooms at second floor level are all occupied. All new and existing bedrooms are ensuite. The kitchen / dining area on the ground floor will be converted to also include a living area. The kitchen / dining area at first floor level will remain unchanged. The communal provision would continue to meet the standards set out in Bury HMO Licensing Conditions document.
- 3.4 No external alterations are proposed. Additional bin provision will be accommodated within the rear yard. Secure cycle storage to accommodate 10 bikes (over 100% provision) will be provided within the site adjacent to the rear site access. The existing garden will provide a

bench seating for residents to sit out and socialise, and a washing line is provided for drying clothes.

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 December 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.

4.14 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.

4.15 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.

4.16 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.

4.17 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

4.18 The Development Plan for Bury comprises the following documents:

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

Places for Everyone (PfE)

4.19 PfE is a joint Development Plan Document being prepared by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). It identifies the quantum of new housing and employment development, supports the delivery of key infrastructure, and protects environmental assets. The joint plan determines the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. The Places for Everyone Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024.

4.20 The policies which are relevant to the application proposals are listed below:

- JP-S 1: Sustainable Development: To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously.
- JP-P 1: Sustainable Places : This policy sets out various criteria including that development should be socially inclusive, safe, functional and convenient and well connected.
- JP-C8 Transport Requirements of New Development: This policy states that new development will be required to be located and designed to enable and encourage walking, cycling and public transport use.
- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development: Bury Council needs to deliver 7,678 homes during the plan period, with an annual average of 452 homes per year.
- Policy JP-H3: Type, Size and Design of New Housing: Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Residential developments should provide an appropriate

mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.

- Policy JP-H4: Density of New Housing: New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

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

4.21 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:

- 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.
- '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.

- 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.

4.22 'HT2/4 Car Parking and New Development' In considering the location of new or intensified development, the Council will encourage proposals which supports the principles of sustainable development.

4.23 'Area BY2 - Bridge Road/Buckley Wells' - The Council will consider favourably proposals for the enhancement of the Bridge Road/Buckley Wells area of the town centre for education, residential, car parking and railway related uses. The change of use from residential to other uses will not be supported.

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

Bury Local Plan

4.25 Bury Council is currently in the process of preparing a new Local Plan, and once adopted it will replace the existing UDP document. A Call for Sites exercise was took places between 25 March to 6 May 2024. The Plan is not yet adopted, therefore limited weight can be given to policies within it.

Supplementary Planning Documents (SPDS) and Guidance

- 4.26 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).
- 4.27 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
- 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-terrace residential property located at Belle Vue Terrace, Bury. The principle of converting the existing property from a 6 bed HMO (C4 use) to a 9 bed HMO (sui generis) is wholly appropriate since the building is already in use as a HMO. The proposed 9 bed HMO would retain the residential use of the property. Given that the application building is located in a residential area, adjacent to residential properties and located in a sustainable/accessible location in proximity to amenities and public transport, this further reinforces that the proposals are 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 3 further bedrooms to form a 9 bed HMO directly responds to these two objectives, and will make a small but meaningful contribution to addressing the chronic housing shortage and demand for affordable accommodation. 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 HMOs can offer good quality affordable accommodation to people who cannot afford to buy their own homes and are not eligible for social housing. 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 conflict with neighbouring properties in relation to noise or visual intrusion. The increase in capacity of the property by three additional persons is not considered to result in a materially greater level of noise generation than the existing use. The proposals do not involve any external alterations or creation of new windows, and therefore will not give rise to visual intrusion. The car parking and access arrangements will remain as per the existing.

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

5.7 The immediate vicinity of the site is residential in nature, comprising primarily terraced houses. The site is located close to Bury Town Centre and is located in an area where land uses transition from housing to more community and civic uses, to the north of Belle Vue Terrace is a public car park, while to the west there is a railway line with playing fields and educational uses beyond. The wider area is therefore mixed in character. Reviewing the Bury's online Register of Licensed HMO's, there are no HMOs present on Belle Vue Terrace or

on Maudsley which is the street to the south backing onto Belle Vue Terrace properties. This confirms that there is not a concentration of HMOs in the surrounding area.

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. This matter is discussed in greater detail later in this chapter of the statement.

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

- 5.9 No external alterations are required to facilitate the change of use. Car parking and servicing arrangements will remain as per the existing, and will be accommodated within the application site.
- 5.10 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 located in Bury Town Centre, close to Manchester Road which is busy route, and the site is well connected to public transport facilities and a range of services and amenities within the town centre. Notwithstanding that the use of the site as a HMO is established by the existing C4 use, the location of the site further reinforces that the proposed use as a 9 bed HMO is wholly appropriate.
- 5.11 The conversion of 17 Belle Vue Terrace, an existing 6 bed HMO, to a HMO which will provide an additional 3 units of accommodation would be wholly compliant national policy provided at paragraph 124 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.

- 5.12 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.

Potential Impact on Amenity

- 5.13 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

- 5.14 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 property will also remain in residential use. It is accepted that there will be some additional activity associated with three extra occupants, however there is no evidence to substantiate that any additional noise and disturbance would be so great as to materially impact the residential character of the area or have an unacceptable impact on the amenity of neighbouring occupiers.
- 5.15 Whilst it is acknowledged that HMO uses are sometimes associated with increased noise,comings and goings, or even anti-social behaviour, the property is a be a high end, high specification HMO which is targeted at young professionals and key workers. In addition, the applicant is experienced in converting and managing HMOs, and has put in place a robust lettings and management strategy which ensures the operation of the HMO is compatible with neighbouring uses. The lettings and management strategy ensures that prospective tenants are subject to a referencing process, whilst tenancy agreements include a clause

relating to ensuring good neighbourliness and procedures for dealing with anti-social behaviour. The existing HMO is currently managed by 'The HMO Guys' on behalf of the applicant.

Proposed Accommodation

- 5.16 All of the proposed bedrooms exceed the space standards for single occupancy rooms set out in the Bury Council HMO Licensing Conditions document. The existing property has a generous provision of communal space, including a large kitchen / dining / living area on the ground floor and an additional kitchen / diner on the first floor. This provision will remain unchanged and will meet the required standards for the proposed nine bedroom HMO.
- 5.17 Future residents will be provided with a good level of amenity with the three proposed bedrooms all 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 a new HMO license will be required for the property to reflect the increase in capacity to nine persons. 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.
- 5.18 Residents also benefit the shared garden area, 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 Whitehead Garden which is located opposite the site.
- 5.19 The proposed scheme will not result in any undue loss of amenity to neighbouring or existing occupiers, and future residents will be afforded a good level of amenity. The proposal 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

- 5.20 The proposal will comprise sustainable development as a result of the associated economic, social, and environmental benefits that it will bring.
- 5.21 Economic Benefits: 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.
- 5.22 Social Benefits: The proposals will provide three additional 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 accommodation and contribute to the creation of a mixed and sustainable community.
- 5.23 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.

Highways, Accessibility and Parking

- 5.24 The site is located in a sustainable and accessible location in Bury Town Centre with access to a range of services, amenities, employment opportunities. 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).
- 5.25 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, the site accommodates one off-road car parking space should residents require access to parking.
- 5.26 The proposals also accommodate a secure and covered cycle store with space for ten bikes (over 100% provision). 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.
- 5.27 The application is supported by a Highways Technical Note prepared by Axis. This reviews the accessibility of the site to confirm it benefits from a high level of accessibility. The report also assesses the potential parking demand resulting from the proposed additional bedrooms, informed by parking beat surveys and review of the TRICS database. Results of a parking beat survey on the local highway network and within a nearby public car park (Manchester Road Car Park) demonstrates that there would be sufficient on street parking capacity for the anticipated parking demand associated with the total proposed 9 HMO bedrooms.

- 5.28 In terms of assessing highways matters paragraph 115 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.
- 5.29 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

- 5.30 The proposed scheme includes the provision of eight bins within the rear 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.
- 5.31 Bins will be collected by collection crews from the service road at the rear of the site 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 Zvi Portnoy in support of a full planning application at 17 Belle Vue Terrace, Bury, BL9 0SY for the 'conversion of a 6 bed HMO (use class C4) to a 9 bed (Sui Generis)'.
- 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 conversion to provide an additional three bedrooms directly responds to housing demand in Bury, and will make a meaningful contribution to objectives to provide increased affordable accommodation.
 - 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 accommodation is 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 the existing HMO accommodation





