

**Ward:** Radcliffe - East

**Item** 02

**Applicant:** Mr Usman Ali

**Location:** 53 Bury Street, Radcliffe, Manchester, M26 2GB

**Proposal:** Change of use from care home (Class C2) to 9 bedroom (single occupancy) House of Multiple Occupation (HMO) (Sui Generis)

**Application Ref:** 71438/Full

**Target Date:** 03/03/2025

**Recommendation:** Approve with Conditions

### **Description**

The application site sits directly opposite the junction of Rectory Close/ Bury Street, Radcliffe.

It is a detached building, historically a Public House, located between two rows of terraces on Bury Street, opposite the junction with Rectory Close. The land to the rear of the application site contains the grounds of Radcliffe Close Methodist School and Bealey Community Hospital.

The application property has a rear garden area containing a hardstanding area abutting the rear elevation of the property and a grassed area extending to the rear of the application site. The garden and yard area contains 6 mature/ semi-mature Sycamore trees which are positioned along the rear and side boundaries of the site.

Planning permission is sought to change the use of the property from a 9-bedroom Care Home (Use Class C2) to a 9-bedroom (single occupancy) House of Multiple Occupation (HMO) (Sui Generis). The application was initially submitted seeking a 10-bedroom HMO, but the applicant has reduced the proposal to the 9-bedroom HMO being considered.

The internal layout of the property would be as follows:

Ground Floor: 3 bedrooms, one of which would be en-suite, an office, a kitchen, a living room and a separate shower/ W/C room.

First Floor: 5 bedrooms with a bathroom, that future occupants would share. This floor would remain as the existing property is currently laid out.

No external alterations are proposed to the building.

To the rear of the property, it is proposed to remove part of the rear garden area and reduce its level in order to provide parking for four cars and to provide an external amenity area and refuse storage provision for the use proposed. The proposal seeks to retain all except one of the trees.

### **Relevant Planning History**

26103 - Change of use of light industrial premises to care home. Approved, 05/09/1991.

### **Publicity**

The application has been advertised by Site Notice on the 29/01/2025, and 14 no. neighbouring properties and businesses were notified by letter on the 14/01/2025. Neighbours have not been notified of the proposed reduction to 9 single occupancy bedrooms.

7 representations have been received raising the following objections:

#### Concentration of HMOs and associated issues

- Raises concerns about the number of HMO properties within the town and the impact this is having on streets, residents and local resources.
- Asserts approving another HMO would add to challenges already being faced by existing residents; on-street car parking, anti-social behaviour and the character of the area.

#### Parking and Highway Safety

- Queries where the cars of up to 10 occupants, would park, and raises concern that there is a lack of parking provision in the locality, particularly when Close Park is in use.
- States that there is no parking around that area,
- States that there is already an HMO built on Sandford Street, without parking provision and asserts that the residents of that property have taken up significant parking spaces on Sandford Street, displacing Sandford Street residents.
- Advises parking is already at capacity in the area
- Raises concerns that the parking on Bury Street on the blind bend as existing is unsafe and raised concern that future occupants would make the dangerous parking situation worse.
- Advises that there is an application just up the road for 400 dwellings, and questions how the street and the area would cope with so much traffic, parking and congestion, including by this proposal, stating that it is putting the school children in danger already as they have to walk into the road.
- Queries whether occupants can safely egress the site and manoeuvre easily within the site.

#### Proximity to Primary School

- Asserts it would be irresponsible to approve this application in such proximity to Radcliffe Methodist School asserting the increased foot traffic from this proposal and potential disturbance could create an unsafe environment for students and their families, particularly when children and parents walk to and from school.

#### Crime and Disorder

- Raises the concern that the proposal, considering the number of existing HMOs, will increase crime and disorder in the locality.

#### Noise and Amenity

- Raises concerns that shared accommodation leads to increased noise and disruption in the area.

#### Other Matters

- Asserts that Radcliffe is becoming a town of ruin, where it's easy to just build houses whilst not think about the citizens that already live there.

The objectors have been notified of the Planning Control Committee meeting.

#### **Statutory/Non-Statutory Consultations**

**Traffic Section** - No objections, subject to the conditions securing the proposed car parking

bays, cycle storage and bin storage provision all being implemented prior to any use commencing and securing removal of the existing gate.

**Waste Management** - Verbally advised of the bin storage requirements.

**Adult Care Services** - No comments or observations received.

**Housing - Public Protection** - No objections, subject to the amended layout being implemented.

**Greater Manchester Police - designforsecurity** - Recommends a Crime Impact Statement is secured through the planning process.

**Pre-start Conditions** - Not applicable.

### **Development Plan and Policies**

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/4	Conversions
EN1/2	Townscape and Built Design
EN7/2	Noise Pollution
HT2/4	Car Parking and New Development
EN7/2	Noise Pollution
EN7/2	Noise Pollution
JP-P1	Sustainable Places
JP-C1	Our Integrated Network
JP-S2	Carbon and Energy
JP-S5	Clean Air
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
SPD11	Parking Standards in Bury
SPD13	Conversion of Buildings to Houses in Multiple Occupation
NPPF	National Planning Policy Framework

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

### **Principle of Development**

### Housing Land Supply and Principle of Residential Development

The National Planning Policy Framework (NPPF) is a material planning consideration in planning decisions and emphasises the Government's objective of significantly boosting the supply of homes. NPPF paragraph 61 is clear that the overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

The Framework states that local planning authorities should identify and update annually a supply of specific deliverable sites to provide a minimum of five years' worth of housing, with either a 5% buffer to ensure choice and competition in the market for land, or a 20% buffer where there has been significant undelivery of housing over the previous three years. As set out in NPPF paragraph 78, the supply of housing must be assessed against the housing requirement set out in adopted strategic policies where these are less than five years old.

The joint Places for Everyone Plan was adopted with effect from 21 March 2024 and sets the up-to-date housing requirement for Bury against which the deliverable supply of housing land must be assessed. PfE Policy JP-H1: 'Scale, Distribution and Phasing of New Housing Development' sets the housing requirement for Bury.

Following the adoption of Places for Everyone, the Council is able to demonstrate a deliverable 5 year supply of housing land with a 20% buffer (as currently required in Bury due to past under delivery) when assessed against the adopted PfE housing requirement.

The National Planning Policy Framework also sets out the Housing Delivery Test (HDT), which is an assessment of net additional dwellings provided over the previous three years against the homes required. Where the test indicates that the delivery of housing was substantially below (less than 75%) the housing requirement over the previous years, this needs to be taken into account in the decision-taking process. The latest results published by the Government (the 2023 measurement published on 12 December 2024) show that Bury has a HDT result of less than 75%, and therefore, this needs to be treated as a material factor when determining applications for residential development.

Therefore, paragraph 11(d) of the National Planning Policy Framework states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

- i. The application of policies in the Framework that protect areas, or assets of particular importance, provide a strong reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

As a result of the latest published HDT result the 'tilted balance' applies, and planning permission should be granted unless the above points Para 11(d) i or ii apply.

The applicant is proposing 1 no. 9 bed/ 9 person HMO - for housing delivery test monitoring purposes this would equate to 1 dwelling. The proposal would therefore have a limited contribution to housing supply.

Policy H1/2 - 'Further Housing Development' states that the Council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding

land uses.

NPPF paragraph 125c gives "substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused".

The property is in a highly sustainable and accessible location within the urban area with access to public transport and local services and amenities. Indeed, a bus stop exists directly outside the site providing regular buses to Bury Town Centre and Bolton Town Centre.

#### Housing Needs

Paragraph 63 of the NPPF confirms that "size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing (including Social Rent); families with children; looked after children; older people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes" however no direct reference is made to HMOs or buildings of multiple occupation.

The Bury Housing Needs and Demand Assessment (HNDA, 2020) does not specifically identify the need for HMOs. The HNDA indicates that the greatest needs in Radcliffe are for 4-bed properties, followed by 1-bed properties. For affordable properties specifically, the greatest needs for affordable homes in Radcliffe are for 2- and 3-bedroom houses, followed by 1-bedroom flats.

Whilst HMOs are not affordable housing as defined by the NPPF, they do contribute to meeting needs by providing a lesser cost housing option and play important role in the housing market, particularly for people with limited housing choices or are looking for short stay accommodation.

#### Character of the area - concentration of HMOs

Whilst there is no specific policy in relation to HMOs within the UDP, Policy H2/4 - Conversions takes into consideration the concentration of conversions for multiple occupation and the impact this can have on the character of an area.

According to the current Bury Council register of licensed HMO's, there are no licensed HMOs within 100 metres of the property. Not all HMO's require a license if occupation does not exceed 5 or more or planning permission if the property is a dwellinghouse with no more than 6 occupants. The Local Planning Authority (LPA) does not have access to records in relation to smaller HMOs that either do not require a licence, or do not need planning permission. However, based on the evidence available, there is no evidence to suggest that this proposal would result in an over concentration of HMOs in this locality. Therefore, the proposed development would be in accordance with Policy H2/4 of the Unitary Development Plan and the NPPF.

#### **Highway Safety and Parking**

It is recognised that residents have raised concerns about where future occupiers would park.

There are no specific car parking standards for HMO's in SPD11: 'Parking Standards in Bury'. SPD 13: 'The Conversion of Buildings to Houses in Multiple Occupation' gives some general advice. It states that parking and road safety issues will be important considerations when assessing a planning application and any proposal that is considered to have a

detrimental impact on highway safety or harm to amenity will not be permitted.

HMOs are best located in sustainable areas well served by public transport and close to amenities, services and facilities, which can reduce the demand of parking. In this regard, the application site is in a highly accessible area. It is located approximately 1030 metres, a 12 minute walk, from Radcliffe Metrolink Station. The application site is on the A6053: Bury Street, one of the boroughs principle highways. A bus stop serving the 524 bus route is sited adjacent to the application site. The major stops on this bus route include: Bolton - Burnden - Little Lever - Radcliffe - Bury. In this regard, access to and from the site by future occupiers, would not have to be by private car and is considered to be suitably accessible to the public transport network

The proposal seeks to make alterations to the rear yard and garden area of the property to make space to park 4 cars. The proposal demonstrates that cars would be able to access and manoeuvre around the site, meaning all cars could enter and leave the site safely in a forward gear. The area to the rear of the property also seeks to accommodate secure and covered cycle storage provision for 5 bicycles, and to accommodate refuse storage provision that 9 occupants would need, whilst ensuring the trees within the garden area, which are of both visual amenity and biodiversity value, will survive.

In the assessment of this application, it is important to take into consideration the authorised fallback position of this property which is as a 9 bedroom care home. A care home would have had a number of staff working within it, associated delivery vehicles, and visits by doctors, health visitors and the emergency services. This property currently has only one parking space within its rear yard area. With its one parking space, this use could re-commence at any time. This is a material consideration when determining this planning application which should be given substantial weight. As such, the proposed development would have less of an impact than the current use.

The property is located in an accessible location on one of the boroughs key transport corridors within stepping distance of a bus stop and walking distance of a Metrolink station. Thus, meaning future occupants would not have to rely on a private car to access services, amenities and employment opportunities. The proposal also seeks to provide 4 off-street car parking spaces and covered and secure cycle storage provision within the rear yard and garden area to serve the development.

For all of the above reasons, the Traffic Section has no objections to the proposal, subject to conditions relating to parking, refuse provision and the removal of gates. The proposal is therefore considered to be acceptable from a car parking and highway safety perspective and would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11.

### **Trees**

PfE Policy JP-G7: Trees and Woodland states that where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and protecting trees and woodland during the construction phase of development. UDP Policy EN8/2: Woodland and Tree Planting supports and encourage new woodland and tree planting.

At the request of Officers, the application is supported by an Arboricultural Impact Assessment with Arboricultural Method Statement. Six individual trees and two groups of trees were recorded within the application site. Two individual trees were recorded as retention category 'B'; and a mixture of three individual trees and two groups of trees were

recorded as retention category 'C'. The trees are generally found to be in a good to fair condition; however, one individual tree (T3) was classified as retention category 'U' (unsuitable for retention). The report recommends this tree be removed whether the development is approved or not.

The proposed development involves the creation of a new parking area and bin store, The report identifies the root protection area for each tree.

Minor sections of the root protection areas from trees T1, T2, T4 and T5 extend beyond the protective barrier and into the proposed car parking area, where excavation works are required. Given the small percentage of potential RPA disturbance, the proposed hard parking surface is not expected to cause any long-term harm to the adjacent trees. However, as a precautionary measure, it is recommended that the details contained within the arboricultural method statement are secured by condition, including a condition relating to tree protection measures.

The proposal would see the removal of one tree. This tree should be replaced with a native species which can be secured by planning condition. There is insufficient room to replace the tree on a 2-1 basis, as required by PfE Policy JP-G7, however, as the submitted Arboricultural Report states that T2, a Sycamore tree, needs to be removed for Arboricultural reasons only, and not due to the proposed development itself, its replacement on a 1-1 basis, is reasonable in this instance.

Therefore, the proposed development, subject to conditional control, would be in accordance with PfE Policy JP-G7: Trees and Woodland.

### **Design and Visual Amenity**

UDP Policy EN1/2: 'Townscape and Built Design' seeks to ensure that development proposals would not have a detrimental effect on the visual amenity and character of a particular area. PfE Policy JP-P1: 'Sustainable Places' aims to promote a series of beautiful, healthy and varied places. UDP Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development, provide the assessment criteria for detailed matters relating to height, appearance, density and character, aspects and finish materials.

No external alterations to the existing building are proposed to facilitate the change of use.

The proposed site plan shows a yard area to the rear of the site for cycle storage, refuse storage off the adopted highway, an area for sitting outside for future residents and parking for 4 cars. This yard area can be accessed from the rear kitchen area of the property and via the area at the side of the property.

Due to the boundary fencing and the trees within the rear yard area, the works proposed within the rear yard and garden area would not have any significant impact on the character and appearance of the building or to visual amenity.

The proposal would require minimal amendments to facilitate the change of use, limited to the addition of 4 car parking spaces within the existing rear garden and yard area. As such it is considered that the proposal would comply with the Development Plan Policies set out above.

### **Residential Amenity**

UDP Policy H2/4: 'Conversions' requires applications for conversion to have regard to the effect on the amenity of the neighbouring properties through noise, visual intrusion, the position of entrances, impact of parking areas, extensions and fire escapes.

### Neighbouring Occupiers

Decisions on such applications will depend upon the particular characteristics of each scheme, and its impact on the amenity and character of the neighbourhood. The Local Planning Authority however, cannot condition who the tenants of the property would be. The management of the property would be undertaken by the landlord who would be required to obtain an HMO licence. The licensing of HMOs is required for landlords to ensure these properties are kept to the required standards and are adequately managed.

The application site is a detached building, historically built as a Public House. The existing property fronts onto a busy road and has residential properties on either side of the application plot. The rear of the property borders the hospital.

Given the existing authorised use of the property as a 9 bedroom care home, the proposed change of use to a 9 bedroom HMO would not cause demonstrable harm in terms of noise, overlooking of neighbouring properties and future occupiers use of entrances, over and above the authorised use of the property.

In respect of the amenity of neighbouring properties the proposal is therefore considered to be acceptable and thus complies with UDP Policy and guidance relating to HMO's.

### The amenity of future occupiers

UDP Policy H2/4 - 'Conversions' seeks to consider the impact of any proposals on the amenity of the occupants. PfE Policy JP-P1: 'Sustainable Places' further reinforces this by stating that developments should offer comfortable and inviting indoor and outdoor environments. PfE Policy JP-H3: 'Type, Size and Design of New Housing' requires residential proposals to accord with the nationally prescribed space standards. UDP Policy EN7/2 - 'Noise Pollution' does not permit development which would lead to an unacceptable noise and environmental nuisance to nearby occupiers and/or amenity users.

The proposal would provide satisfactory internal communal space in the form of providing a kitchen/ utility room, and a sitting room on the ground floor as well as an office space. 4 of the 9 bedrooms would be fitted with en-suite facilities. 5 of the 9 occupants would share 2 bathrooms and a toilet. All bedroom spaces would accord with the requirements of the nationally prescribed space standards and the space standard requirements of PfE Policy JP- H3. The rear yard area would provide sufficient space externally for occupiers to sit outside. The proposal would therefore result in satisfactorily-designed living accommodation for future occupiers. The proposal is thus considered to accord with the requirements set out in UDP Policies H2/4 and EN7/2 and PfE Policies JP-P1 and JP-H3

### **Carbon and Energy**

Policy JP-S2: Carbon and Energy requires development to be net zero carbon with regard to operational carbon emissions and achieve energy demand reductions in accordance with the criteria in policy JP-S2. The following will be done to the property to ensure PfE Policy JP-S2 is met:

1. Cavity Wall Insulation: Any empty cavity walls will be fully filled, subject to a check for suitability from an accredited installer and approval by local authority building control.
2. Loft Insulation: loft spaces will be checked and filled with appropriate insulation.
3. Floor Insulation: uninsulated suspended timber floors, where easily accessible from underneath will be insulated.
4. HVAC (Heating controls) will be upgraded with central heating that has a programmable timer, room thermostat or thermostatic radiator valves.
5. Energy efficient lighting will be used throughout the building: rooms, halls, sitting and common areas.



The proposal therefore accords with PfE Policy JP-S2.

### **Digital Connectivity**

To comply with PfE Policy JP-C2: 'Digital Connectivity' the supporting Design and Access Statement advises the premises would have an internet provider such as BT and Sky. This would be full fibre optic connectivity. They have also confirmed the premises' wi-fi would only be for the residents of the HMO only. The proposal therefore accords with the requirements of PfE Policy JP-C2.

### **Crime and Design**

Section 17 of the Crime and Disorder Act 1998 places a duty on each local authority to 'do all that it reasonably can to prevent crime and disorder in its area'. Section 8 ('Promoting healthy and safe communities') of the National Planning Policy Framework states at paragraph 96 that there should be an aim to achieve healthy, inclusive and safe places which: (b) are safe and accessible so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Policy JP-P1: Sustainable Places of the Greater Manchester Places for Everyone Plan and the NPPF requires proposals to, amongst other things, design out crime and terrorism, to reduce opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.

The Greater Manchester Police Architectural Liaison Officer has been consulted on the proposal and Greater Manchester Police has provided the following recommendation:

"Thank you for seeking the views of Design for Security on the above application. Usually, a development of this size would require a CIS, however, having looked at the drawings submitted for this proposal; I have the following comments:

- The existing boundary should be check and repaired where necessary.
- The entrances and car park of the HMO should be illuminated in the hours of darkness via the use of dusk till dawn sensors on the light fixtures.
- An intercom system should be used at the communal entrance so that residents can vet visitors before opening the door to them. There should be no unrestricted trade access into the building.
- A secure mail delivery system should be supplied, to allow delivery without access to the whole building (i.e. secure through the wall mailboxes).
- The bicycle store should be a robust, secure, and weatherproof, enclosure. Cycle stands should be Sheffield style stands, or similar, allowing both wheels and the frame to be secured.
- Any alterations to the existing building should be complete to the Secured by Design standards."

The applicant has confirmed that they will implement these recommendations from GM Police as part of the development. As such, it is considered that no conflict is found with the requirements of criterion 8 within PfE Policy JP-P1: Sustainable Places and paragraph 96 of the National Planning Policy Framework.

### **Response to objections**

Many of the points raised have been responded to within the main report. In relation to the character of the character and building, the building is in a good state of repair and presents itself appropriately to the street. In respect of the issues relating to lack of off-street parking provision, this has been explained within the Highway Safety and Servicing section of this

report. In terms of the type of persons who would potentially occupy the building, this is not a planning consideration.

### **Conclusion**

The proposal seeks to change the use of this property from a 9 bedroom care home to a 9 bedroom, 9 person House in Multiple Occupation. The property is in a highly accessible area of the borough and thus the proposed development would accord with the requirements of PfE Policies JP-C1: 'An Integrated Network' and JP-P1: 'Sustainable Development'.

The proposal results in no external alterations to the building itself. The works proposed within the rear yard area including the provision of 4 off-road car parking spaces, which would not cause harm to the mature trees present on the site or to visual amenity, subject to conditional control. The rear yard area can also satisfactorily accommodate the refuse storage provision necessary for 9 occupants.

The proposals also provide a satisfactory level of accommodation and communal living accommodation.

Overall, this proposal accords with the requirements of the adopted Development Plan and it therefore recommended that the application be approved subject to the recommended planning conditions discussed within this recommendation report.

### **Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015**

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

**Recommendation:** Approve with Conditions

### **Conditions/ Reasons**

1. The development must be begun not later than three years beginning with the date of this permission.

Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. This permission relates to the following plans and information:

Drawing no. Location Plan;  
Drawing no. 04 Rev. R2D: Proposed Site Plan;  
Drawing no. 06 Rev. R2: Proposed Ground and First Floors Plan;  
Drawing no. 08 Rev. R2: Proposed Sections A-A and B-B;  
Drawing no. 10 Rev. R2: Existing Sections A-A and B-B;  
Drawing no. 11 Rev. R2: Proposed Front and Side Elevations;  
Drawing no. 12 Rev. R2: Proposed Rear and Side Elevations;  
Drawing no. TPP.13960 Rev. .01 Tree Protection Plan; and,  
Bike Shelter details

Except as provided for by other conditions to this permission, the development shall be carried out in complete accordance with the approved drawings and information.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the Bury Unitary Development Plan and the National Planning Policy Framework.

3. Prior to any works taking place within the rear yard and garden area, all trees to be retained on site, as defined within the Pennine Ecological Arboricultural Impact Assessment with Arboricultural Method Statement, dated March 2025, shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction", in accordance with Drawing no. TCP.13960 Rev. 1 and the Tree Protection Measures contained within the above mentioned report.

The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.

Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan and Policy JP-G7: Trees and Woodland of the Places for Everyone Joint Development Plan.

4. Beneath all areas of the canopies of the trees excavations and all construction work for the proposal hereby approved must be 'hand-dig' only. No storage of materials or equipment or use of the area by vehicular traffic allowed.

Reason: To safeguard the vascular and anchoring root systems of the trees to avoid the loss of trees which are of amenity value to the area pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan and Policy JP-G7: Trees and Woodland of the Places for Everyone Joint Development Plan.

5. On the removal of T3, as specified within the Pennine Ecological Arboricultural Impact Report and Arboricultural Method Statement, dated March 2025, a replacement native tree of a Select Standard size shall be planted in the first planting season following removal of the tree.

Reason. To compensate for the loss of T3, a Sycamore tree, in accordance with the requirements of Policy EN8/2: Woodland and Tree Planting of the Bury Unitary Development Plan and Policy JP-G7: Trees and Woodland of the Places for Everyone Joint Development Plan.

6. The use hereby approved shall not be commenced unless and until the access alterations (incorporating the removal of the existing gates at the junction with Bury Street), parking facilities and bin storage arrangements indicated on the approved plans have been implemented to the satisfaction of the Local Planning Authority and thereafter maintained.

Reason. To ensure good highway design and maintain the integrity of the adopted highway in the interests of highway safety and to ensure adequate cycle storage arrangements and provision for the storage and disposal of refuse within the curtilage of the site, clear of the adopted highway, in the interests of highway safety, pursuant to policies H2/2 - The Layout of New Residential Development,

EN1/2 - Townscape and Built Design, H2/4 - Conversions of the Bury Unitary Development Plan, policies JP-C5: Streets For All, JP-C6: Walking and Cycling and JP-C8: Transport Requirements of New Development of the Places for Everyone Joint Development Plan.

7. The turning facilities indicated on the approved plans shall be provided before the development is brought into use and shall subsequently be maintained free of obstruction at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety, in accordance with Policy JP-C8: Transport Requirements of New Development of the Places for Everyone Joint Development Plan.

8. Prior to occupation of the development hereby approved, the gate shown on the Drawing no 02 Rev. R3 shall be removed.

Reason. In the interest of highway safety, to ensure the vehicular access to the site is kept open to ensure cars can enter and leave the site without having to stop or encroach onto the adopted highway, pursuant to Policy JP-C8: Transport Requirements of New Development of the Places for Everyone Joint Development Plan.

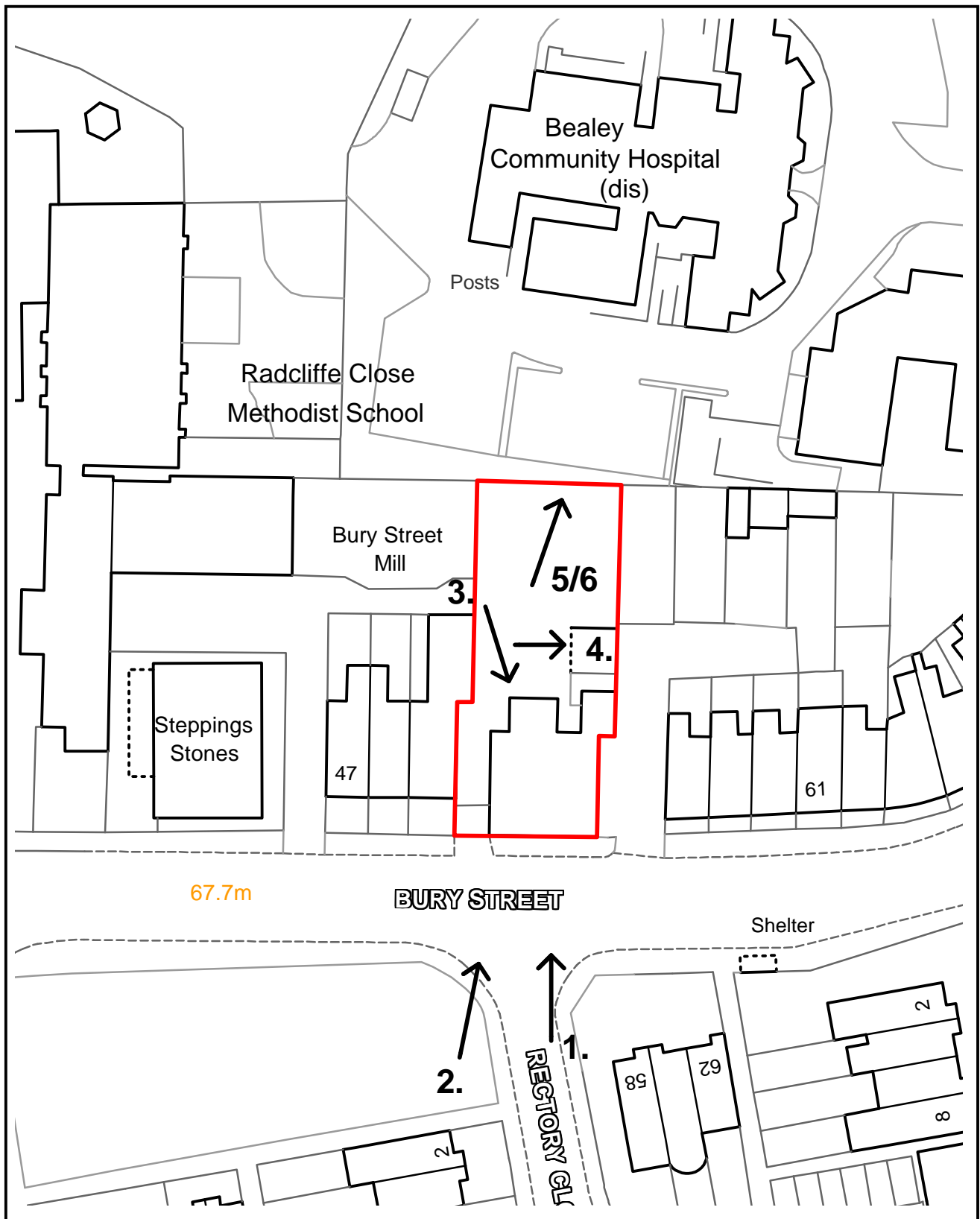
9. The premises to which this approval relates shall be used as an HMO for a maximum of 9 no. persons within 9 no. bedrooms.

Reason. To ensure the intensification and scale of uses in the property does not extend beyond acceptable levels which could cause impact to residential amenity and highway safety in respect of the associated parking, access and servicing requirements or general activity and disturbance pursuant to policies EN1/2 - Townscape and Built Design, H2/4 - Conversions, HT2/4 - Car Parking and New Development, JP-P1 - Sustainable Places, JP-C5 Streets for All, JP-C6 -Walking and Cycling and JP-C8 - Transport Requirements of New Development.

For further information on the application please contact **Claire Booth** on **0161 253 5396**



# 71438 - Viewpoints



53 Bury Street, Radcliffe, Manchester,  
ADDRESS: M26 2GB



**Bury**  
Council

Planning, Environmental and Regulatory Services

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71438

Photo 1: Front Elevation



Photo 2: Front Elevation showing proposed Vehicular Access





71438

Photo 3 – Rear Elevation



Photo 4- Part Rear Elevation (Single storey addition)





**71438**

Photo 5: View of rear yard/ garden area towards hospital – Photo taken in Winter



Photo 6: View of rear yard/ garden area towards hospital – Photo taken in May 2025





Existing Location Plan

# Existing Location Plan

## General Notes

R2

No.	Revision/Issue	Date
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### Firm Name and Address



Mason and Marlowe

Mason and Marlowe Ltd.  
Project Managers and Quantity Surveyors  
5 Picadilly Place  
Manchester, M1 3BR

### Project Name and Address

53 Bury Street,  
Radcliffe, Manchester,  
M26 2GB.

### Sheet No.

01

### Date

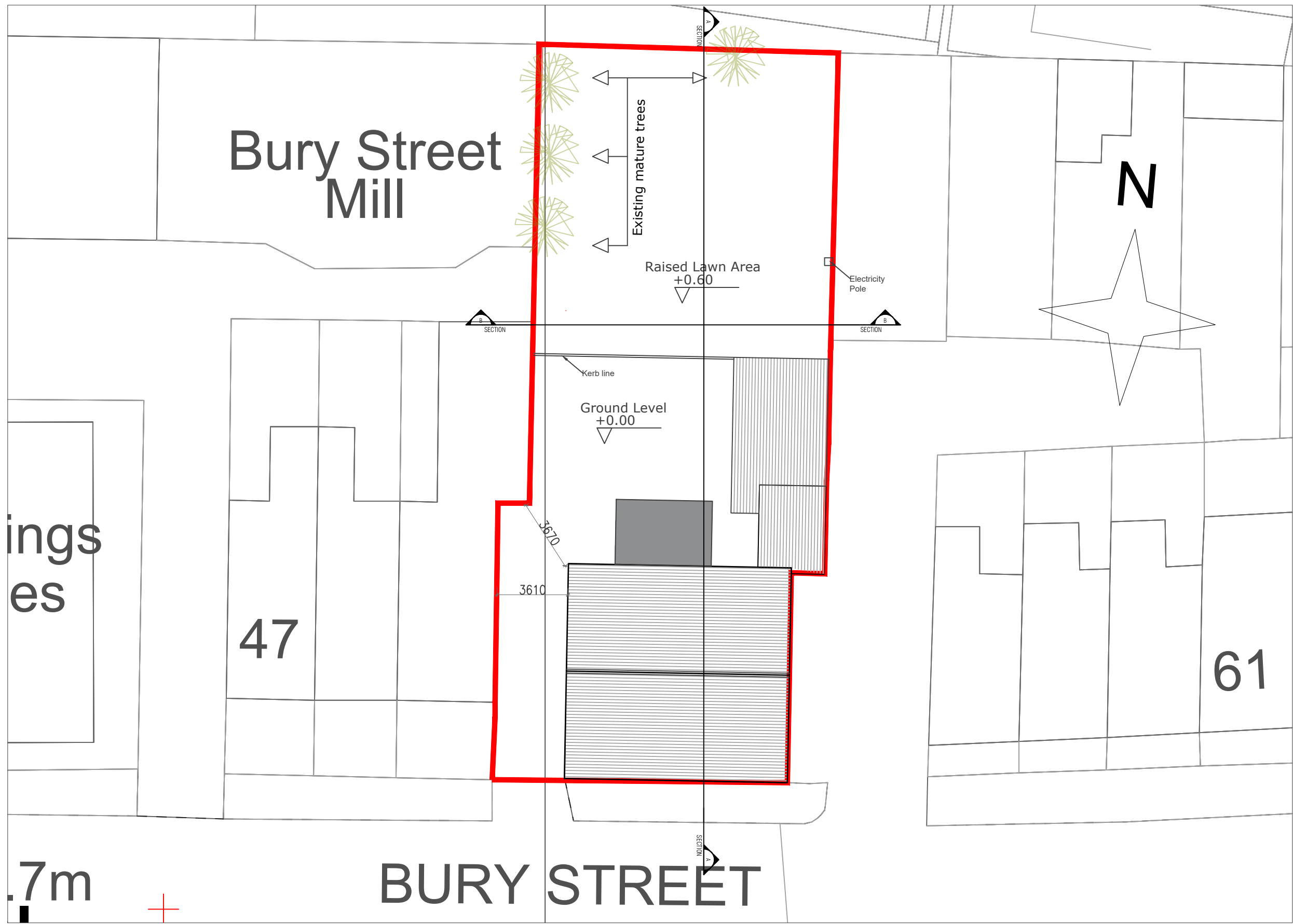
19/03/2025

### Scale

1/500

### Sheet

A3



Existing Site Plan

General Notes

	R2	
No.	Revision/Issue	Date

Firm Name and Address

 **Mason and Marlowe**

Mason and Marlowe Ltd.  
Project Managers and Quantity Surveyors  
5 Picadilly Place  
Manchester, M1 3BR

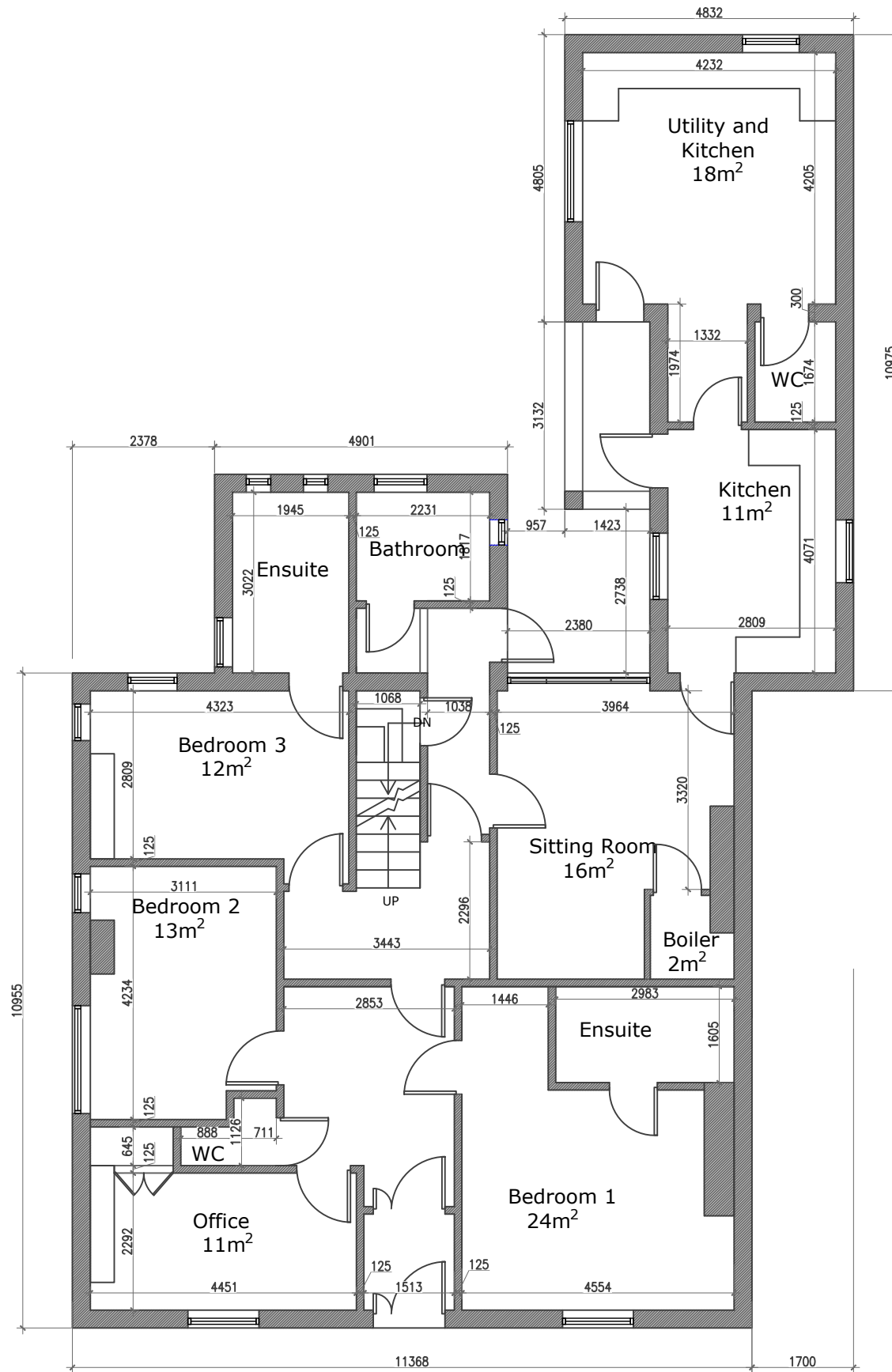
Project Name and Address

53 Bury Street,  
Radcliffe, Manchester,  
M26 2GB.

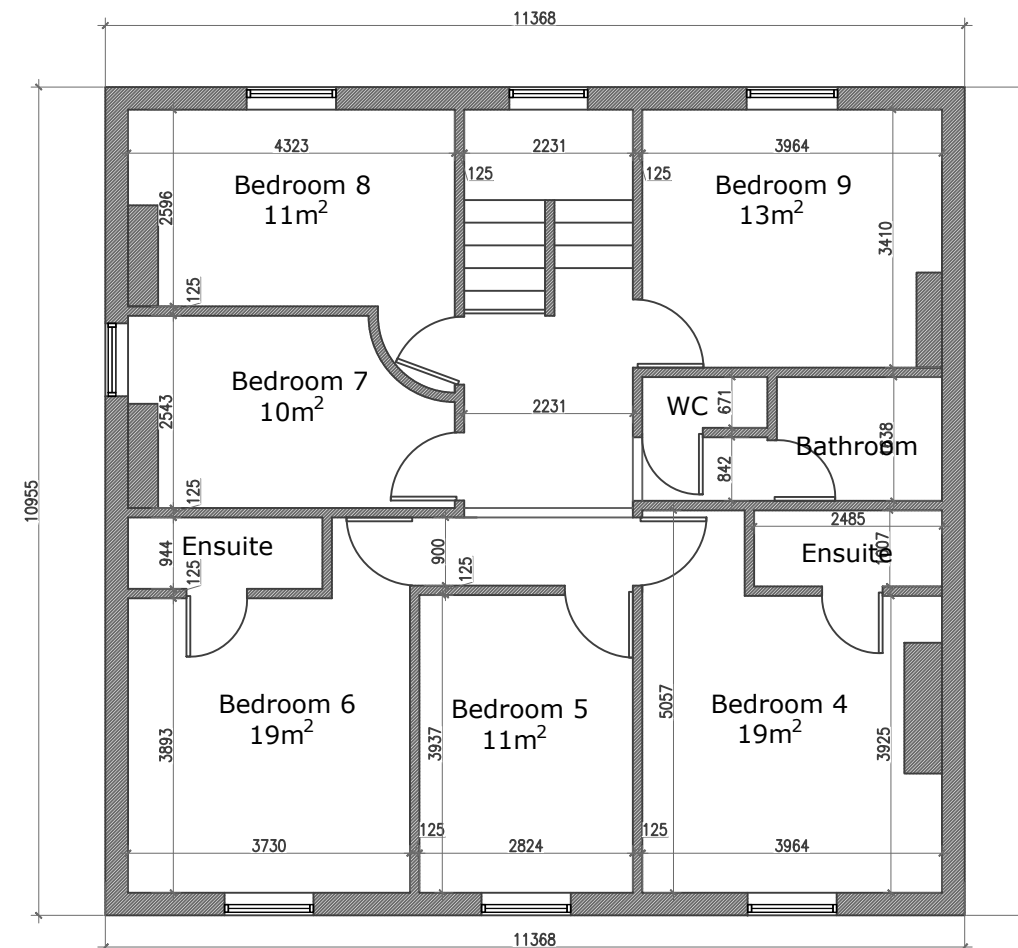
Sheet No. 02	A3
Date 31/03/2025	
Scale 1/200	







Proposed Ground Floor Plan



Proposed First Floor Plan

General Notes

R2		
No.	Revision/Issue	Date

Firm Name and Address

 **Mason and Marlowe**

Mason and Marlowe Ltd.  
Project Managers and Quantity Surveyors  
5 Picadilly Place  
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Project Name and Address

53 Bury Street,  
Radcliffe, Manchester,  
M26 2GB.

Sheet No. <b>06</b>	<b>A3</b>
Date 10/09/2024	
Scale 1/100	



Proposed Front Elevation



Proposed Side Elevation 2

General Notes		
	R2	
No.	Revision/Issue	Date

Firm Name and Address

 **Mason and Marlowe**

Mason and Marlowe Ltd.  
Project Managers and Quantity Surveyors  
5 Picadilly Place  
Manchester, M1 3BR

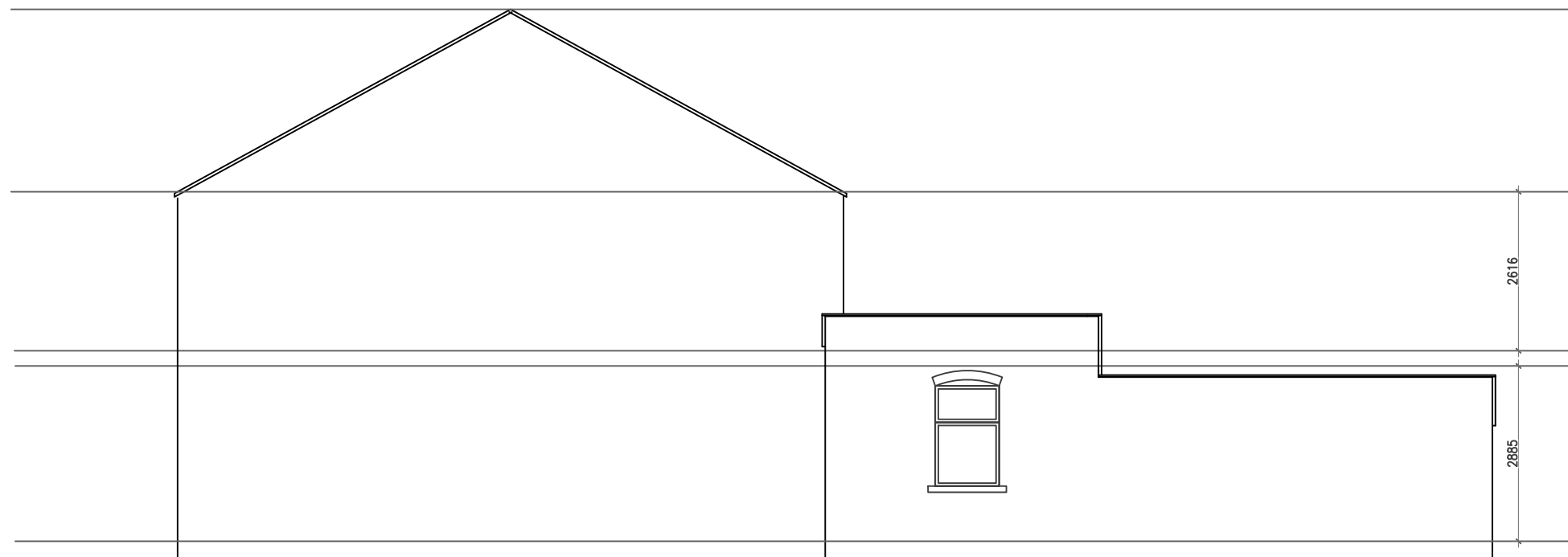
Project Name and Address

53 Bury Street,  
Radcliffe, Manchester,  
M26 2GB.

Sheet No. 11	A3
Date 31/03/2025	
Scale 1/100	



Proposed Rear Elevation



Proposed Side Elevation 1

General Notes

	R2	
No.	Revision/Issue	Date

Firm Name and Address

 **Mason and Marlowe**

Mason and Marlowe Ltd.  
Project Managers and Quantity Surveyors  
5 Picadilly Place  
Manchester, M1 3BR

Project Name and Address

53 Bury Street,  
Radcliffe, Manchester,  
M26 2GB.

Sheet No. 12	A3
Date 31/03/2025	
Scale 1/100	