

Planning / Heritage Statement Rev.2

146-148 Manchester Road, Bury, BL9 0TL

Proposed Change of Use from
Hotel (Class C1) to 2 x 9-bedroom HMOs (sui generis)

June 2023

1. INTRODUCTION

1.1 This Statement has been prepared on behalf of 146-148 Manchester Road, Bury in support of the change of use of Rostrevor Hotel (Class C1) to 2 x 9-bedroom HMOs (sui generis).

1.2 The Statement will consider the site and its surroundings, planning history of the site, planning policy, heritage and the current legal position of the building and permissions afforded.

1.3 The Statement sets out the compliance with Local and National Planning Policy for the creation of 2 No. HMO's comprising 18 occupants in 18 bedrooms (sole occupancy).



Pic.1. The Property

2. THE SITE AND ITS SURROUNDINGS

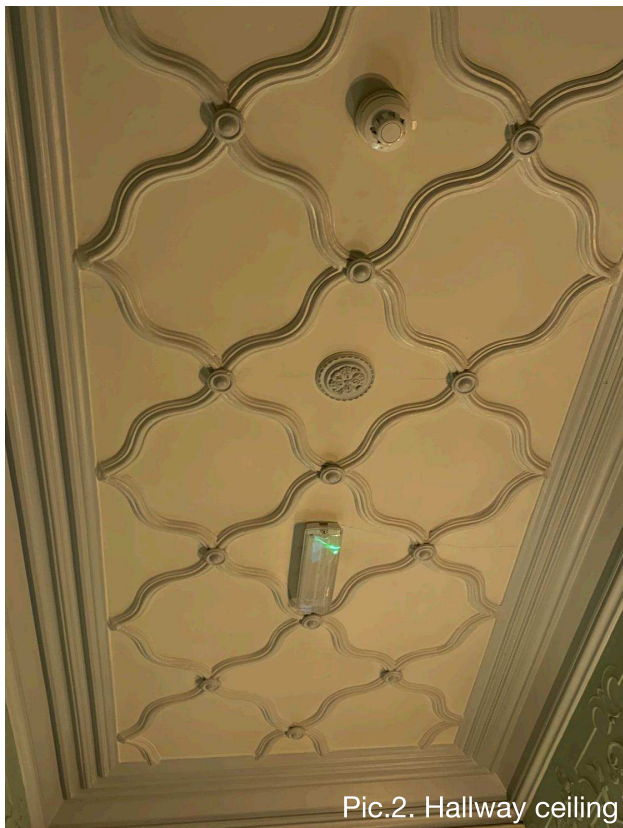
2.1 The site comprises a four-storey building known as Rostrevor Hotel, which is the combination of No.148 (Rostrevor) and No.146 (Belgrave) Manchester Road; two semi-detached Victorian properties, herein referred to as 'the Property'.

2.2 The Property is located on Manchester Road, which is predominantly residential, with a park opposite and sixth form college diagonally opposite.

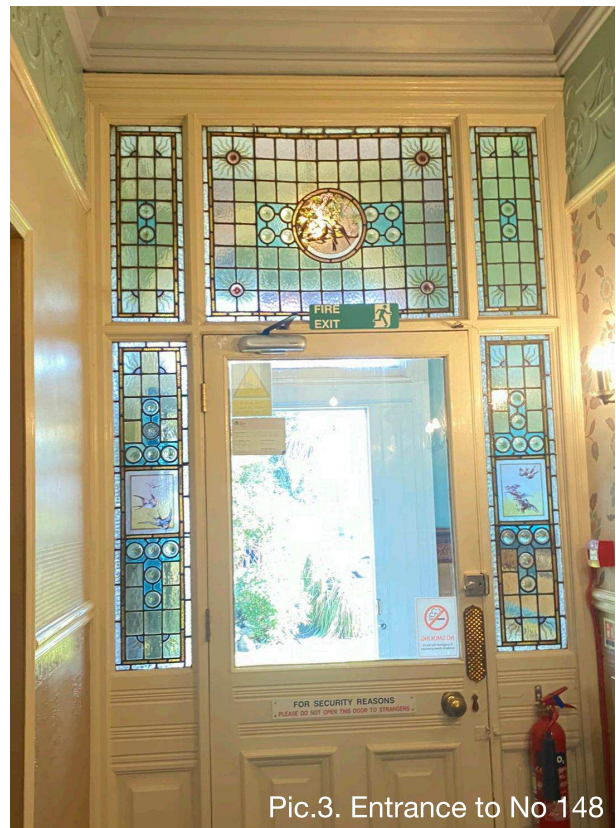
146-148 Manchester Road, Bury, BL9 0TL

2.3 The Property was constructed in 1895 in red brick with white sash windows framed with stone heads and cills. It is a fine example of a late Victorian, early Edwardian, town house. It is largely unaltered externally and contributes to the strong group value together with adjacent buildings, which are considered to be non-designated heritage assets (NDHA) giving them local importance as historical buildings in an attractive row. There are no relevant history environment records. Further details regarding this aspect are considered further within this Statement.

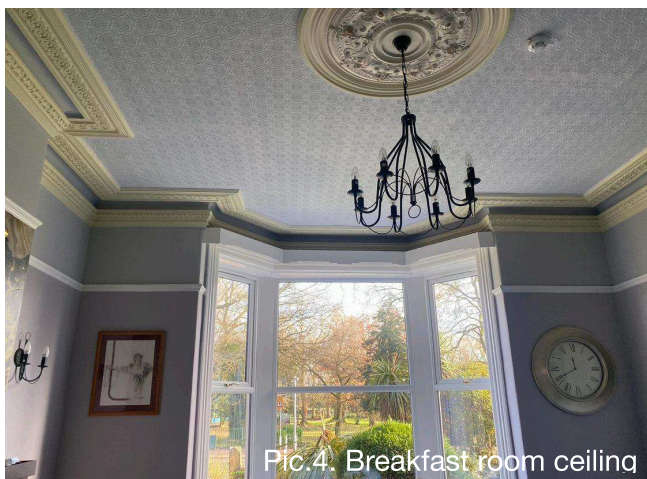
2.4 The most prominent and attractive original features are the stained glass front doors, hallway ceiling, lounge / breakfast room ceilings, and bay fronted windows on the ground and first floor of the front elevation. The main entrance is accessed via a set of steps at the front facing Manchester Road. In addition, there are a number of access doors at the rear.



Pic.2. Hallway ceiling



Pic.3. Entrance to No 148



Pic.4. Breakfast room ceiling



Pic.5 Breakfast room bay window

2.5 To the rear of the building are two separate garden areas, bin stores and a private car park providing twelve car parking spaces (arranged in tandem), accessed from Back Manchester Road West, an adopted road.

3. PLANNING HISTORY

3.1 The Property is currently operated as a Hotel (Class C1) —an established use— it was sold as a fully operating hotel in 2001.

3.2 Planning History of the site provides the following planning applications:

Planning Reference: 94/30589 - EXTERNALLY ILLUMINATED FREE STANDING ADVERTISEMENT SIGN) Tue 11 Apr 1995 - Decided. Approved with conditions

4. PLANNING POLICY

4.1 Of relevance in determination of this planning application are the following policies: -

UNITARY DEVELOPMENT PLAN: -

4.2 The following Policies are considered of relevance: -

Policy H2/1

Policy H2/2

Policy H2/4

Policy EN1/2

Policy EN7/2

Policy HT2/4

Policy HT6/2

Policy SPD11

Policy EN7/2

4.3 Policy H2/1 states that all new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. Factors to be considered when assessing proposals will include, but are not limited to, the impact of developments on residential development, the density and character of the surrounding area, the position and proximity of neighbouring properties and the materials to be used in proposed developments.

4.4 Policy H2/2 states that new residential development will be required to demonstrate acceptable standards of layout and factors such as car parking provision, traffic calming measures and density will be considered.

4.5 With regard to conversions, Policy H2/4 states that the conversion of two or more self-contained units of the conversion or as building into a HMO will be considered with regard to several factors. These include, but are not limited to, the effect on the amenity of neighbouring properties, the general character of the area and the existing concentration of flats, residential amenity of occupiers and car parking/service requirements.

4.6 Policies EN1/2 and EN1/7 relate to townscape/built design and through-routes and gateways. Such state that the Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. It is stated that the Council is dedicated to improve the quality of development along through-routes and will require new proposals fronting major through-routes to display a high standard of design and landscaping, which the Property has.

4.7 Policies HT2/4 and HT6/2 relate to highways and transportation. Such advise that the Council will require all applications for development to make adequate provision for their car parking and service requirements in accordance with the council car parking standards.

4.8 SPD11 dictates parking standards in Bury. Such details that levels of available parking can be an influential factor in determining peoples choice of mode of transport. The objectives of the SPD are to ensure levels of car parking is appropriate, to set specific standards for appropriate levels of parking provision, to take an integrated approach to specific land uses and to ensure that parking facilities are inclusive and cater for end users in a safe manner.

NATIONAL PLANNING POLICY FRAMEWORK NPPF: -

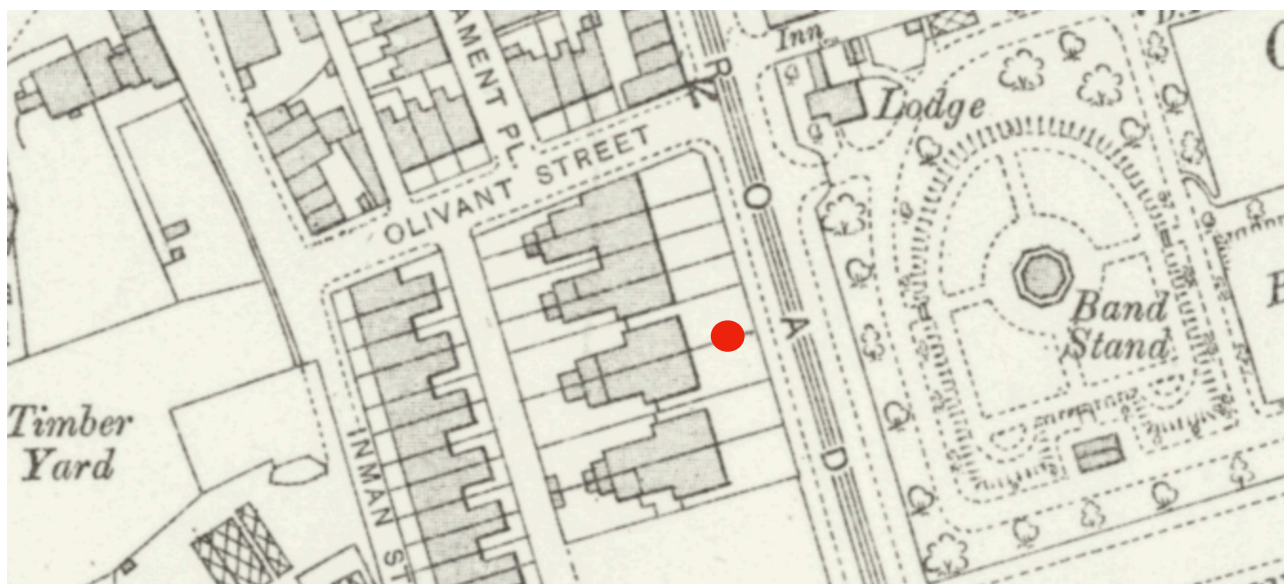
4.9 Details provided within the Heritage Section.

5. HERITAGE

5.1 The Property lies between the historic areas of Buckley Wells, Fishpool and Healds, some 600 metres south of Bury Town Centre. It is shown on the 1888-1913 Ordnance Survey map opposite a recreation ground (currently known as Manchester Road Park).



5.2 On the 1892 - 1914 Ordinance Survey Map, the outline of the Property appears to be in keeping with the footprint of the Property today —but for a small single storey white rendered rear extension, which is currently used as a bathroom— suggesting that the integrity of the building has been retained over the past 128 years.



5.3 The freehold is held on one title, with separate long leasehold interests in No. 146 and No.148 Manchester Road, which, when considered in terms of the road numbering and layout, suggest that historically the Property was used as two separate family dwellings.

5.4 Assessing significance is a key principle for managing change to heritage assets, and is embedded within current government policy; NPPF policies 127 and 128 (CLG, National Planning Policy Framework, 2012). A key objective in the NPPF is 'the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation ...' (NPPF Para. 126). The NPPF advises that the more significant the heritage asset the greater the presumption in favour of its conservation (policy 132). English Heritage issued Conservation Principles in 2008 to explain its philosophical approach to significance and managing change and identified four main aspects of significance: evidential, historical, aesthetic and communal. There are three levels of significance as well as neutral and an intrusive grade:

High Level of Significance

The element is relatively intact, has a special interest, and makes an important contribution to the wider significance of the site. This would correspond to an individual grade I or II* listing. The NPPF advises that substantial harm should be wholly exceptional.

Medium Level of Significance

A designated asset important at national and regional level, including Grade II listed buildings. The NPPF advises that substantial harm should be exceptional.

Low Level of Significance

An undesignated asset important at a local to regional level, including locally (non-statutory) listed buildings. The element has been altered, has less special interest, and

its contribution to the wider significance of the site is less important. May include less significant parts of listed buildings. Buildings and parts of structures in this category should be retained where possible, although there is usually scope for adaptation.

Undesignated

An undesignated asset important at a local level, including buildings which make a positive contribution to a conservation area. The element has been significantly altered, has a low level of integrity, the special interest has been lost and it makes little contribution to the wider significance of the site. Buildings and parts of structures in this category should be retained where possible, although there is more scope for adaptation.

Neutral

The element is historically unimportant but does not have a negative visual impact on the surrounding buildings. May include insignificant interventions to listed buildings and buildings that do not contribute positively to a conservation area. The removal or adaptation of structures in this category is usually acceptable where the work will enhance a related heritage asset.

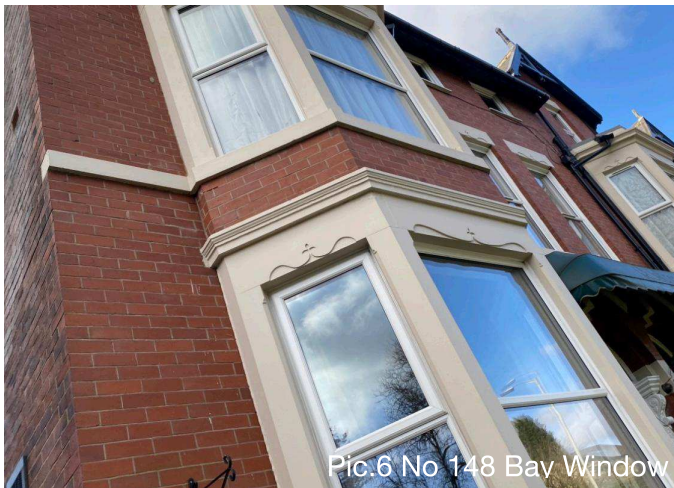
Intrusive

The element is historically unimportant and has a negative visual impact on the surrounding buildings. Wherever practicable, removal of negative features should be considered, taking account of setting and opportunities for enhancement.

5.5 The Property is in good condition overall and has provided a home and a place of accommodation for residents and guests for over 125 years.

5.6 It retains architectural detail to the main entrance and the front elevation with some detailing on the bay windows. Internally, there are historic fittings in the entrance way, hall, stairs and front rooms on the ground floor, indicating the higher significance of these rooms which include staircases, moulded cornices, dado rails, door cases and moulded skirtings. In order to comply with fire regulations as a hotel, partitions were installed at the top of stairways, at the back of the hallways and 'doorways behind doorways' were installed to the principle rooms on the ground floor, to provide fire protection as noted on the existing plans. This application proposes to remove the modern partition installations, ensuring the necessary fire regulations are met within the original walls and openings of the Property, without causing damage to original features. The installation of a dividing wall between the two sides of the Property would reinstate the original dividing wall between No.146 and No.148. Other modern walls include the en-suite bathroom walls, which are not original features, although the majority are to remain in situ. Overall, internal alternations and changes to the original layout have been kept to a minimum to ensure original features are not damaged / removed.

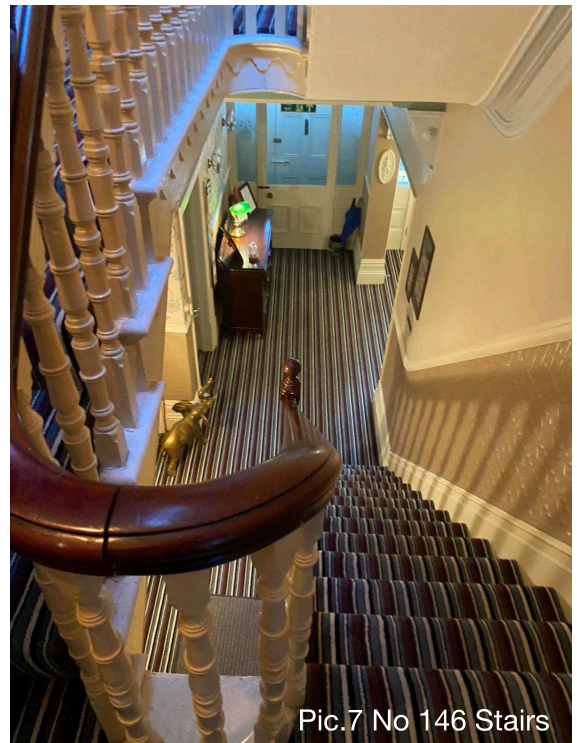
5.7 The chief aspect of significance is the architectural interest of the front elevation and the decoration of the stairs and hall and front rooms of the historic Property. The rear outrigger is of the least significance, with no noticeable period features, which would have been in-fitting with staff quarters and / or the kitchens and bathrooms, (the 'working' side of the Property). The outrigger currently comprises commercial kitchens, break-out room for hotel staff and living quarters for the hotel's proprietors, though the layout has likely changed over the years as it is not symmetrical like the rest of the Property.



Pic.6 No 148 Bay Window



Pic.9 No 148 Ceiling



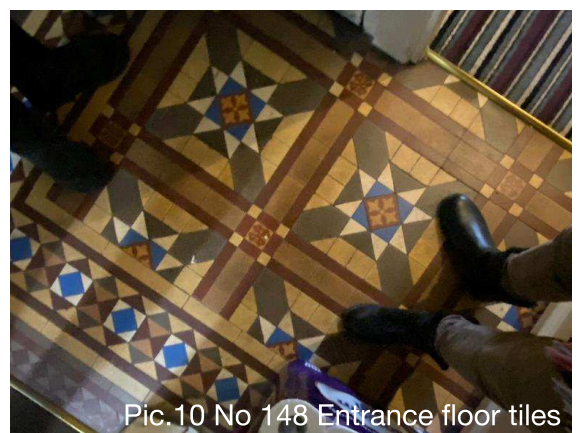
Pic.7 No 146 Stairs



Pic.8 No 148 Fireplace



Pic.11 Modern partition in landing areas(at the top and bottom of stairways)



Pic.10 No 148 Entrance floor tiles

5.8 Although the building constitutes a non-designated heritage asset in planning terms, it is largely the front elevation and the front rooms which are of interest and could be considered of medium significance. The rest of the building is of not more than low/neutral significance due to the degree of alteration to install partitions and ensuite bathrooms for the Property to operate as a hotel.

5.9 The NPPF defines the setting of a heritage asset as ‘the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’.

5.10 The Property is fronted by a wide open garden with a stone boundary wall and decorative stone posts fronting Manchester Road, giving it a formal presence within the street scene. The sides of the front garden are divided by foliage. To the rear, Manchester Back Road West is a relatively narrow service street retaining historic setts and rear yards, most with rear parking spaces. To the rear of the Property is a poorly configured car park which is to be improved as part of the proposals to provide evenly distributed parking bays to an acceptable and uniform size.

5.11 The Property forms part of the late 19th century development along Manchester Road with terraced houses to the rear, along Olivant and Inman Street.

5.12 The National Planning Policy Framework (NPPF) was updated in 2018 replacing all former planning policy statements (1st edition NPPF, PPS5 etc). Local policies are also relevant, and the 1990 Planning (Listed Buildings and Conservation Areas) Act continues to provide the legal basis for decision-making about heritage assets. In relation to a listed building, local authorities have a ‘duty to have special regard to the desirability of preserving the building or its setting or any features of ...special interest’ under section 66 (1) of the Act. The Planning Practice Guide: Conserving and Enhancing the Historic Environment should be read in the light of the NPPF, and does not comprise policy.

5.13 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The Government has three interdependent objectives to sustainable development: economic, social and environmental. The latter objective includes contributing to ‘protecting and enhancing our natural, built and historic environment.’ So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development. Policies 184-202 are related to conserving and enhancing the historic environment.

5.14 The Planning Practice Guide states: ‘In the case of buildings, generally the risks of neglect and decay of heritage assets are best addressed through ensuring that they remain in active use that is consistent with their conservation. Ensuring such heritage assets remain used and valued is likely to require sympathetic changes to be made from time to time.’

5.15 Policy 188 states: 'Local planning authorities should make information about the historic environment, gathered as part of policy-making or development management, publicly accessible.'

5.16 Policies 189 and 190 of the NPPF require planning applicants and local planning authorities to assess the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be appropriate to the assets' importance and no more than sufficient to understand the potential impact of the proposal on their significance. Local planning authorities should take this assessment into account when the potential impact of proposed development to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

5.17 Policy 192 states: 'In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.'

5.18 Policy 197 sets out the policy principle guiding the consideration of applications for consent relating to undesignated assets. It states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

5.19 The Planning Practice Guide defines non-designated heritage assets in Paragraph 039: 'Local planning authorities may identify non-designated heritage assets. These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as 'locally listed'.

5.20 A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage interest for their significance to be a material consideration in the planning process.'

5.21 Policy 199 states 'Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.' Bury Unitary Development Plan EN1/2 - Townscape and Built Design.

5.22 The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:

- the relationship of the proposal to the surrounding area;
- the external appearance and design of the proposal in relation to its height, scale, density and layout; the choice and use of materials;
- access and other design features for the mobility impaired;
- the design and appearance of access, parking and service provision;
- landscaping, including the use of natural landscape features, and open space provision, and;
- the use of lighting.

5.23 The Property is considered to constitute a non-designated heritage asset in planning terms, but it is largely the front elevation and hallways which are of interest.

5.24 Externally, there are no changes proposed to the front elevation, apart from the removal of the canopy over the front doors. To the rear, the relocation of the back door on the right hand side of the outrigger to match the left hand side outrigger is likely a reversion to its original design, and would be done so in an in-keeping manner to match the other side with original materials where possible.

5.25 The french doors on the rear elevation represent the only aspect of the Property which is single glazed, thus offering poor levels of insulation and thermal retention. Replacing these with double glazed sash fire escape windows which match the other windows in the Property would improve the thermal qualities of the Property whilst not detracting from the appearance.

5.26 Thus, the proposals will have a limited effect on historic fabric in less important parts of the exterior and the impact is considered to be neutral overall. Internally on the ground floor, some further divisions are proposed and openings sealed, albeit it would not bear any affect on the historic significance of the building.

5.27 Surviving historic door cases should be retained in situ and historic brickwork should be re-used where possible. In the outrigger, changes will be made to the openings and again, historic brickwork should be re-used where possible. An opening is proposed between the existing kitchen and break-out areas which will have no impact on the historic aspect of the building, as these rooms were fitted more recently.

5.28 On the first floor, there will be subdivision between No. 146 and N0. 148. reinstating division walls where they once originally were. The impact is again considered to be neutral overall.

5.29 Policy 135 of the NPPF requires local authorities to take a balanced judgement on the effect of an application on non- designated heritage assets or their setting, having regard to the scale of any harm or loss and the significance of the heritage asset. Although the proposals are not dissimilar to the existing use as a Hotel, in so much as private residents will be occupying the different rooms and sharing communal kitchens/ living spaces. On

the upper floors there is minimal change to the floorplans. On the ground floor, any alternations will have no loss of historic fabric, the principal front elevation would be unchanged, and the main staircases retained.

5.30 The principal benefit is to ensure a sustainable future for the building. The proposal also provides much in demand living accommodation for 18 local people. Thus, the impact of the proposals is considered to be beneficial overall and they are considered to sustain the significance of the building and to put it to a viable use consistent with its appearance and intended use, and in line with guidance in the NPPF.

6. PLANNING CONSIDERATIONS / CONCLUSION

6.1 With regard to planning policies contained within the Unitary Development Plan (UDP), it has been designed in accordance with the planning policy guidance and does not conflict with it in any way. Policies H2/1 and H2/2 require all new residential development to make a positive contribution to the surrounding area and demonstrate acceptable standards of layout, which is illustrated on the floor plans.

6.2 HMOs are not dissimilar in nature to serviced apartments which would not require Change of Use as they fall within the same user class bracket (Class C1) as hotels. The only difference between serviced apartments and HMOs are that serviced apartments are designed to accommodate occupants on a short term basis, whereas HMOs have traditionally housed tenants for minimum 6-month terms. With the new Renters (Reform) Bill 2023 the government proposes to end fixed-term tenancies and move to periodic tenancies, which do not have a minimum term nor an end date. In practical terms, this removes the key difference between serviced accommodation and HMOs, making them interchangeable in nature.

6.3 Parking measures are already in effect on site with 12 private car parking spaces (albeit in tandem and unevenly sized/ spaced). When laid out in a more practical manner, there is adequate space for 7 car parking spaces, 8 secure and covered bicycle spaces, 2 motorbike spaces and 2 large bin stores for 8 x 1,100 litre wheelie bins. There is also space for 2 private gardens offering recreational space to occupants, in addition to the ample recreational space Manchester Road Park offers, opposite.

6.4 SPD11 does not provide any standards for parking requirements within HMO's and proposals should therefore be considered on a practical basis.

6.5 It is highly unlikely that inhabitants of the proposed HMO's will all own cars, given the very nature of an HMO. Being on one of the main thoroughfares and arterial routes into Bury, the Property benefits from a bus stop in front of the adjacent property. In addition, the metrolink, the main town bus station and the town centre are within half a mile of the Property which falls within easy walking distance from the Property,

6.6 The layout of the proposed HMO's comprise a total of 18 bedrooms over three storeys, intended to be occupied on a sole basis in order to ensure no over-occupancy occurs and that impacts on both residential amenity of occupiers and those within the locality is protected. The bedrooms all vary in size from 15.4m² to 21.7m² which is considered very large in terms of HMO bedrooms. Coupled with high ceilings (3 metres on ground floor and first floor, 2.5 metres on the second floor) this creates a very spacious feel. Therefore the

use and layout is designed to be acceptable in policy terms, as demonstrated on the submitted floorplans.

7. PRINCIPLE

7.1 The principle of conversion from hotel (C1) to HMO (sui generis) is largely immaterial in nature given that Class C1 (hotel and serviced accommodation) is in practice very similar to the use of an HMO. The proposal will upgrade existing bin stores, parking facilities and gardens, whilst installing two large luxury kitchens with laundry areas rather than the existing commercial kitchen and break-out / linen rooms.



Pic.12 Existing Kitchen

7.2 The Property is located within a sustainable urban area, predominantly characterised by established residential uses. The Property has always been used for residential use in one way or another through the historic use as two separate houses, and the later use as a hotel. The principle of change of use to an HMO is therefore considered to be in compliance with the NPPF and UDP Policies H1/2, H2/1, H2/2 and H2/4, which supports contributing to the local housing stock in the area in conjunction with the availability of infrastructure, which is already established. Residents can easily access work, leisure and education without the need of a private car due to the location within close proximity of destinations and public transport.

8. POLICIES

8.1 UDP Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development takes into consideration factors relating to the height and roof type of adjacent buildings, the impact of developments on residential amenity, the density and character of the surrounding area and the position and proximity of neighbouring properties. Regard is also given to parking provision and access, landscaping and protection/ retention of bushes/hedgerows and external areas.

8.2 UDP Policy H2/4 - Conversions, has regard to factors including effect on the amenity of neighbouring properties, impact on the general character of the area and existing concentration of flats, amenity of occupants, effect on the street scene of any changes to the external appearance and car parking and servicing requirements.

8.3 In its existing use as a hotel, the Property comprises:

- 10 x double occupancy bedrooms
- 4 x single occupancy bedrooms
- 1 x owners flat (double occupancy)
- Basement (unused)



Fig.13 Basement Chamber

8.4 Thus, at full capacity, the hotel can be expected to hold 26 residents at any one time. In terms of intensification of use, occupancy as 2 x 9-bedroom HMO's would not be any more intense than the use as an existing hotel and as such it is considered that noise and activity associated with the proposed use would not be intensified to any greater degree, nor will the general character of the area change, or should there be any impact on the street scene. It is therefore considered that the proposed development would not have an adverse impact on any of the neighbouring properties and as such would comply with UDP Policies H2/1, H2/2 and H2/4.

8.5 In terms of accommodation, each bedroom and shared facility would more than exceed the minimum space standards for HMO's and as such the level of accommodation would be considered desirable. The Government's National Space Standards outline that single occupancy bedrooms should be a minimum of 6.51m² and double occupancy no less than 10.22m². Government guidance on HMO bedrooms with a living room combined must not be less than 10m². The smallest bedrooms in the Property would be 15.4m². The largest rooms would be 21.7m² (all with head-height above 1.5m), which at the largest is more than double the minimum requirements. Overall the average bedroom size within the property would be 18.4m², which is substantially larger than average HMOs, and coupled with the high ceilings commonly associated with period properties such as this, they have a very spacious feel.

8.6 There would be a secure cycle stores, bin storage facilities for household waste and recycling which would be commensurate to the number of residents.

8.7 There is ample secure outdoor space at the rear of the Property, and in addition a large park opposite the Property with communal playing fields and sport and recreation facilities.

8.8 The area is predominately characterised by residential dwellings and given the location it is considered the proposed HMO use would not be out of character within the area. Given there would be no extensions proposed, and there are other large HMOs within the vicinity, there would be no affect on the amenity of local residents.

8.9 There would be little intervention to the external facade of the building apart from the relocation of a doorway in the rear outrigger which currently faces No. 144 and would still face No. 144 (it is unlikely to be visible behind the existing boundary hedgerow). Putting a window into the aperture from which the door is removed would ensure the room has a fire escape and a source of natural light without overlooking the adjacent property's living accommodation. The existing basements will not be amended.

8.10. Replacing the two french doors on the rear elevation with sash windows would upgrade the Property from both a thermal and security perspective. The existing french doors are single glazed, wooden framed, with stone heads and cills. Whilst the stone heads and cills are not to be removed, the proposed windows would be sash white UPVC double glazed with additional stone heads and cills around the windows, so as to be sensitive to the character and appearance of the traditional building as outlined in UDP



Pic.14 Bar area in No. 148
blocking french doors



15. French doors
in No. 146

EN1/1 (Visual Amenity), EN1/2 (townscape and built design) and H2/4 (conservations). The windows will be sympathetic to the original building, street scene and character of the Property and adjacent properties. It should be noted that the french doors on the left hand side of the rear elevation have been covered over to fit an internal bar, which has been in situ more than two decades. It is not known whether the french doors are still in place behind the bar, as it is also covered on the outside with decorative trellising.

8.11 The front elevation which faces Manchester Road and which is the most important in terms of its architectural design, value and importance would not be altered.

8.12 It is considered that overall, the external alterations would not be significant and would not be detrimental in terms of their impact on the appearance of the building, particularly as they would be on elevations not overly visible to public views.

9. PARKING, AMENITIES & ACCESSIBILITY

9.1 Waste management - On advice from Bury Council's waste management team, the proposed development would provide 8 x 1,100 litre bin wheelie bins to include: 4 x general waste, 2 x plastic recycling bins and 2 x cardboard recycling bins to be stored within two bin store areas. Each area to be enclosed by 2m high waney lap fence panels to three sides, with an opening where a gate can be fitted, for the wheelie bins to be accessed. They are separate to the amenity space and tenant's bedrooms, to safeguard future residents from odour pollution.

9.2 Washing lines shall be installed / retained on each side of the Property. The boundaries, gardens and ratio of hard and soft landscaping shall not be changed, with garden maintenance undertaken fortnightly throughout the spring, summer and autumn, and monthly in the winter. Shared outside amenity space will be split into two, with outdoor furniture to be located outside the kitchen/ living space, so not to impinge on resident's bedrooms.

9.3 Accessibility - The property is currently used as a hotel, without ramp / lift access for disabled users. Due to the historic nature of the building, there are a number of steps from the outside ground level to the front door. Providing wheelchair access via a ramp to the gradient of 1 in 12 would be detrimental to both the fabric of the building and well maintained gardens. In terms of fire escapes, the ground floor bedrooms windows will all be fire escape windows, opening adequately to enable residents to exit from in the event of a fire.

9.4 Parking - There are no specific car parking standards for an HMO in SPD11. However UDP HT2/4 (car parking and new development) states that the council will require all application for development to make adequate provision for their car parking and servicing requirements in accordance with the council's car parking standards (appendix 4). The existing parking provision is 12 small, uneven spaces arranged in tandem, which may be manageable for a hotel with perhaps staff being blocked by guests, but would not be

suitable for two HMOs. This application proposes to provide 7 parking spaces in the car parking area behind the Property, in even, marked, car parking bays measuring 4.8m x 2.4m as stipulated in SPD13.

9.5 It is generally found that HMO's tend to have a lower level of car usage than residential dwellings and it is often accepted that dedicated parking for these schemes are not provided. Whilst it is not realistic to assume all 18 occupants would not have a car, future occupiers would be aware of this before taking up residency.

9.6 Cycle storage - SPD13 requires secure covered cycle storage at a ratio of 1 space per 5 dwellings. The proposal to install 8 secure bike spaces, a vastly increased ratio, beneath two hard, plastic canopies located to the rear of the Property, which would substantially exceed the recommended guidelines, encouraging this mode of transport to prospective tenants. This would not impact local residents through noise, visual intrusion, as the impact of parking areas is minimal.

9.7 Bicycle storage (8), motorbike storage (2), and car parking spaces (7), provides 17 spaces in total for the 18 inhabitants. Although this is not 1:1 ratio, it is not unreasonable to suggest that some tenants would not rely upon these modes of transport given the close proximity to the college opposite, the bus stops outside, the metrolink station, and Bury town centre approximately half a mile away. Building upon the proposals for 'Green Streets' in Bury Town Centre's Masterplan, and capitalising on the planned upgrades associated with the Manchester Bee Network, it is envisaged that a series of active travel junction improvements could be made at key locations, promoting travel by foot and by bike.

9.8 Accessibility to local services - There are ample forms of public transport available within very close proximity given the site is located on one of the main routes through the borough and a route which has a regular bus service. The property is half a mile from Bury Town Centre, the principal town of North Manchester. Bury is a market town on the River Irwell in the Metropolitan Borough of Bury, Greater Manchester, England. Bury is connected via bus, metrolink and heritage railway via the East Lancashire Railway, a popular tourist attraction. Bury has four colleges: Holy Cross, Bury College, Bury Grammar Boys and Bury Grammar Girls. All four are within walking distance to the Property. Other landmarks such as Bury Football Stadium are also within close proximity and walking distance. All eateries, places of work within Bury Town Centre and recreational attractions such as the Fusilier Museum are within walking distance (15 minutes). Both Tesco Superstore and Asda Supermarket are located less than 1 mile away via Manchester Road and Knowsley Street, respectively. Without the need for private transport, tenants of the Property can walk to work, go out for leisure activities both day and night, and access all amenities, demonstrating that jobs, services, amenities are accessible from the site by public transport, and walking, which further justifies the level of parking provision.

9.9 As noted in the Bury Town Centre Masterplan 2022, Bury town centre contains a sizeable office market considering the size of its town and population, which, in addition to the 1 million square feet of retail floorspace within Bury creates significant job opportunities for prospective tenants who are looking for accessible, comfortable living accommodation. The current population of 80,000 residents is expected to more than double in Bury by 2030, so providing living accommodation for 18 occupants within the Property will help to meet such demand.

9.10 Manchester Road Park is located just half a mile to the south of the town centre, directly opposite the Property, which incorporates a café and community hub, two bowling greens, children's play area, multi-play ball zone and two tennis courts. Bury Athletics Track is also located close by, just off Market Street/ Wellington Road. This provides ample recreation provision to tenants of the Property.

9.11 Bury's employment profile suggests it is an affluent and highly educated Borough with a reasonably high proportion of professionals within its working population compared to its neighbours. Holy Cross College and University Centre is also in close proximity (diagonally opposite), on Manchester Road. This provides a wide range of courses, including A levels and BTECs and university courses focused on early years education, in association with Liverpool Hope and Edge Hill University. Whilst the Property inhabitants will be aimed towards young professionals, it could also house lecturers and teachers of the educational institutions.

10. HERITAGE SUMMARY

10.1 Paragraph 203 of the NPPF states that in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

10.2 As a Non-Designated Heritage Asset, the main architectural interest of the front elevation and the internal decoration of the hallways which are considered to be of medium significance, but the rest of the building not more than low/neutral significance due to the degree of alteration, and so the affect on the heritage aspect by this planning application is negligible.

10.3 Although there would be some changes made to the rear part of the building — replacing doors for windows and vice versa— these are relatively minor and would not impede on the streetscape or neighbouring properties as they are sited behind hedges. The main front elevation would remain unchanged. Overall, there would be little intervention to the fabric of the building. The proposed development and use of the building would help to preserve it for the future and comply with NPPF.