

Ward: Bury West

Item 08

Applicant: Jaguar Paw Properties Ltd

Location: 240 Bolton Road, Bury, BL8 2PA

Proposal: Change of use from dwelling (Class C3) to 8 bed house in multiple occupation (HMO) (sui generis) including extending/raising the roof over existing rear garage

Application Ref: 71978/Full

Target Date: 21/08/2025

Recommendation:

Description

The application relates to a large end terraced dwelling which has a front garden and a rear yard area which is located on Bolton Road on the corner of Glenboro Avenue. Back Bolton Road North, a cobbled street runs along the rear of the terrace to which the application site forms part.

Planning permission is sought to change the use of the property from a dwelling (Class C3) to an 8 bedroom house in multiple occupation (HMO) (sui generis). Permission is also sought to both extend and raise the roof over an existing flat roof rear garage.

The accommodation proposed would be spread over three floors as follows:

Ground Floor: Kitchen and dining, Lounge and dining, W/C and storage; Bedroom 1 and 2

First Floor: Bedrooms 3, 4, 5 and 6

Second Floor: Bedrooms 7 and 8

All rooms have ensuite facilities

During the course of the application the application has amended the proposal, as follows:

- Reduced the number of bedrooms from 9 to 8
- Created a communal Lounge Area
- Removed the front external amenity space
- Relocated the bicycle storage to be stored inside the garage
- Added more private external amenity space to the rear yard (approx. 18m²)
- Widened the garage door to 2.5m for better access to park a car
- Moved the access to the ground floor communal WC to the hallway.

Relevant Planning History

71521 - Lawful development certificate for proposed loft conversion with hip to gable roof extension solar panels at front and rooflights at rear - Lawful Development, 02/05/2025.

Publicity

The application has been advertised by consulting adjoining and nearby properties by letter and by erecting Site Notices adjacent to the front boundary of the site and on a pole located on the corner of the application site at the junction of Glenboro Avenue with Back Bolton Road North.

11 (addressee) representations objecting to the proposal have been received raising the

following objections:

- Experiencing noise problems (during construction).
- This is a bigger development and will be managed by the same company, which will pose more issues for residents and lower property value in an already overcrowded area.
- This is also next to a nursery so poses safe guarding issues.
- The fact the developer has converted this without correct planning and approval whilst being misleading when questioned by the council and residents sets a dangerous standard if he is allowed to get away with what he has done.
- There have also been modifications that have not been approved such as the windows overlooking the nursery and the skylight on the front.
- They have already been issues with this development including damage to residents property and working all hours.
- This development should not be approved, it has been submitted in retrospect to the work already having been carried out, the work completed in preparation should be ordered to be reverted to its original state. A HMO in close proximity is affecting the right to sell our home as people do not wish to reside close to an HMO obvious reasons
- This is a retrospective application after being caught after a s196A was filed by the council as part of a formal complaint
- The following will/have been an issue with this development – property damage, waste, noise, antisocial behaviour, loss of water pressure, parking and overcrowding
- The only people gaining anything from this development are the developer/owner and the subletting company, who will be making money off it.
- overdevelopment is completely out of place on our street.
- Party Wall concerns
- There is already limited parking, and this increase in occupancy will only worsen congestion and impact road safety.
- People have been heard and seen at the property with cars already parking outside other properties and obstructing garages.
- The yard is not big enough for 5 bins. 2 cars tables to seat 14 people and a bike store And gates that open inwards.
- By having this many people in a terrace house with only a kitchen as living space it would inevitably present noise or disruptive behaviour.
- 8 bedrooms is still too many for the size of the property. The rooms are all double bedrooms with potential for guests/ visitors. This is likely to result in excessive noise and disruption.

Objectors have been informed of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Adult Care Services - No comments or observations received.

Traffic Section - Any response shall be provided within the supplementary.

Environmental Health - Pollution Control – Adjoining walls should be soundproofed

Greater Manchester Police - designforsecurity - – No comments received

Waste Management – No response received

United Utilities - No objections. Advice provided where residents can approach the provider regarding concerns around water pressure.

Housing - Public Protection – No comments received

Pre-start Conditions - Not relevant

Development Plan and Policies

NPPF	National Planning Policy Framework
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
SPD11	Parking Standards in Bury
SPD13	Conversion of Buildings to Houses in Multiple Occupation
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-S2	Carbon and Energy
JP-P1	Sustainable Places

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.

Process

The property had been subject to a Certificate of lawfulness which confirmed that the property to be altered internally and including the loft space would not require planning permission.

The officer report noted -

Whilst the proposed plans show a layout similar to an HMO the dwellinghouse has not yet been occupied as such and thus its lawful use remains that of a dwellinghouse and as such it retains its permitted development rights. Also worth noting is the high court judgement London Borough of Brent v Secretary of State for Levelling Up, Housing and Communities & Anor [2022] EWHC 2051 (Admin). This judgement confirms that the meaning of a 'dwellinghouse' is wider than Use Class C3. It includes Use Class C4 and may also include large HMOs and other uses provided they meet the Gravesham test. A such even if the conversion to an HMO had taken place the property would retain its permitted development rights and would therefore be lawful.

The applicant then submitted an Initial Notice to Building Control concerning the change of use of the property to a 9 bed HMO. This is a statement that all Building Regulations matters were to be assessed by a private inspector. The Local Planning Authority (LPA) did speak to the applicant who confirmed that the initial notice was incorrect and that the proposals to be implemented were for a 6 bed HMO.

Despite this, following complaints received, the LPA's Enforcement team arranged a visit and indeed the property had been converted into a 9 bed HMO.

This planning application now under consideration and was submitted very shortly after Enforcement's visit to the site.

Section 73A of the Town & Country Planning Act 1990 (as amended) confirms applications can be made retrospectively.

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 two additional occupants 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 fronts onto a busy throughroute where there are ample bus services to and from the Town centre and heading west to Bolton and Radcliffe. It is located within walking distance of bus stops leading to both directions. As such, 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 two properties in use as homes in multiple occupancy within 50 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.

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 a very busy road and has a residential property adjoining.

Houses in Multiple Occupation tend to operate as a normal house, however, due to this proposal seeking 8 single occupants, the use of the property, the use would intensify occupation of the property. It is therefore 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'.

In terms of the proposed communal spaces, the spaces are considered generous and there are more than one communal area which would assist to disperse concentrations and maintain a reasonable standard of space within the property.

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. The revisions of the layout to put parking within the garage has enabled more amenity space to be provided within the curtilage of the property. Secure cycle storage would now be provided within the garage area for up to 8 bikes and is considered to be appropriate.

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

The proposal thus accords with PfE Policy JP-H3.

Visual Amenity

The proposals involve alterations to the garage elevation of the property. This would include raising the boundary wall and roof. This change is considered to be minor and would be considered acceptable even if a private individual sought to do the work.

Other changes include the conversion of the roof void area. Rooflights are to be provided to this space.

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 roof slopes of dwellinghouses. Whilst an 8 bedroomed 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.

Off-road car parking is possible, with one garage space and a second within the yard area. 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 Bolton Road, a strategic road within the borough, close to the convenience store at the Petrol Filling Station and is within walking distance of bus stops on either side of Bolton Road. 170m to Bury direction; 55m Bolton direction.

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 bar 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.

Safeguarding

The site is located close to a nursery. Many objections have been raised in relation to concerns of occupants and use being in close proximity to the nursery to the rear. Many properties have the same degree of overlooking and Planning cannot control the occupants of such properties. HMOs do provide an alternative type of residential accommodation and there is no known direct link that the use would be occupied by residents of any difference to other properties within the row.

The application as proposed with a higher number of occupants before being revised was consulted upon with the GM Police and no comments were received.

There is no demonstrable evidence that crime or misdemeanors would have any higher possibility of occurring as part of the implementation of this scheme by its occupants and therefore would not give any ground to resist the proposals on this basis.

Response to Objections

Retrospective applications are able to be submitted under the main planning act. It must be noted that the risk of securing permission rests with the developer and indeed any additional controls that may be imposed by a decision maker also mean the risk rests with the developer.

It is not relevant to planning why the applicant went down the LDC route without expressing their intentions, despite the submission of the initial notice to Building Control. It is unfortunate that the developer did not liaise with the LPA in good time or indeed prior to undertaking works. However, as was demonstrated through the assessment, the initial application for 9 occupants was reduced due to available internal space and the demands 9 occupants would have upon the space available within the site. Again this demonstrates the risk that the developer chose to take.

Issues of damage during implementation to other people's property, including the party wall

are private civil matters and are otherwise controlled through the Party Wall Act 1996. This act ensures that appropriate discussions and agreements, together with notifications and the right to arbitration exist to prevent or adjudicate when issues occur. However, these matters take place away from the planning process and are for aggrieved parties to undertake their own civil recourse.

Noise and disruption experienced during implementation of a development is otherwise governed by the Environmental Protection Act. Building works ordinarily are short term and whilst some disruption may occur, there is not normally a significant concern. Nevertheless, the overriding issue is that nuisance is a matter that Environmental Health consider.

Residents have experienced low water pressure, allegedly as a result of the increased occupants of the site. This is a matter for the Water Companies to address to ensure that appropriate water provision is maintained to residential properties.

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:

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 decision relates to the following plans:

Drawing no. Location plan, dated 28 May 2025,
Drawing no. HAD3912-02-01 Rev. A: Existing Plans 01
Drawing no. HAD3912-02-02: Existing Plans 02
Drawing no. HAD3912-02-03: Existing Elevations 01;
Drawing no. HAD3912-02-04: Existing Elevations 02;
Drawing no. HAD3912-02-05: Existing Section;
Drawing no. HAD3912-02-06 Rev. B: Existing and Proposed Site Plans;
Drawing no. HAD3912-02-07 Rev. B: Proposed Plans 1;
Drawing no. HAD3912-02-08 Rev. A: Proposed Plans 2;
Drawing no. HAD3912-02-09 Rev. B: Proposed Elevations 01;
Drawing no. HAD3912-02-10 Rev. A: Proposed Elevations 02;
Drawing no. HAD3912-02-11 Rev. B: Proposed Section;
Drawing no. HAD3912-02-12 Rev. A: Bike and Bin Store Details; and,
Drawing no. HAD3912-02-17 Rev. B: Proposed Refuse Plan (Check REV).

The development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of development, pursuant to the policies of the Bury Unitary Development Plan, the Places for Everyone Joint Development Plan and the National Planning Policy Framework.

3. The cycle and bin storage facilities indicated on the approved plans shall be made available prior to the use hereby approved commencing and maintained thereafter.

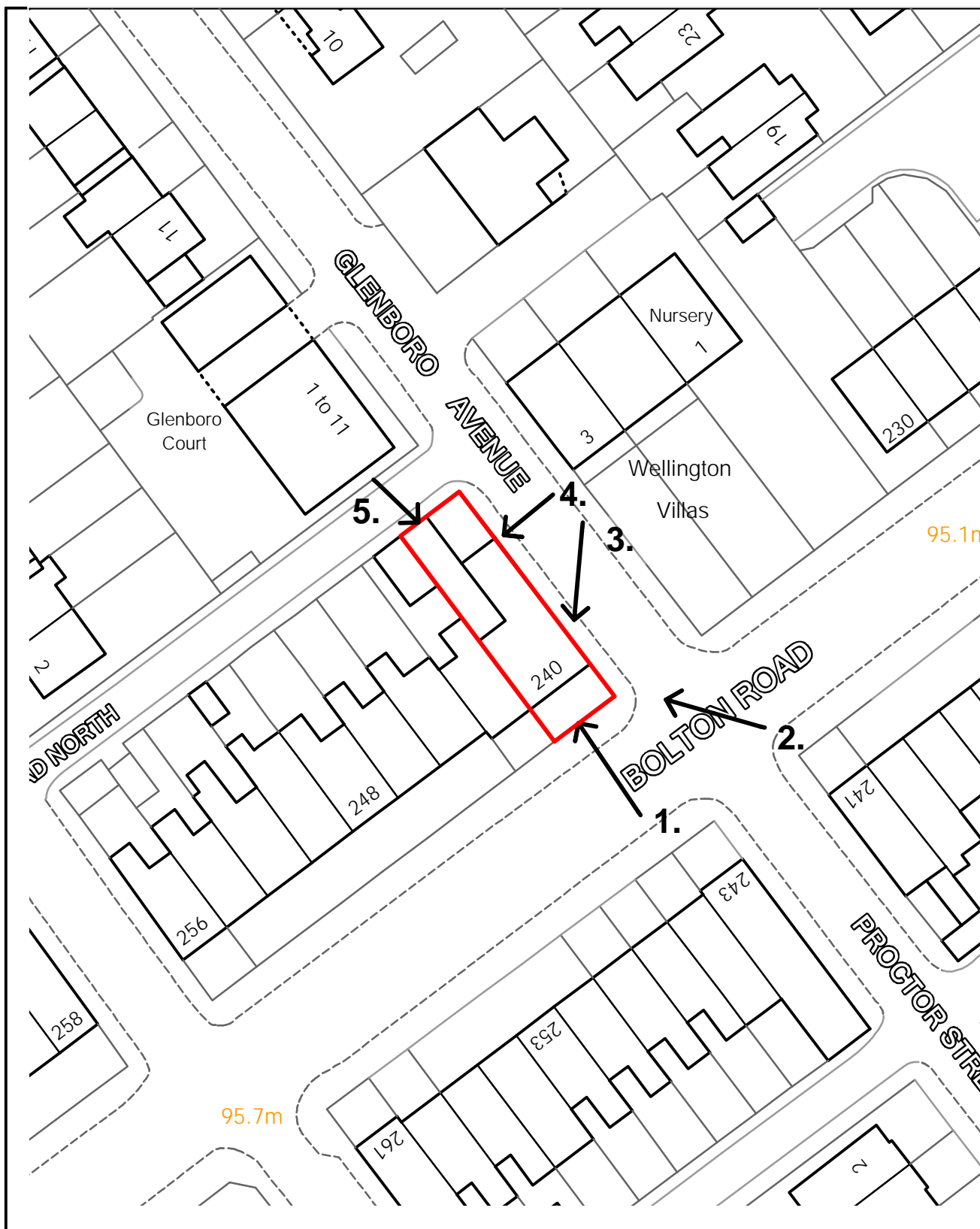
Reason. To ensure adequate cycle storage arrangements and provision for the storage and disposal of refuse within the curtilage of the site, clear of the adopted highway, in the interests of highway safety pursuant to Development Plan policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, H2/4 - Conversions, JP-C5 Streets For All and JP-C6 Walking and Cycling.

4. Within 3 months of the development hereby approved, sound insulation of the party walls shall be improved in accordance with Building Regulations Approved Document E (or similar method), and thereafter maintained.

Reason. To reduce nuisance from noise to the occupiers of the adjoining dwelling pursuant to the NPPF and UDP Policy EN7/2 Noise Pollution.

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

Viewpoints



ADDRESS: 240 Bolton Road, Bury, BL8 2PA



Bury
Council

Planning, Environmental and Regulatory Services

© Crown Copyright and database right (2023). Ordnance Survey 100023063.

71978

Photo 1: Front Elevation – Google Street View image



Photo 2: Side Elevation – View from Bolton Road - Google Street View image



Photo 3: Gable Elevation from Glencoe Avenue



71978

Photo 4: Side of rear flat roof projection taken from Glencoe Avenue



Photo 5: Photo of rear elevation



Location Plan

Site Address: 240, Bolton Road, Bury, BL8 2PA

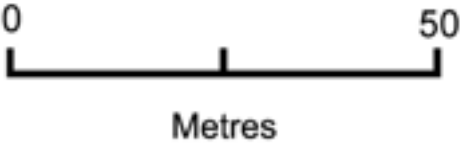


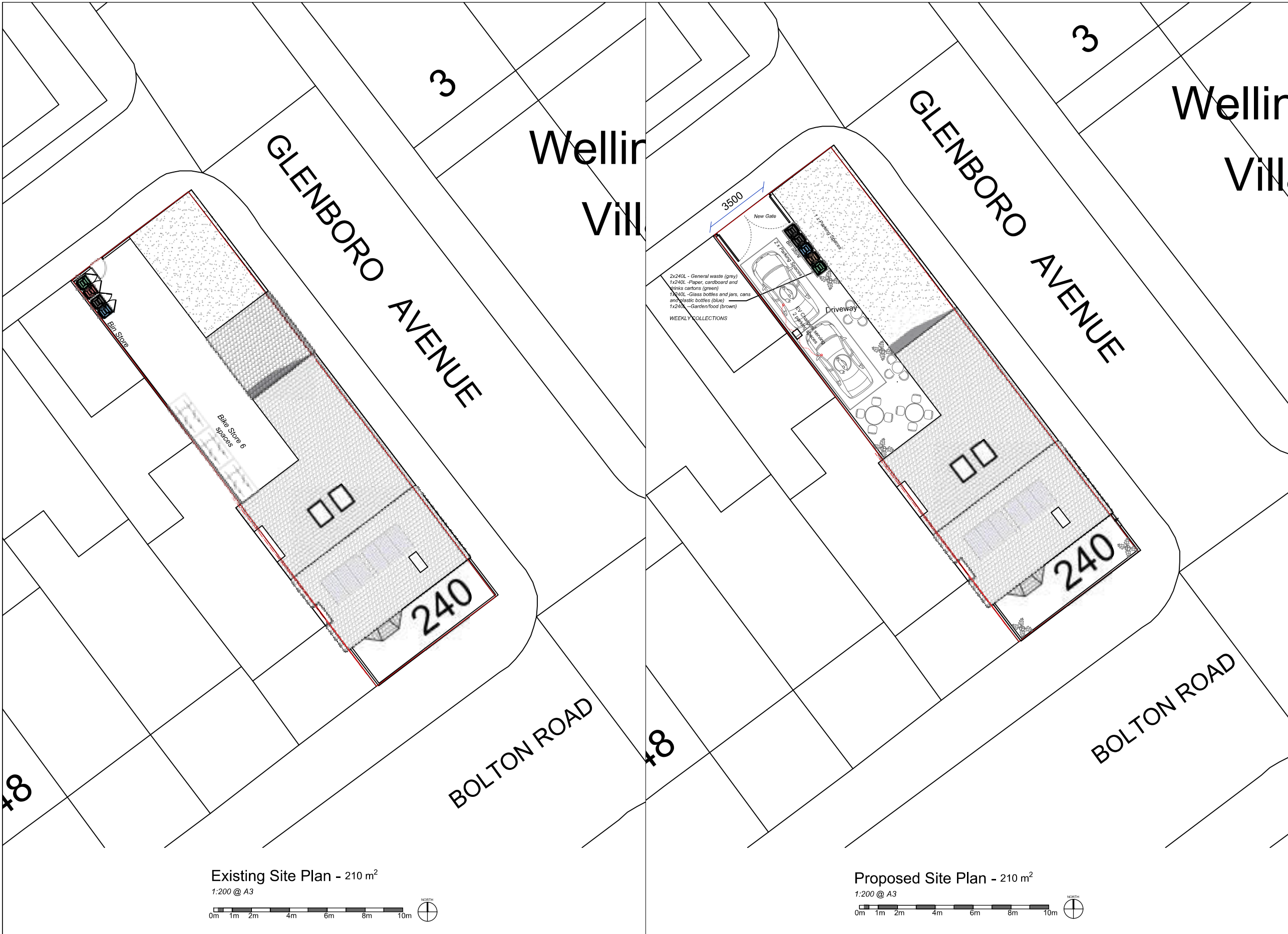
Date Produced: 28-May-2025

Scale: 1:1250 @A4



Planning Portal Reference: PP-14029524v1





Notes:
All work is to be carried out to the latest current British Standards Codes of Practice and recognised working practices.
All work and materials should comply with Health and Safety legislation.
All dimensions are in millimetres unless where explicitly shown otherwise.
The contractor should check and certify all dimensions as work proceeds and notify the agent of any discrepancies.
Do not scale off the drawings, if in doubt ask.
HAD & Co. are not liable for any work undertaken prior to Full Planning Consent and/ or Building Regulations Approval.

CDM REGULATIONS 2015
The client must abide by the Construction Design and Management Regulations 2015. The client must appoint a contractor, if more than one contractor is to be involved, the client will need to appoint (in writing) a principal designer (to plan, manage and coordinate the planning and design work) and a principal contractor (to plan, manage and coordinate the construction and ensure there are arrangements in place for managing and organising the project).

Domestic clients
The domestic client is to appoint a principal designer and a principal contractor when there is more than one contractor, if not your duties will automatically transferred to the contractor or principal contractor. The designer can take on the duties, provided there is a written agreement between you and the designer to do so.

The Health and Safety Executive is to be notified as soon as possible before construction work starts if the works:
(a) Last longer than 30 working days and has more than 20 workers working simultaneously at any point in the project.
OR
(b) Exceeds 500 person days.


PARTY WALL ACT
The owner, should they need to do so under the requirements of the Party Wall Act 1996, has a duty to serve a Party Structure Notice on any adjoining owner if building work on, to or near an existing Party Wall involves any of the following:
• Support of beam
• Insertion of DPC through wall
• Raising a wall or cutting off projections
• Demolition and rebuilding
• Underpinning
• Insertion of lead flashings
• Excavations within 3 metres of an existing structure where the new foundations will go deeper than adjoining foundations, or within 6 metres of an existing structure where the new foundations are within a 45 degree line of the adjoining foundations.
A Party Wall Agreement is to be in place prior to start of works on site.

THERMAL BRIDGING
Care shall be taken to limit the occurrence of thermal bridging in the insulation layers caused by gaps within the thermal element, (i.e. around windows and door openings). Reasonable provision shall also be made to ensure the extension is constructed to minimise unwanted air leakage through the new building fabric.

MATERIALS AND WORKMANSHIP
All works are to be carried out in a workmanlike manner. All materials and workmanship must comply with Regulation 7 of the Building Regulations, all relevant British Standards, European Standards, Agreement Certificates, Product Certification of Schemes (Kite Marks) etc. Products conforming to a European technical standard or harmonised European product should have a CE marking.

Revisions List:

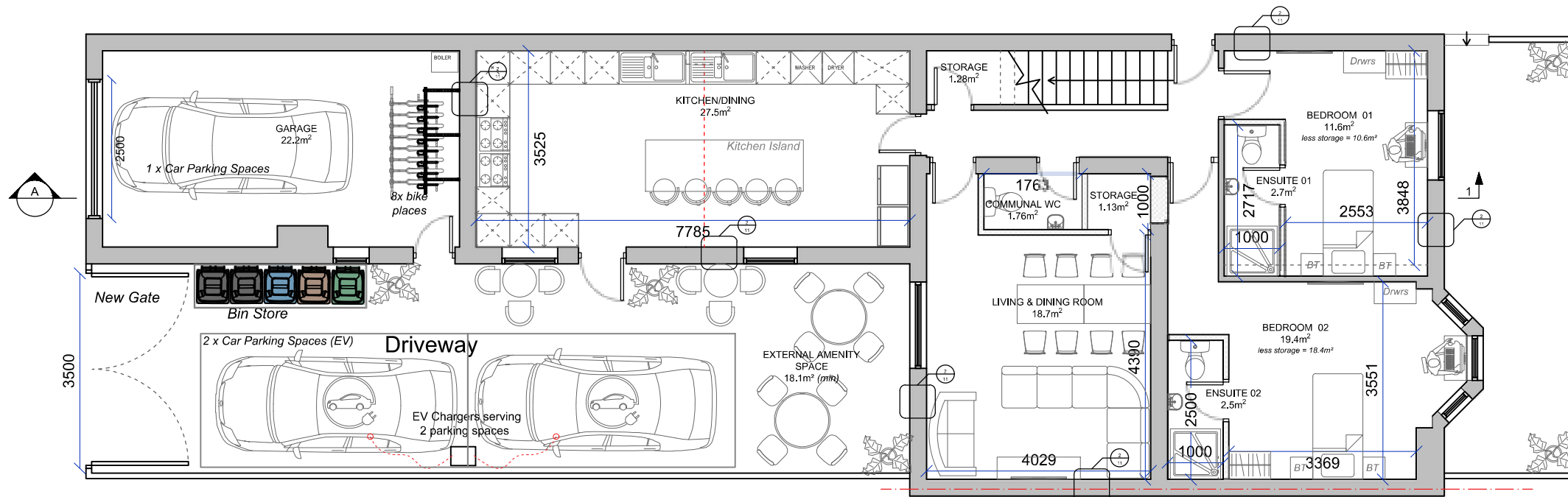
a- Updated to show new external layout
b- Bikes to be stored in garage



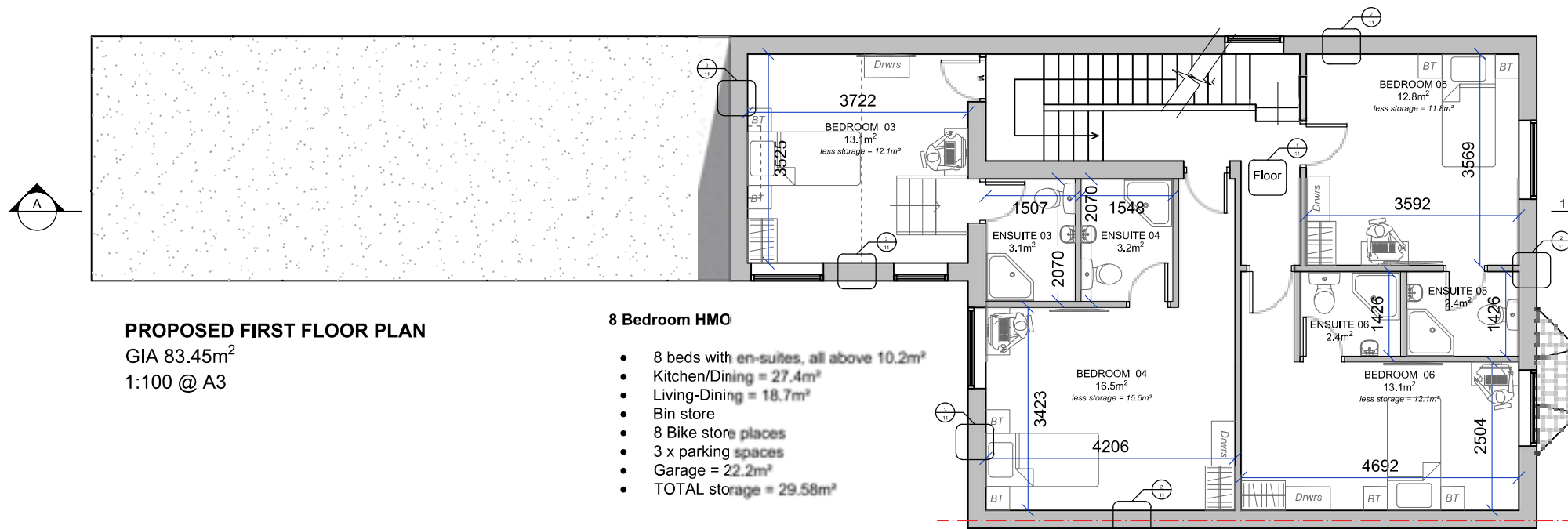
HAD & Co.
www.hadmanchester.co.uk
0161 327 2529

Address: 240 Bolton Road,
Bury,
BL8 2PA

Title: Existing and Proposed Site Plans	Drawn: RAY
Client: James Harrison-Sherlock	Checked: NME
Date: 10-09-2025	Paper: A3
Drawing No: HAD3912-02-06	Scale: 1:200
Revision:	a b



PROPOSED GROUND FLOOR PLAN
GIA 98.67m²
1:100 @ A3



PROPOSED FIRST FLOOR PLAN
GIA 83.45m²
1:100 @ A3

8 Bedroom HMO

- 8 beds with en-suites, all above 10.2m²
- Kitchen/Dining = 27.4m²
- Living-Dining = 18.7m²
- Bin store
- 8 Bike store places
- 3 x parking spaces
- Garage = 22.2m²
- TOTAL storage = 29.58m²

Storage for each bedroom:


- Wardrobe, 750mm x 500mm = 0.375m²
- Bedside tables (x2), 400mm x 400mm = 0.32m²
- 4-drawer chest of drawers, 760mm x 400mm = 0.304m²
- **TOTAL storage each bedroom = 0.999m²**
- Requirements for single bedrooms NDSS = 0.36m²

Built in storage:

- Ground floor under stairs = 1.25m²
- Ground floor living room store = 1.13m²
- Second floor store on stairs = 2.22m²
- **TOTAL built in storage = 4.6m²**
- Requirement for 6b 8p = 4m²
- Additional eaves storage for bed 7 = 9.8m²
- Additional eaves storage for bed 8 = 7.19m²

TOTAL storage including provision for each bedroom = 29.58m²



<p>Notes: All work is to be carried out to the latest current British Standards Codes of Practice and recognised working practices. All work and materials should comply with Health and Safety legislation. All dimensions are in millimetres unless where explicitly shown otherwise. The contractor should check and certify all dimensions as work proceeds and notify the agent of any discrepancies. Do not scale off the drawings, if in doubt ask. HAD & Co. are not liable for any work undertaken prior to Full Planning Consent and/or Building Regulations Approval. CDM REGULATIONS 2015 The client must abide by the Construction Design and Management Regulations 2015. The client must appoint a contractor, if more than one contractor is to be involved, the client will need to appoint (in writing) a principal designer (to plan, manage and coordinate the planning and design work) and a principal contractor (to plan, manage and coordinate the construction and ensure there are arrangements in place for managing and organising the project). <i>Domestic clients</i> The domestic client is to appoint a principal designer and a principal contractor when there is more than one contractor, if not your duties will automatically transfer to the contractor or principal contractor. The designer can take on the duties, provided there is a written agreement between you and the designer to do so. The Health and Safety Executive is to be notified as soon as possible before construction work starts if the works: (a) Last longer than 30 working days and has more than 20 workers working simultaneously at any point in the project. Or: (b) Exceeds 500 person days. PARTY WALL ACT The owner, should they need to do so under the requirements of the Party Wall Act 1996, has a duty to serve a Party Structure Notice on any adjoining owner if building work on, to or near an existing Party Wall involves any of the following: • Support of beam • Insertion of DPC through wall • Raising a wall or cutting off projections • Demolition and rebuilding • Underpinning • Insertion of lead flashings • Excavations within 3 metres of an existing structure where the new foundations will go deeper than adjoining foundations, or within 6 metres of an existing structure where the new foundations are within a 45 degree line of the adjoining foundations. A Party Wall Agreement is to be in place prior to start of works on site. THERMAL BRIDGING Care shall be taken to limit the occurrence of thermal bridging in the insulation layers caused by gaps within the thermal element, (i.e. around windows and door openings). Reasonable provision shall also be made to ensure the extension is constructed to minimise unwanted air leakage through the new building fabric. MATERIALS AND WORKMANSHIP All works are to be carried out in a workmanlike manner. All materials and workmanship must comply with Regulation 7 of the Building Regulations, all relevant British Standards, European Standards, Agreement Certificates, Product Certification of Schemes (Kite Marks) etc. Products conforming to a European technical standard or harmonised European product should have a CE marking.</p>	
<p>Revisions List: a- Reduced scheme, revised parking, added more communal space, storage areas shown, details added. b- Bikes stored in garage, garage door widened, external amenity area to rear yard.</p>	
<div><p>HAD & Co. www.hadmanchester.co.uk 0161 327 2529</p></div>	
<p>Address: 240 Bolton Road, Bury, BL8 2PA</p>	
Title: Proposed Plans 1	Drawn: RAY
Client: James Harrison-Sherlock	Checked: NME
Date: 10-09-2025	Paper: A3
Drawing No: HAD3912-02-07	Scale: 1:100
Revision:	a b



Revisions List:



Title: Proposed Elevations 01	Drawn: RAY
Client: James Harrison-Sherlock	Checked: NME
Date: 19-05-2025	Paper: A3
Drawing No: HAD3912-02-09	Scale: 1:100

Revision:								
-----------	--	--	--	--	--	--	--	--