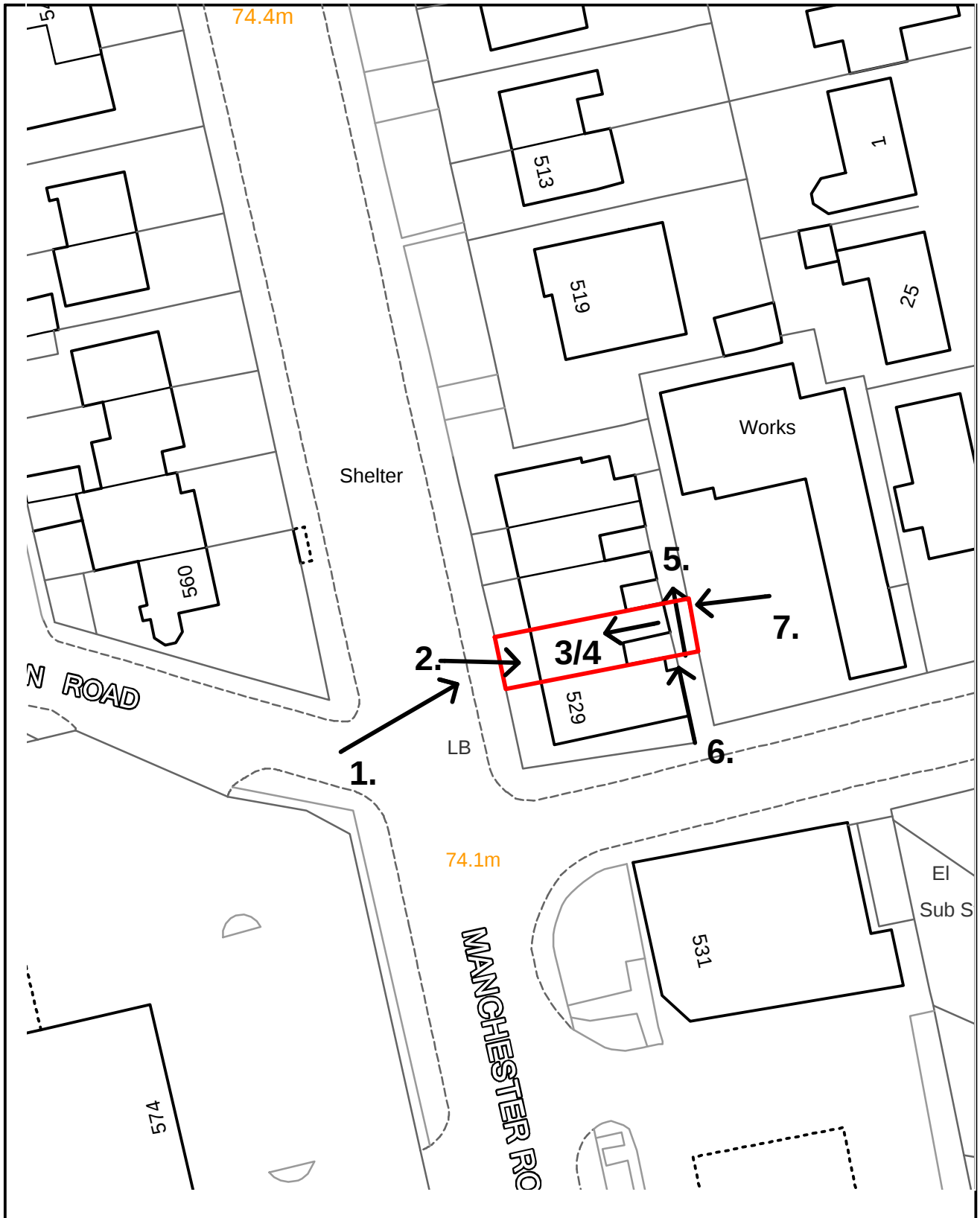


Viewpoints



**ADDRESS: 527 Manchester Road, Bury, BL9
9SH**



Planning, Environmental and Regulatory Services

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Photo 1: Street Scene – Google Street View image – Application site has the 'For Sale' sign outside it



Photo 2: Front Elevation of application site



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Photo 3: Rear Elevation of Application Site



Photo 4: View of rear yard area of application site



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Photo 5: Existing bins located on cobbled street to rear



Photo 6: View of Cobbled Street to rear where neighbours refuse storage bins also appear to be stored – half the cobbled street is blocked off by a neighbours fence



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Photo 7: View of rear elevation of application site from adjoining site



Location Plan

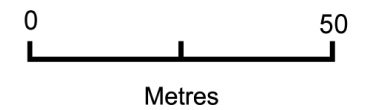
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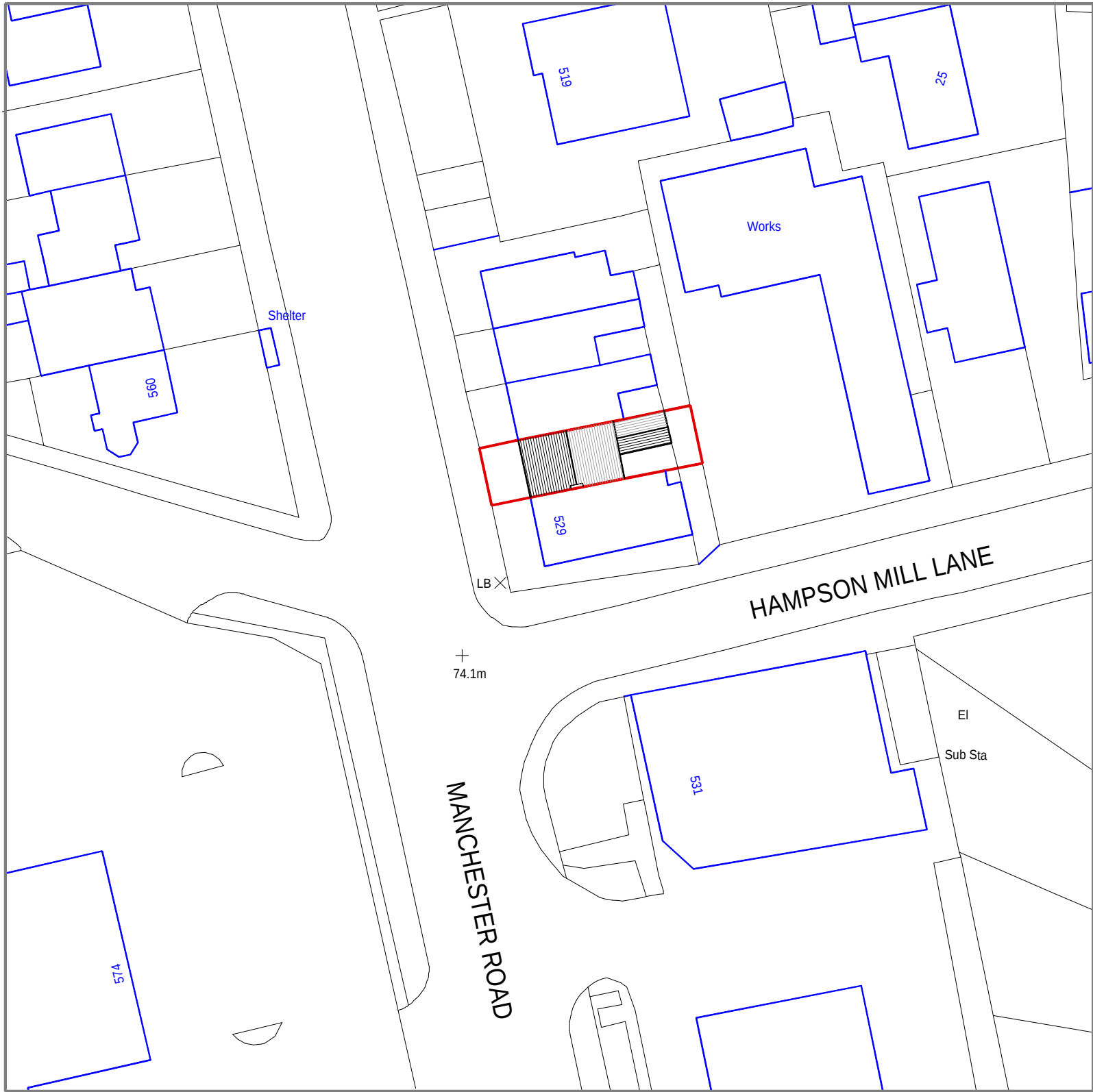
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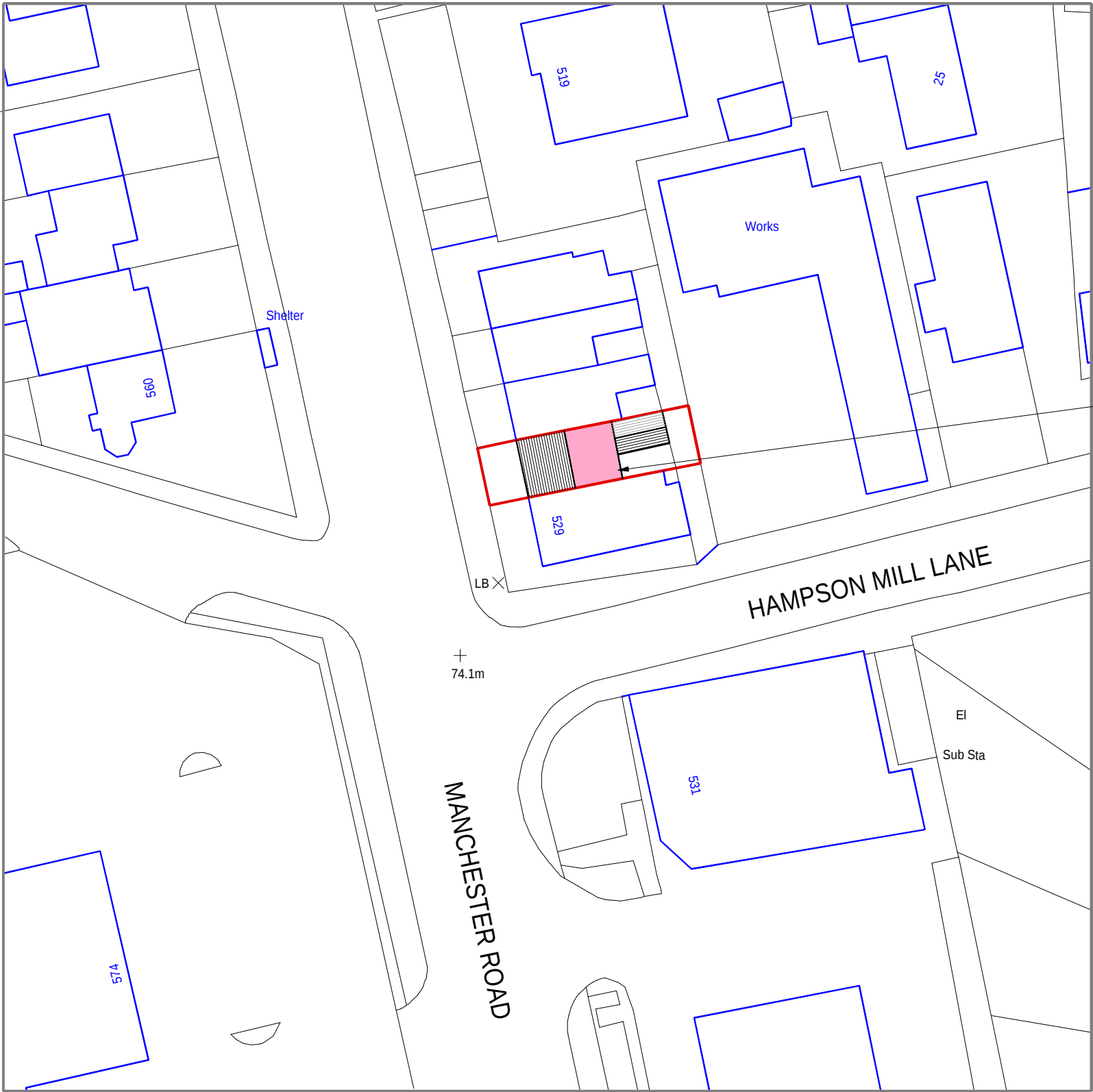
Planning Portal Reference: PP-13926253v1





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PROPOSED

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REV	DESCRIPTION	DATE	INITIAL
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STAGE:

PLANNING

**Building
Sense**
Chartered Surveyors

T: 0161 215 1229
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PROJECT:
527 Manchester Road
Bury
Greater Manchester
BL9 9SH

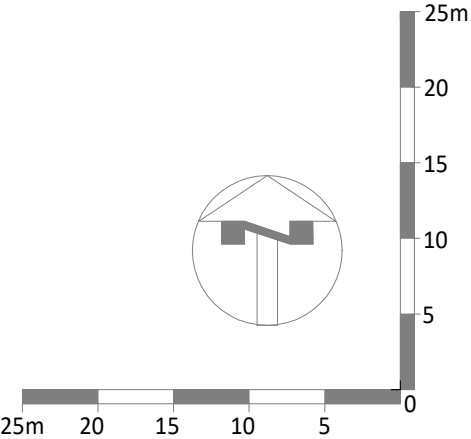
CLIENT:
Kanes Group Limited

TITLE:
Block Plan as Existing and Proposed

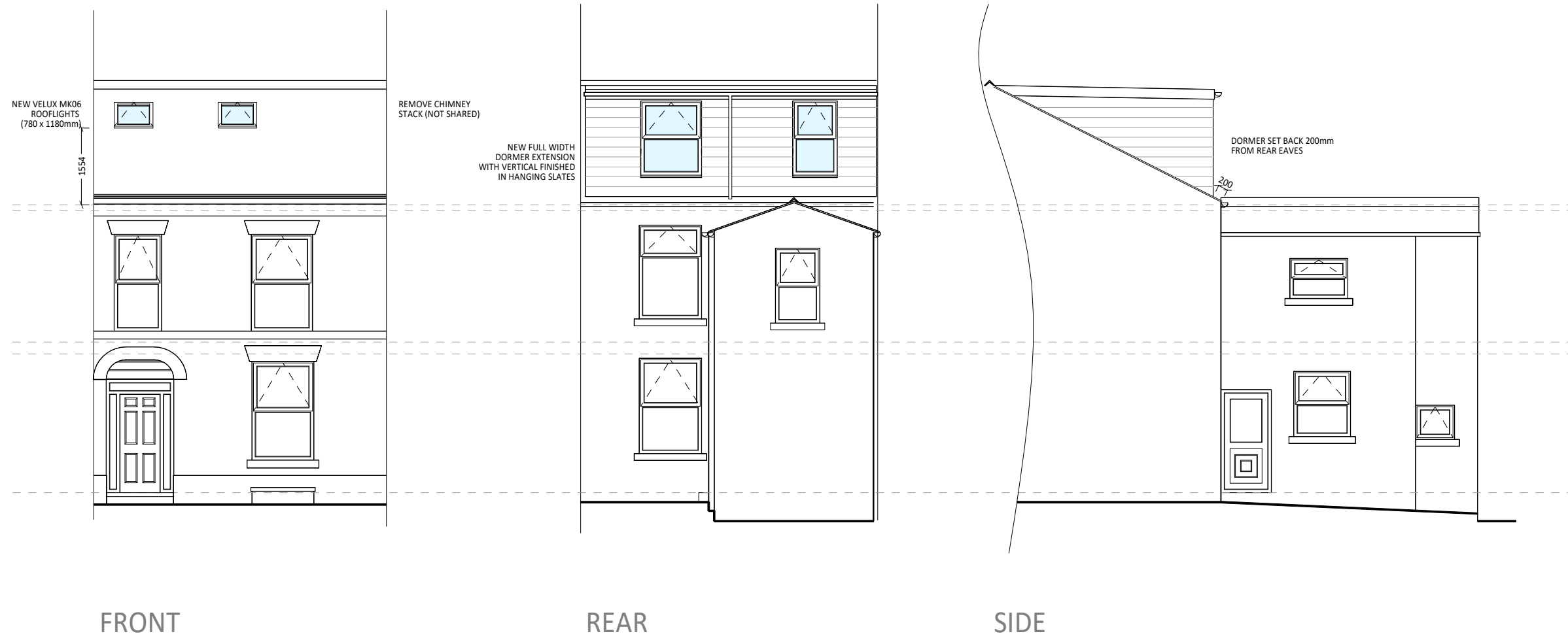
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DRAWN: MKN	CHECKED: MKN	DATE: 06/04/25
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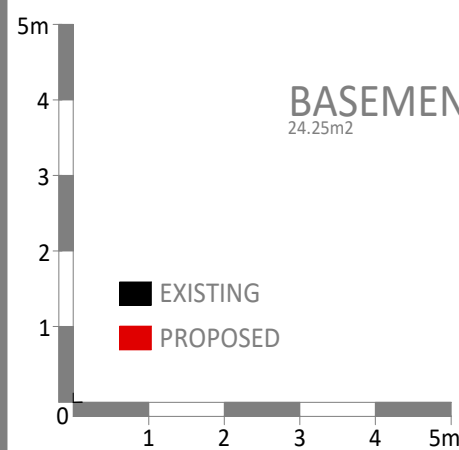
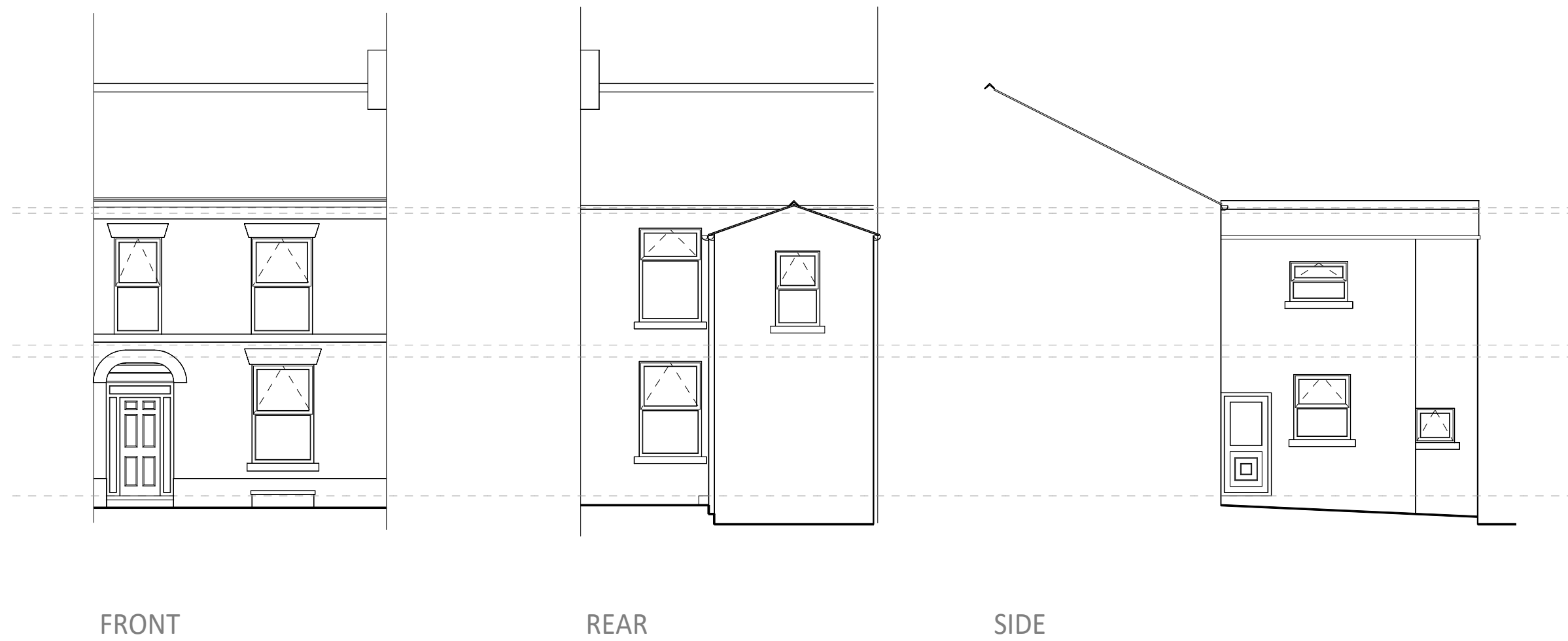
PROPOSED



PLANS

ELEVATIONS

EXISTING



REV	DESCRIPTION	DATE	INITIAL
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Do not scale. All dimensions and levels must be verified on site and discrepancies reported to Building Sense Limited, prior to commencing works or preparing site drawings. Any conflicting information must be reported for clarification. If in doubt, ask.

STAGE:

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PROJECT:

527 Manchester Road
Bury
Greater Manchester
BL9 9SH

CLIENT:

Kanes Group Limited

TITLE:

Existing and Proposed:
Plans and Elevations

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DRAWN:	CHECKED:	DATE:
MKN	MKN	05/04/2025

SCALE:	DRAWING NO.	REV:
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Ward: Whitefield + Unsworth - Unsworth

Item 06

Applicant: Kanes Group Limited

Location: 527 Manchester Road, Bury, BL9 9SH

Proposal: Change of use from dwelling (Class C3) to 7 no. bedroom/ 7 person HMO (Sui Generis); Rear dormer extension; Fenestration alterations to rear and cycle storage

Application Ref: 71842/Full

Target Date: 07/07/2025

Recommendation: Approve with Conditions

Description

The application relates to a garden fronted traditional mid terrace, Use Class C3, residential property located within a row of 5 other domestic terraced properties located on Manchester Road. The terrace, to which the application site forms part of, is positioned on its junction with Hampson Mill Lane. Access to the rear of the property is via a single width track abutting the land occupied by a light industrial unit which is in use as a Gym.

Planning permission was initially sought for an 8 bedroom, 8 person HMO. The proposal has been amended and permission is now sought to change the use of the property to form a 7 bedroom/ 7 person house in multiple occupancy (HMO). To enable 7 bedrooms the applicant proposes to install a flat roof dormer addition on the rear roof slope and to insert two rooflights on the front roofslope.

The proposed HMO would be laid out as follows:

Basement: Laundry and Store.

Ground Floor: 1 no. bedroom with a 2.66sqm en-suite, a Kitchen area and a Lounge/ Dining area.

First Floor: 4 no. bedrooms with en-suites.

Second Floor/ Loft Room: 2 no. bedrooms with en-suites.

Relevant Planning History

None

Publicity

A site notice was erected on the 'For Sale' sign positioned at the front gate of the property and on lamp post located on the Hampson Mill Lane. 9 neighbouring properties have also been notified by letter.

3 letters have been received raising the following objections:

- Over development of the property
- Questioning where occupants - up to 8 cars - would park
- Asserts harm to highway safety due to additional cars parking on an already busy Hampton Mill Lane and stating cars would likely park within the Manchester Road cycle lane.

- Asserts that the development would result in unsatisfactory living accommodation for future occupiers
- Concerned about waste/ refuse storage provision from neighbouring occupants
- Concerned about flies from inadequate refuse storage and collection

Statutory/Non-Statutory Consultations

Traffic Section - Comment received acknowledging that conversion of a residential property to a 6 bedroom HMO is Permitted Development.

Waste Management - No comments or observations received.

Housing - Public Protection - Advised that the proposed development will require a HMO licence and listed HMO licensing requirements.

Public Protection - No objections, subject to a condition requiring soundproofing of both party walls.

Adult Care Services - No comments or observations received.

Greater Manchester Police - designforsecurity - No comments or observations received.

Pre-start Conditions - Not applicable.

Development Plan and Policies

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
HT2/1	The Strategic Route Network
HT2/4	Car Parking and New Development
EN7/2	Noise Pollution
EN7/2	Noise Pollution
JP-C1	Our Integrated Network
JP-S2	Carbon and Energy
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
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guide

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.

Permitted Fallback Position

A dwelling changed to a 6 bed HMO is Permitted Development. The applicant could therefore utilise the existing property as a 6 bed HMO without the need for planning permission. This is the permitted fallback use of the property.

The LPA will therefore only be able to assess whether one additional occupant over and above the fallback use would cause demonstrable harm when considering the proposals as a whole.

Principle of Development

UDP Policy H1/2: 'Townscape and Built Design' 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.

UDP Policy H2/4: 'Conversions', has specific regard to effects on amenity of neighbouring properties, general character of the area, amenity of occupants, effects from external changes on the street scene, car parking, and servicing requirements. This is supported by SPD 13: 'The Conversion of Buildings to Houses in Multiple Occupation', that seeks to ensure that properties are of a sufficient size to accommodate the proposals and are large enough to offer satisfactory levels of accommodation for future residents. This document also seeks to ensure that HMO's are located in suitable locations. SPD 13 is rather dated in absolute terms (adopted in May 2007) and in some of the assumptions expressed (e.g. HMO's tend to attract residents in their teens and twenties who by their nature can be a little more energetic than older people, leading to a more active social life in the evenings). However, the general factors against which proposals should be assessed at UDP Policy H2/4 remain relevant.

PfE Policy JP-H3: 'Type, Size and Design of New Housing' seeks to provide an appropriate mix of dwelling types and sizes reflecting local plan policies and having regard to relevant local evidence. Development across the plan area should seek to incorporate a range of dwelling types and sizes, including for self-build. Paragraph 63 of the NPPF confirms that *"the 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; families with 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. For clarification, a house in multiple occupation is a form of housing tenure, where occupants live together forming more than one household (i.e. where facilities such as kitchen, living areas, and/ or bathrooms can be shared with other tenants).

The conversion of properties to multiple occupation can often make an important contribution to local housing stock. However, it is recognised that such conversions can put pressures on buildings, sites and areas depending upon the amount of accommodation to be provided, demands created from parking etc and thus have an adverse effect on residential amenity and the character of an area. The main issues in relation to this proposal is the consideration of the impact of the proposed accommodation in relation to the suitability of the site and location, impacts on amenity, nature of the local environment,

surrounding land uses and highway issues. These issues are discussed in more detail below and in light of the policies set out above.

Accessibility of the site to services, jobs and amenities

PfE Policy JP-C1, seeks to deliver an accessible, low carbon Greater Manchester with world-class connectivity, by, amongst other things, delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure; and locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;

The application site is a long way down Manchester Road, at the junction with Hampson Mill Lane, opposite the junction with Mount Zion Road. It is sited close to the retail offering at the Blackford Bridge Petrol Station and is also diagonally opposite the Atrium House office complex, but it has no access to all other things referenced in the Policy, apart from perhaps some limited employment opportunity and at the Petrol Station and Office complex. It is located 60m from the Bus Stop travelling southwards towards Manchester and approximately 30m to the Bus Stop travelling north towards Bury and buses go to and from the Bus Stops to the aforementioned Town Centres. With the exception of the light industrial building to the rear of the terrace and the semi-commercial development at the service station and Atrium House, the rest of the area is characterised by housing. The application site is considered to be suitably located for this type of residential accommodation.

Character of the area

UDP Policy H2/4 - 'Conversions' takes into consideration the concentration of building conversions for multiple occupation and the impact this can have to the character of an area. The justification for this policy makes it clear that it is necessary to ensure that dwelling standards are maintained and to ensure that, generally, an over provision of building conversions does not adversely affect the need to maintain a good mix of housing types, or adversely affects the character and amenity of residential areas.

Having visited the application site, checked the Planning register and the HMO Licensing register, there are no other properties in use as homes in multiple occupancy within 100 metres of the application site and therefore the proposal would not result in an over concentration of HMOs in this area and therefore the area would maintain a good mix of housing types.

Effect on neighbouring businesses

Paragraph 200 of the NPPF states:

Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

The terrace, in which the application property forms part of borders a light industrial use, currently in use as a gym, and which previously contained up to 4 businesses within it. The windows of the property are already double glazed and therefore, the proposal is highly unlikely that the existing and future neighbouring businesses would have unreasonable

restrictions placed upon them.

Amenity of neighbouring occupiers

UDP Policy H2/4 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.

The existing property fronts onto a very busy road and has residential properties on either side, to the rear and across the road to the front.

Houses in Multiple Occupation tend to operate as a normal house, however, due to this proposal seeking 7 single occupants, the use of the property, over and above the former occupancy of the dwelling (2 bed) would intensify the use of the property demonstrably and thus, given it is to be sited between existing residential properties, it is recommended that a condition securing the imposition of soundproofing to the party walls of the property be secured by planning condition. Such a condition is duly recommended.

Subject to the recommended condition, the proposed internal arrangement is unlikely to generate additional noise, disturbance and activity to cause serious harm to neighbour amenity and thus the proposal complies with UDP Policy and guidance relating to HMO's.

Amenity of future occupiers

PfE Policy JP-H3: states that all new dwellings must:

1. Comply with the nationally described space standards; and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

This is further supported by UDP Policy H2/4 that seeks to consider the impact of any proposals on the amenity of the occupants.

All bedrooms and storage areas proposed would comply with the national prescribed space standards. Due to the access to the front and rear of the property using pre-existing historic steps, it would be impractical to make the property 'accessible and adaptable'. The proposal thus accords with PfE Policy JP-H3.

In terms of the proposed communal space, which in this case, seeks to be the existing Kitchen within the rear two storey projection and the Dining Room positioned adjacent to the Kitchen.

The National Design Guide states that an aspect of ensuring development is well designed by ensuring that refuse bins are accessible and well-integrated into the design of streets, spaces and buildings, to minimise visual impact, unsightliness and avoid visual clutter.

The proposed Site Plan indicates sufficient refuse storage provision can be provided, albeit outside the enclosed rear yard area. The agent asserts that this area is within the ownership of the applicants property. A covered and secure cycle area for up to 8 bikes is proposed in the corner of the rear yard area and an outside seating area is also proposed within the rear yard area.

All of the above, leads me to conclude that the proposals would provide satisfactory living accommodation for future occupiers.

Visual Amenity

The proposals involve alterations to the front and rear elevation of the property. This would

include the provision of a new rear dormer and front rooflights.

The proposed dormer would comprise slate cladding to the elevations and a flat roof and would be set up from the eaves of the property by approximately 200mm. Windows proposed on the new dormers will comprise white uPVC which will match the existing windows. The external alterations are in keeping with the character of the existing properties and surrounding context.

The proposed rear dormer would have limited visibility, but would be visible from the commercial property behind and from Hampson Mill Lane. However, HMO's up to 6 people have a permitted development fallback, which establishes such alterations are acceptable to the rear roofslopes of dwellinghouses. Whilst a 7 bedroom HMO is considered to be a use classed as Sui-Generis, i.e. a use which does not fall into a specific use class, the permitted fallback position is a material consideration which should be given substantial weight in the decision making process.

Waste Management

The proposed scheme includes the provision of bins within the rear alley (as existing) which would allow for the segregation of refuse and recyclable waste and would ensure the storage of bins would not adversely impact on the street scene. The number of bins provided has been shown as eight, which is considered satisfactory for the numbers of occupants proposed.

Bins would continue to be collected from Hampson Mill Lane as they are currently and it is therefore considered that there would be a no detrimental effect on the safety and operation of the local highway network, as it would operate in the same manner as the existing site and nearby properties.

The concern raised about the number of bins causing a fly nuisance, if this does occur, neighbouring occupants could report this issue to the Council's Environmental Health, Public Protection section.

Highway Safety

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.

PfE Policy JP-C1: 'An Integrated Network' seeks to deliver an accessible, low carbon Greater Manchester with world-class connectivity. It seeks to achieve this by a range of measures, including, amongst other things, delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure; and locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport.

No off-road car parking is possible, however unrestricted on-street car parking is available on Hampson Mill Lane, 10 metres to the south of the application property. The road is unusual in that it has no residential addresses, both sides of the road with only the rear fences of the houses to either side on Hendon Drive and Leyton Drive fronting the highway. Notwithstanding this, HMO's 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.

The application site is located on Manchester Road, a strategic road within the borough, close to the junction with Hampson Mill Street and close to the convenience store at the Petrol Filling Station at Blackford Bridge and is within walking distance of Bus Stops on either side of Manchester Road.

The proposals would accommodate a secure and covered cycle store with space for eight bikes (100%) provision as indicated on the submitted drawings. This will promote cycling as a viable and attractive means of travel. The level of provision proposed within the scheme will also help to support a reduction in reliance upon the private car and help to encourage use of more environmentally friendly and sustainable modes of transport amongst future occupants of the proposed development.

The site is also within a residential area, and is therefore suitably located for a development of this nature.

In terms of assessing highways matters paragraph 111 of the NPPF is relevant which advises '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

This is a high policy test and it is not considered that the development would be associated with severe adverse highway impacts which would warrant a refusal.

It has been demonstrated that the scheme accords with the transport requirements of the NPPF; UDP Policy HT2/4 and would be acceptable when assessed against part e of UDP Policy H2/4 and the relevant cycle parking storage guidance within SPD 11.

Carbon and Energy

PfE Policy JP-S2 sets out the steps required to achieve net zero carbon emissions. The submitted details state the proposals will align with the 2022 Part L Building Regulations and therefore the proposal accords with the requirements of this policy.

Digital Connectivity

PfE Policy JP-C2 requires all new development to have full fibre to premises connections unless technically infeasible and / or unviable. The policy supports the provision of free, secure, high-speed public wi-fi connections, particularly in the most frequented areas.

In compliance with Policy JP-C2 of the PfE plan, the submission advises that the proposed development would support high-quality digital infrastructure through the following measures:

- Full Fibre Superfast Internet will be installed to the development
- Mesh network throughout the property, ensuring seamless fast wireless internet to all rooms.

A mesh network Wi-Fi system uses multiple access points (nodes) to create a single, seamless Wi-Fi network throughout a home or building, eliminating dead zones and providing consistent coverage. Unlike traditional routers, which broadcast from a single point, mesh systems distribute the Wi-Fi signal from multiple access points, ensuring a strong and reliable connection everywhere.

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. The concerns raised relating to the number of bins, this has been covered in the Waste Management section of this report.

Conclusion

The property has permitted development rights to convert from a dwellinghouse to a 6 person HMO without planning permission and also to erect extensions and alterations permitted under Schedule 2, Part 1, Classes A-H of the Planning (General Permitted Development) Order 2015, as amended. This is therefore the permitted fallback position and has been taken into account in assessing the appropriateness of the proposal.

The addition of one more occupant at the property would not result in conditions that would be demonstrably worse than the fallback position allowed under Permitted Development regulations.

Given the sites location on a main transport route between Bury Town Centre and Manchester City Centre, close to the Bus Stop(s), the proposal is considered to be suitably located. The recommended soundproofing condition would ensure the amenity of neighbouring residents would not be demonstrably harmed.

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 documents:

Drawing ref: Location Plan (Planning Portal);
Drawing no. 24110.01 Rev. E: Existing and Proposed: Plans and Elevations; and,
Document ref. PfE Policy Statement - Rev. A.

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

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, Greater Manchester Places for Everyone Joint Development Plan, and the National Planning Policy Framework.

3. The sound insulation of both party walls of the property shall be improved in accordance with Building Regulations Approved Document E (or similar method), the details of which shall be submitted to and approved by the Local Planning Authority and implemented to and approved in writing by the Local Planning Authority prior to the use commencing.

Reason. To reduce nuisance from noise to the occupiers of the adjoining dwellings pursuant to Policy EN7/2: 'Noise Pollution' and H2/4: 'Conversions' of the Bury Unitary Development Plan and the National Planning Policy Framework.

4. Before the building hereby approved is first occupied, details of the size, materials and design of the cycle parking and storage provision shown on drawing no. 24110.01 Rev. E shall be submitted to and approved in writing by the Local Planning Authority. The duly approved covered and secure cycle parking provision shall be installed and made available for use before the building is first occupied, and retained as such thereafter.

Reason. In the interests of amenity as details of its design and height of the cycle storage unit have not been provided and to promote modal shift and encourage travel to the site by more sustainable modes of transport and to ensure the amenity of neighbouring residents is not harmed, in accordance with Policies H2/2: 'The Layout of New Development', H2/4 'Conversions', Policies JP-C6: 'Walking and Cycling' and JP-C8: 'Transport Requirements of New Development' of the Greater Manchester Places for Everyone Joint Development Plan and SPD11: 'Parking Standards in Bury'.

5. The refuse storage facilities and covered and secure cycle storage provision indicated on the approved plans shall be implemented and made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved becoming first occupied and shall thereafter remain available at all times.

Reason. In order to ensure that the development would maintain adequate facilities for the storage of domestic waste, including recycling containers, and sufficient cycle storage provision is secured, in the interests of amenity and to promote modal shift and encourage travel to the site by more sustainable modes of transport in accordance with Policies JP-C6: 'Walking and Cycling' and JP-C8: Transport Requirements of New Development of the Places for Everyone Development Plan.

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

