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Planning, Development & Heritage Consultants

Harrington House Estates Limited

79 Bury New Road, Manchester, M45
7EG

Planning Statement

30 May 2022

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1. Introduction

- 1.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of Harrington House Estates Limited. The statement has been provided in support of a full planning application for conversion of an existing 6 bed House of Multiple Occupancy (HMO) to an 8 bed HMO (Sui Generis) at 79 Bury New Road, Whitefield, Manchester, M45 7EG. The application description of development is 'conversion of a 6 bed HMO (C4 use) to an 8 bed HMO (Sui Generis)'.
- 1.2 The application property is currently in use as a 6 bed HMO (C4 use), but has been fitted out to provide a total of 8 HMO bedrooms (Sui Generis). The applicant is seeking planning permission to allow the property to be occupied by an additional two individuals. No internal or external works are required to facilitate the change of use.
- 1.3 The structure of this statement is as follows:
- A description of the application site and surrounding area;
 - A review of 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.

2. The Application Site and Surrounding Area

The Application Site

- 2.1 The application site is located at 79 Bury New Road, Manchester, M45 7EG (see figure 2.1 below). The site relates to a large end of terrace property located on the west side of Bury New Road, to the south of the Higher Lane junction. To the west the site is bounded by an access road known as Robin Lane which runs along the rear of the subject terrace row leading to an open area of hardstanding that abuts the site to the south. To the north the site is bounded by the attached terraced properties.



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

- 2.2 The application property is a traditional terrace property constructed of red brick with a three storey outrigger, and single storey extension to the rear. Internally there is accommodation over three floors. The rear yard is of a generous size and accommodates a patio area for sitting out as well as storage for refuse bins and secure cycle storage. The

applicant previously converted the property from a C3 dwellinghouse to a 6 bed HMO (C4 use) using permitted development rights. The application boundary extends beyond the residential curtilage and includes a proportion of the hardstanding to the south of the site. This is land recently acquired by the applicant.

- 2.3 The primary access to the property is on the Bury New Road elevation, which provides pedestrian access only. Vehicular access to the site is via Robin Lane. The hardstanding to the south of the site is used as a turning circle and informal parking. However, a number of properties within the subject terrace row accommodate car parking within their rear yard areas.
- 2.4 The application site is situated within flood zone 1 (lowest level of risk) and is approximately 0.03 hectares in size.
- 2.5 The site is not allocated under any specific policy designations within Bury Council's proposals map. The site is not located within a conservation area and does not contain any statutorily or locally listed buildings.

The Surrounding Area

- 2.6 Land uses in proximity to the site are mixed in nature. To the south there is a large proportion of 1930s semi-detached dwellings, but there are also flats, maisonettes and terraced properties located to the north, east and west. There are various other uses in proximity to the site including an Aldi supermarket, a take-away restaurant, a nursery and Besses O'th Barn Church.
- 2.7 The site is located approximately 1.2km away from Whitefield Town Centre (12 minutes walk). It therefore has a highly accessible and sustainable location with convenient access on foot to a full range of shops, services, amenities and employment opportunities available in the Town Centre and nearby. Junction 17 of the M60 motorway is located 500 metres away and provides strong links to the wider area of Greater Manchester and further afield. Additionally, the site has great transport connections with several different bus services, whilst Besses o'th'

Barn tram stop is located 0.3km away. Both bus and tram services provide regular routes to Bury Town Centre and Manchester City Centre, including Shudehill which is a popular transport hub.

3. Planning History

Planning History

- 3.1 In accordance with best practice a review of the site's planning history was undertaken on 5th May 2022. The following applications were identified:

Reference	Description	Decision and Date
61596	Conversion and extensions to existing dwelling house to form 8 bed House in Multiple Occupation (HMO)	Refused 28 July 2017
64719	Change of use from existing 6 bed HMO (Class 4) to 8 bed (8 person) house in multiple occupation (HMO) (Sui Generis)	Refused 15 November 2019
APP/T4210/W/19/3242673	Change of use from existing 6 bed HMO (Class 4) to 8 bed (8 person) house in multiple occupation (HMO) (Sui Generis)	Appeal dismissed 10 March 2020

- 3.2 It is noted that previous applications and an appeal for the conversion to an 8 bed HMO have been refused / dismissed. The reason for refusal related to a lack of dedicated off-road parking and potential highways safety concerns. It is worth highlighting that application 64719 had an officer recommendation for approval, and there were no objections from the Local Highways Authority, but the application was refused at Planning Committee.
- 3.3 This submission has fully addressed the reason for refusal cited in the decision notices for the above applications.
- 3.4 It is also worth noting that the applicant has acquired additional land since the dismissal of appeal APP/T4210/W/19/3242673. The applicant has purchased a strip of land running parallel to the southern boundary of the site. Car parking associated with the development therefore takes place on land within the applicant's ownership.

4. The Proposed Scheme

- 4.1 The application building is currently in use as a 6 bed HMO (C4 use). The applicant converted the existing vacant dwellinghouse to a small HMO using permitted development rights. The proposed scheme involves the conversion of the property from a small HMO (C4 use) to a large HMO (Sui Generis). The proposals will increase the capacity of the HMO from six to eight persons.
- 4.2 No external alterations, extensions or physical works are required in order to facilitate the conversion. The property has already been fitted out with eight en-suite bedrooms and a kitchen area on the second floor, albeit only six bedrooms are currently in use. Two rooflights have previously been inserted into the southern roof plane of the main element of the building, one of which will provide outlook and natural light to proposed 'room 2' as identified on the submitted proposed plans.
- 4.3 The existing layout at ground floor and first floor, which accommodates the existing six ensuite bedrooms and a kitchen / diner, will be retained as existing.
- 4.4 The existing rear yard is sizable and will continue to provide external amenity space for existing and future residents to sit out and dry clothes. The rear yard also accommodates refuse storage and can accommodate secure cycle parking.
- 4.5 Vehicle parking will continue to take place as per the existing arrangement, with vehicles parked perpendicular to the site. This land is within the applicant's ownership.

5. Planning Policy Context

5.1 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

5.2 The National Planning Policy Framework (NPPF) was revised in July 2021, and sets out the government's planning policies and how these are expected to be applied. It replaces the Framework published in July 2018, 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.

5.3 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.

5.4 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.

Delivering Sustainable Development

- 5.5 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.

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.

Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the event that there has been significant under delivery when measured against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.

The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery

Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

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.

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.

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.

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.

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.

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.

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.

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

5.6 The Development Plan for Bury comprises the following documents:

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

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

5.7 The Unitary Development Plan (UDP) for Bury was adopted on 29 August 1997 and is the key Development Plan Document against which proposals should be judged. UDP objectives and policies of particular relevance to the proposed scheme are summarised below:

- Housing Objective 1 'To identify sufficient land for housing to meet the housing requirement set for the Borough' sets the provision for the building of 7200 dwellings over the period mid-1986 to mid-2001. It is acknowledged that this is now out of date, however the 'Bury Five Year Supply of Deliverable Housing Land (April 2017) confirms that Bury's housing target should be set at 625 dwellings per annum (running from 2015/16 to 2034/35), based on the evidence set out in the Greater Manchester Strategic Housing Market Assessment.
- Housing Objective 2 'To develop a housing stock which reflects the guiding principles of Strategic Guidance' includes locating residential development within and well related to the urban area; and resisting housing development on protected open space.
- Housing Objective 3 'To develop a housing stock which reflects the needs and demands of the Borough's population' includes developing a wide range of housing types and tenures.

- Policy H1/2 'Further Housing Development' states the Council will have regard to the following factors when assessing proposals for housing development on sites not identified on the Proposals Map:
 - the need to direct development towards the urban area;
 - the availability of infrastructure;
 - the need to avoid the release of peripheral open land, unless this can be shown to be consistent with urban regeneration;
 - the suitability of the site in land use terms with regard to amenity, the nature of the local environment and surrounding land uses;
 - other policies and proposals of the Plan.

- Policy H2/1 'The Form of New Residential Development' states that all new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. Factors to be considered when assessing proposals will include:
 - the height and roof type of adjacent buildings;
 - the impact of developments on residential amenity;
 - the density and character of the surrounding area;
 - the position and proximity of neighbouring properties;
 - the materials to be used in proposed developments, especially their colour and texture.

- Policy H2/2 'The Layout of New Residential Development' which states that new residential development will be required to demonstrate acceptable standards of layout. Factors to be considered when assessing proposals will include:
 - car parking provision;
 - access for both vehicles and pedestrians, and provision for public transport;
 - the possible need for traffic calming measures;
 - density;
 - space about and between dwellings;
 - landscaping and screening;
 - protection/provision of trees and hedgerows;
 - open space/children's play areas;

- design for safety and security;
 - access/facilities for the disabled;
 - the existence of any public rights of way.
- Policy H2/4 'Conversions' states that applications for the conversion of a building into a house of multiple occupation, will be considered with regard to the following factors:
 - the effect on the amenity of neighbouring property through noise,
 - visual intrusion,
 - the position of entrances,
 - impact of parking areas, extensions and fire escapes;
 - the general character of the area and the existing concentration of flats;
 - the amenity of occupants;
 - the effect on the street scene of any changes to the external appearance of the building;
 - car parking and servicing requirements.
- HT2/4 - 'Car Parking and New Development' The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.
- HT6/2 - 'Pedestrian/Vehicular Conflict' states that the council seeks to reduce pedestrian and vehicular conflict. The aim of encouraging greater use of more sustainable modes of transport is consistent with one of the NPPF's Core Planning Principles to actively manage patterns of growth to make the fullest use of public transport, walking and cycling as well as some of the more specific NPPF policies designed to promote sustainable transport.
- 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.

- 5.8 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

- 5.9 Bury Council is currently in the process of preparing a new Local Plan, and once adopted it will replace the existing UDP document. Consultation on the Policy Directions for the Bury Local Plan ended on 30th November 2018 and the Council will take all the responses into account when progressing and consulting on a draft Local Plan.

Supplementary Planning Documents (SPDs) and Guidance

- 5.10 There are also various Supplementary Planning Documents of relevance to the proposed scheme, which include:
- SPD 11: Parking Standards in Bury (May 2007); and,
 - SPD 13: Conversion of Buildings to Houses in Multiple Occupation (January 2010);
- 5.11 The proposed redevelopment scheme has been designed in accordance with the policies of the UDP and the above SPDs.

6. Planning Appraisal

6.1 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
- Highways, Accessibility and Parking
- Waste Management
- Sustainable Development: Economic, Social and Environmental Benefits

Principle of Development

6.2 The principle of converting the existing property from a 6 bed HMO (C4 use) to an 8 bed HMO (Sui Generis) is wholly appropriate given that the building is already in use as a HMO. The proposed 8 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, then this further reinforces that the proposals are acceptable in principle.

6.3 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 conversion of an existing six bed HMO in a sustainable location to provide an eight bed HMO directly responds to these two objectives, and will make a small but meaningful contribution to Bury's housing target of 625 dwellings per annum. The proposed HMO property will provide a valuable source of affordable accommodation which is attractive to a range of occupiers including young professionals and key-workers. The development will also help towards meeting local demand for housing, and providing variety to the housing tenure available in line with Housing Objective 3 of the UDP. The applicant currently lets out six HMO bedrooms and has identified that there is a strong local demand and high level of interest.

6.4 The proposals will also have positive sustainability credentials since they will represent a more efficient use of an existing building. The proposals involve the conversion of an existing building and the re-development of brownfield land, therefore having less environmental impact than new build housing provision.

6.5 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;

6.6 The proposed eight bed HMO will not result in any loss of amenity to neighbouring properties. The property will continue to provide residential accommodation, thereby being compatible with neighbouring occupiers. The proposals will enable an additional two people to live at the property, and therefore any noise or disturbance resulting from this would be negligible. The property is an end of terrace property, and as such the access to the rear yard is positioned away from the adjoining neighbour, further minimising any potential impact. Car parking provision will be as per the existing arrangement, with cars parked perpendicular to the property within the boundary of the application site. The applicant has confirmed that currently there are only three tenants (50%) with a car, and as such only one additional car is anticipated which can easily be accommodated. Nevertheless, it is not expected that residents will need a car given the highly accessible and sustainable location of the site.

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

6.7 The general character of the area is typified by a mix of residential, retail, religious and education uses. The site fronts onto Bury New Road, which is a main arterial route into Manchester. The surrounding character is therefore relatively lively, and fast paced, rather than a quiet, settled residential street. The conversion of the existing HMO to provide an additional two bedrooms would have no impact on the character of the area.

c) the amenity of occupants;

- 6.8 All occupants will have a decent standard of amenity. The property has already been converted to an eight bed HMO (albeit only six rooms are currently let). The HMO has been converted to a high-quality design in terms of living accommodation, sound proofing, natural lighting and ventilation. The applicant obtained building regulations sign off for the works undertaken and also holds a HMO license, confirming the accommodation is provided to an acceptable standard.

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

- 6.9 No external alterations are required to facilitate the conversion. Informal car parking is located within the application site, perpendicular to the property on additional land recently acquired by the applicant. Servicing arrangements will continue as per the existing arrangements for the site.
- 6.10 These various considerations are discussed in further detail in the following sections of this appraisal.
- 6.11 Paragraph 3.12 of SPD 13 states that HMOs are often best located in vibrant areas that are near a relatively busy highway, well served by public transport, cycle routes and a range of services including shopping and leisure. The application site is situated in a vibrant location, fronting onto Bury New Road which is a main arterial route into Whitefield, Prestwich and Manchester. The site is also in proximity to a range of services and amenities, and well served by public transport. On this basis, the application site is wholly appropriate for use as a HMO.
- 6.12 The conversion of 79 Bury New Road from an existing six bed HMO to an eight bed HMO will provide an additional two units of valuable accommodation that would be wholly compliant with national policy provided at paragraph 120 of the NPPF which states that 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.

- 6.13 Overall, the principle of the development is considered to be entirely acceptable, and the proposals are in accordance with considerations for Saved UDP Policy H2/3 H2/4, HT2/4 and HT6/2, the guidance within SPD 13 and the NPPF.
- 6.14 In addition, the scheme will be associated with a series of positive planning and regeneration benefits including:
- Conversion of an existing building and previously developed land which will help to address housing demand in Bury and reduce pressure to develop greenfield and Green Belt sites.
 - More efficient use of an existing building and existing housing stock.
 - Provision of an important form of accommodation which provides an affordable option for many people, particularly young professionals.
 - The proposed accommodation is furnished to a high standard and will provide housing in a highly accessible and sustainable location close to everyday amenities and Whitefield Town Centre.
 - The provision of a development with high sustainability credentials that will deliver economic, social and environmental benefits.
- 6.15 It is important to highlight that the proposed scheme is also deliverable on the site for the following reasons:
- **It is Available** – The applicant owns the property, which has eight bedrooms available and ready to be occupied once planning permission is obtained.
 - **It is Suitable** – The suitability of the site for residential development is confirmed throughout this report, by reason of its sustainable accessible location to Whitefield Town Centre, proximity to an array of amenities and services, and surrounding residential development.
 - **It is Achievable** – There are no policy restrictions or development constraints that would impact on the scheme's deliverability. There is demand for the proposed accommodation, therefore should planning permission be granted the applicant is ready to market and occupy the rooms.
 - **It is Viable** – The scheme is viable and deliverable in the short-term.

Potential Impact on Amenity

- 6.16 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 residents/uses; and, whether the design will ensure that future occupants are able to enjoy a satisfactory level of amenity.

Neighbouring Residents/Uses

- 6.17 The proposals do not require any external alterations, extensions or physical works that could impact upon neighbouring occupiers. The development will enable the number of residents living at 79 Bury New Road to increase from six to eight. The impact of an additional two people residing at the site would be negligible and therefore there would be no impact upon the amenity of neighbouring occupiers.
- 6.18 It is noted that the adjoining neighbour at no. 81 raised concern in relation to application 64719 due to potential for the proposed kitchen / diner to lead to increased noise through the party wall. The applicant has confirmed that acoustic insulation has been installed to the relevant party walls in compliance with Building Regulations. This was also confirmed in the officer report for application 64719. It is important to highlight that the second floor kitchen is already installed and in use by residents currently living at the property. No issues of noise have been raised by the neighbouring property. The proposed development would not have an adverse impact upon the residential amenity of the neighbouring properties and would be in accordance with UDP Policy.

Proposed Dwellings

- 6.19 Future residents will be provided with a good level of amenity with both of the additional bedroom windows rooms achieving a good level of outlook and being free from overlooking. The proposed accommodation has been provided to high standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation.

- 6.20 Communal areas within the property include a kitchen and dining area at ground floor, as well as a secondary communal area on the second floor.
- 6.21 Residents will also have access to the generously sized shared external amenity space, which can be used for sitting out and drying clothes. In addition, future residents will also benefit from access to nearby amenities, public open spaces and other sports/recreation facilities such as Whitefield Golf Course and Victoria Park which are located in proximity to the site.
- 6.22 The proposed scheme will not have a detrimental impact on the amenity of existing residents or future occupants of the scheme, and as such complies with Saved UDP Policy H2/4 and the guidance within SPD 6 and SPD 13.

Highways, Accessibility and Parking

- 6.23 Application 64719 was refused due to a lack of parking and highway safety concerns, and a subsequent appeal against this decision was refused for a similar reason. In order to address this, the application is supported by a Highways Technical Note prepared by Axis. The report reviews accessibility by various non-car modes of transport, confirming the highly accessible nature of the site location.
- 6.24 The report also reviews the highways safety status of the existing site, and by analysing PIA data on 'Crashmap' this has indicated that there is no evidence of an existing highways safety issue in the general vicinity of the site. The site access also benefits from visibility splays that are commensurate with the 30mph speed limit for Bury New Road and Manual for Streets Guidance.
- 6.25 The Highways Technical Report also provides a robust appraisal of the proposed parking arrangements. Parking beat surveys have been undertaken, alongside a review of 2011 Census data on local car ownership levels, and the level of car occupancy at the existing site and of other similar sites contained within the TRICS Database which indicates that the proposed development is anticipated to generate an additional car parking demand of 2 spaces in the worst case scenario. The parking beat survey demonstrated spare capacity

for 9 cars to park along Robin Lane, which is more than sufficient to accommodate the anticipated additional parking demand of the proposed development.

6.26 Swept path drawings have also been provided which demonstrate that a large car can safely and satisfactorily access, manoeuvre and egress Robin Lane in forward gear. This fully addresses the reasons for refusal cited in applications 61596, 64719 and appeal decision APP/T4210/W/19/3242673.

6.27 Furthermore, the report also considers trip generation as a result of the proposal, which is forecast to result in an additional 3 two-way trips per day on average – none of which are during the weekday AM and PM peak hours.

6.28 Paragraph 111 of the National Planning Policy Framework states that:

“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”.

6.29 Overall, the submitted Highways Technical Note provides a robust review of the proposals from a highways perspective, and fully justifies the creation of two additional HMO bedrooms. The report also fully addresses the reason for refusal cited for previous applications at the site. The proposed development would result in no unacceptable impact, and is wholly acceptable from a highways perspective.

Waste Management

6.30 The proposed scheme includes the provision of bins within the rear yard/garden area which will allow for the segregation of refuse and recyclable waste. Bins will be collected by collection crews from Bury New Road, in accordance with the servicing arrangements of the existing property and of the neighbouring houses to the north and south of the site. As such, there would be a nil 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.

Sustainable Development: Economic, Social and Environmental Benefits

- 6.31 Economic: It is well documented that a shortage of housing can result in economic barriers. The provision of two additional HMO bedrooms at the application site represents a more efficient use of existing housing stock and can also help to free up single occupancy accommodation elsewhere. In addition, HMOs are a valuable source of lower cost housing and the proposals will make a contribution to this.
- 6.32 Social: The proposals will provide additional HMO bedrooms, which are an important form of housing for a number of people, particularly young professionals. 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, and places of worship, which will provide for the needs of future occupants of the scheme. The proposed development will deliver good quality / affordable housing and contribute to the creation of a sustainable community.
- 6.33 Environmental: The proposals will provide an additional two HMO bedrooms within an existing building, in a sustainable urban location. Underutilised floorspace in an existing HMO will be used to provide much needed accommodation, which will help to ease pressure on greenfield and Green Belt 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.
- 6.34 The proposals will therefore deliver economic, social and environmental benefits and thereby constitutes sustainable development, in accordance chapter 2 of the NPPF.

7. Conclusion

- 7.1 This Statement has been prepared on behalf of the applicant to support an application for the 'conversion of a six bed HMO to an eight bed HMO'.
- 7.2 This Statement has assessed the proposals against relevant planning policy and demonstrated that it accords with national and local planning policy guidance, conforming with saved policies of the UDP and relevant supplementary planning documents/guidance. The proposals will also provide economic, social and environmental benefits, and therefore constitute sustainable development.
- 7.3 On this basis Paul Butler Associates are pleased to submit this planning application and look forward to working with the council on progressing it through to a positive determination.