



Cajetan Bungalow
Moss Lane, Middleton, M24 1WY

Stage 3
Developed Design
Rev A

P4BA

Design & Access Statement

P4bA

Design & Access Statement

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1.1 / Application Type	This design and access statement has been produced in support of a planning application for a conversion of an existing garage to provide an additional bedroom to an existing HMO.
1.2 / Location of Proposed Development	Cajetan Bungalow, Moss Lane, Middleton, M24 1WY
1.3 / Current Development Description	The site is currently the attached garage to a supported living HMO in a mainly residential area of Middleton, the property isn't attached to any others and is at a small cul de sac opposite a block of flats.
1.4 / Proposed Development Description	The proposal is for the conversion of an existing garage to provide an additional HMO bedroom to an existing HMO.
1.5 / Statement Preparation Date	July 2025
1.6 / Statement Amendment Dates	N/A
1.7 / Applicant	Bradwell Maintenance
1.8 / Architecture	P4BA, 15 Memorial Road, Worsley, Manchester, M28 3AQ
2.1 / Previous Relevant Applications	- N/A
2.2 / Similar Planning Applications	- N/A

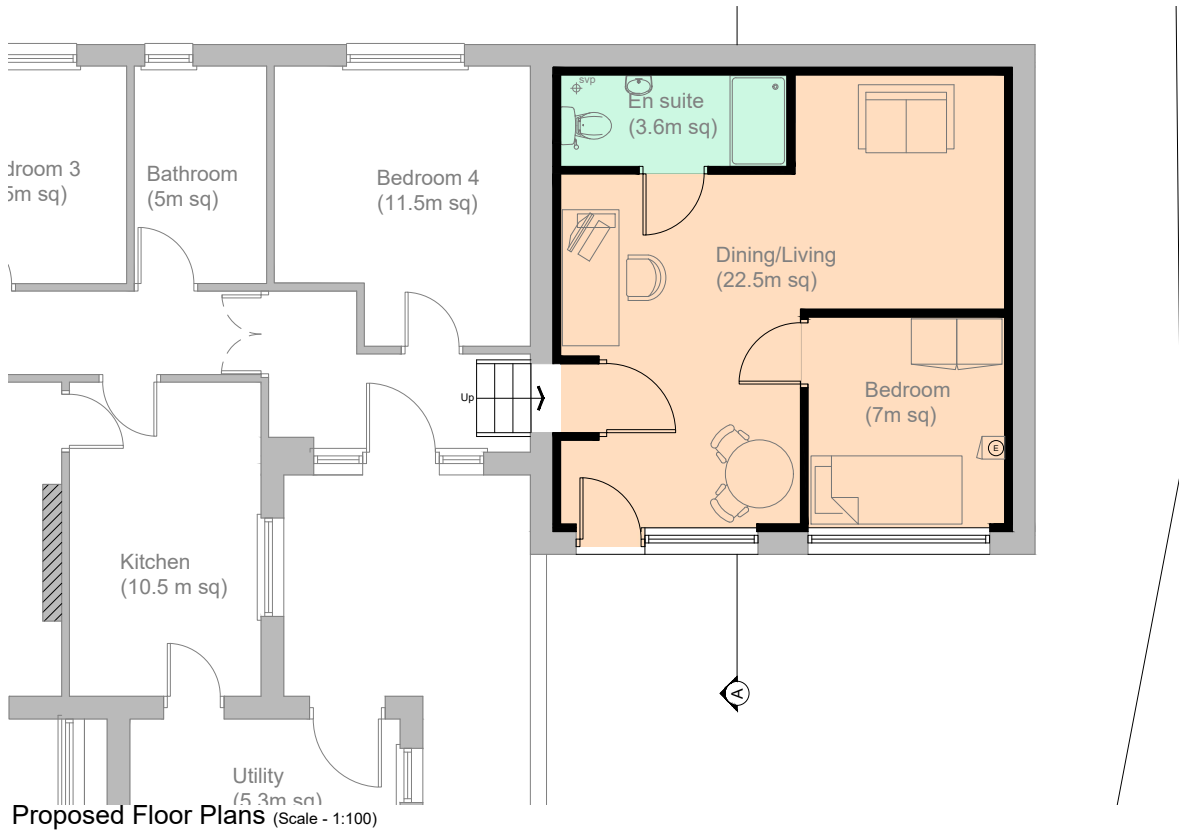
DESIGN

This Design and Access Statement demonstrates that the use, access, amount, layout scale, appearance and landscape of the proposed development are appropriate and in keeping with the context of the area and will enhance the amenity of the site, its surrounds and the local community. The accompanying drawings provide full details of the scheme proposals and should be referred to in conjunction with this Statement. The format of this section follows national planning guidance for Design and Access Statements (DCLG Circular 01/2006 and Article 4 of the Town and Country Planning (Development Management Procedure) (England)(Amendment) Order 2013). It has also been produced within the context of CABE guidance entitled ‘Design and Access Statements: How to write, read and use them’ (2006).

For the reasons given above the proposed scheme complies with UDP Policies DES1, DES2, DES7, DES8, EN17 and EN19

3.1 / USE & AMOUNT

The proposed use is as a 5 bed HMO, with our proposal of converting the garage. The existing and proposed property has been assessed against Local Authority HMO Guidance and it has been determined that the existing areas and facilities were sufficient for 5 bedrooms. So no alterations are needed for the existing shared facilities.



P4BA - DEVELOPED DESIGN

3.2 / ACCESS

Access to the bungalow is primarily via the main entrance, located beyond the garage and reached by descending a set of steps, resulting in a change in level. Upon entry through the main door, occupants arrive into a central corridor that runs the length of the property. This corridor provides access to all bedrooms and shared facilities easily.

While residents are not likely to own their own car if they do there are 2 parking spaces directly outside of the bungalow.

For those relying on public transport, the property benefits from excellent connectivity:

Bus Services

Stops: Multiple stops (e.g., “Moss Lane,” “Mainway”) are located within 200 m on Manchester New Road.

Hub: Middleton Bus Station is situated approximately 1.2 km (15-minute walk) to the west.

Routes: Regular services operate to Manchester city centre, Middleton town centre, and surrounding areas, serviced by Stagecoach and Diamond.

Rail & Tram Links

National Rail: Moston Station (2.5 km) and Mills Hill Station (2.6 km) provide regional rail access.

Metrolink (Eccles Line): Nearby tram stations—Bowker Vale, Crumpsall, and Abraham Moss—are located within 3.3 to 3.8 km (approximately 2 miles), offering direct connections to Salford Quays, MediaCity, and Manchester city centre.



Proposed Elevations (Scale - 1:100)

3.3 / LAYOUT

The proposed layout is entirely based on the existing footprint of the garage to minimize any unnecessary changes excluding the garage doors which will be taken out and replaced by two large windows..

As demonstrated below the room areas comply with the minimum standards set out in Rochdales Councils guidance.

Communal Kitchen = 10.5m²

Communal Diner = 16.7m²

Proposed bedsit - 29m²

Kitchen requirement = 7m2

Diner requirements = 11.2m²

Living requirements = 11.2m²

Internal Layout and Amenity Provision

3.4 / SCALE

The scale of the building isn't to alter in any way as part of this development, as no extensions are proposed the building area remains the same.

3.5 / APPEARANCE

The overall appearance of the building is to stay primarily the same, with the exclusion of the two garage doors being removed and replaced by windows.

3.6 / RELEVANT PLANNING POLICIES

The Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO) outlines various classes of permitted development rights, allowing certain types of development without the need for a full planning application. Below is a concise list of these classes, organized by their respective Parts in Schedule 2 of the GPDO:

- 1. Part 3: Changes of use, including conversions and mixed uses.

3.7 / DRAINAGE

As the property already has the benefit of an internal drainage soil vent pipe, we propose to utilise and connect into the existing drainage system. Due to the simplicity, number and location of the site no drainage strategy is required.

3.8 / AIR QUALITY

As shown on the AQMA (Air Quality Management Area) map, the subject site doesn’t fall within the air quality zone. Due to it not being located within the area on not being a “residential development greater than 10 or more dwellings or development above 0.5 ha (Site Area)” no further investigation with regard to the air quality is required.

3.9 / VISUAL AMENITY

The visual amenity will change marginally due to the removal of the garage doors and the introduction of two new windows. However we do not believe that this promotes the invasion of privacy or negatively affects the street scene.

3.10 / RESIDENTIAL AMENITY

The external alterations that would be undertaken would not alter the scale of the building. it is not considered that the proposal would result in neighbouring residents experiencing an unacceptable loss of amenities by virtue of them experiencing a loss of light, privacy and or any overbearing impact. Given that the additional occupant of this HMO will be active and the absence of concerns or issues provided by the existing tenants, it is not considered that any of the surrounding neighbours will be significantly affected by one more additional occupant in the property.

3.11 / BIODIVERSITY

The proposal does not include any extensions or proposals that would affect the biodiversity of the site. Where the proposal falls under the “de minimis” threshold and affects less than 25m² of on-site habitat. Therefore no further consideration regarding biodiversity is required.

3.12 / CRIME IMPACT STATEMENT

As the application site isn’t a residential conversion that provides “ten or more units” or falls under any of the criteria listed within the validation checklist, a crime impact statement is not required to be provided to support this application.

3.13 / ENVIRONMENTAL IMPACT ASSESSMENT

An environmental impact assessment is not required to support this application, as stated on the validation checklist for local information requirements and within schedules 1 & 2 of the EIA regulations. Resulting in the conclusion that due to the minimal work and changes to the building it’s considered to not “have significant adverse effects on the environment”.

3.14 / NOISE IMPACT ASSESSMENT

A noise impact assessment won’t need to be provided to support this application as it neither falls under the “Proposals that generate high levels of noise or vibration such as industrial developments using noisy machinery” or “Proposals for commercial or entertainment uses which involve externally mounted extract equipment” or “New noise or vibration sensitive uses (eg housing) adjacent to major sources of noise such as roads, railways, industrial and commercial” or “Proposals for commercial or entertainment uses, in premises sharing a party wall or ceiling with residential uses”. Due to none of the above listing our proposal, we’re not required to provide a noise impact assessment.

3.15 / HMO AFFORDABLE LIVING DEMAND STATEMENT

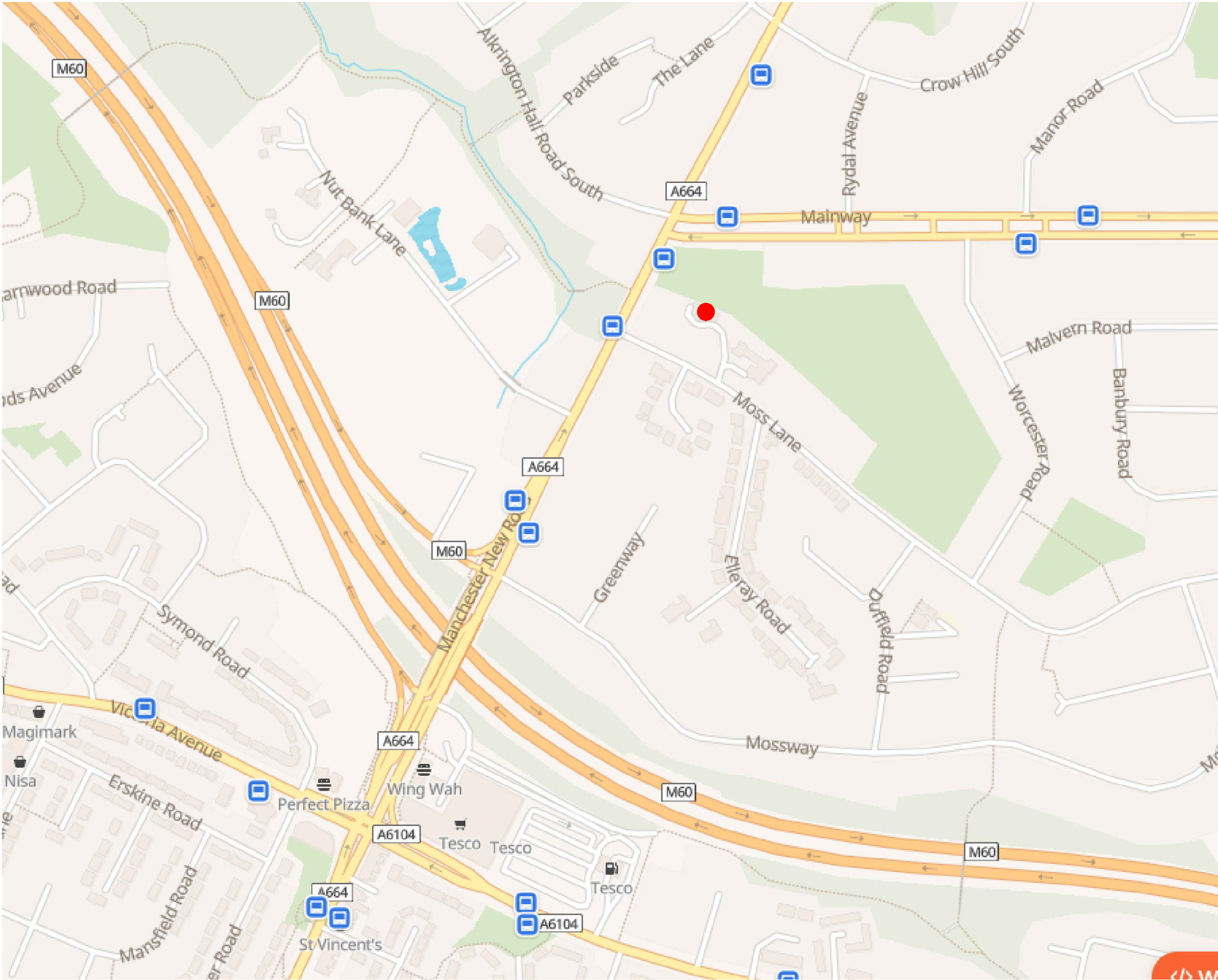
Houses in Multiple Occupation (HMOs) play a vital role in addressing the growing demand for affordable living, particularly in urban areas where housing costs have risen sharply. HMOs offer a more affordable housing option by allowing tenants to rent individual rooms in shared accommodation, rather than having to bear the cost of an entire property. This makes them particularly attractive for students, young professionals, and low-income individuals who may otherwise struggle to access the private rental Market. In addition to affordability, HMOs provide flexibility in tenancy arrangements, often offering shorter-term leases compared to traditional rentals, which can suit people with temporary or fluctuating housing. This helps reduce financial strain and provides options for people seeking accessible and cost-effective housing solutions in areas where single-occupancy rentals are prohibitively expensive. HMOs also contribute to the efficient use of existing housing stock, reducing the pressure on local authorities to provide new housing developments, particularly in densely populated areas. By maximizing the occupancy of larger properties, they help meet housing demand without the need for additional land use or extensive construction, aligning with sustainable housing goals.

In summary, HMOs offer a practical, flexible, and affordable living solution that meets the needs of individuals who might otherwise be priced out of the housing market, while also alleviating housing demand pressures on local governments.

3.16 / APPRAISAL

The property is 5-6 miles by car to Manchester city centre however it is, 0.9m down the road from Middleton town centre and only a 5 minute walk away from the nearest superstore (Tesco) which makes it easy for tenants to be able to get supplies without needing to spend a large amount of time on planning routes or taking lengthy public transport routes.

Transport Key	
	Bus Stop
	Site Location



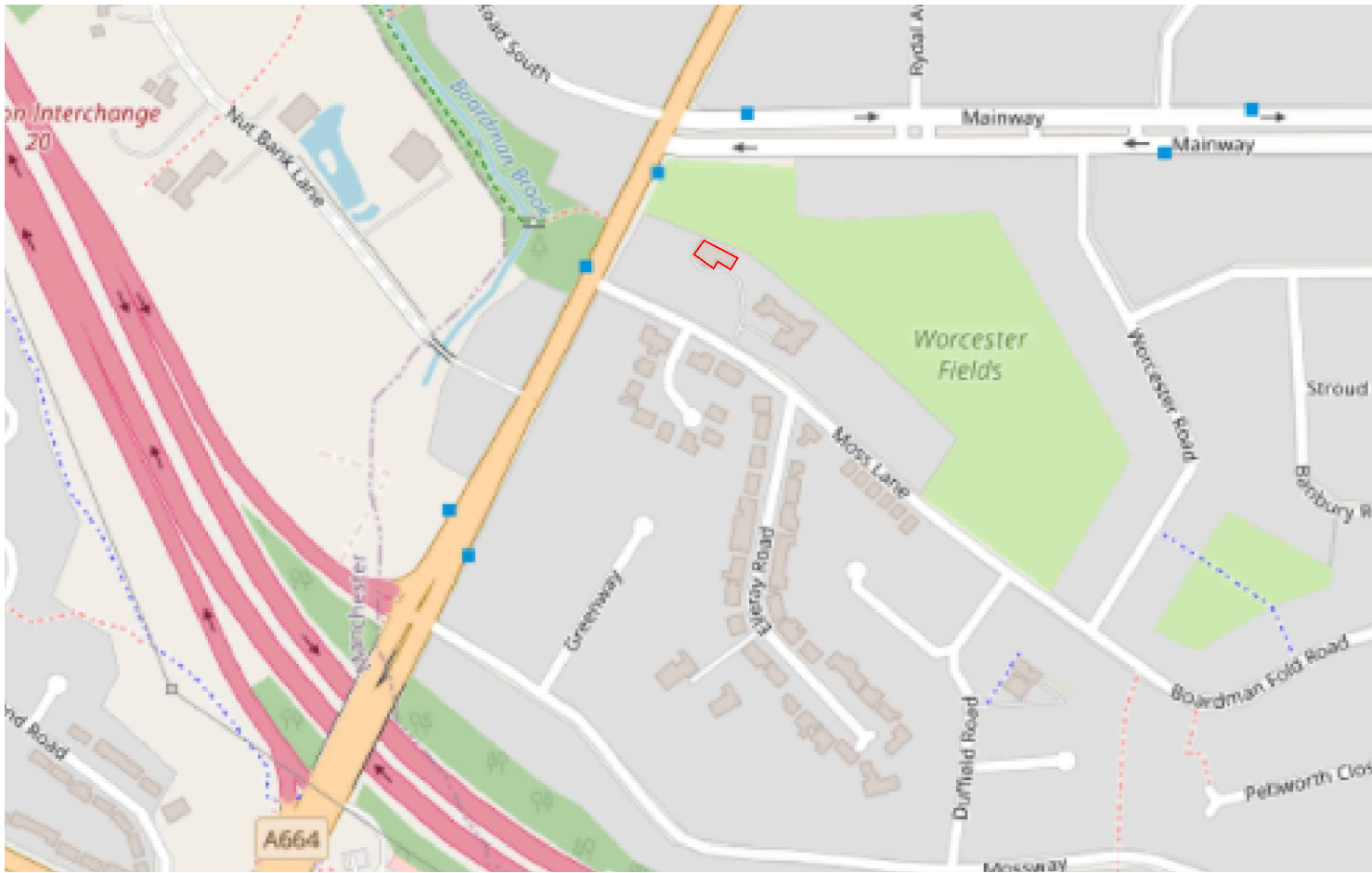
Land Use Map (Unitary Development Plan)



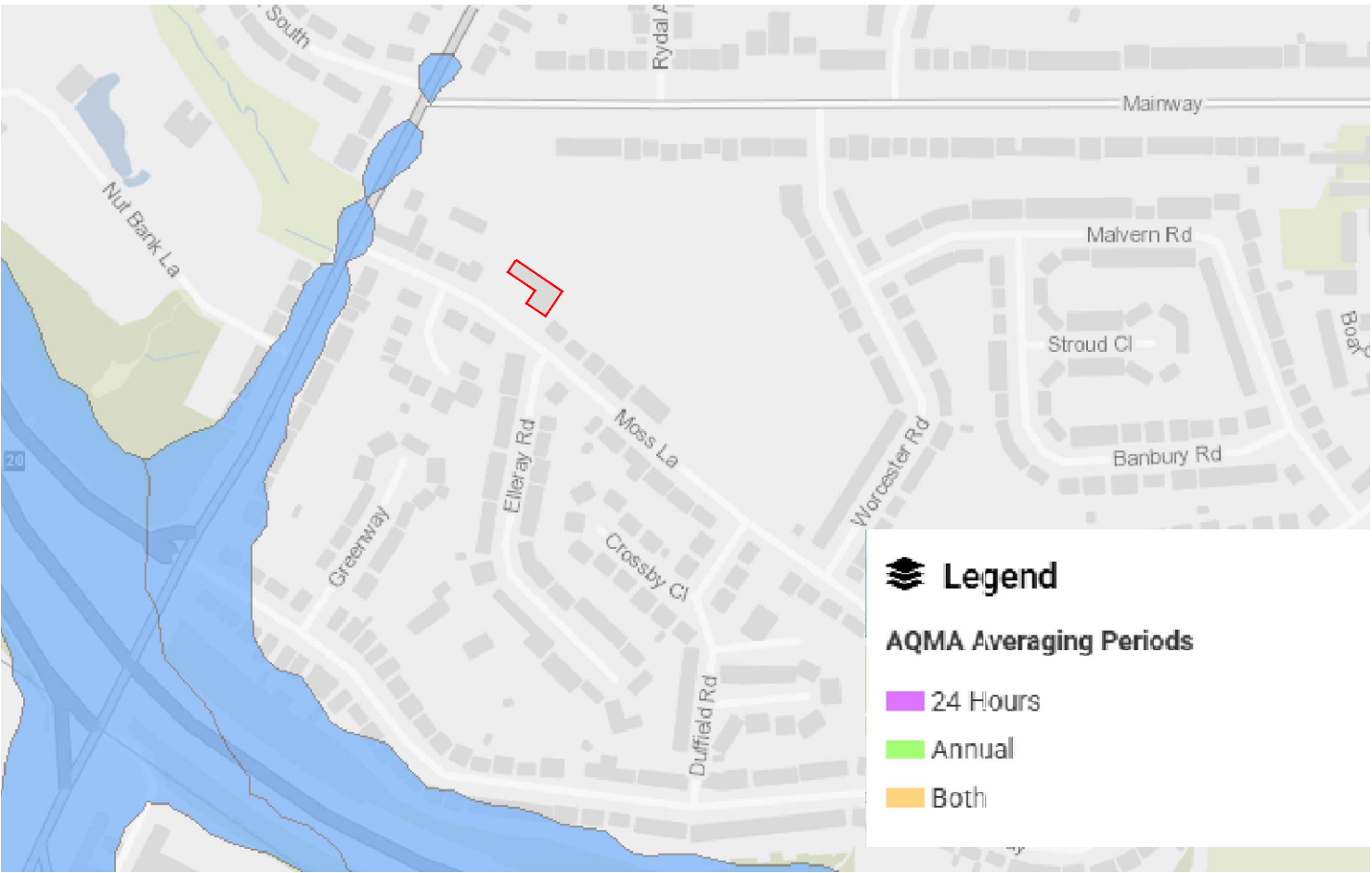
Ariel View of Site



Flood Risk Map



Air Quality Map



EXISTING SITE PHOTOS



FACING FRONT/SIDE ELEVATION



FACING FRONT ELEVATION (GARAGE)



VIEW FACING SIDE ELEVATION



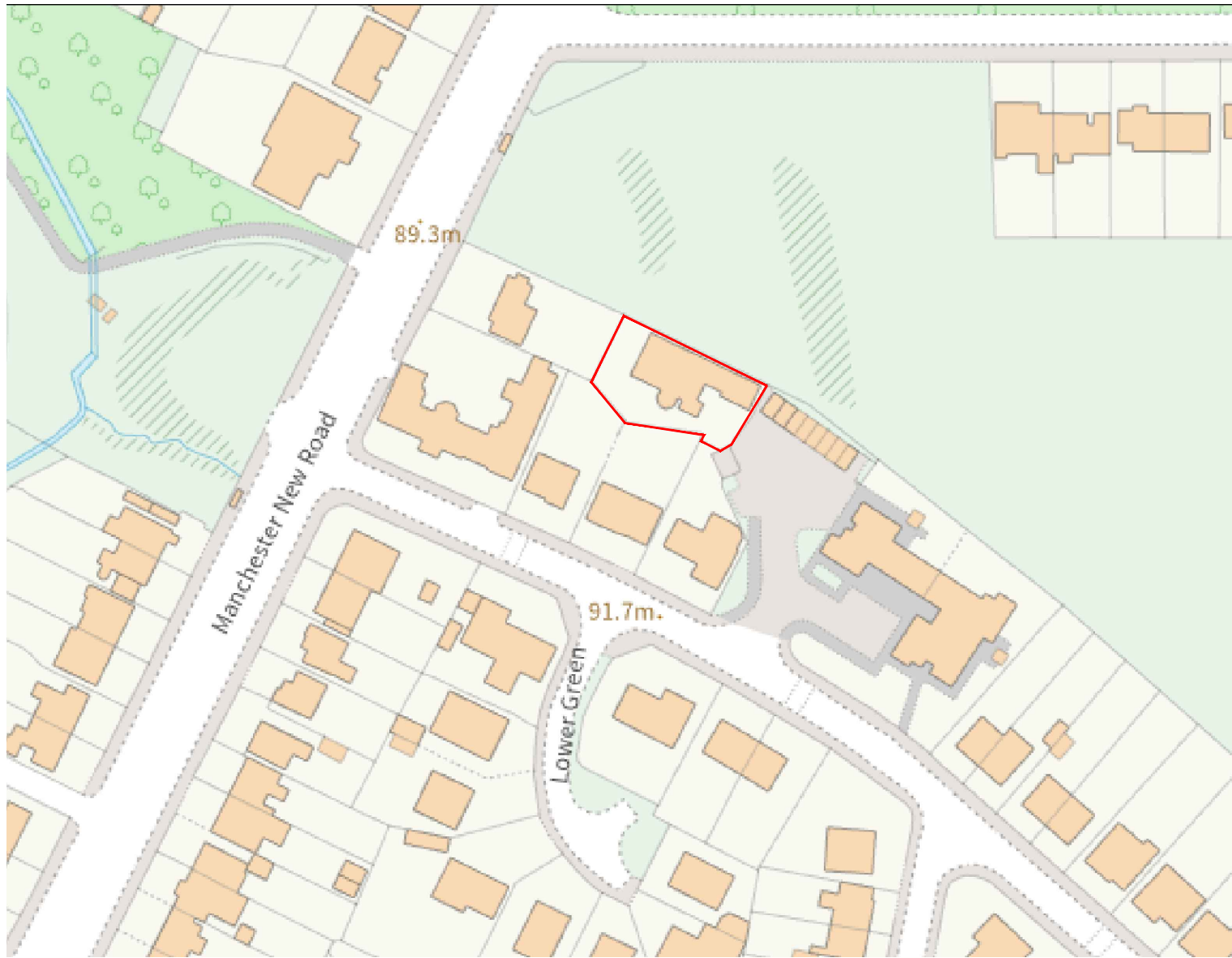
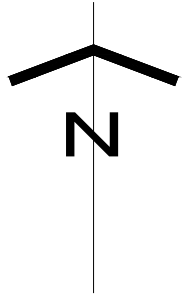
REAR OF SITE

Proposed Materials

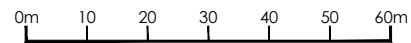


Site Location

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Location Plan (Scale - 1:1250)



Site Plan (Scale - 1:500)



Existing Building

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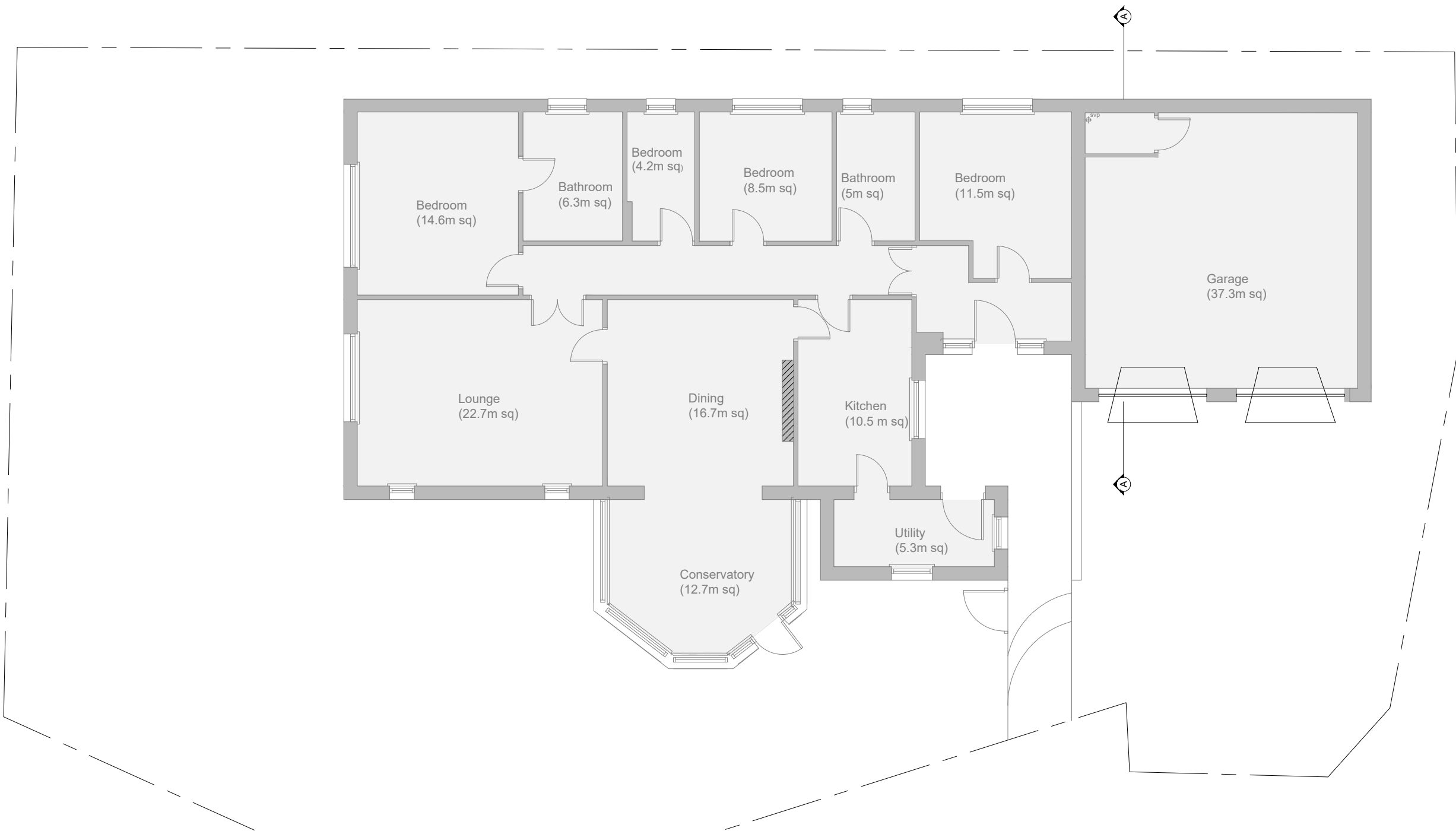
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Demolition Note:

All elements indicated in red lines to be demolished subject to structural engineers design and contractor site inspection and make good surrounding areas ready to receive new construction. Wall cross hatch denotes internal masonry walls for indicative purposes only. Extent of structural walls to be identified and confirmed by on-site contractor.

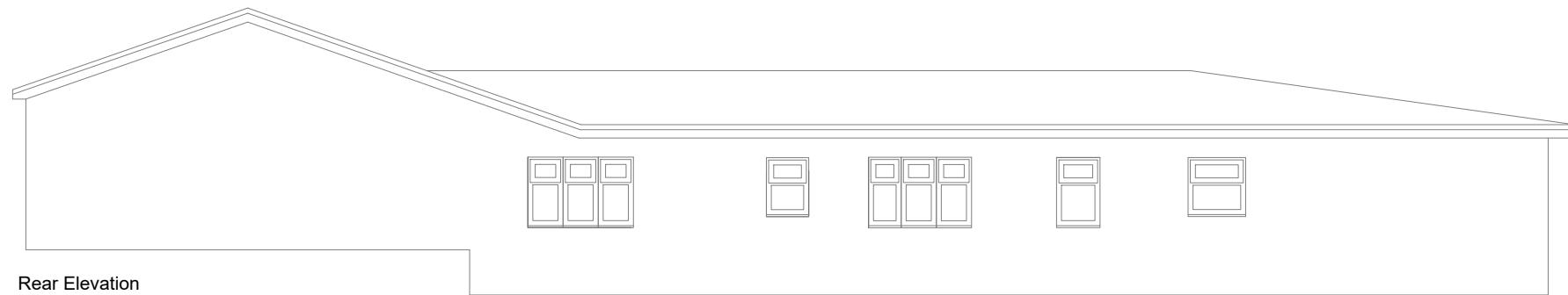
Key:

	Assumed Existing Masonry Wall. Subject to on-site contractor confirmation.
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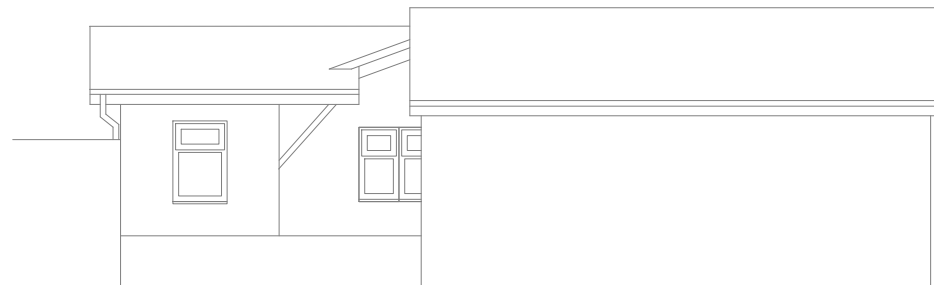




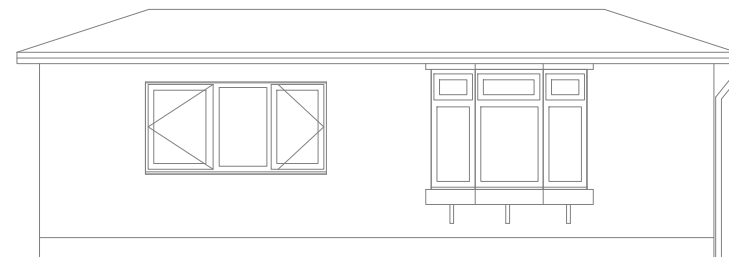
Front Elevation



Rear Elevation



Side Elevation



Side Elevation

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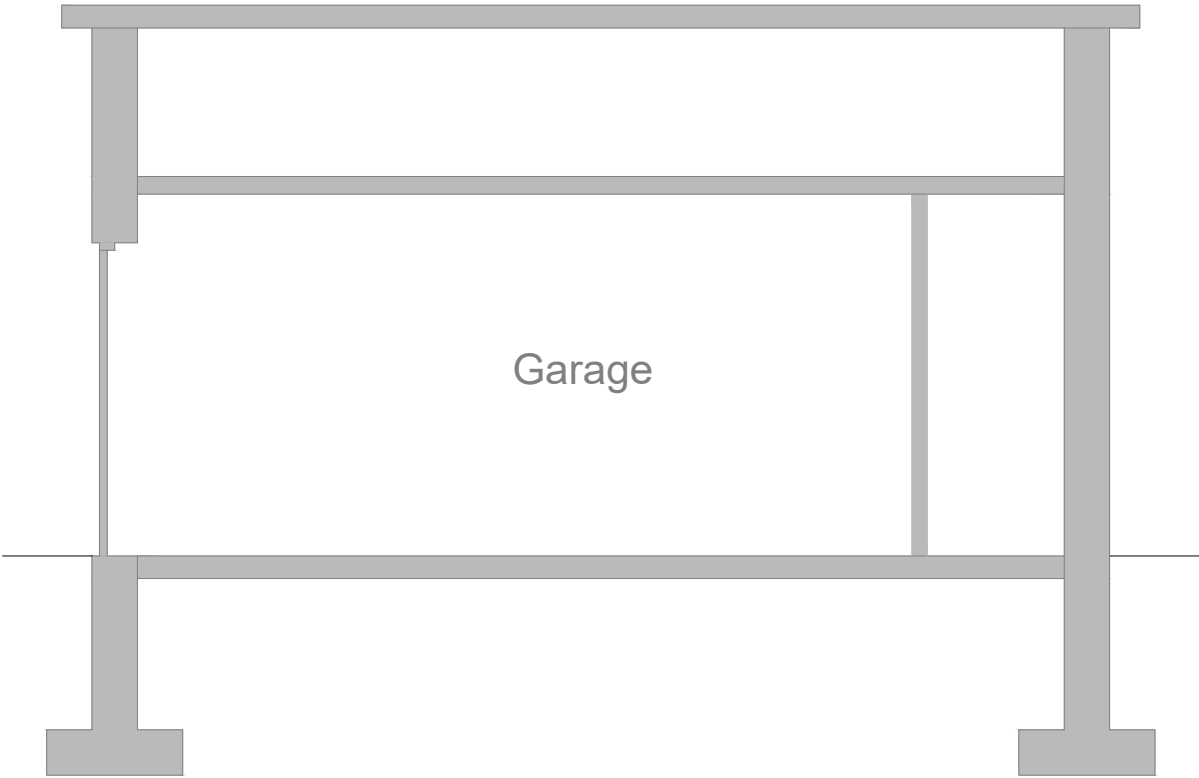
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Proposed Building

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Structural Design

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Furniture, Fixtures & Fittings Disclaimer

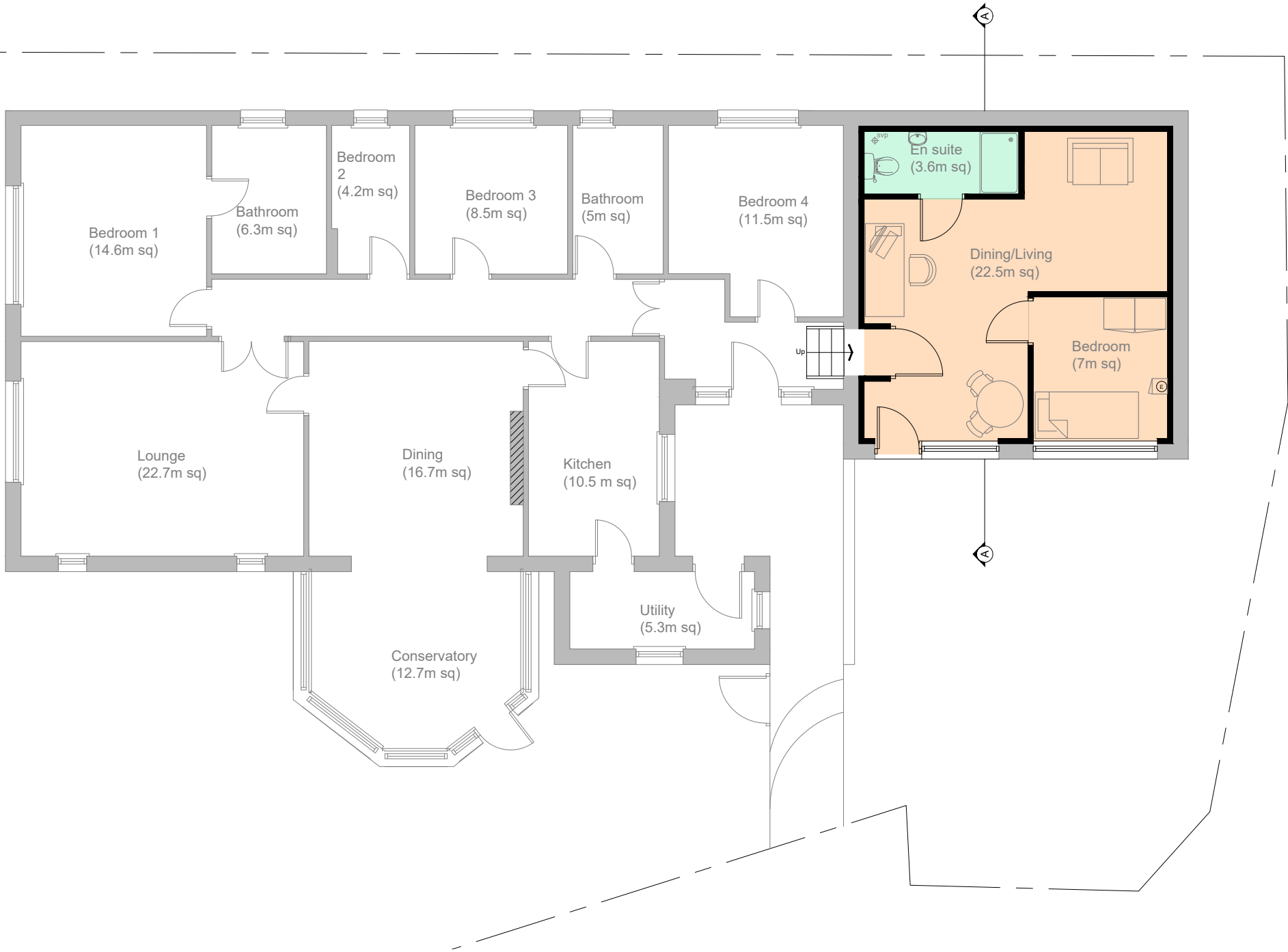
It's the responsibility of the client, developer or contractor to ensure all furniture, fixtures and fittings comply with relevant HMO Licensing and Housing Provider Standards and requirements. P4BA drawings must be reviewed and approved by the Local Authority HMO Licensing or Housing Provider prior to construction. The inclusion of an HMO-defined kitchenette may invalidate existing planning approval.

Schedule of Accommodation

	1 Bed Shared Bathroom	1 Bed En-Suite	1 Bed Bedsit
Level 0	0	0	1
Total	0	0	1

Design Key

	Bedsit
	En suite
	Site Boundary Line
	Existing Habitable Window
	Existing Non-Hab Window
	Proposed Habitable Window
	Proposed Non-Hab Window



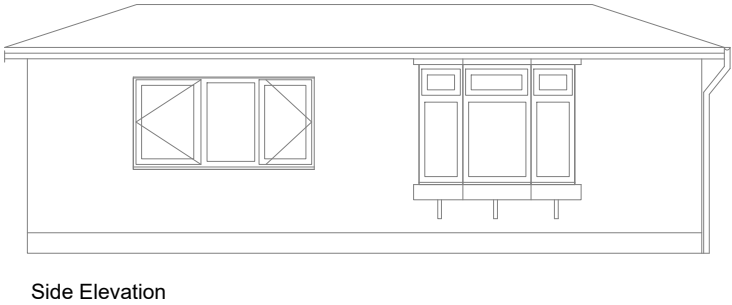
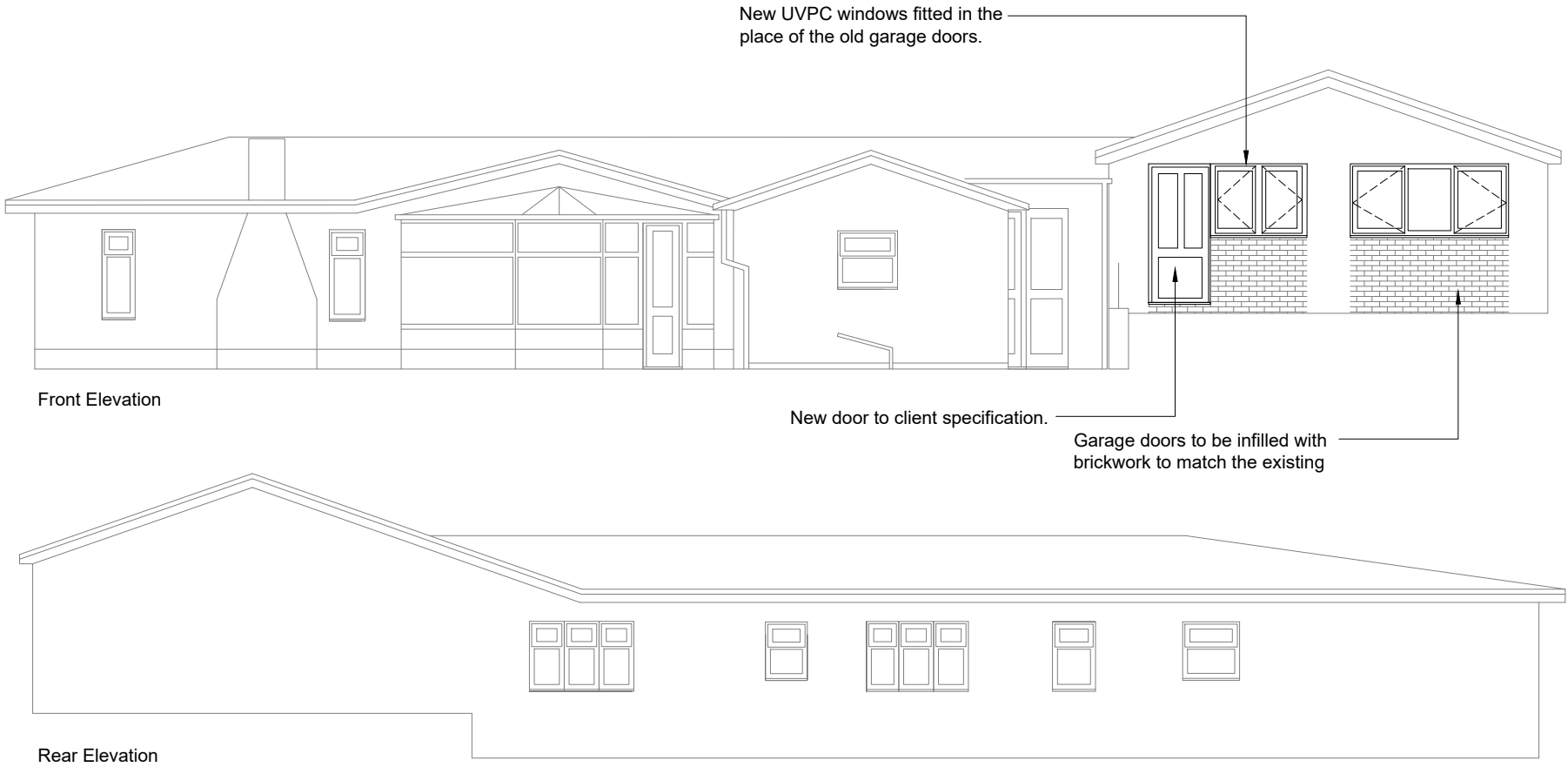
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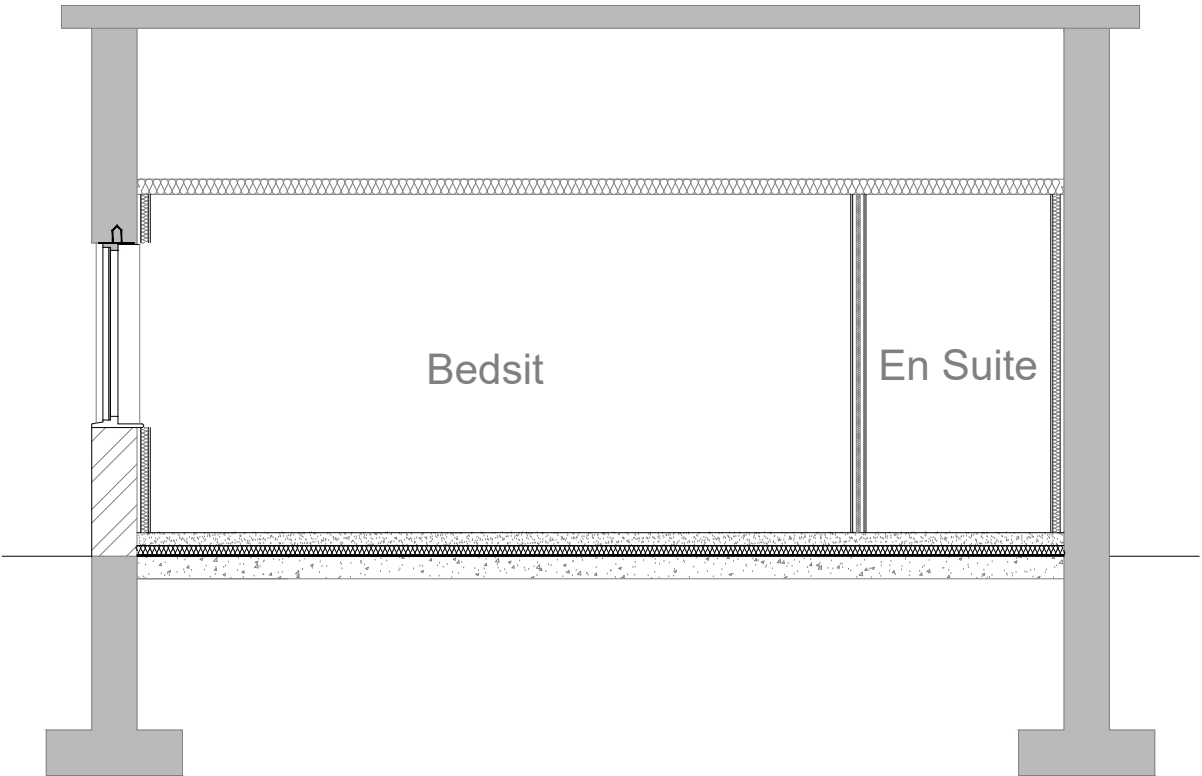
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